



**TOWN OF CANMORE  
RECORD OF WRITTEN SUBMISSIONS  
Public Hearing**

Council Chamber at the Canmore Civic Centre, 902 – 7 Avenue  
Tuesday, May 6, 2025 at 9:00 a.m.

This document contains the written submissions received in response to the notice of public hearing for the following bylaw:

**Connect Downtown: Planning a Vibrant Town Centre Bylaws  
2025-05 and 2025-13**

Submissions are sorted in alphabetical order.

This record of written submissions was compiled by Ben Stiver, Municipal Clerk, on May 6, 2025.

Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Elliot A'Court-Wills

[REDACTED]

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Date: April 7, 2025  
Time: 6:35 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Darcee Adam

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Date: April 2, 2025

Time: 7:09 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Caitlin akins

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Date: April 23, 2025  
Time: 6:53 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Imran Ali

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Date: April 23, 2025  
Time: 8:37 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Mahrukh Ali

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Date: April 23, 2025  
Time: 8:37 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

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Sincerely,  
Shaigaan Ali

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Date: April 23, 2025  
Time: 8:38 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Sincerely,  
Barbara Amping

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Date: May 3, 2025

Time: 12:04 pm

Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Joe Anania

  
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Date: April 7, 2025  
Time: 3:12 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)  
FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

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Sincerely,  
Rachael Anderson  
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Date: April 4, 2025  
Time: 5:31 am

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Richard Anderson

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Date: May 4, 2025  
Time: 5:31 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Karen Angliss

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Date: April 24, 2025  
Time: 10:56 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Caitlin anthony

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Date: April 15, 2025  
Time: 6:19 pm

**From:** [megan anthony](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** draft Area Redevelopment Plan  
**Sent:** 2025-04-23 5:48:43 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor and Council,

I was born and raised in Canmore, a community I continue to support despite having been priced out due to the steady rising cost of living. Like many others, I now reside in Cochrane and commute daily to Canmore for work and to visit my family. With this commute comes the necessity of accessible and reliable parking.

As the town continues to grow and evolve, I urge you to consider the real impact parking limitations have—not just on commuters like myself, but on the broader Canmore economy. If parking becomes more restrictive, it will directly affect the town's ability to retain essential employees who are critical to the success of locally owned businesses. Many of us, who have already been displaced by unaffordable housing, remain committed to serving this community. However, further barriers such as limited parking may ultimately force us out of the workforce entirely.

Employee retention in Canmore is already a pressing concern among business owners. In my own workplace, more than half of my colleagues have been forced to leave Canmore and now commute in order to continue supporting their employers and maintaining the relationships they've built with local clientele. Without adequate support from the Town Council, this trend will only worsen.

I respectfully ask that you consider the long-term consequences of these challenges and take steps to support those who remain dedicated to Canmore—despite being pushed to its margins.

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

With heavy hearted concern,  
Megan Rae Anthony



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Raymond Anthony

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Date: May 1, 2025  
Time: 3:17 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brett Appleton

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Date: April 18, 2025  
Time: 3:13 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Marinela Arbutina

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Date: April 4, 2025

Time: 2:29 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

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Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Yvan Archambault

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Date: April 15, 2025  
Time: 7:30 pm

**To:** Mayor and Council, Town of Canmore

**From:** Judy Archer

**Address/Contact:** [REDACTED]

**Date:** May 5, 2025

**Subject: Written Submission Regarding Bylaw 2025-05 – Town Centre Area Redevelopment Plan (ARP)**

Dear Mayor and Council,

Please accept this written submission regarding the proposed Town Centre Area Redevelopment Plan (ARP), Bylaw 2025-05. I wish to raise several significant concerns for your consideration prior to the Public Hearing on May 6, 2025.

My concerns are as follows:

**1. Future of artsPlace & Canmore Seniors Centre:**

- **Concern:** The ARP lacks specific assurances regarding the future of existing, vital community facilities like artsPlace and the Canmore Seniors Centre. These organizations are cornerstones of our community fabric and highly valued by residents and visitors.
- **Context & ARP Reference:** While the ARP generally supports arts, culture, and community uses (e.g., Section 5.1, Section 4.1.4 Civic Corridor), it fails to explicitly mention these specific, established organizations or guarantee their continued presence or necessary space, particularly within the areas designated for significant redevelopment like the Civic Corridor (Section 4.1.4) where artsPlace currently resides. This omission creates unnecessary uncertainty.
- **Request:** The ARP should be amended to include explicit policy statements ensuring the retention and adequate accommodation of both artsPlace and the Canmore Seniors Centre within the downtown core.

**2. Accessibility and Parking for Key Community Hubs:**

- **Concern:** The ARP's proposed removal of most downtown parking could threaten the accessibility and viability of artsPlace and the Canmore Seniors Centre. There will be dedicated accessible parking but it is a concern that distant intercept parking will limit the number of users and affect the viability of these two very desirable community hubs.
- **Context & ARP Reference:** While the ARP supports community uses (e.g., Section 5.1), it overlooks the critical need for proximate, accessible parking for artsPlace (Civic Corridor, Section 4.1.4) and the Seniors Centre. Relocating parking to the intercept facility creates a significant barrier for many users.
- **Request:** The ARP must explicitly address parking for these hubs by:
  - Retaining or creating designated accessible parking nearby.
  - Exploring an accessible shuttle link from the intercept parking.
  - Phasing parking removal to ensure accessible alternatives exist.
  - Developing tailored Transportation Demand Management strategies.

**3. Lack of Clear Implementation Phasing and Timeline:**

- **Concern:** The ARP outlines a 25-year vision but provides insufficient detail on the practical phasing and sequencing of major projects.

- **Context & ARP Reference:** Chapter 10 (Implementation) provides a high-level table, but a clearer roadmap is needed to understand how critical dependencies will be managed (e.g., ensuring the intercept parking is functional *before* surface lots are removed, or coordinating utility upgrades with street redesigns like Main Street). This lack of detail makes it difficult for the community to understand the real-world impacts and timeline over the coming years.
  - **Request:** A more detailed implementation and phasing plan should accompany the ARP, outlining key project dependencies, triggers, and expected timeframes for major public works to provide clarity and manage community disruption.
4. **Building Heights and Density Bonusing:**
- **Concern:** Achieving the ARP's affordable housing goals relies heavily on density bonusing (Section 4.1.2), potentially leading to widespread 4-storey buildings which feels too high and risks undermining the town's character and valued mountain views.
  - **Context & ARP Reference:** The ARP sets a 3-storey base height limit in the Commercial Core (Section 4.1.4) and allows up to 3 storeys base in Residential areas (Section 4.1.4, Figure 4.1), with density bonusing potentially allowing one additional storey (to 4 storeys) in designated Residential areas (Section 4.1.2, Figure 4.2). While the Gateway area allows 4 storeys base (up to 5 with bonus - Section 4.1.4), the visual impact of 4 storeys becoming common in established residential neighbourhoods adjacent to the core is concerning.
  - **Request:** Council should reaffirm its commitment to maintaining the prevailing 3-storey scale within the Commercial Core and carefully consider the visual and character impacts of applying density bonusing incentives broadly in the adjacent Residential character area. Consideration should be given to limiting the Gateway area to a firm maximum of 4 storeys.
5. **Scale and Design of the Intercept Parking Facility:**
- **Concern:** While the ARP mentions an intercept parking facility (Section 8.2.1), it lacks detail on its intended scale. Even with aesthetic screening, a large, multi-story parkade will have significant visual impact.
  - **Context:** Large parking structures can be visually intrusive in Canmore's sensitive landscape.
  - **Request:** The Town should provide clarity on the anticipated scale (number of levels/height) of the intercept parking facility and commit to a design process that prioritizes minimizing visual impact and integrating sensitively with the surrounding environment.
6. **Quality and Character of Riverside Park Pathway:**
- **Concern:** Upgrading pathways with road-like black asphalt pavement significantly reduces the aesthetics and user experience of a beautiful river walk. The specific surface material planned for the improved trail along Riverside Park is critical. Standard asphalt pavement feels too industrial and detracts from the natural setting. We must keep this walk special and the gem of the core area.
  - **Context & ARP Reference:** The ARP aims to enhance parks (Section 7.1) and pathways (Section 8.3.1), and promotes using natural materials (Section 7.1.1).

Simply specifying a "gravel standard" (Policy 8.3.1(5)) or defaulting to pavement would miss an opportunity.

- **Request:** The ARP or subsequent detailed design plans should commit to using a high-quality, smooth, durable, and aesthetically pleasing surface for the main Riverside Park pathway – something akin to quality pavers, or even the concrete that is found near the entrance to Spring Creek. This pathway could evoke a "malecon" feel, suitable for wheels (walkers, strollers, bikes) and feet. This should be integrated with native species landscaping to ensure the pathway feels like part of the natural park experience, not just a transportation corridor. Remove the word "pavement". Keep this walk special and natural.

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Thank you for considering these important points. I believe addressing these concerns will lead to a stronger, more widely supported plan for the future of Canmore's downtown. Sincerely,

Judy Archer

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jacqueline Ares

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Date: May 2, 2025

Time: 6:39 pm

**From:** [Sue Arlidge](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Downtown traffic closure in Canmore  
**Sent:** 2025-05-01 5:10:44 PM

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[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live in Exshaw. The town of Canmore has made it so inhospitable for people in Exshaw, that many of us are turning our lives towards Cochrane.

Our children go to school in Canmore, our banks and services such as dentist and doctors are in Canmore many of them on Main Street. Why are you making it so hard for locals to live in the Bow Valley?

This for local locals as well as tourists. We need convenience in accessing our services. I have already moved my bank off of Main Street and do most of my banking in Cochrane. I do most of my grocery shopping in Cochrane. I would love to support the local businesses in Canmore, but I literally cannot access them because parking is not available in the summertime.

Furthermore, many of my friends have businesses on Main Street. They have worked their entire lives to get these businesses where they are and now they are suffering because you are inflicting tourist based decisions on the entire town. This town is for the humans that pay their taxes. Secondary to that there are tourism amenities. Why is this town so tone deaf about closing down Main Street. Nobody wants it. It is ruining Canmore. It is already congested enough and closing down Main Street makes it worse.

Sent from my iPhone

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
michelle armstrong

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Date: April 23, 2025  
Time: 8:54 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Ashwin Arun

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Date: April 20, 2025  
Time: 6:16 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Sincerely,  
Marijane Ashforth

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Date: May 2, 2025

Time: 2:17 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Danielle Aube

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Date: April 23, 2025  
Time: 10:41 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Robby Aurora

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Date: April 18, 2025  
Time: 12:45 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Arun Ayinipully

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Date: May 1, 2025  
Time: 8:42 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Ivan Babikov

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Date: April 23, 2025  
Time: 4:20 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Ben Bagley

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Date: April 23, 2025  
Time: 8:37 pm

To Mayor Sean Krausert and Canmore Town Council,

re:ARP April 2025

Thank you for removing any reference to changes to the free resident parking program in response to public feedback. For all the businesses located in Canmore Professional Centre, and I believe all downtown, this has been instrumental in keeping traffic moving and allowing access for a sufficient amount of time to allow for appointments and other errands. This has been instrumental in maintaining a business model downtown.

Thank you for your understanding in balancing the redevelopment of the downtown core with a long term vision of a low cost housing project incorporated with maintaining or increasing existing public parking with a parkade. Both parkades in Banff have had tremendous use and success, as well as the top floor providing free parking which is utilized by many employees.

In conversation with tenants and patients there was an overwhelming request to not pedestrianize Main Street permanently, for obvious reasons in the colder darker winter months when they rely on closer access to businesses. The idea of select events on main street that involved street closure was welcomed.

The plan to include a policy to explore a future intercept parking facility to help reduce summer tourist parking in the downtown core would be welcome.

The changes outlined in 7.1.2 to Centennial Park and Riverside Park providing year-round passive, non-intensive recreational amenities for both residents and visitors would be a welcome addition to Canmore including limited short-term parking should be provided in these vicinities.

In regard to the road development of the Railway Avenue, I understand the 4 lanes will be reduced to three to allow for more pedestrian and bicycle traffic. My only suggestion is that these three lanes not be separated by a concrete island with trees that affect sight lines and safety while biking and driving. As a practitioner there is a very real challenge to emergency vehicles gaining access to downtown when you consider the trip from across the highway, bridge, intersection lights, sometimes a train, and then to have to negotiate one lane of heavy non moving traffic during much of the summer season, with no option for cars to move out of the way to allow emergency vehicles access, would be very time consuming in an emergency.

One simple idea during the summer would be for the town to provide more bicycle racks available along the Main Street for everyone. Washrooms as requested downtown would be a welcome improvement.

Personal regards,

Dr. Jonathan Bagley

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sarah Bagley

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Date: April 22, 2025  
Time: 1:55 pm

who are still with us today and those who have gone before us. As we are all treaty people, we each have ongoing responsibilities to protect and honour all of life.

May 6/2025.  
Submitted by - Liz Baker.

From: Liz Baker <[REDACTED]>

Sent: February 28, 2025 2:35 PM

- Resubmitted in person @ public meeting

To: Sean Krausert <sean.krausert@canmore.ca>; Tanya Foubert <tanya.foubert@canmore.ca>; Wade Graham <wade.graham@canmore.ca>; jeff.hillstad@canmore.ca; Jeff Mah <jeff.mah@canmore.ca>; Karen Marra <karen.marra@canmore.ca>; Joanna McCallum <joanna.mccallum@canmore.ca>

Subject: Connect Downtown - Planning a vibrant town center

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, Mayor and Council.

I am writing to express my concerns and lack of support with the current draft plan. I strongly disagree with the plan. Please consider further public consultation on the draft plan before first reading. For the following reasons.

There seems to be a disconnect between the options phase results from public input and what has been proposed in the draft plan. I would like to draw your attention to key areas where the public expressed strong concerns (against) at the options stage but were not captured in the draft plan stage. At either of these stages, the public was not allowed to provide input to these specific areas other than to identify if you agreed or disagreed. In some cases, you may agree but with caveats. For example, all residents would likely agree to affordable housing, but at what cost? This is not addressed in the draft plan. Another example is congestion and intercept parking and its location. There is no opportunity to weigh into this discussion. The current proposed location does not account for buses and trailers, nor does it consider where we may be in 10 years. Just look west to our neighbours in Banff and Lake Louise. Intercept parking should be located closer to the TCH where it can intercept traffic before it heads downtown. If shuttles to the downtown were frequent enough, this would do wonders for congestion. Canmore is now part of Alberta's Tourism strategy, so intercept parking needs more consideration. Case in point, have a look at how traffic is addressed at the South Rim of the Grand Canyon. This destination has a similar volume of traffic to the Bow Valley, who exit off of the TCH. Traffic is captured before reaching the Grand Canyon. Residents expressed a lot of concerns around building height beyond 3 stories to protect views and sun. Given the configuration of Main Street during the winter, a 3 storey building blocks the sun to the opposite side of the street. The third floor should be stepped back to allow sun to reach the pedestrian zone. A sun study should be completed. 4-5 storey building height to address affordable housing in an R1 neighbourhood met with a lot of frustration. Yet here we are with that in the draft plan and was told it was already approved through the "Town-wide density bonusing Scheme" Yet that RFP just went out in October of 2024. Where is the transparency?

*The Town of Canmore is issuing this Request for Proposal (RFP) to select a consultant that will support the development of a new density bonusing scheme for downtown Canmore and advise on updates to an existing Town-wide density bonusing scheme. The primary deliverables are anticipated to be two concise reports containing the results of financial analyses and corresponding recommendations on the structure of viable and attractive density bonusing schemes for downtown Canmore and a separate, Town-wide bonusing scheme.*

Key areas that require further public consultation include the following, based on responses from residents that have not been captured in the Draft Plan who strongly disagreed with these sections.



- Item #5 Downtown Pedestrian Zone - height, sun protection,
- Item #14 Interest in new housing and at what cost and location
- Item #23 Repurpose of vacant land. Protection of limited green space
- Items# 33 to 37 - Housing types, height and permitted locations, at what cost.
- Item # 52 Vehicle congestion and how it is managed.

In addition, there is no mention of the impact on our resources and utilities to accommodate this level of growth. For example, we have a finite resource for potable water. Where are the studies that evaluate existing use and consumption to propose development and into the future? Given that our Glaciers are melting and that resource is dwindling. Sewage and our over-stretch sewage treatment system have also not been addressed in this draft plan. New treatment plants are expensive. We talk about a climate emergency, yet we continue to expand. Expansion up needs to be considered as well as out with respect to impacts on our infrastructure. The plan has placed an emphasis on protection of our rivers and creeks, yet we continue to allow residents to have septic fields that seep into Spring Creek and Policeman's Creek. Side Bar, this really needs a new bylaw to address ecosystem health and protection of our drinking water systems.

I appreciate all the work that has gone into this thus far. However, I hope you listen to the residents who have concerns that need further public consultation and refinement before the ARP draft plan can go to the next stage.

Please let me know if this letter will form part of the consultation process or if I am required to submit again at the public hearing stage.

Special note. There is a flaw with the process. Perhaps why many residents are angry and feel they are not heard. Most people cannot envision a plan until it is rendered. There needs to be one more stage where residents can comment on a rendered plan before going to the council as a draft. Where residents can place comments rather than just agree or disagree.

This plan has the potential to change our authentic Canmore that we all love to a Whistler. Please do not rush the public consultation process. Let's get it right.

Regards

Liz Baker



40 year resident to the Bow Valley.

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Neil Baker

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Date: April 23, 2025  
Time: 10:00 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Barb bakstad

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Date: April 15, 2025  
Time: 9:48 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jay balabas

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Date: April 28, 2025  
Time: 9:17 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Rick Balharry

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Date: April 23, 2025  
Time: 9:37 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike; it is not simply a shopping, dining, or tourist district. In addition to our excellent retailers, downtown is blessed with many essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores.

The Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) However, reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact all these businesses and reduce vibrancy and activity downtown in general.

I believe we should preserve downtown parking as it now stands to meet the needs of both residents and visitors, and I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal and I fully support this objective.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. Also, adding buildings (some were noted as 4 storey in the ARP) would severely diminish the beauty of the downtown by obstructing clear views of the scenery, which is the biggest appeal for visitors and is inspiring for everyone.

I do not support the proposed 20% reduction in single-vehicle use by 2030. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the closure of Main Street year-round to create a pedestrian only zone. This has mixed results in the summer, when the volume of pedestrian traffic may make our narrow sidewalks a challenge; many business owners have commented that without close contact many see disappointing foot traffic in the summer. Same with closures of other street areas in the attempt to generate vibrant activity downtown. The Town can close areas when required for events but should not try to "force" enthusiasm for downtown rather let it grow naturally from genuine interest.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Adam Bank

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Date: May 1, 2025

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Ms Karen Barker

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Date: April 15, 2025  
Time: 9:42 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Donna Barry

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Date: April 24, 2025  
Time: 12:52 am

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.



Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Patricia Bartley

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Date: May 4, 2025  
Time: 6:25 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Trish Bartley

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Date: May 1, 2025  
Time: 9:22 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: for submission to council.

Dear Mayor and Council,

I am writing to express my strong opposition to any reduction in public parking spaces within the downtown district with the exception of any eliminated on mainstreet for full year pedestrianization.

Lets keep canmore family friendly for both tourists and locals. We have a very long winter and cars are still required in todays society and the mountain environment. One day, with driverless cars, we may not need parking but now we need more, not less...

Thanks for listening.

Cam Baty

Sincerely,  
Cameron Baty

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Date: May 1, 2025

Time: 10:16 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Paul Baumberg

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Date: April 23, 2025  
Time: 8:37 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely, Carole Beaton

Sincerely,  
Carole Beaton

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Date: April 24, 2025

Time: 7:59 am



Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Marylene Beaudoin

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Date: May 4, 2025  
Time: 9:11 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sara Beck

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Date: April 18, 2025  
Time: 2:36 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Annely Beckmann

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Date: April 23, 2025  
Time: 9:00 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Laurie Belik

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Date: April 23, 2025  
Time: 2:20 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Astrid Bell

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Date: April 24, 2025  
Time: 12:28 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kacie Berkenbosch

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Date: April 23, 2025  
Time: 8:54 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Natalia Berlina

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Date: April 23, 2025  
Time: 4:09 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jodi Beswetherick

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Date: April 22, 2025  
Time: 5:43 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Shawn Biggings

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Date: April 23, 2025  
Time: 8:46 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

I am in a wheelchair and it's hard enough for my family to get me to my appointments or to the bank. This effect's all of us and is detrimental to the businesses down town

Sincerely,  
Dorothy Biggy

Date: April 15, 2025  
Time: 7:41 pm

TO: municipal.clerk@canmore.ca  
FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. Please let me know where the funds for parking that have been paid to the Town of Canmore for over 30 years for parking stalls by local businesses was allocated? Which town or city are the planners that proposed these ideas from? I feel that the local meaning taxpayers should have a say in the Town planning. It seems to me that

the Town of Canmore is trying to run locals out of town at every opportunity. This is disrespectful to people that have not only supported this town, but helped build the town. Respectfully, George Biggy

Sincerely,  
George Biggy

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Date: April 27, 2025

Time: 3:09 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

All while keeping the view, which is why residents want to stay here and tourists want to see. To me even 3 story buildings are too much visual impact on our community, not to mention blocking the sun, look at what that building at settlers cabin lot did, that alone totally supports my point

Sincerely,  
Theresa Biggy  
Date: April 15, 2025  
Time: 5:42 pm



Dear Mayor Krausert and Council Members,

I'm writing to show my support for the downtown Area Redevelopment Plan that's coming up for public hearing on May 6th.

I've lived in Canmore long enough to see how our town has grown and changed over the years. What I really appreciate about this plan is that it doesn't take the easy but short-sighted route of just building more parking lots and traffic lanes. That approach would only make things worse in the long run, not better.

Our little mountain town has a special character that would be destroyed if we just kept adding more asphalt and prioritizing cars over people. I'm particularly excited about the year-round pedestrian zone on Main Street. Having experienced the summer pedestrian zone, I can already see how much more enjoyable and community-oriented our downtown becomes when people can freely walk, gather, and interact without worrying about traffic.

I know you're probably hearing a lot of loud complaints from certain vocal folks who resist any change. But I wanted you to know that there are many of us in the community who are thrilled with this direction. The article I read mentioned that over 60% of survey respondents felt the plan meets the needs of our community now and into the future. That's a solid majority, even if they're not all showing up at meetings or writing passionate opposition letters.

The reality is that we can't keep growing the way we have been without rethinking how we use our limited downtown space. Building an intercept lot and encouraging more walking, cycling, and transit use just makes good sense in our valley-bottom location. If anything, providing unlimited free parking or exception passes to residents and business owners in the downtown core could be a good opportunity to reduce resistance.

I appreciate that this is a long-term vision that will be implemented gradually. Change is hard, but necessary. Please know that despite some vocal opposition, many of us are looking forward to a more pedestrian-friendly, sustainable Canmore. Thanks for your work on this important plan.

Kind regards,

Jon Billiau

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brendon Bilodeau

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Date: April 23, 2025  
Time: 9:57 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lana Bilodeau

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Date: April 23, 2025  
Time: 9:48 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services that have to be easily accessed by all, including seniors and the disabled. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. I am an example. Since Banff made parking changes, I have found I do not access their downtown businesses in the core or side streets (even when I work full time close by) as often as I once did. Canmore's approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: "The transportation system should support economic prosperity within Canmore." (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a lower than four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for 4+ storey residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brenda Birch

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Date: May 2, 2025  
Time: 8:18 pm

Your Name Susan Björge  
Your Address [REDACTED]  
Canmore, AB  
Date May 4, 2025

**RECEIVED**

MAY 06 2025

**TOWN OF CANMORE**

Town of Canmore Council

[sean.krausert@canmore.ca](mailto:sean.krausert@canmore.ca), [Joshua.cairns@canmore.ca](mailto:Joshua.cairns@canmore.ca)

Dear Members of the Canmore Town Council,

I am writing to express my strong opposition to the Canmore Downtown Area Redevelopment Plan (ARP) 2025. After reviewing the proposed changes, I am deeply concerned about the long-term impacts this plan will have on the character of our downtown neighbourhoods, the environment, and the quality of life for current residents.

The proposed densification and building height increases, particularly in residential areas, will drastically alter the landscape and character of Canmore. Replacing single-family homes (R1) with multi-unit buildings (R4), including 3-4 story apartment complexes, will not only reduce the overall livability of our neighbourhoods but will lead to a significant increase in traffic congestion and parking problems. The promised "bonusing strategies" encouraging taller buildings undermine the unique charm and scale of our streets, leaving residents with reduced access to sunlight and obstructed mountain views.

Additionally, I am deeply concerned about the loss of green space. Labeling areas such as Eklof Park as "underutilized" and proposing their redevelopment goes against the principles of sustainability and livability. Green spaces are essential for the vibrancy and well-being of our community, and once lost, they cannot be replaced. The current ARP does not seem to sufficiently prioritize the preservation of these vital areas.

Finally, the proposed reductions in downtown parking will exacerbate an already strained situation. The removal of 295 parking stalls, combined with reduced parking requirements for new developments, will force overflow parking into surrounding residential areas, causing further congestion and making it more difficult for residents and visitors to access downtown. This is a recipe for frustration and decreased quality of life.

For these reasons, I respectfully urge the Town Council to reconsider these plans and engage in further consultation with residents to ensure that any redevelopment in Canmore reflects our community's values of sustainability, livability, and the preservation of the unique mountain town character that makes Canmore so special.

Thank you for considering my concerns. I hope my feedback will be taken seriously as the Council moves forward with these important decisions.

Sincerely,  
Your Full Name Susan Karen Björge



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Downtown Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my qualified support to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed downtown parking.

I understand that Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike, and I do not think the permanent pedestrianization of Main Street will be a significant deterrent to these businesses. Quite the opposite, I think a very tastefully planned pedestrian-only Main Street will enhance downtown businesses. I believe this has been the experience in many tourist towns around the world. (As an aside, I think the seasonal closure of Main Street for the last few years has been poorly done and frankly an embarrassment - do it right or don't do it at all.)

I also do not object to the development of new residential complexes in the downtown core, although I think these should be maintained at not more than four (4) levels so as not to create too much of a tunnel effect on the downtown streets.

Finally, I do not object to the re-routing of downtown vehicular traffic in the "square" ring road currently proposed.

However, and this is my very sincere qualification, none of the above should be done without adequate provision of downtown parking. With all due respect, it is delusional to think that we are ever going to reduce the vehicular traffic in and around the downtown core. If as I understand, there are currently 278 parking spaces in dedicated lots and another 77 parking spaces on Main Street (when Main Street is not seasonally closed), and if all or many of these spaces will disappear with the ARP, then we MUST have a parking structure downtown that will at least replace these spaces, and likely increase the number to accommodate the additional vehicles that will come with additional residential units. Therefore, I strongly support the construction of a three or four-story parkade on one of the Town-owned downtown surface parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I don't mind the idea of intercept parking outside the downtown core, but this cannot replace the critical need for parking downtown.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment and a world class tourist destination.

Sincerely, Donald J Blackett

Date: April 17, 2025

Time: 8:24 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Hilary Blanchette

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Date: April 23, 2025  
Time: 11:42 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Beverly Block

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Date: April 24, 2025  
Time: 11:23 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Clifton Block

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Date: April 24, 2025  
Time: 11:24 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Canmore is "home" to many residents who value the incredible natural area where the town is situated, and also welcomes visitors from the local region and around the world who wish to enjoy what the Canadian Rockies offer.

There are many things to like about the ARP:

- improved access/visitor experience flowing from Main Street to the river
- better lighting and signage
- potential increased density/affordable housing in Larch

The realities, though, are that:

- Canmore is 1.5 hours from a large, urban centre with support resources, as well as the international airport
- Public transportation from Calgary/YYC is very limited
- Well more than half -- likely three-quarters -- of visitors are driving to Canmore from within the region
- It is a costly place to live, and many of the human resources that make this place special cannot afford to live here

Vehicular transportation remains necessary, and non-motorized transportation is the secondary mode. And so, parking MUST be retained in the downtown core, while also prioritizing a sufficient intercept parking solution.

Residents access services and goods downtown, year round. They need to be able to do so, with accessible parking and a certain level of consideration for their financial commitment to the town.

Thought must also be given for the population who work in Canmore and make it a great place to be, whether they reside within the town or are commuting to work. These people need to be able to get to and from their jobs safely, and at all hours. Please remember these are not simply numbers on your page, they are humans, many of them young and potentially vulnerable.

As well, many visitors with the funds available for travelling to this area are in an older demographic. They should not be discriminated against through removed and reduced parking availability.

I do NOT support pedestrianizing Main Street year-round. In fact, I support only mid-June to mid-September closure of Main Street, and only IF the Town increases its dedication to and investment in the visitor experience, 7 days per week. For the past four years, the Town has simply blocked off the street and placed the financial and human resource burden on businesses to enhance the



experience for visitors. As well, if pedestrian only, then the area needs to be PEDESTRIAN only -- bikes must be walked.

This lacklustre showing from the Town of Canmore has proven that trust cannot be extended to making Canmore one of the few destinations at our latitude to successfully pedestrianize its main centre year round.

I do NOT support redeveloping Town parking lots to housing units. Parking needs to be retained/improved in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees, at a reduced monthly rate. Ride sharing plans and incentives should be encouraged.

In the future, a parkade should be developed on one or more of these downtown parking areas, as well as at intercept locations on each end of 8th Street.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, resident employees, and visitors with Bow Valley accommodation to walk, bike, or use transit.

A top priority needs to be additional, well-maintained capacity for public restrooms downtown.

In much of the engagement opportunity provided for this plan, the wording of questions and surveys made it very difficult to effectively communicate concerns regarding individual points, and thus feedback was often skewed or inaccurate.

Sincerely,

Laura Bodell

Downtown business owner

May 2, 2025

Canmore Town Council  
902 7<sup>th</sup> Avenue  
Canmore, AB T1W 3K1

Re: Town Centre Area Redevelopment Plan (Bylaw 2025-05)

As a 13-year Canmore resident, 10 of which are at my property on 7<sup>th</sup> Street downtown, I am registering my opposition to the above Bylaw.

The ARP proposes to create a “vibrant” community “lively and active all day, every day, and every season.” It reads like a town planner’s concept of utopia. I’m not convinced any of the architects of the plan really know what it’s like to live in the downtown area, especially during the coldest weeks in January and February.

My concerns are threefold:

### **1/ Downtown Profile & Accessibility**

The plan proposes to “Make Main Street a Great Street” by creating “a year-round neighbourhood heart – a pedestrian-focused corridor anchored by a central plaza.”

The reality, in my opinion, is that Canmore’s diversity of businesses – financial, government, legal and religious services, medical/dental, personal care, grocery, retail, dining, lodging – survives on the year-round patronage of local residents who drive and park. I’m concerned that limiting vehicular access will negatively impact these enterprises, especially in winter.

A permanent pedestrian corridor may charm tourists who stroll Main Street during the peak summer months when the road is closed to cars, but it will frustrate local residents the other 8 months of the year. The car-free concept may work in quaint alpine ski towns, but the commercial profile of downtown Canmore relies on frequent, short-duration, easy-access visits by locals who also drive cars.

### **2/ Vehicle Movement & Parking**

The seasonal restriction of Main Street to pedestrians and bicycles is a nightmare for residents on 7<sup>th</sup> Street. The road was never intended to be a main thoroughfare yet there is a constant flow of traffic – heavy trucks, revving motorcycles, tractor trailers, and a huge volume of idling cars queued at the Stop sign, waiting to turn left on 6<sup>th</sup> Avenue. The street is often gridlocked between 4PM and 5PM.

When Main Street is closed, it’s impossible to even sit on my balcony because of the noise and exhaust fumes which start as early as 7AM.

If Main Street is to be a pedestrian zone as proposed in the ARP, this congestion will be year round. I suspect my property value will decline.

The plan to reduce downtown parking capacity and increase residential density seems to be contradictory. Owners of new condos or mixed-use properties will undoubtedly have motor vehicles. It begs the questions:

- . Where are new residents to park?
- . Will you require multi-level, multi-unit condo complexes to have ground-floor garages with sufficient capacity for all occupants?
- . Is it fair to limit the number or restrict parking permits for residents of new downtown condos?

### **3/ Density**

I don't believe a community needs to be dense to be "vibrant" and "lively and active all day, every day." I also don't understand how the ARP proposal to densify the downtown area with new residential construction is compatible with the goal of cutting single-occupancy vehicle use by 20% over 5 years.

While I absolutely agree with the importance of preserving mountain views, I don't know if the authors of the ARP realize that a four-storey structure built in place of the 7<sup>th</sup> Street parking lot will completely obscure my only view of the Rockies and cast shade on my property. This doesn't preserve my view of the natural beauty of the area. It destroys it.

I'm all for improving accessibility, addressing the parking issue, managing growth, and planning for the future. But I'm not supportive of a plan that is detrimental to downtown residents, their property values, and their quality of life.

I would urge Council to consider revising the plan to one that better understands the unique traffic flows of the peaks and seasonality of tourist traffic, the diverse profile of downtown businesses, and the importance of retaining what downtown residents value – the ability to enjoy our spectacular views in peace, free of noise, exhaust fumes, and year-round hordes of people.

Personally, I don't want my downtown community to be "lively and active all day, every day, and every season." I don't share that future vision for Canmore.

Byron Bohlman



Your Name Reinhardt F. Bohnsack + SHARON J. Bohnsack  
Your Address [REDACTED]  
Canmore, AB  
Date MAY 2, 2025

Town of Canmore Council

[sean.krausert@canmore.ca](mailto:sean.krausert@canmore.ca), [REDACTED]

Dear Members of the Canmore Town Council,

I am writing to express my strong opposition to the Canmore Downtown Area Redevelopment Plan (ARP) 2025. After reviewing the proposed changes, I am deeply concerned about the long-term impacts this plan will have on the character of our downtown neighbourhoods, the environment, and the quality of life for current residents.

The proposed densification and building height increases, particularly in residential areas, will drastically alter the landscape and character of Canmore. Replacing single-family homes (R1) with multi-unit buildings (R4), including 3-4 story apartment complexes, will not only reduce the overall livability of our neighbourhoods but will lead to a significant increase in traffic congestion and parking problems. The promised "bonus strategies" encouraging taller buildings undermine the unique charm and scale of our streets, leaving residents with reduced access to sunlight and obstructed mountain views.

Additionally, I am deeply concerned about the loss of green space. Labeling areas such as Eldof Park as "underutilized" and proposing their redevelopment goes against the principles of sustainability and livability. Green spaces are essential for the vibrancy and well-being of our community, and once lost, they cannot be replaced. The current ARP does not seem to sufficiently prioritize the preservation of these vital areas.

Finally, the proposed reductions in downtown parking will exacerbate an already strained situation. The removal of 255 parking stalls, combined with reduced parking requirements for new developments, will force overflow parking into surrounding residential areas, causing further congestion and making it more difficult for residents and visitors to access downtown. This is a recipe for frustration and decreased quality of life.

For these reasons, I respectfully urge the Town Council to reconsider these plans and engage in further consultation with residents to ensure that any redevelopment in Canmore reflects our community's values of sustainability, livability, and the preservation of the unique mountain town character that makes Canmore so special.

Thank you for considering my concerns. I hope my feedback will be taken seriously as the Council moves forward with these important decisions.

Sincerely,

Your Full Name

Reinhardt F. Bohnsack  
Sharon J. Bohnsack

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Evangeline Bonenfant

---

Date: April 24, 2025  
Time: 1:04 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Renée Boone

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Date: April 28, 2025  
Time: 8:16 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Karen Booth

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Date: May 1, 2025  
Time: 7:43 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Kamila Borutova

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Date: April 16, 2025  
Time: 10:42 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

I have considered all that is stated in this letter and think it accurately reflects my personal view. Please consider keeping Canmore downtown accessible and thus viable for Canmore businesses and Canmore citizens.

Sincerely,  
Carolyn Bosch



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Date: April 23, 2025  
Time: 8:53 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Julie Bouchard

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Date: May 2, 2025  
Time: 4:21 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Darren Boucher

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Date: April 23, 2025  
Time: 9:26 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Monica Bouius

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Date: April 23, 2025  
Time: 8:49 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Eleni Boundris

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Date: April 3, 2025

Time: 6:59 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Nicholas Boyd

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Date: April 24, 2025  
Time: 12:24 pm

[REDACTED]  
Canmore, AB. [REDACTED]

02 May 2025

## Re Planning for Downtown's Future

I am not happy about the planning for downtown Canmore.

I have a physical disability so I have to park close to the business that I am going to use. I am not able to walk great distances, nor am I able to ride a bicycle.

I need a parking place that is close to the Bow Valley Credit Union on Main Street. If the main street is closed off, there is only one disabled parking spot behind the Credit Union and that is right behind Arts Place. When I have tried to park there before, there is always a red vehicle parked there and it is there most of the day. What you need is more disabled parking spots in the parking lot behind the Bow Valley Credit Union.

In my opinion, closing off the Main Street is only to benefit tourists and not the local residents.

I have paid taxes in Canmore since 1978, and have resided in Canmore for many years.

*Margaret M. Boyle*  
Margaret M. Boyle

[REDACTED]



Wayne Fingas and Donna Bradley

Canmore, Alberta

May 1, 2025

Mayor and Councillors  
Town of Canmore  
902 7<sup>th</sup> Avenue  
Canmore, Alberta T1W 3K1

Dear Mayor and Councillors

RE: Town Centre Area Redevelopment Plan and Revised Land Use Bylaw Amendment

We would like to register our strong **opposition** to the part of the plan/bylaw that would serve to:

- Close main street year round to vehicular traffic; and/or
- Reduce the availability of parking in the downtown lots that already exist.

We believe Canmore residents, when and if they can, try to walk, bike or use transit to go downtown. But that is not feasible many times because of:

- *physical limitations* – as we age, we are finding mobility more of a challenge.
- *time limitations* – sometimes we, or young Moms and Dads, have to rush downtown to do a quick errand at the bank or post office or grab a couple of last minute items at Rusticana grocery so we drive and need a place to park.
- *weather conditions* – we live in a mountain community that has many cold, snowy, wet, slippery days so in the winter, we primarily drive to do errands especially if it involves anything that needs to be carried.
- *Lack of daylight* – if we go downtown in the winter for dinner, it is dark out, so we drive. We like supporting our downtown restaurants.

We find the closure of main street in the summer inconvenient but understand the reasons for it. We patiently wait for the closure of main street to end in the fall and for traffic to flow better on all three downtown streets that take us through to our bank, doctor, pharmacy, Safeway, and so on.

We strongly believe that the plan to close main street year round and reduce parking will hollow out the downtown core, and will shamefully put the local businesses and restaurants in jeopardy.

Thank you for considering our voice of opposition.

Sincerely,

Donna Bradley and Wayne Fingas

(delivered by e-mail to [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca))

Meredith Bratland

Canmore, Alberta,

April 29, 2025

Canmore Town Council  
902 7th Avenue  
Canmore, Alberta T1W 3K1

Dear Mayor and Town Councillors,

**Re: Support for Incorporating Arts and Culture in Downtown Canmore's Vision**

I am writing to express my strong support for including arts and culture as a central component in the new vision for downtown Canmore.

As a resident who cherishes our community's distinct character, I firmly believe that arts and culture represent the heartbeat of Canmore, with our downtown core serving as the heart of our town. Incorporating arts and culture into downtown planning isn't just about aesthetics; it will preserve and enhance Canmore's identity and create a vibrant space where people want to be.

A vibrant and cultural downtown would:

- Create gathering spaces that foster community connection.
- Support local artists and cultural entrepreneurs.
- Create recreational opportunities for multifaceted residents who enjoy both outdoor activities and artistic pursuits.
- Distinguish Canmore from other mountain towns through our artistic character.
- Provide year-round vitality independent of seasonal tourism fluctuations.

Our mountain setting inspires creativity, from Indigenous art to contemporary creations that reflect our natural surroundings. By strategically incorporating the arts into downtown planning, whether through dedicated venues, public art installations, performance spaces, or artist studios, we can create a space where our entire community continues to thrive.

I understand the challenges of balancing various priorities in downtown development. However, I urge you to recognize that investments in arts and culture yield dividends in community well-being, economic diversification, and the preservation of Canmore's special character. I am thankful for the investments and support that the Town Council has given the arts; in fact, it was a major factor in why my family chose to live here.

As you refine the vision for downtown Canmore, please prioritize arts and culture in your planning process. Our community's heart deserves a space that nurtures its creative pulse.

Thank you for your consideration and your service to our community.

Sincerely,  
Meredith Bratland

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Valentina Bravo

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Date: April 23, 2025  
Time: 2:11 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Claire Breeze

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Date: April 2, 2025

Time: 2:11 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Judy Brese

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Date: April 24, 2025  
Time: 10:30 am

Canmore, Alberta.  
marjoriebridge@gmail.com

May 2nd, 2025

The Chief Administrative Officer,  
Town of Canmore  
9th St. Canmore.

Dear Sir/Madam,

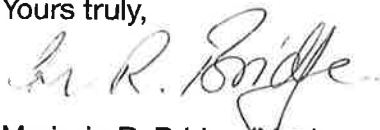
Re: TOWN CENTRE REDESIGN

I would like to add some comments on the design that I would like to see or not see. I have been in Canmore for 43 years and hope my voice will be heard.

- 1) I have expressed in a previous note that I would like to see the space between the Credit Union and the jewelry shop made into a nice little park with trees and flowers and perhaps a little stage for buskers.
- 2). I would like to see a multi-story car-park in one of the open spaces behind the Main Street. I think it's about time we had one, particularly for disabled drivers like myself. It is hard to walk from a distance to the shops, which I regularly use.
- 3) The charm and character is not the same as in the '80's, but I hope the Town will come up with some beauty to compensate. I love the flower tubs in the summer.
- 6) We need more trees on Main Street and in the side streets and in the Town Hall Square.
- 7) Perhaps a "cobbled" look or 'tiled' main street would make it look better.
- 8) I do not like the idea of cutting us (townsfolk) out of the downtown area in the summer let alone all year round. It is **our** town and we should be able to access it. I have spoken to shopkeepers and mostly say they hate it and it does not improve business. We do not exist just for tourists. We need to access the banks and businesses. The Town Council owes us that dignity.
- 9) Many of us older residents remember how wonderful Canmore was in 'the old days' when you could go to Marra's and never get home in time because you met so many people on the street to chat to. I rarely meet anyone I know now, but cutting us off completely from parking on Main Street is very disappointing. The ease of just 'going downtown' and a chance meeting with an old friend will be taken away as one thinks "Why bother?"

Thank you for taking the time to read my comments.

Yours truly,



Marjorie R. Bridge (Mrs.)



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mandy Brissenden

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Date: May 1, 2025  
Time: 2:45 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Jean Bristow

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Date: April 24, 2025  
Time: 8:22 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Renate Brockmeyer

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Date: April 30, 2025  
Time: 6:29 am

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Rebecca Brookes

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Date: May 4, 2025  
Time: 8:37 am



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Suzanne Brouillette

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Date: April 24, 2025  
Time: 7:53 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Debbie Brown

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Date: May 1, 2025  
Time: 8:51 am

Morning, I had wanted to speak to concerns that I have with the ARP for DownTown re-development but had to leave to see patients in my practice.

My name is Duncan Brown, and I have been a full time Canmore resident since 1978 and operated an Orthodontic Practice on the main street for about 30 years.

1. While I support “revitalizing” the downtown core, I am opposed to not making a formalized provision for public parking in the downtown area as a condition of re-development. In my practice, about 50% of the patients are not local, but travel from Cochrane, the Columbia Valley, Saskatchewan and other communities in the Bow Valley. It is not reasonable to expect them to park in a “parking hub” structure at the edge of the downtown core and then walk to my office, especially if weather conditions are poor.
2. Further, the proposal to increase “urban density” with the allocation of town lands presently dedicated to parking towards multistory commercial use/residential apartments without increasing provision for both residents and generalized parking is not wise. Provision of a multistory parking structure in the downtown core, would relieve both of these pressures, without increasing the footprint of parking related lands, and could be made very attractive. “In lieu of parking” collections by the Town over many years of development were to be designated to such a structure, which failed to materialize. It is time for this to occur.

I found it interesting that in the presentation outlining the steps taken in development towards expanding parking commensurate with Town growth was scant, with the same vague undertakings I have heard over many years.

In my discussions with downtown business owners, I have yet to find one, that supported the ARP revisions.

Finally, and importantly, as the only property owner (Canmore Ranch) directly adjacent to the Waste Water Treatment Plant, I am very concerned. Already the plant is experiencing operational challenges, and increasing the Town’s size without resolving the present infrastructure concerns of both wastewater and waste management is apt to fail. I am “co-holder” of the access road, servicing both the Waste Water and Management Facilities, which is presently held underlease with a 30-day cancellation provision from CP Rail. I am concerned that Town has failed to address the possible “loss” of access on numerous occasions in the past and is planning extensive developments without dealing with this “elephant” in the room. The present crossing should be converted to a “permanent public” crossing to secure access to the infra-structure facilities and to my home. The Town has

been sweeping this obvious challenge under the rug for years. When will this be discussed and resolved.

Once again, thank you for your efforts, and I look forwards watching our Town develop in a manner we all want.

A handwritten signature in black ink, appearing to read "Duncan". The signature is stylized with a large, looped "D" and a cursive "uncan".

Dr. Duncan Y. Brown

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. Further any multi-story developments in the downtown core that raise the density of residential units downtown should have a strictly applied requirement of provision of parking spaces for the residents, and potential visitors to the developments.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Duncan Brown

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Date: May 1, 2025  
Time: 8:57 am



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Meghann Brown

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Date: April 25, 2025  
Time: 5:46 pm

Nathan Brown

Canmore, AB,

May 1, 2025

Town of Canmore Council

[sean.krausert@canmore.ca](mailto:sean.krausert@canmore.ca), [Joshua.cairns@canmore.ca](mailto:Joshua.cairns@canmore.ca)

Dear Members of the Canmore Town Council,

I am writing to express my strong opposition to the Canmore Downtown Area Redevelopment Plan (ARP) 2025. After reviewing the proposed changes, I am deeply concerned about the long-term impacts this plan will have on the character of our downtown neighbourhoods, the environment, and the quality of life for current residents.

The proposed densification and building height increases, particularly in residential areas, will drastically alter the landscape and character of Canmore. Replacing single-family homes (R1) with multi-unit buildings (R4), including 3-4 story apartment complexes, will not only reduce the overall livability of our neighbourhoods but will lead to a significant increase in traffic congestion and parking problems. The promised "bonusing strategies" encouraging taller buildings undermine the unique charm and scale of our streets, leaving residents with reduced access to sunlight and obstructed mountain views.

Additionally, I am deeply concerned about the loss of green space. Labeling areas such as Eklof Park as "underutilized" and proposing their redevelopment goes against the principles of sustainability and livability. Green spaces are essential for the vibrancy and well-being of our community, and once lost, they cannot be replaced. The current ARP does not seem to sufficiently prioritize the preservation of these vital areas.

Finally, the proposed reductions in downtown parking will exacerbate an already strained situation. The removal of 295 parking stalls, combined with reduced parking requirements for new developments, will force overflow parking into surrounding residential areas, causing further congestion and making it more difficult for residents and visitors to access downtown. This is a recipe for frustration and decreased quality of life.

For these reasons, I respectfully urge the Town Council to reconsider these plans and engage in further consultation with residents to ensure that any redevelopment in Canmore reflects our community's values of sustainability, livability, and the preservation of the unique mountain town character that makes Canmore so special.

Thank you for considering my concerns. I hope my feedback will be taken seriously as the Council moves forward with these important decisions.

Sincerely,



Nathan Brown

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Rebekah Brown

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Date: April 2, 2025

Time: 11:05 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

I agree with all that is spoken in this letter but I want to explain my basic objections.

First, one of the councillors, while speaking to a member of the public on Facebook told her that since he has met with her twice that he "would not be wasting anymore of his PRECIOUS time engaging in further discussions with her". That was so disrespectful, condescending and just rude. We won't go into synaptically challenged. I am disgusted that someone I voted for is that arrogant in the position he chose to run for election.

Secondly, I am an active 78 year old resident here since 1979 and I love my bike. But this is not Amsterdam of the Rockies and I

put that bike away for pretty much 6 months. And when I go to the library from over by the Bow River Lodge, I take the spur line trail over to behind Safeway and then the paved path beside the railway. No driving on roads if I can avoid that danger. And it is going to be worse! You deleted the part in your first draft that it is your conscious intention to psychologically pressure drivers into avoiding driving through 'calming " measures that really piss people off and force them into pressure cooker situations which will only make things worse. Reducing car travel by 40% fairly rapidly is not going to work. And Railway Ave into two lanes in front of Elevation Place is going to make Borrowman's Folly Corner (at A&W) look like an intelligent, well-devised plan. Even the Library Board wrote you a letter..... and they show restraint.

But when I had lunch this week with my friend John Varga from Victoria and told him what the so called Planning Department was proposing and pushing with the help of some councillors, he says hey that is the guy who destroyed downtown Victoria. We hired the guy who has produced a ghost town where there is very little parking, residents of Victoria no longer go downtown and it has increased drug use with all of it's challenges.

So take a little time, do not give the new council (and I hope there will be a couple of new faces) the possibility of pushing forward this agenda. It might work in Amsterdam and there may be the occasional whiff of cannabis wafting through the Rockies, but this is not Amsterdam..... AND AMSTERDAM SICK OF YOU TRYING TO MAKE IT SO

Sincerely,  
Richard Brown

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Date: May 1, 2025  
Time: 11:52 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tony Brown

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Date: April 23, 2025  
Time: 8:44 pm



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Donna Browne

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Date: April 25, 2025  
Time: 2:44 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ian Bruce

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Date: May 1, 2025  
Time: 12:41 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Karen Brust

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Date: April 23, 2025  
Time: 8:52 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

As well, I would like to point out that after having a dental procedure I would not like to bike or walk home. Nor if I go to my hairdresser who is downtown would I want my expensive new haircut wind blown or crushed by a bike helmet.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sandra Buchko

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Date: April 23, 2025  
Time: 11:27 pm



Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Gayle Buckle

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Date: May 2, 2025

Time: 3:43 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Sincerely,  
howard buckle

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Date: May 2, 2025

Time: 3:46 pm

April 19<sup>th</sup>, 2025

Mayor Sean Krausert & Council  
Town of Canmore  
902 – 7<sup>th</sup> Avenue  
Canmore, Alta.  
T1W 3K1

Mayor & Council:

Re: **Submission to Public Hearing, May 6<sup>th</sup>, 2025**  
**Bylaw 2025-05: Town Centre Area Redevelopment Plan**

We have read the draft Town Centre Area Redevelopment Plan (Bylaw 2025-05) arising from the “Connect Downtown” initiative, and note some positive changes have been made to the documents provided back in the summer of last year. I and my wife submitted our initial thoughts to Council on those documents/strategies/boards back in early August, and have now provided our final thoughts on the concerns that remain (or are new concerns arising in the draft ARP) on the attached pages.

Our specific concerns with the ARP are:

**The over-reach of the Connect Downtown concept:** it is still our position that a separate ARP should have been prepared for the residential sectors encapsulated within the Town Centre area. The consultation for this separate ARP could have featured a far more direct involvement of the residential property owners on how they felt their neighbourhoods should be re-developed. As was put forward back in August, opening the consultation process on the downtown commercial core to world-wide opinions was a generally good thing (as we want to know why visitors come here; what they like and don’t like, and what will keep them coming back), but the process for consultation on the residential neighbourhood sections should have engaged the current residential property owners in a much more direct fashion. The comments from everyone else could have come forward at the public hearing stage.

**Building Heights:** the suggestion of 4-5 story residential buildings within the Town Centre ARP area remains one of two frightening and unacceptable concepts for us; the second is offering “bonuses” to allow/achieve higher densities within a predominantly R-1 area. Both concepts are not supported by ourselves. We reluctantly could support three storey residential structures, provided these were on-grade (no basements allowed) with ground level entry, required to provide on-site vehicle parking, and limited to those properties currently abutting 8<sup>th</sup> Avenue/Fairholm Drive.

The bonusing suggestion is particularly upsetting, when one considers the wording that is found very early in the draft ARP, under the Interpretation section on Page 3, which outlines a very high degree of flexibility suggested for Development Authorities.

We provided, in our August letter to Council, a number of reasons for limiting building heights (and thus limiting the increased density the additional height would bring): loss of viewscape, increased traffic, additional pressure on above and underground infrastructure, effect on property values, more onerous expectations in Codes (Safety Codes Act, National Building Code, fire codes), etc.

We cannot envision any agreement within the Town Centre residential sector to go to four or five storey structures on any street north of 8<sup>th</sup> Street. The maximum should be three stories at most, and three storey structures should be selectively placed, to limit the undesirable impacts (again, to those lots immediately abutting 8<sup>th</sup> Avenue/Fairholm Drive). The area south of 8<sup>th</sup> Street has seemingly already developed to a three storey neighbourhood.

**The Future of Eklof Park**: the draft ARP seems to suggest that the use of Eklof Park for some sort of affordable housing has been abandoned -for now, anyways, by this Council- but future Councils may again look at this Park as part of the solution for the affordable housing problem.

We put suggestions forward in our August letter: Eklof Park should either be left in its current state, or improved/enhanced to a more user-friendly area (benches, picnic tables, perhaps another piece of public artwork). These options remain, for the Town as a whole, far better and more practical uses for the Park than trying to shoehorn any sort of affordable housing unit on the small parcel (931 square metres/9833 square feet) that is available.

The proposed re-designation to Municipal Reserve (“MR”) does not offer any further security that Eklof Park will remain “as is” – nor, sadly, that Eklof Park will remain in public hands, given the provisions of the Municipal Government Act that allow removal of the MR designation and disposal/sale/lease of the land. The current Council may not be contemplating disposal of Eklof Park, but future Councils may find some reason to do so.

We have attached a reprint of a Banff Crag & Canyon newspaper article from September 1965 on John “Slim” Eklof, Canmore’s first Mayor, whom the Park is named after. We suspect, as previously noted back in August, that the majority of people do not know who Eklof was, nor his significance to Canmore. This article may shed some light on the issues and complexities that the municipality’s first Mayor (and Council) faced, and how heavy their workload was.

**Other Comments**: we have attached some pages with specific comments (and some corrections to the draft ARP) that are also part of our submission.

Thank you for your consideration.

Kelley & Martin Buckley  


**Attachments:**    - Town Centre ARP comments  
                          - “The Mayor: J. B. Eklof” - Banff Crag & Canyon article, Sept 15, 1965

\* \* \* \* \*

## TOWN CENTRE ARP COMMENTS (K. & M. Buckley)

PAGE(S) SECTION BULLETS	FEEDBACK
Pgs. ii & 2  - “Publishing Info” - “Authors” - Use of word “we”	Use of these words seem to imply that the draft ARP has been written by, and belongs <u>only</u> to, the staff/consultants indicated. As such, it would seem the residents should have no misconceptions whatsoever that this ARP does not belong to the people of Canmore: it’s somebody else’s document....or book.
Pg. 3 3 <sup>rd</sup> ¶ Interpretation	The word “encourage” is not found in Part 17 Planning and Development of the Municipal Government Act (“MGA”), and specifically not found in Section 634 of the MGA, which pertains to ARP’s. The words used in the statute are “must” and “may”. <b>It is suggested that if policy is to be mandatory, the word “encourage” needs to be replaced with “must”, to align with the MGA.</b>
Pg. 3 4 <sup>th</sup> & 5 <sup>th</sup> ¶ Interpretation	<b>Dual compliance and deferral of requirements: has the Town received legal advice on that concept and the two references?</b>
P. 26 What it Could Look Like: Key Highlights	Is there an intercept parking opportunity at #3, where new Park alongside Policeman’s Creek is proposed? It is recognized there may be access issues, given the proximity to the railway tracks and the anticipated volume of left turns into the site, from west-bound traffic that’s just crossed the tracks.
Pg. 29, Sec 4.1.2. & Fig. 4.2 Density Bonusing	<b>We are opposed to Mt. Rundle Place being eligible for density bonusing, as proposed in Section 4.1.2 and shown in Figure 4.2. Three stories should be the maximum allowed – period, full stop.</b>
P. 42-43 #6 & #9 Residential [units per hectare]	68 units equates to 1582 sq. ft. per unit; 148 units equates to 727 sq ft per unit. Smaller units, to increase density, may work in situations such as the new building near the Bow Valley Trail traffic circle, but would undoubtedly create noise, traffic and other issues if the multi-unit buildings were interspersed in what are basically R-1 areas.

PAGE(S) SECTION BULLETS	FEEDBACK
Fig. 5.1 Future Arts, Culture & Heritage Assets	Why isn't Eklof Park shown as "Public Art Opportunity Area"? It makes far more sense to look at Eklof for public art rather than somewhere in proximity to the back alley-accessed skating pond gazebo.
Fig. 7.1 Future Park & Open Spaces	The suggested change for Eklof Park (to Municipal Reserve, from Community Services Reserve) is welcomed, but may not be the permanent protection needed.
Pg. 85 #5 3 <sup>rd</sup> bullet Downtown Pond	<b>We are opposed to "fire pits" at the Downtown Pond:</b> in opposing this idea, we note the Town's FireSmart efforts, air pollution, noise concerns, and "camping" in the gazebo (people sleeping overnight in -or possibly under-the gazebo). Why would the Town encourage open fires when working so hard at fire prevention and related measures?
Fig. 8.1 Active Transportation Network	What is a "Mews lane"? Why is it not defined the first time this uncommon phrase is used? Have to get to Page 96 to find a definition.
Pg. 96 #5 1 <sup>st</sup> bullet Activated Lanes	"Paving stones": look nice, but appear to have a faster deterioration rate than regular concrete. May want to consider/include "stamped concrete features".
Pg. 98 #5 1 <sup>st</sup> bullet Off-Street Parking	<b>We are opposed to a blanket lowering of per-stall cash-in-lieu fee,</b> especially when considering the need for, and the capital funding of, intercept parking lots/structures.
Pg 98 #5 2 <sup>nd</sup> bullet Off-Street Parking	Concept of a slight reduction in parking cash-in-lieu for those developments that provide a mid-block connection: the reduction should be no more than one stall eliminated for providing a mid-block connection. There are already instances in Canmore of mid-block connections being partially fenced off for additional (seasonal outdoor) dining space, by the establishment's proprietors.
Pg. 99 8.2.2 #2 On-Street Parking	<b>We agree with expanding paid parking.</b> <b>We do not agree with removal of free residential parking, but agree with transition to zone-based permitting system.</b> <b>We do not agree with reduction of # of parking permits to one per residential unit.</b>



PAGE(S) SECTION BULLETS	FEEDBACK
Pg. 99 #5 On-Street Parking	<b>We do not agree with equipping on-street parking stalls with EV chargers</b> (sidewalks are already crowded enough as is, with streetlights, trees, bike stands, hydrants, outdoor patios, etc.). We also question the statement on “growing adoption of electric vehicles” – please cite the specific authoritative reference that supports this conclusion. [Headline in April 10 <sup>th</sup> Financial Post: “Tall Order to ask the average Canadian: EV’s are twice as hard to sell today”]
Pg. 100&101 8.3.1 #5, 2 <sup>nd</sup> bull. Active Transportation: Multi-Use Pathways and Trails	#5 second bullet and #9 seem to be completely opposite in intent.
Pg. 102 #18 Mid-Block connections	Again, reduce parking cash-in-lieu, do not waive.
Pg. 105 2 <sup>nd</sup> column 1 <sup>st</sup> ¶ Servicing	“.....more intense rainfall caused by climate change.” Again, if debatable statements like these are being made within the ARP, they should be, at a minimum, foot-noted and the specific authoritative source identified.

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## **THE MAYOR: J.B. EKLOF**

(reprinted from the Banff Crag & Canyon, September 15, 1965)

The complications and extent of Town business did not surprise Mayor J. B. Eklof of Canmore when he took office but after six months he is beginning to find out how much time it all takes. The problems of an infant village will be transformed into the problems of an infant town within a few months. With more members on the council, committee work will be possible, so the work can be spread. Presently the village council has the Mayor, Floyd Bray and Bill Millen as members. They have spent many hours in meetings planning and organizing the services which the village needs. In most small towns there is one meeting a month according to custom but Canmore council holds two meetings besides meetings with various other bodies. Recently there was an important meeting with the planning commission about land use and building programs. Not long ago the three Councillors went to Edmonton.

Mayor Eklof brings considerable experience to the job. He was born in Illinois. After a number of years working in the garage business in Calgary and other points, he came to Canmore in 1946 to operate the Purity 99 outlet called Canmore Garage. He left this work in 1955 because of health and became a real estate and insurance agent.

He has been president of the local hockey club and was among the charter members of the Chamber of Commerce. Among the programs for the town he aided in working out the contracts to bring in natural gas. He has been Secretary of the Canmore School District No. 168 and has been a member of most of the promotion committees for the town's progressive actions. He topped the poll in the first village election held last February and was named Mayor.

The changes to village status necessitated some years of opposition but when they came, the changes were surprisingly rapid. The rise in population has put pressure on land and house prices. Mayor Eklof recalls some lots were sold not so many years ago for \$15 each. These now sell for \$850. Lots once priced \$62.50 have recently changed hands for \$2000. Some houses have doubled in value.

With the rise in population there came local demands for changes but the pressure of other communities especially the City of Calgary, have made it essential that Canmore get sewer and water services. That is at the top of the agenda of every meeting. A town office is required. The RCMP detachment must be housed. Connection with the Trans-Canada Highway when it becomes a four lane road will require careful planning for exits and entrances. A meeting held with officials of the Department of Lands and Forests in early August tried to settle on what terms the province would turn over crown lands within the village boundaries. This may take some time to settle. It is necessary to secure title to the old golf course in order to settle the question of sewer and water and building programs.

The Mayor and the Town Secretary R.E. Ainsley, have also attended seminars held at Didsbury and Banff where municipal officials met to discuss problems and to get training in their duties.

Meanwhile the regular meetings, meetings with officials and with local residents, plus hundreds of phone calls keep the town councilors very busy. Between phone calls and conversations, the Mayor doesn't get much time for relaxation. Mr. Bray gets a few days for fishing, while Mr. Millen has to squeeze his formerly leisurely lawnmowing on the most neatly manicured yard in town, between shift work and meetings. Canmore is fortunate in finding men who will take so much devoted trouble and time for its problems.

\* \* \* \* \*

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing in full support of the permanent pedestrianization of Main Street AND any other streets in downtown Canmore. As a permanent, full-time resident and taxpayer, I have no desire to pay for others' vehicle storage. I sure hope the municipality spends the money wisely and is increasingly transparent - more than they currently are, that is - about the process, but I see no reason why local property taxpayers should financially support the driving habits of visitors.

Thank you,  
Stefan Bullock

---

Date: April 23, 2025

Time: 9:32 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Downtown Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Launa Burgess

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Date: April 20, 2025  
Time: 4:46 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Charles Butler

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Date: April 23, 2025  
Time: 8:49 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Chloe Butler

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Date: May 1, 2025  
Time: 2:59 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Shouldn't even be paid parking because we all know in canmore the budget goes to tourist bs instead of anything that helps people who live in canmore in any financially responsible way

Sincerely,  
Michael Byers

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Date: April 23, 2025  
Time: 8:52 pm

Bruce Byford

Canmore, Alberta

May 1, 2025

Town of Canmore  
902 7 Avenue  
Canmore, Alberta T1W 3K1

**Re: Support for the Area Redevelopment Plan and the Role of Arts, Culture, and Heritage**

Dear Mayor Krausert and Members of Council,

As Board Member and Treasurer of the Canadian Mountain Arts Foundation and a long-time Canmore resident, I'm writing to share my support for the proposed Downtown Canmore Area Redevelopment Plan (ARP).

I believe this plan reflects a thoughtful, forward-looking approach to managing growth, enhancing livability and strengthening the heart of our town. In particular, I am encouraged by the Town's commitment to arts, culture and heritage as key components of a vibrant, inclusive and future-ready downtown.

Around the world, communities that invest in arts and culture see significant returns—not only in economic development, but in community well-being, identity and resilience. Arts programming brings people together, animates public spaces, supports local businesses and fosters a more inclusive and vibrant civic life. It's not simply an amenity—it's a catalyst for connection and creativity.

I recognize that Canmore faces difficult decisions as it balances priorities such as housing, transportation and sustainability. The success of the ARP lies in its ability to integrate these needs holistically, ensuring space for the practical as well as the meaningful. Arts and culture are not in competition with these priorities—they enhance them. They make our downtown more welcoming, safe and economically viable for all.

As a long-standing downtown organization, artsPlace has seen firsthand the transformative impact of accessible arts and culture in our community. We are committed to ensuring Canmore's creative and cultural identity continues to flourish alongside its growth.

Thank you for your leadership and for your commitment to a downtown that reflects the full character and potential of this remarkable place.

Sincerely,

A handwritten signature in black ink, appearing to read 'B Byford'.

**Bruce Byford, CPA, CA, ICD.D**

Treasurer, Board of Directors  
Canadian Mountain Arts Foundation (artsPlace)

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kayla Caissie

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Date: April 23, 2025  
Time: 9:04 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

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The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.



Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to bypass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Brian Calder

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Date: April 9, 2025  
Time: 2:16 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
David Calder

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Date: May 1, 2025  
Time: 7:13 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Brad Campbell

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Date: April 22, 2025  
Time: 3:50 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Wendy Campbell

---

Date: April 14, 2025  
Time: 9:36 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jeff Campney

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Date: April 19, 2025  
Time: 4:10 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dave Carbert

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Date: April 23, 2025  
Time: 9:01 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Sincerely,  
Amanda Carrier

---

Date: May 1, 2025  
Time: 8:17 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Cheryl Carrier

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Date: April 23, 2025  
Time: 9:06 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Richard Carrier

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Date: April 23, 2025  
Time: 8:46 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. This is especially necessary for those who require a disabled parking space near to their destination. Discrimination against the elderly and disabled by making it difficult or impossible to access health

services or daily necessities is not only morally reprehensible but a disincentive for those who may wish to join the community. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Molly Carrigy

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Date: April 24, 2025  
Time: 5:27 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Tyra Cassie

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Date: April 15, 2025  
Time: 6:37 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Colleen Catley

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Date: April 25, 2025  
Time: 8:01 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.



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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Amara Cavadias

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Date: May 1, 2025  
Time: 3:29 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

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Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Astrid Paredes Chalco

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Date: April 16, 2025  
Time: 12:04 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Save downtown parking, save our businesses!

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Candice Chang

Sincerely,  
Candice Chang

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Date: April 23, 2025  
Time: 9:40 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ayrton Chapman

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Date: May 1, 2025  
Time: 2:16 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Genevieve Chartrand

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Date: April 18, 2025  
Time: 9:22 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Kashyap chavda

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Date: April 15, 2025  
Time: 10:55 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Priyanka Chavda

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Date: April 15, 2025  
Time: 6:07 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Hannah Chevais

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Date: April 20, 2025  
Time: 12:51 am



Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Christine Chouinard

[Redacted Signature]

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Date: April 7, 2025  
Time: 6:35 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Denis Christian

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Date: April 15, 2025  
Time: 6:28 pm

**From:** Heather Chrystie <[REDACTED]>  
**Sent:** April 28, 2025 10:49 AM  
**To:** Council <[council@canmore.ca](mailto:council@canmore.ca)>  
**Subject:** Support for pedestrianising main street

I live in Canmore and just wanted to voice my support for the proposed pedestrianising of Main Street. It's a great idea and I can see many benefits to it.

Heather

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

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I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

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Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Sarah Chute

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Date: April 2, 2025

Time: 2:23 pm

Your Name Carmelo + Anneke Ciaramidaro  
Your Address [REDACTED] Canmore [REDACTED]  
Canmore, AB  
Date 28 April 2025

Town of Canmore Council

, Joshua.cairns@canmore.ca

Dear Members of the Canmore Town Council,

I am writing to express my strong opposition to the Canmore Downtown Area Redevelopment Plan (ARP) 2025. After reviewing the proposed changes, I am deeply concerned about the long-term impacts this plan will have on the character of our downtown neighbourhoods, the environment, and the quality of life for current residents.

The proposed densification and building height increases, particularly in residential areas, will drastically alter the landscape and character of Canmore. Replacing single-family homes (R1) with multi-unit buildings (R4), including 3-4 story apartment complexes, will not only reduce the overall livability of our neighbourhoods but will lead to a significant increase in traffic congestion and parking problems. The promised "bonusing strategies" encouraging taller buildings undermine the unique charm and scale of our streets, leaving residents with reduced access to sunlight and obstructed mountain views.


Additionally, I am deeply concerned about the loss of green space. Labeling areas such as Eklof Park as "underutilized" and proposing their redevelopment goes against the principles of sustainability and livability. Green spaces are essential for the vibrancy and well-being of our community, and once lost, they cannot be replaced. The current ARP does not seem to sufficiently prioritize the preservation of these vital areas.

Finally, the proposed reductions in downtown parking will exacerbate an already strained situation. The removal of 295 parking stalls, combined with reduced parking requirements for new developments, will force overflow parking into surrounding residential areas, causing further congestion and making it more difficult for residents and visitors to access downtown. This is a recipe for frustration and decreased quality of life.

For these reasons, I respectfully urge the Town Council to reconsider these plans and engage in further consultation with residents to ensure that any redevelopment in Canmore reflects our community's values of sustainability, livability, and the preservation of the unique mountain town character that makes Canmore so special.

Thank you for considering my concerns. I hope my feedback will be taken seriously as the Council moves forward with these important decisions.

Sincerely,

Your Full Name Carmelo + Anneke Ciaramidaro  
 H. Ciaramidaro.

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core. I know for a fact that I would not walk from Elevation Place to the end of Downtown in -20 weather with handfulls of groceries and do my errands downtown without being able to access my vehicle. This is unfair to the businesses downtown, and the residence who want to shop locally. I work 50 hour weeks to live in the valley - I don't need my errands to take me double the time they already do.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Sarah Clapp

Star 6 Ranch

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Date: April 4, 2025

Time: 5:14 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Geraldine Clarahan

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Date: April 23, 2025  
Time: 1:45 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mike Clark

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Date: May 1, 2025  
Time: 1:21 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to the proposed shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown.

The current allotment of parking spaces in downtown lots are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. The Town of Banff has implemented a similar system with great success.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

Thank you for your thoughtful consideration of this feedback.

Sean Colonello

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Date: April 29, 2025

Time: 4:22 pm

**From:** [Linda Comand](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Support of the Arts in the Connect Downtown ARP  
**Sent:** 2025-05-01 5:10:23 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I have lived full time in the Bow Valley for 4 years but have been part of the community for over a decade. I currently sit on the Board of CMAF/artsPlace and volunteer on a regular basis.

I now see how the arts play an integral role in our community. It contributes to the community culture, social and economic development. artsPlace brings people together, It is a gathering place, that is inviting and allows individuals to share their talents, experiences and creativity. I believe making space for the arts in the heart of Downtown Canmore also contributes economically by creating jobs and stimulating tourism.

I support the ARP and believe by including the arts makes the ARP even stronger. I truly believe we can create a downtown that meets the needs of the whole community, including the required parking and housing with arts and artsPlace playing an important role.

Linda Comand

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Eugene T Comeau

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Date: April 23, 2025  
Time: 9:37 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Sincerely,  
Leila M Comeau

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Date: April 23, 2025  
Time: 9:35 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Rey Comighod

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Date: April 24, 2025  
Time: 12:58 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kaela Cooke

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Date: April 24, 2025  
Time: 3:15 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Linda Cooper

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Date: April 24, 2025  
Time: 11:26 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Susan Cosgrove

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Date: April 23, 2025  
Time: 11:55 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively

impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Ashley Coulter

---

Date: April 15, 2025  
Time: 8:28 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Rosemary Coulter

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Date: April 8, 2025

Time: 5:15 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Brennan Cowley Adam

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Date: April 2, 2025

Time: 7:10 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

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Sincerely,  
Dawn Cowley

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Date: April 2, 2025

Time: 7:08 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

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Sincerely,  
Ken craig

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Date: April 15, 2025  
Time: 8:34 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Sandra craig

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Date: April 16, 2025  
Time: 3:23 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Morgan Craig-Murphy

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Date: April 15, 2025  
Time: 8:23 pm

Attn: Municipal Clerk

May 01, 2025

Canmore, Alberta

Re: Area Development Plan (Opposed)

I do not agree with the proposed ARP for Canmore.

The current proposal will harm the economic viability of businesses in the downtown core – and make operating a business on main street very difficult.

Building heights in the February meeting were not to exceed 3 stories and are now proposed to be 4 or 5 stories and there is no explanation for this change in direction.

Parking lots downtown are required for the local businesses to survive. Building housing on existing parking areas will not contribute to the town vibrancy. These will be extremely expensive properties and losing parking will not enhance the downtown experience – except for the very rich who will support these street and business closures with increased municipal taxes.

The intercept parking lot may have overflow potential for visitors if shuttle services are provided from elevation place through the day. It is nonsense to think one Elevation parking lot will suffice for people wanting to enjoy the downtown core with its specialty retail shops, coffee shops, restaurants and many other businesses.

We see winter cities like Edmonton and Calgary struggling with bike path development and losing roadways. Losing roadways and parking for bike trails is not a good strategy for Canmore development. In an aging population and the many retired citizens attracted to Canmore will they walk or bike 10 minutes to support downtown businesses.

We need to expand paid parking areas and intercept parking zones. Maybe we should look at creating a downtown multi level parkade. Creating more parking should be a priority for any redevelopment plan. People need access to businesses to be able to support them. Additional parking is a challenge, and existing parking has to be maintained with the addition of intercept lots (more than one) to drive more people downtown.

Developers will want to build on prime downtown lots but who will gain from this strategy? Probably rich part time residents who can afford what will be extremely expensive real estate. Businesses will lose customer traffic because accessing businesses in the core will be much more difficult. Banff recently moved away from this strategy and the question arises as to why Canmore residents would support something Banff rejected?

Insurance companies will not be impressed with the limited access for fire fighting equipment in closed for business pedestrian zones.

Let's find a commonsense solution to increase downtown access and not chase business and people away. An area development plan that works for everyone is a great idea but let's not harm a great community.

Ruthann Crawford

Canmore, Alberta



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
John cregten

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Date: May 1, 2025  
Time: 4:40 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

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Sincerely,  
Linda Cregten

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Date: May 1, 2025  
Time: 4:36 pm

### **A letter to ponder/to read for May 6th's public hearing**

We are not asking for the Louvre, just a larger space — one that will foster community engagement and appreciation of the arts, in its many divergent forms.

We moved from Calgary to Canmore during the pandemic and were grateful that our worlds expanded with so many “outside” options, therefore the tight bubble that was stifling us in the city — popped. When we returned to our pre-COVID ways, however, I found I wanted/needed more than trails and ski hills and it was artsPlace that gave me the mental and artistic stimulation I craved. For me, the pandemic was a clarifying reminder that fulfillment comes in part from participating in something larger than yourself, which is why I immediately became a member of artsPlace. From signing up for many courses to its movies and concert series, to helping fundraise, it has become my second home.

Since we’ve arrived, we’ve found that the future of Canmore is constantly in headlines — but rarely do I read about how arts and culture will play in its revitalization. In Calgary, there is a genuine public dialogue about how you build a city, how you fix a downtown built for a different century and how you leverage the arts as a catalyst for growth. I’d like to think that 10 years from now, I will look back and realize it was a thrilling time to be involved in Canmore’s vision. In its growth.

With Canmore’s population set to explode in the next two decades artsPlace will soon outgrow its current space and so like the rest of this town we need to evolve. We want locals and tourists to fall in love with artsPlace but we will need to give them a reason to.

Now is precisely the time to reimagine the space and discover the role that art — from larger gallery spaces to a larger theatre, studios and so forth — can be in shaping the cultural landscape of this beautiful town. And if we are to appeal to the desires of locals and tourists, its home should be downtown where a synergy can/will naturally develop with other attractions.

When visitors ask why I go “downtown,” I tell them because it’s the heart of our town and it belongs to all of us. I believe the infrastructure we invest in as a community creates civic spaces where we can enjoy experiences together, meet other people, and participate in broader society in ways that aren’t easily available elsewhere. I hope that this process sees all of us feeding off the other plans for an enhanced community as succeeding together is a marker of a healthy, vibrant town.

I’d like to think the transformation of our town into a dynamic and community-centred hub for arts, culture, sport, wellness and history will see audiences engaging with the community in new ways. Including the arts in the ARP should not be viewed as a conflict with other priorities, instead, it should be seen as a vibrant thread in the tapestry you’re currently weaving!

--

Debra Cummings  
Writer, editor  
Cummings & Goings

[REDACTED]

Mobile: [REDACTED]

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)  
FROM: [dabhiajay3020@gmail.com](mailto:dabhiajay3020@gmail.com)

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

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I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Ajaysinh Dabhi

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Date: April 15, 2025  
Time: 6:14 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.



Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

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Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Manoharsinh Dabhi

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Date: April 15, 2025  
Time: 6:05 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Snehal Dabhi

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Date: April 15, 2025  
Time: 6:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Responding to emergency calls in the Main Street area when there is a closure of the street is very very difficult. The traffic calming, the closures are making it increasingly difficult to respond efficiently and safely. Closing Main Street while there's snow on the ground and pushing a stretcher down snowy icy streets and paths is not only dangerous but life threatening. We need access. We need to be able to move freely though town. We have big trucks that can't get through single lane traffic. We'd be better off taking the "bike lanes" most days.

Sincerely,  
Naomi Dalle

Date: April 4, 2025

Time: 9:52 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jill Dallin

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Date: April 24, 2025  
Time: 1:22 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft ARD

Dear Mayor and Council,

I but support the new development and apose it.

I belive that converting the main street to a walking only area will over all be a beneficial development and allow for events, art and cultural programs to be enhanced and become for prevelant. As a local the loss of parking in this area is something I support.

However;

This change must be accompanied with a plan to combat the current issues with congestion and increasing tourism.

As an architect and someone who has studied city planning and activily works in disaster management and mitigation. the current proposal will only exacerbate the current growing problem. Additionally with the current layout of the town and access already greatly limited due to the railway. Canmore is incredibly compromised in case of disaster. Our most likely threat is wildfire and statistically speaking the greatest chance of a fire treating the entire community will occur during peak tourist season.

If this development occurs the chance of not being able to evacuate everyone from the town site prior of complete burnover greatly increases. This must be taken into consideration prior to approval.

The current proposal will only unduly put lives at risk but also make current problems more prevalent. Many residents already find it greatly challenging to navigate our own streets with no real solution and or mitigation proposed by the town.

The current priorities do not support the majority of residents and in be reconsidered to think of long-term growth of the town and support the individuals who currently call camlre home

Thank you for your time and considerations.

Sincerely,  
Hayden Daniels

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Date: April 30, 2025

Time: 6:35 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.



Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Kind Regards,

Juanita Daniels

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Date: May 1, 2025

Time: 1:23 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan Downtown Canmore

Dear Mayor and Council,

As a business owner and commercial property owner in downtown Canmore for over 18 years, I am writing to express my strong opposition to the shift away from downtown Canmore parking toward a centralized intercept facility at 700–800 Railway Avenue. A downtown parkade (or 2!) is what is really needed to keep this core viable and vibrant. There needs to be a compromise to development and building on all current parking lots, with the need to reallocate the spaces within the downtown.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include many essential services as well. These are businesses that chose their locations and invested in their spaces with costly leasehold improvements based off access. The proposal changes everything for hundreds of businesses. Our town has 4 seasons, and there is a large variance in mobility to access downtown depending on weather and the length of daylight. We need to think beyond just the peak 2 months in the summer.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact all businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Kindest Regards,

Marnie Dansereau  
communitéa cafe  
2210212 Alberta Ltd.

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Date: May 1, 2025  
Time: 8:56 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Travis Darcy

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Date: April 24, 2025  
Time: 2:28 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Monica Dauenhauer

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Date: May 1, 2025  
Time: 1:50 pm

Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
John Davis

[REDACTED]

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Date: April 7, 2025  
Time: 3:57 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I DO NOT support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I DO NOT support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also DO NOT support the “unbundling” of parking spaces from building spaces. Many residents, especially older residents, rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I DO NOT support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lan Davis

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Date: April 23, 2025  
Time: 10:37 pm

Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Oona Davis



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Date: April 7, 2025  
Time: 3:55 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Angela de Soto

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Date: April 28, 2025  
Time: 9:18 am

Dear Mayor Krausert,

Thank you for your openness to receiving engagement from the community regarding the ARP. I appreciated hearing each of you encourage feedback at the council meeting on April 1st.

Here is my feedback:

The concept of Mode-shift is commendable, as it promotes biking and walking into our downtown. My concern is that this is at the peril of people arriving via cars. The vast majority of our visitors arrive by plane and rent a car or arrive regionally by car. Parking is necessary downtown to accommodate these visitors. From reviewing the ARP and listening to the council meeting on April 1, there is mention of utilizing parking areas for 'higher value uses that provide a public benefit.' (1:09:06 in the council meeting of Apr 1)) Parking itself provides a public benefit. It was said by Mayor Krausert that 'there won't be development on those lands (surface parking lots) unless there is a plan that accommodates for parking appropriately' (1:09:42 in the council meeting of Apr 1); however, without that plan being presented within the ARP, support for the ARP in its current form is unattainable.

Both I and many downtown businesses see the overwhelming need for a parkade downtown as well as intercept parking away from downtown. Restricting access to downtown solely via intercept parking is impractical, especially in our climate. The intercept parking will likely be situated in an existing commercial area, making it easier to park at Railway or BVT without paying and with less hassle – which would translate into stopping at that commercial area with no need to venture further into the downtown.

A reduction in paid parking hours to 9 am – 5 pm and solutions for employee parking during winter months would be beneficial and align with the original discussions regarding paid parking that occurred with the BIA prior to implementation.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that less than 50% of respondents strongly agreed with permanent pedestrianization (35%). When broken down, only 25% of businesses strongly agreed, and 48% agreed overall. Therefore, according to this survey, fewer than 50% of businesses support full-year pedestrianization, though there is support for summer pedestrianization. See page 32 of the Connect Downtown survey.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

An article from April 3rd in the Outlook is quoted as saying 61% of our population feels that the ARP aligns with our values, however, upon review of the Connect Canmore Survey less than 40% feel that the ARP aligns with our values. See page 34 of the Canmore Connect Survey.

**It is apparent to me that the business community and community at large require substantial changes to the ARP to a few major items.**

**A clearer timeline for addressing downtown items, such as bathrooms and building on existing parking lots, would be appreciated. Clarification on when parking areas will be developed and how additional parking will be provided during this period is required. Discussion of a possible parkade downtown occurred during the first reading (1:09:21 of the Apr 1 council meeting), but a parkade downtown is not visible in the current plan. It is all very confusing.**

**When discussions with the Town commenced several years ago regarding paid parking downtown, intercept parking was key to the implementation of the paid parking plan. According to this new plan intercept parking is still 10 years away.**

**The plan also does not mention the major issue of vagrancy and public drunkenness that occurs downtown during the summer months. Increasing pedestrianization to year round with the introduction of dim lighting will only exacerbate this problem.**

**Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, yoga studios, therapists, and grocery stores. However, paid parking is driving locals to Railway and Bow Valley Trail for these services or even farther afield to Cochrane. Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to leave the downtown. If the goal of the ARP it to have these local service-oriented businesses leave the downtown then clarification and transparency is required so that businesses can plan accordingly.**

**To summarize, the current ARP seems to lack detailed downtown solutions for parking, which is crucial for the vitality of downtown businesses. While promoting biking and walking is commendable, we must not overlook the practical needs of our tourists and residents who rely on accessible parking. Additionally, the surveys suggest that permanent pedestrianization of Main Street does not have strong support from the business community. The plan should consider these perspectives, ensuring that any changes are balanced and beneficial for all stakeholders. Clear timelines and actionable plans would help to address these concerns, ensuring that our vibrant mix of services remains accessible and sustainable.**

**Based on the current information provided, as a downtown business owner of 4 businesses, employer of over 30 long-term residents, and a 35-year permanent resident of Canmore, I am unable to support the ARP in its current form.**

**Sincerely,**

**Christine de Soto**

**Rusticana Market + Deli  
Spring Creek Market by Rusticana  
Rusty's Downtown Liquor  
Canmore BeaverTails**

**[REDACTED]**

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Hannah de Soto

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Date: April 28, 2025  
Time: 8:44 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to bypass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Jason deSoto

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Date: April 9, 2025  
Time: 4:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
John De Soto

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Date: May 1, 2025  
Time: 2:11 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Paolo de Soto

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Date: May 1, 2025  
Time: 2:10 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

I have been a resident of Canmore for 45 years. I find as a community member our voices are no longer being heard. Council members are speaking out of both sides of their mouths. They will say community first, tourism second, and then plan projects that strictly are of benefit to tourists only.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. The downtown is basically our only shopping area.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. This should have been built years ago when the town was promoting Canmore as a tourist location. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. Taking away the 3 hour parking from residents is now driving the residents to leave Canmore to shop in surrounding communities just because of convenience. Also, as a taxpayer I do not agree to have such short time limits for parking in areas such as the Quarry lake off leash dog park.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.



Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. Please consider the residents that have supported this town for many years and how they can be encouraged to remain in Canmore.

Sincerely,  
Catherine Deane

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Date: May 5, 2025  
Time: 7:04 pm

Dear Mayor and Council,

\*\*\*I am a homeowner and property tax payer in Canmore. In addition to agreeing with every argument made in this form letter, I would also point out that you do not have a mandate to bring in such sweeping changes to the town. The municipal election is coming up soon. If you truly believe that this plan is the best way to go, then run on it, and let the voters decide in the next election. Thank you.\*\*\*\*

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Signed  
Walter Deegan

[REDACTED]  
[REDACTED]

Sent from my Galaxy

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Jim Delaney

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Date: April 2, 2025

Time: 3:06 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Tracey Delfs

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Date: April 24, 2025  
Time: 9:59 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Danielle Denman

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Date: April 24, 2025  
Time: 7:28 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Ian Denton

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Date: April 15, 2025  
Time: 12:13 am

Hello Town of Canmore Councillors,

I am writing to express enthusiastic support for the inclusion and prioritization of the arts in the ARP for Downtown Canmore. In building resilient, inclusive, and thriving communities, we must ask the question posed in a recent article from [Municipal World](#): How can we strengthen our sense of belonging to each other and to our communities? Their research confirms what many of us have experienced firsthand—one of those ways is through the arts.

The national report cited in the article offers compelling evidence and a roadmap for deepening a community's sense of belonging through arts and culture:

- 77% of Canadians agree or strongly agree that arts experiences help people feel part of their local community.
- People who rate the arts, culture, and leisure opportunities in their town as “excellent” are nearly three times more likely to report a very strong sense of belonging.  
This connection is especially significant in rural areas and small towns.
- The quality of cultural and recreational programs is a strong predictor of belonging for both Canadian-born and immigrant populations in mid-sized communities.

As a practicing artist and engaged community member, I have seen how these truths come to life right here in Canmore. artsPlace Canmore has become a vital hub for creativity, learning, and connection. More than just a facility, artsPlace is a gathering place where people of all backgrounds come together to create, collaborate, and share. For many of us, it has created a true sense of place and purpose.

Through exhibitions, workshops, performances, and community projects, artsPlace has built a network of like-minded individuals—artists and appreciators alike—who find not only inspiration, but belonging. These are the very experiences that make a town feel like home.

Access to culture and the arts is not a luxury; it's a public good. It supports:

- Mental wellness and personal growth
- Stronger intergenerational and intercultural relationships
- Economic vitality through tourism, local business, and creative industries
- Civic engagement, empathy, and community resilience

As Canmore continues to develop, we have a unique opportunity to build a future that embraces creativity and connection. Including meaningful space for the arts in the Downtown ARP isn't just good planning—it's essential to the health, identity, and long-term sustainability of our community.

Thank you for your time, and for considering the vital role of the **ARTS** in shaping a more inclusive and inspired Canmore.

Warm regards,

Jennifer  
Artist, Educator, and Community Member

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core. Accessibility to services for residents of Canmore must be prioritized. This is especially true for seniors, the infirmed and people managing small children while conducting business at hairdressers, dentures etc.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

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The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. This is vital for those of us who live here.

Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively

impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

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Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Betty Devnick  
Date: April 15, 2025  
Time: 9:26 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at [700–800 Railway Avenue](#).

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Melody Deschamps

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Date: April 29, 2025  
Time: 5:54 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Melanie Desjardins

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Date: May 1, 2025  
Time: 2:33 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Nathalie Desmarais

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Date: May 1, 2025  
Time: 5:28 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at [700–800 Railway Avenue](#).

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Frank Diggins

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Date: April 23, 2025  
Time: 8:42 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Luc Dinelle

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Date: April 26, 2025  
Time: 9:07 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lynsey Dobish

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Date: April 23, 2025  
Time: 3:09 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ellen Doig

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Date: May 2, 2025  
Time: 10:06 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Rhona Dolson

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Date: April 23, 2025  
Time: 8:38 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kendra Domenico

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Date: April 23, 2025  
Time: 8:41 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tianhua Dong

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Date: April 23, 2025  
Time: 10:07 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Alison Douglas

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Date: April 15, 2025  
Time: 9:18 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Concern on Draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

I strongly feel that this plan penalizes the people who live and work in Canmore as well as the many businesses who support locals and not the tourists. This plan seems to be set up to totally make Canmore a tourist location and align it with what Banff has become.

A large part of Canmore's appeal is the fact that the locals can mix with the tourists. The tourists can see that it is a viable "working" mountain town.

Downtown Canmore is home to a wide variety of businesses that serve locals, and regional residents. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. A majority of these services support the locals and not the tourists.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses.

This change will greatly impact my day to day life in Canmore. It will additionally cost and burden to an already stressed housing market and an expensive place to leave. This proposal taxes me the working person living in Canmore.

This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: "The transportation system should support economic prosperity within Canmore." (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is

not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly community.

Sincerely,  
Karen Dowling

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Date: April 30, 2025  
Time: 11:28 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. ALL OF WHICH I USE DAILY. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. I KNOW THERE ARE FURTHER WAYS TO INGRESS AFFORDABLE HOUSING FOR FULL TIME RESIDENCE. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to

be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sarah Dowling

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Date: April 24, 2025  
Time: 1:11 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)  
FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Savannah Dreas  
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Date: April 2, 2025  
Time: 4:01 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Aundrea Dube

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Date: April 23, 2025  
Time: 8:50 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lisa Dubeau

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Date: May 2, 2025  
Time: 7:26 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Leon Joseph Dubitz

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Date: April 3, 2025

Time: 10:52 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Leon Dubitz

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Date: April 3, 2025

Time: 10:50 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Carri Dueck

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Date: April 16, 2025  
Time: 11:22 pm



Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

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I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

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Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Glynis Duke

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Date: April 15, 2025  
Time: 9:17 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Pedro Durek

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Date: April 26, 2025  
Time: 10:02 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lisa Eby

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Date: May 1, 2025  
Time: 7:06 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Edwards Elena

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Date: April 24, 2025  
Time: 12:41 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Richard Edwards

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Date: April 28, 2025  
Time: 5:16 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Esther Eisenring

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Date: April 15, 2025  
Time: 7:00 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

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Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Markus Eisenring

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Date: April 16, 2025  
Time: 2:39 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Michiko Ellis

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Date: May 1, 2025  
Time: 6:30 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Nathan Ellis

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Date: May 1, 2025  
Time: 3:37 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Julie Elson

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Date: April 30, 2025  
Time: 2:51 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: I disagree with the draft Area Redevelopment Plan

Dear Mayor and Council,

I am a local business owner who will be directly and negatively impacted by the Canmore Downtown Redevelopment Plan.

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore parking is already insufficient for the needs of downtown businesses. My clinic, only one example, has daily struggles with providing enough parking options for patients. Some of our patients have difficulty with mobility and arrive for treatments that will reduce their pain. To expect them to walk from Railroad Avenue is completely unrealistic. If you continue with this plan, my business WILL suffer catastrophic losses. I offer services with nearly a dozen allied healthcare practitioners upon whom Bow Valley residents rely.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dr. Dawne Engele ND

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Date: April 23, 2025  
Time: 11:35 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Benny Enns

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Date: April 23, 2025  
Time: 8:37 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Travis Erlam

---

Date: April 15, 2025  
Time: 12:07 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Stuart Erskine s

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Date: April 23, 2025  
Time: 9:19 pm

# TOWN COUNCIL

APR. 26/25

## AREA REDEVELOPMENT PLAN

RE: NEW COMMERCIAL OPPORTUNITIES  
TO CONNECT MAIN ST. TO RIVERSIDE PARK

- MAIN STREET ENDS AT THE CORNER OF 8<sup>TH</sup> AVE.
- EIGHTH STREET CONTINUES TO RIVER ROAD
- RIVERVIEW PLACE (R-1) IS A DEAD END.
- TURNING LEFT ON RIVER RD. ENDS WITH A DEAD END.
- THE R-2 ZONE CREATES A BUFFER BETWEEN THE MAIN BUSINESS DISTRICT DOWNTOWN AND RIVERVIEW PLACE (R-1 ZONE). THIS SHOULD NOT BE COMPROMISED IN ANYWAY.
- ANY EXTENTION OF THE BUSINESS DISTRICT WILL ONLY FURTHER EXASPERATE THE TRAFFIC PROBLEM THAT ALREADY EXISTS. YOU CANNOT PUT "MAIN STREET" INTO A DEAD END SITUATION!
- MOST VEHICLES ENTERING THE AREA, MAKE A "U-TURN" IN THE MIDDLE OF THE ROAD TO RETURN TO MAIN STREET.

- MORE CONCERNING ARE THE DELIVERY TRUCKS LARGER THAN VANS. THESE VEHICLES HAVE TO PULL INTO THE R-1 AREA, THEN REVERSE DOWN RIVER ROAD, TO GET ENOUGH TURNING RADIUS TO EXIT.
- THIS ZONING WAS ESTABLISHED BY THE COMMUNITY FOR GOOD REASONS, AND SHOULD NOT BE ALTERED IN ANY WAY.
- WE ARE A NEIGHBOURHOOD, MEANING A COMMUNITY WITH HOMES, CHILDREN AND PETS. BEING SAFE IS OUR N<sup>o</sup>1 CONCERN.
- WE CANNOT ENCOURAGE MORE CARS, TRUCKS, AND RECREATION VEHICLES TO ENTER SUCH A CONFINED AREA.

*Brian Evans*

50 YR. 8<sup>TH</sup> ST. RESIDENT  
AND PAST MEMBER OF  
THE MUNICIPAL PLANNING  
COMMISSION





SCALE:  
50 ft. to 1 in.

LANE

R1

75' 50'

EXISTING 11' GREEN BELT

NO THRU. RD.

SIDEWALK GREEN BELT

50' 50'

12'

R1

GREEN BELT

RIVER ROAD

NO THRU. RD.

LOT 7

6

5

4

R2

75' 75' 75' 75'

DELIVERY TRUCK LARGER THAN A VAN

REVERSE INTO

FORWARD TO GET OUT

EXISTING SIDEWALK

LOT 17

15

14

13

R2

90' 72' 48' 48'

BIKE SHOP  
3  
KENDAL MALL

8TH STREET

LOT 11 & 12

NEW BUILDING UNDER CONST.  
APR/25

CBD

CBD

8TH AVENUE

ONE WAY LANE

CENTRAL BUSINESS DISTRICT





## KEY HIGHLIGHTS

New large, central plaza for gathering and events of varying sizes

Redesigned Main Street for pedestrians and to support year-round vibrancy

New park along Policeman's Creek with amenities for different users

New connections that better link downtown to the Bow River

Transportation improvements to support vehicle movement and an intercept parking facility near downtown

Distinct streetscape material to visually connect the commercial areas of Main St and 10 St

**7** More diverse and attainable housing in residential areas

**8** Use of Town land for affordable housing and community oriented uses

**9** New commercial opportunities to connect Main St to Riverside Park and provide a sensitive transition to residential areas

**10** New and improved multi-use pathways and trails to make it easier to get around

**11** Improvements to existing parks and open spaces

**12** An expansion of Riverside Park



## Revitalization in Downtown Canmore

Before we even talk about town revitalization we need to address the headwinds coming our way for the downtown core.

### 1 The character of downtown is changing dramatically!

Longtime permanent residents are moving out of the downtown core, part time residents are moving in.

2 Three Sisters development is building a second commercial area only three miles from our original downtown, which is competing in size and variety of businesses. It also has a huge visibility from the Trans Canada Highway. We will be known as 'Old Town, and New Town.'

3 Calgary is only an hour away from Canmore by way of a four lane highway. Business can be gained or lost, an advantage or disadvantage, depending on the way you play it.

a Chain stores and restaurants or unique locally owned stores and restaurants.

b How do you want to attract visitors and tourists to downtown?

1. As a resort, 'holiday centre' style (a younger party crowd)
2. As a Fifth Avenue upscale draw (a more affluent clientele)
3. Or something in between that represents the town's historical Mountain heritage.

4. The Look & Feel. Overall, do you want to fit in with our Mountain setting maintaining its authentic small-town character.

Or go with a more modern urban town?

5. When development comes calling does it complement the town or compromise it? Alternative retail development has been scattered around town. The town is beginning to feel displaced which can result

In a poor impression and a deteriorating Main Street.

6. Many people are moving out of town because of affordability and even professionals (teachers, doctors) with permanent positions are finding it hard to move in to Canmore.

Permanent population could decrease!

7. Do you want to slow down growth by restricting development or do you want a never ending expansion with more visitors more infrastructure more population?

8. Do you think concerns for ecological integrity should override the demands for tourism?

Communities know they are in trouble when new development shapes the character of the community, instead of the character of the community shaping the development.

Linda Evans

The Pedestrian Mall.....from the book

'City Comforts' How to Build An Urban Village.



"Downtown Canmore is a nightmare when Main Street is closed. It's designed for people passing through. My husband and I come downtown only if it is necessary, and do most of our shopping in Calgary and Cochrane. I feel like it's only designed for tourists and local's needs are of no interest."

Quote from longtime Canmore citizen.



GRANVILLE ISLAND, VANCOUVER, B.C. PHOTO BY CHRISTOPHER K. LEMAN

## AND LET CARS AND PEOPLE MIX

After all the emphasis these days on pedestrian-friendly it may seem counter-intuitive to suggest that cars and people should mix. Wouldn't it be more civil and humane to create a place just for people, just for walkers? Take a busy commercial street and ban the cars and leave it for people afoot.

Such was the noble impulse behind the pedestrian mall. But it doesn't always work.

It isn't real, for one thing, and it's not something you can do many places. It's really inconvenient and while it may be wonderful in theory, comfortable cities are built in practice. Behind the pedestrian-only mall is a theme-park vision of a city, something fascinating and quaint and worthy of a visit,

but not something one might use every day. The reality is that we have personal vehicles. The task is not to *ban* them (impossible) but to *calm* them (readily done). Like the Colt .45 of the frontier, traffic calming is the equalizer of the auto-age.

Mixing cars and people:

- Increases the eyes on the street—some pedestrian malls look pretty lonely;

- Maintains or even increases on-street parking spaces;

- Is convenient, will be used and thus creates sustainable places.

Design streets so drivers may travel but cannot feel superior to pedestrians despite the obviously greater size, weight and speed of their auto.

## THE PEDESTRIAN MALL

'Main Street' denotes a primary retail street of a town or village, a focal point for shops, restaurants, and services, banks, and post office, in the central business district. Main Street is not only the major road running through downtown Canmore, but the site of all "Street life". The Street continues through town stopping at 8th Ave where you turn left to cross the Bow River, to access town neighbourhoods, and activity centres, like Quarry Lake and the Nordic Centre. By pedestrianizing the Main Street, the town has put a community in an awkward situation! The use of Main Street has become questionable! You lose Main Street, you lose your community!

The effort bestowed on the pedestrian mall has been minimal at best, with chairs thrown out on the street, and sheds set up to sell goods, as if I'm on the 'strip' at the Calgary Stampede. This is not attractive!

Main Street is the heart of the community. When you walk down Main Street it should represent the towns's history and small town values. It is important for town citizens to be able to visit their banks, post office, stores conveniently, using their cars. The Main Street should flow easily through town to the neighbourhoods and other important streets.

The experiment of pedestrian malls in the US has had a 89% failure rate; most have been removed. The 'theme park' vision takes the serious shopper out of the lineup, and leaves a 'just looking' crowd.

Ideally, pedestrian malls should be created in areas that already function as community gathering places. It only makes sense to block cars out in streets that naturally belong to the pedestrians, where pedestrian activity dominates the urban scene even if cars are present.

One key ingredient to a successful downtown is a public gathering place. This idea is suggested in the town's key highlights. By adding to the proposed area a 'Pedestrian Street' atmosphere on 7th Ave from Main Street to 10th St. you can create a friendly 'Urban Village Streetscape'. Add to this, the empty lands that border the pond and create a Downtown Park. This area could then be a real highlight for downtown Canmore!

Main Street can return to being the community Street it was meant to be.

The preservation and enhancement of community character is the most fundamental and pervasive growth and development issue facing Canmore today.

Using Main Street as a pedestrian mall takes the 'Community' out of downtown!

Linda Evans



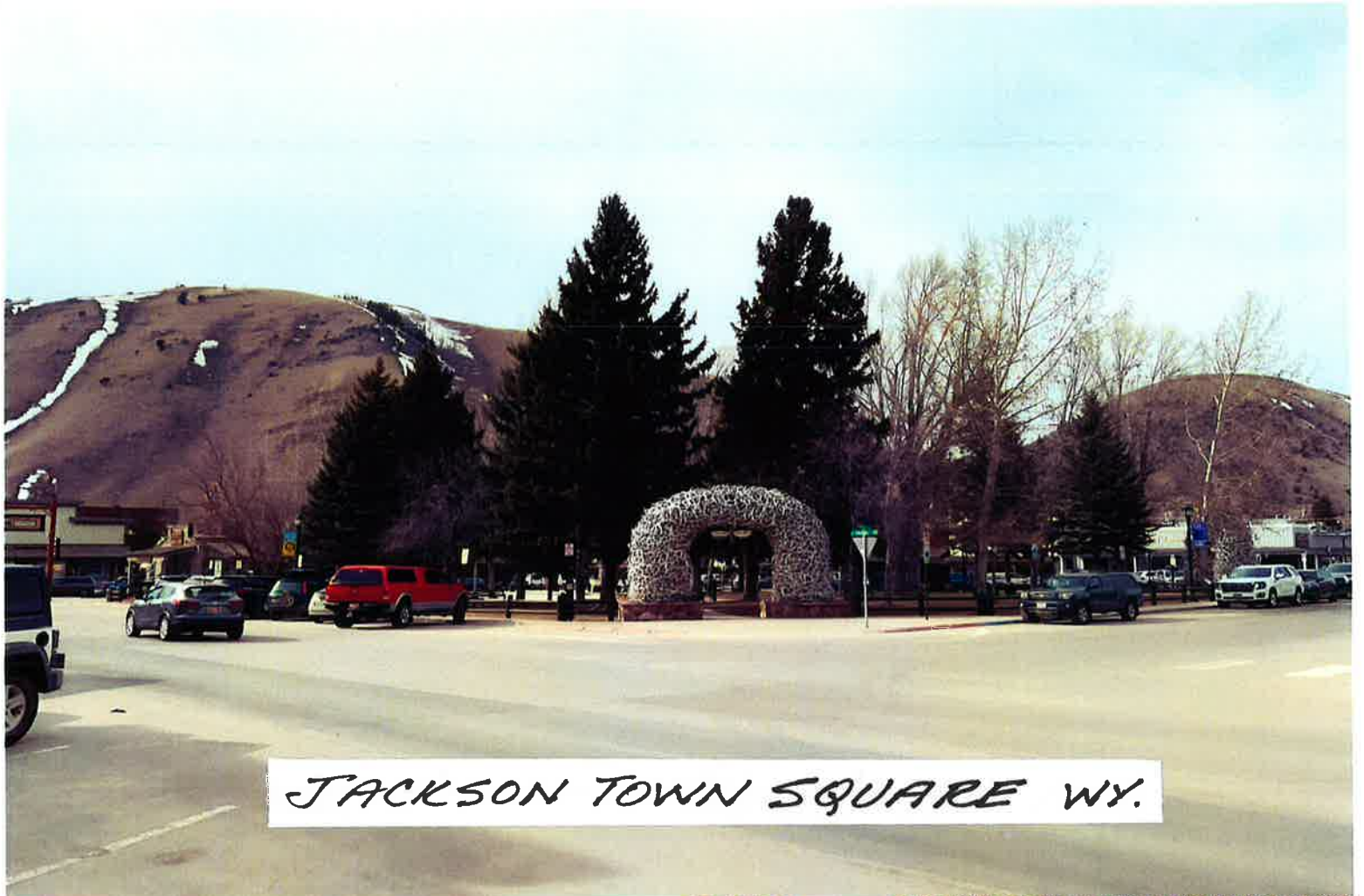


7TH AVE. CANMORE  
and POSSIBLE PEDESTRIAN  
STREET ALL THE WAY  
TO THE POND



PEDESTRIAN ZONE  
PRINCETON, B.C.



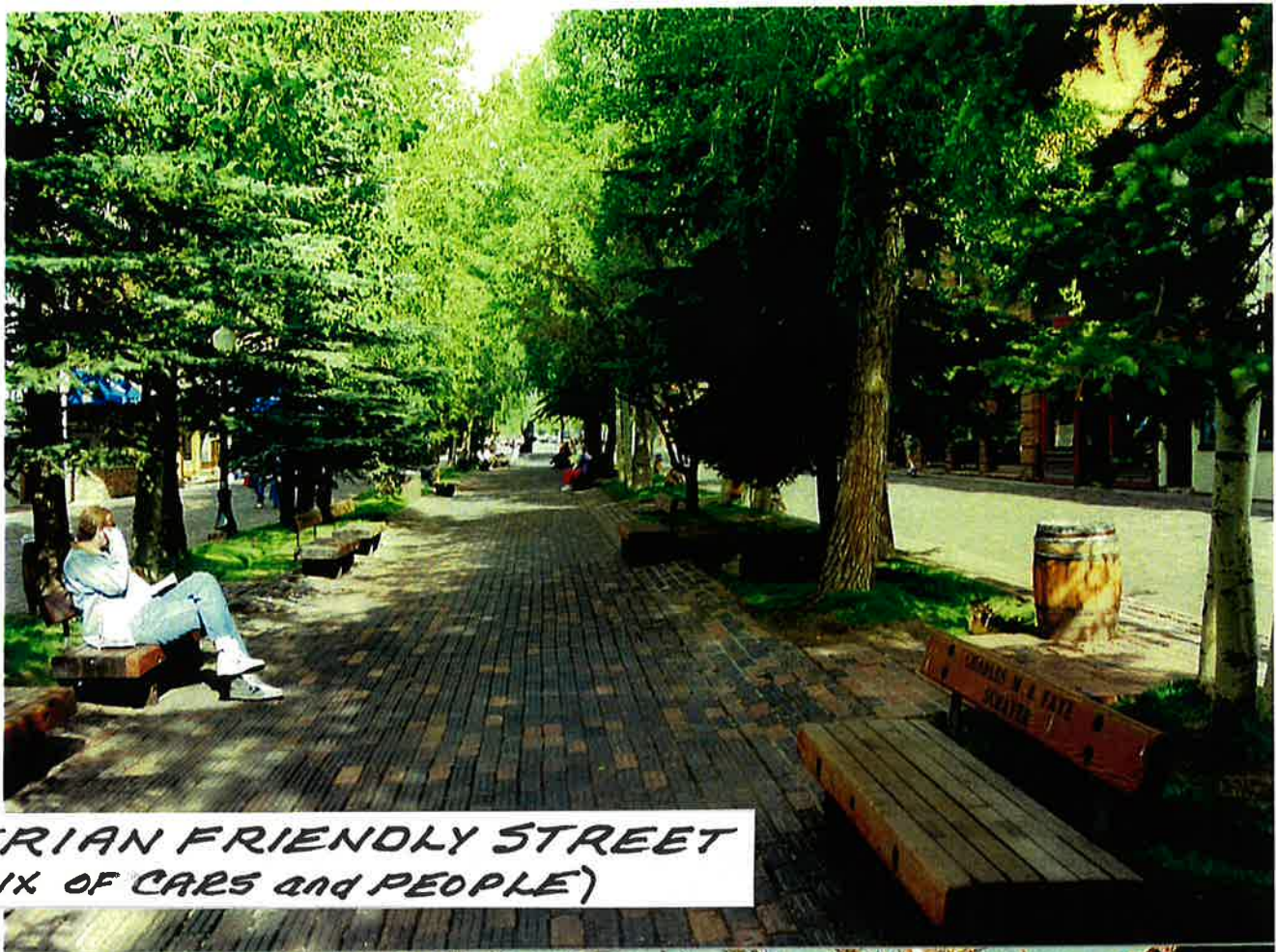


JACKSON TOWN SQUARE WY.



POTENCIAL PARK BY 'THE POND'





*PEDESTRIAN FRIENDLY STREET  
(A MIX OF CARS and PEOPLE)*



*EXAMPLE OF A GATHERING  
PLACE IN SEDONA, AZ.*

## ARTS AND CULTURE

Canmore needs to up the ante as a cultural hub with higher aspirations, offering a fresh space for arts and cultural organizations.

The following is a photo of the old fire station.

This space could work for a Museum!

The other is an interior photo of a Visitors Centre, and Museum in Wyoming.

Canmore has a long history of the arts. For over forty years visual and performing arts has participated in Canmore's growth. Groups like the Canmore Art and Artisans Guild, and the Pine Tree Players are still vital contributors.

In 1986, a proposal was drafted by the Town for a Cultural Centre, to house the performing and visual arts. The location was spectacular, just over the bridge along the Bow River. It was called 'Mineside'. Now, in 2024, I think It's about time to consider it again.







# TROLLEYS

## PHOTO OF A TROLLEY

Smaller, more attractive than buses, good for short, frequent runs around town.



Trolleys can play an important role in moving visitors around town, especially in peak seasons. Their runs are short and frequent, with Hotel stops in mind.

This way people can catch a trolley at or near their Hotel and leave their vehicles in their Hotel parking lots. A trolley ride can also add to the visitor experience. The Hotel district is especially attractive to this kind of transit. Locals can also use trolley rides to their advantage.

plan.

The following quotes were taken from the Canmore Kananaskis Community Tourism Strategy Key Themes, November 23, 2018.

1. Our community brand is based on respect for the environment ,celebrating our authentic mountain lifestyle and sharing our history. We must protect , feed ,nurture , share and celebrate the "soul "of this place.
2. Our tourism industry is only as strong as the people who contribute to it. We need to keep our community open and inclusive by ensuring attractive and affordable living options are available to residents and workers.
3. The sustainability of our natural environment is central to the long-term viability of our brand. We must work hard to balance the need for growth with activities that preserve are irreplaceable natural landscape.

## Canmore Today

The valleys unique character continues to be compromised by development which is insensitive to our wildlife and mountain setting. The breathtaking feeling of arriving somewhere special is in decline and at a very real tipping point as we continue to tear down our natural beauty for golf courses and sub divisions.

Council has shown a disappointing lack of vision with no sense of community and a troubling lack of will to address the issues that it's citizens expressed concerning the town and the TSMV proposal. Council's

responsibility should be to guide Canmore and it's citizens into the 21st-century in a manner that honours the Town and the Bow Valley's heritage and our Mountain landscape for future generations of Canmore, the people of Alberta, and Canada. Balance of growth is imperative to a liveable community to maintain Canmore's small-town charm and mountain character. When the number of non-permanent residents outnumber permanent residents the impact is a decreased quality of life for residents and a reduced viability for tourism. Canmore should be a community first and a resort second.

We can learn from other towns, those who did it right and those who destroyed their heritage. Canmore needs a plan which honours its citizens and a way of life that respects our natural setting and heritage for generations to come.

We need to be in control of our own destiny and not leave it in the hands of developers!

WE SHOULD BEGIN TODAY

## OLD TOWN

→  
CONSEQUENCES TO  
MAIN STREET COULD  
BE IRREVERSIBLE

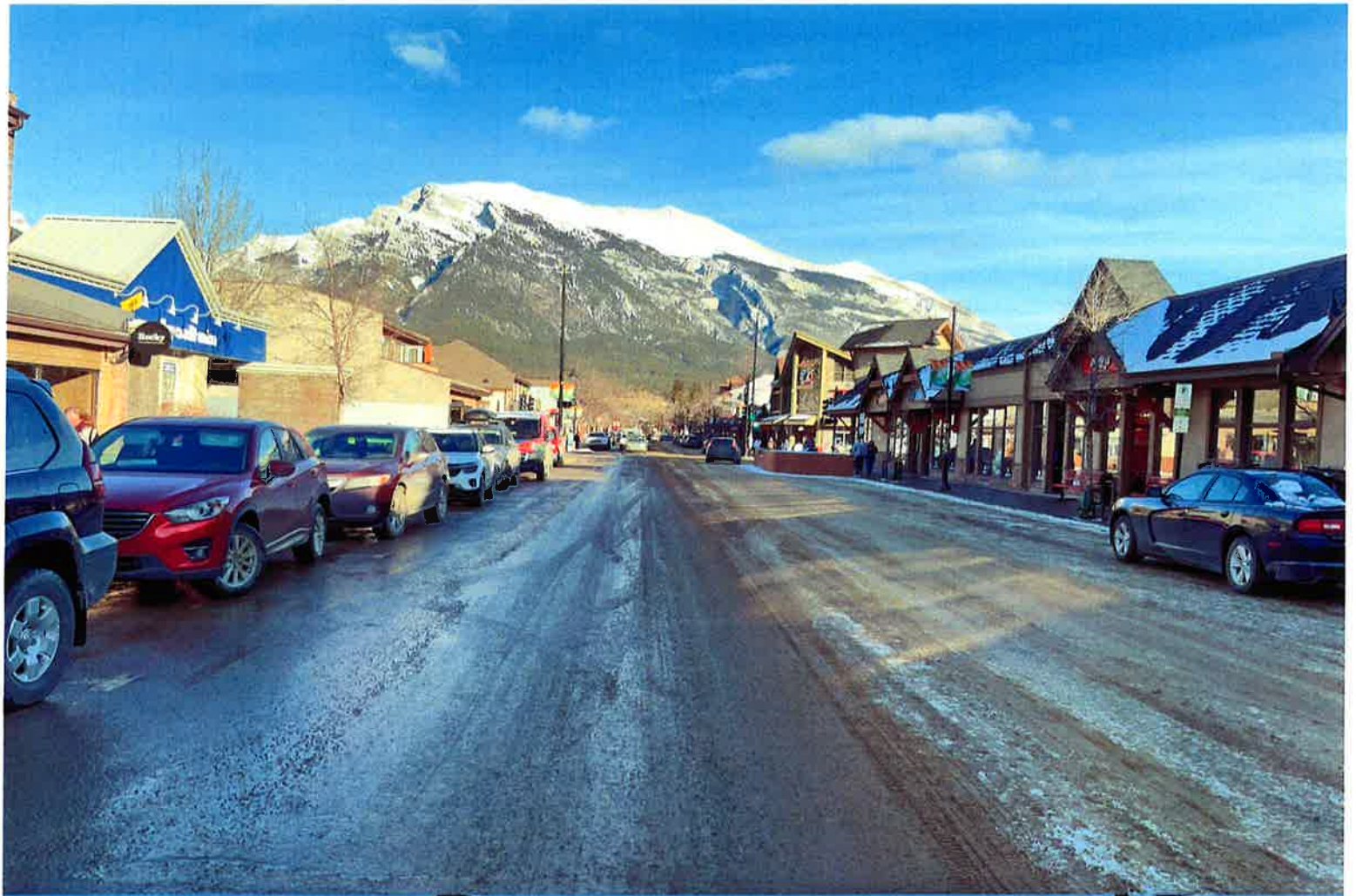
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## NEW TOWN

→  
THIS IS A COMPETING  
SQUARE FOOTAGE

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## **PRESERVING THE SOUL OF A PLACE**

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An enlightened tourist community recognizes that the way it looks affects its image and economic well-being. Lets compare Canmore to Jackson, Wyoming, two towns that I have observed for the past twenty years. Both towns are of similar size and have similar heritage and culture. Both are located close to or in a National Park. Both have similar tourist demands. Jackson however, has managed to nurture its heritage by creating a unique ambiance. Instead of chain stores and touristy souvenir shops, it has 27 art galleries, and a variety of specialty shops that reflect the culture of the area. It was able to do this by enforcing strict downtown store policies. You could say Jackson has been able to "Preserve its Soul."

The town of Canmore is at an important crossroads. Community leaders must recognize that enhancing the town's visitation with historical and local heritage events, unique shopping, and memorable restaurant experiences will keep people fulfilled and coming back for more. By preserving the local heritage we'll be able to tell the true story and history of Canmore, giving an authentic experience that complements the surrounding beauty. Tourists crave "integrity of place". Blatant commercialism and stereotyping devalues the town as a destination. We must take charge and not bow to the pressure of multi-national chains. Canmore needs the changes that are necessary before its too late! Preservation minded cities like Charleston, South Carolina, or Santa Fe, New Mexico, are among North America's leading tourism destinations precisely because they have protected their unique heritage.

Canmore and area will always be an amazing place for it's scenery and wildlife but the town has some serious rethinking to do in order to preserve a community and atmosphere we can be proud of and that will set an example for Canada. Focus on the authentic! Canmore must make every effort to balance nature and commerce and develop a master plan based on what's needed to protect the valley's natural and unique environment! Tourist's simply don't go to a town that has lost its's soul.

Linda Evans

Linda and her husband Brian have owned and operated The Settler's Cabin on main street for over thirty years.



Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

Moreover, prohibiting parking in the downtown area will congest residential street outside decor with Parker’s who walk into town, which will heighten the risks of accident in the outlying area.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Douglas Ewens

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Date: May 3, 2025  
Time: 2:08 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lindsay EwensJones

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Date: May 3, 2025  
Time: 3:18 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mathieu Fafard

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Date: April 26, 2025  
Time: 9:59 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dana Ferguson

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Date: May 2, 2025  
Time: 6:29 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
David Ffoulkes-Jones

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Date: April 23, 2025  
Time: 8:59 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Marlene Ffoulkes-Jones

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Date: April 23, 2025  
Time: 8:56 pm

Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Robb Findlay

  
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Date: April 7, 2025  
Time: 2:55 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, As a former resident of Canmore and now a resident of Banff, we continue to use a lot of services within the downtown core of Canmore. Making it harder to park will only make it harder to use services within the town. There are services and businesses that are only here. I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to

destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lyle Fish

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Date: April 24, 2025  
Time: 3:43 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Shayle Flad

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Date: April 27, 2025  
Time: 5:24 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Adam Fletcher

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Date: April 24, 2025  
Time: 2:58 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Brenda L Fletcher

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Date: April 26, 2025  
Time: 5:34 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
CODY FLETCHER

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Date: April 23, 2025  
Time: 8:53 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tammy Foraie

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Date: May 1, 2025  
Time: 6:42 am



Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Faye Forbes-Anderson

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Date: May 3, 2025  
Time: 4:35 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tannis Forrest

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Date: April 29, 2025  
Time: 7:59 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Ophélie Francisco

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Date: April 2, 2025

Time: 3:50 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Cyd Fraser

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Date: April 23, 2025  
Time: 9:06 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Fiona Fraser

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Date: May 5, 2025  
Time: 1:48 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

When I came to Canmore in 1993 and built my business, a parking structure was on the list of things needed in the downtown core. I ended up paying money to the town for said parking structure but 33years later we are going backwards!

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Niall Fraser

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Date: April 23, 2025  
Time: 8:47 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Adam Frezell

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Date: May 4, 2025  
Time: 8:46 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dennis Frezell

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Date: May 4, 2025  
Time: 2:14 am

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jodi Frezell

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Date: May 4, 2025  
Time: 2:13 am

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kevin Frezell

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Date: May 4, 2025  
Time: 2:58 am

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tanner Frezell

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Date: May 4, 2025  
Time: 11:44 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Betty L Friesen

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Date: April 23, 2025  
Time: 8:45 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jon Frolick

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Date: April 23, 2025  
Time: 8:37 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Joshua Frost

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Date: May 3, 2025

Time: 11:30 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jennifer Fuhr

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Date: April 25, 2025  
Time: 8:14 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Rhea Funke

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Date: April 3, 2025

Time: 5:14 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

We love our town.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Barb Fyvie

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Date: April 23, 2025  
Time: 8:53 pm



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Gaye Gaillard

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Date: April 25, 2025  
Time: 9:21 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Danielle Gallaway

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Date: April 15, 2025  
Time: 1:57 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Alexander G Gallon

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Date: April 24, 2025  
Time: 12:10 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. This is the worst idea ever. You’re going to kill businesses. I’m a shopper not an owner. Will go elsewhere.

Sincerely,  
Moirra Game

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Date: April 26, 2025  
Time: 5:09 pm



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mark Garcia

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Date: April 27, 2025  
Time: 5:50 pm

Subject: Downtown parking and denser rentals

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a renter, I agree we need denser and more central housing and that if we can turn a parking lot into a large dense residential building, we need to do that!

A way to replace those necessary parking spaces downtown would be to build a parkade such as the one in Banff that is multi-level!

Keeps both sides happy - we still need parking downtown.

My 2 cents,

Sally Garen

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Andrew Gauthier

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Date: April 2, 2025

Time: 3:05 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Jaelyn Gauthier

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Date: April 2, 2025

Time: 2:59 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Lise Gautron

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Date: April 25, 2025  
Time: 11:10 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Benito Gayas

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Date: April 23, 2025  
Time: 9:45 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Hala Georgi-LaCoste

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Date: April 27, 2025  
Time: 7:04 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not making it the only option.

Sincerely,  
Sharon Gerrard

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Date: April 5, 2025

Time: 6:23 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Amanda Giannandrea

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Date: April 16, 2025  
Time: 12:32 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Alexander Giannotti

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Date: May 1, 2025  
Time: 11:55 am



Dear Mayor and Council,

I do not support closing main street as a pedestrian zone or eventually building housing on downtown public parking lots as proposed in the Downtown ARP.

When I lived in town, I enjoyed being able to easily pop downtown to the various shops and services.

Now, I come into Canmore on a break to run errands once a week or so. If I am not able to park downtown easily, I won't be able shop or use services downtown.

I encourage you to keep main street open and parking available for regional people who need to come to town on a quick trip; keep downtown easy for busy residents to shop and use downtown services.

Sincerely,

Ulrika Gillespie

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Michael gittins

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Date: April 28, 2025  
Time: 12:54 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Regards,  
Kate glazebrook



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Date: April 18, 2025  
Time: 9:11 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jeffrey Glynn

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Date: May 5, 2025  
Time: 11:16 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Cheryl Go

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Date: April 23, 2025  
Time: 5:04 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Denis godhani

---

Date: April 15, 2025  
Time: 6:26 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

As someone whose husband is a wheelchair user, this is not a feasible idea.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lisa Godlien

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Date: May 5, 2025  
Time: 12:59 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, As a downtown Canmore resident, I am writing to express my strong support for both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Thanks, Terence

Sincerely,  
Terence Goldberg

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Date: April 25, 2025

Time: 5:13 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support no closure of Main Street.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Curtis Golomb

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Date: April 1, 2025

Time: 6:51 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

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In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.



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An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Michelle Gomme

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Date: April 9, 2025  
Time: 1:22 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

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Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Amanda Gordon

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Date: April 2, 2025

Time: 2:01 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jonas Gordon

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Date: May 1, 2025  
Time: 5:20 pm

# STONEWATERS

Mike Gordon  
Stonewaters Ltd  
638, 8 St  
Canmore  
T1W 2B5

Town of Canmore  
Mayor Krausert  
Councillors Foubert, Graham, Hilstad, McCallum, Mah, and Marra

1st May 2025

## **Re-draft Canmore Downtown ARP**

Dear Mayor and Council,

I am writing to you to convey my thoughts on the draft ARP for Downtown now being assessed. I believe the authors of the draft ARP have the best interests of all involved in the formation of this draft document. However as a long time resident of Canmore and downtown business owner I have some serious concerns with the ARP as presented.

In no order of importance I feel the following items in the ARP could negatively affect the success of my business and other business and service providers in the area.

Parking inventory in the areas near the downtown hub of 8th, 9th, and 10th streets is critical. To take this parking inventory away, as is suggested, would be detrimental to the diverse businesses and services that operate in the area. Approximately 80% of the visitors to my business come by vehicle and have parked in one of the lots provided by the town. Intercept parking might sound good in theory but if it was a viable option, in the reality of business, all malls and shopping districts would utilize this concept and not provide on site or nearby parking. Business, bank, and services patrons need to park near those offerings or they will not come.

Year round pedestrianization of Main Street is not logical because of the harsh weather our late fall, winter, and early spring brings. The vibrancy offered by outdoor art displays, cafes on the street, etc. would not be a feasible offer for most of the late fall, winter, and early spring. It would also take away parking access for those that only drive in those seasons including many seniors, families with small children and of course all those from out of town.

Allowing for densification bonusing relative to heights in the downtown is a concern for many reasons but the most important being loss of views and sunshine as well as what it would leave



aesthetically if a one or two story building is beside one that is four storeys or more in height. Architectural guidelines that are strong and consistent have strong considerations for not only height and flow but also materials and design consistencies. Allowing more than three storeys in the downtown core would take a lot away from the charm that is Canmore.

The Elephant in the room - lack of quality public washrooms in the downtown core - The current offering of public washrooms is embarrassing. I am speaking of the ones by the bus stop on 9th st by Panago pizza. This must be addressed in a big way. The ARP only mentioned public washrooms in the ARP on page 39. You're probably thinking "what about the ones in the civic centre?" Those are only offered on limited hours and quite often access is denied on one side of the building during certain hours. Also there is a complete lack of wayfinding to allow especially visitors - on a weekday numbering in the 1,000's and on weekend many 1,000's. The town has very few (and they are hard to see) signs telling visitors where the public washrooms are. Today forward thinking tourist towns and cities have plenty of high quality public washroom facilities dispersed to serve those in need. Many of them also have used QR code technology to help visitors find the nearest washroom (and other facilities) because when you need to go time is critical especially if you have a senior or a child in your care.

The feedback on the ARP and who the feedback comes from is critical. In my analysis many of those asked to give thoughts on the draft ARP have no vested interest in Canmore. I understand it is good to reach out to many individuals and organizations but you as the decision makers should weigh the feedback of true stakeholders like current downtown business owners over someone that submitted an opinion and may not ever be back here again. In the 20 years on Main Street I have paid approximately \$500,000 in taxes. I have never asked for special treatment but I feel my opinion and concerns, as well as all the other businesses that have been part of this special area, should be carefully listened to because the consequences from the outcome of the final ARP needs to support that continued vibrancy in the result.

Downtown Canmore is vibrant and special. Please be careful and take your time in making a decision that affects so many in the future.

Thank you for your time and please reach out if you have any questions or comments.

Respectfully,

Mike Gordon

[REDACTED]  
[REDACTED]

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Spartak Goryachev

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Date: April 23, 2025  
Time: 6:16 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Daraya Goss

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Date: May 1, 2025  
Time: 10:17 am

Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Zoe Gosselin

[REDACTED]

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Date: April 7, 2025  
Time: 8:40 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Paul Goutiere

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Date: April 30, 2025  
Time: 9:26 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

Before Main Street was closed for the summer, I used to see a dentist on Main Street. Once it became impossible for me to park on Main Street for appointments, I had to find a new dentist. The needs of permanent residents and their service providers are a lower priority than appealing to tourists, it seems.

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely, Brian Grasmuck

Date: April 16, 2025

Time: 3:28 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ken Gray

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Date: April 23, 2025  
Time: 9:24 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and council

Generally speaking, there are many good ideas in the plan, although I definitely favour those portions that encourage locals to the downtown core (currently I avoid downtown as it is oriented mostly to visitors, with little to attract locals). As a contrast, Revelstoke does an excellent job in attracting both locals and visitors, especially through its support of a plaza over the summer with ongoing live music (and seating) in the evening.

However, I do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. In particular, it is unrealistic to have housing with not enough required parking in the building for residents. While a carless society is a laudable goal, it is unrealistic in a town like Canmore (and let’s not forget our winter weather where bikes/walking is not really a viable option for treks across town) where cars are often necessary (vs a large city) and will only add to street parking congestion.

Thank you - generally, Canmore is on the right track, at least for things under the council’s control. However some fine tuning is still needed, especially on considering how we can handle long term growth and congestion.

Sincerely,  
Saul Greenberg

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Date: April 23, 2025

Time: 9:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ana Grieser

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Date: April 23, 2025  
Time: 8:32 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Shannon Groeneveld

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Date: April 27, 2025  
Time: 5:26 pm

## Town of Canmore Area Redevelopment Plan – Downtown Core

I have reviewed the ARP for the Town of Canmore and am very happy to see that arts and culture have been given important consideration in the plan. As a volunteer at artsPlace, I understand the importance of supporting the Arts in our community. I see the way that it brings people together and truly enhances the community spirit. Art is both accessible and inclusive. It is something we can all enjoy together, regardless of age, background or family situation.

Before moving to Canmore, I lived in Ontario, where I worked as an educator for 14 yrs at The McMichael Canadian Art Collection. It was there that I really witnessed the magic of art and how inspiring it is for children to be creative. We cannot under estimate the confidence and joy that it brings.

Canmore has such a vibrant arts and culture scene. It really suits the vibe of this mountain town and is a reflection of the natural splendor that surrounds us. I truly believe that creativity and community go hand in hand

I would like to voice my support of the Arts and applaud your consideration of its importance in the future development of Canmore

Sincerely  
Gail Culbertson

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

In addition to the text below, I do fully do not support this plan. I emailed our Mayor and town council about a month ago with my strong objection to this. I did hear back from Mayor Krausart explaining that I emailed the wrong department. It is nice to have this platform to express my thoughts regarding this plan, so thank you.

We need main street fully accessible to vehicles for so many reasons.. our local elderly, our mobility challenged, our young families, not to mention there will be no such thing as running a 'quick errand' to pick up olive oil, soap, a card... pick a thing that we need and choose to keep it local. When I run errands, I do not do so as a tourist with hours to meander down main street. I RUN errands as quickly as I can.

I support 3 hr free parking. We pay enough in our property taxes to cover this cost. If you want Canmorites to 'keep it local' our town needs to facilitate this.

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Jan Guenther

Date: April 4, 2025 Time: 4:06 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Haylie Guinn

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Date: April 24, 2025  
Time: 4:13 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Thoughtfully  
Wayne Hall

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Date: April 23, 2025

Time: 8:51 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Adrienne Halmos

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Date: April 18, 2025  
Time: 7:44 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mark P. Halpin

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Date: April 23, 2025  
Time: 8:42 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ian K Hamilton

---

Date: April 23, 2025  
Time: 8:44 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Neil hannah

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Date: April 4, 2025

Time: 11:15 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. I would add, limited parking in the downtown area would force me to move my dental, banking and some other services to providers away from the downtown area. A situation not desirable to me or those businesses. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Clifford Hansen

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Date: April 24, 2025  
Time: 8:04 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ross Hanson

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Date: April 24, 2025  
Time: 12:47 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Martina Hanzelka

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Date: May 1, 2025  
Time: 7:18 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Harj and Marilyn Hari

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Date: April 27, 2025  
Time: 10:24 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
John Haslett

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Date: April 24, 2025  
Time: 12:14 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Maria Hawkins

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Date: April 23, 2025  
Time: 1:45 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan - Concerns with Parking Plans

Dear Mayor Krausert and Town Council,

I am writing to express my opposition to the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Employees of these various businesses also require parking when working; for many this is everyday, all day. Moving away from free parking zones and only allowing residents to park one vehicle per household downtown at any time does not seem to take local residents who work in the downtown core into consideration. Providing local, full-time residents convenient free parking options should be considered in this plan.

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors. In fact, I support the construction of a four-storey parkade on one or both of the downtown parking lots, or even as the intercept option at 700–800 Railway Avenue. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030 without the consideration of local residents and their needs to frequently access the area.



Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ashley Hayhow

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Date: May 1, 2025  
Time: 10:18 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Stephanie Held

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Date: April 2, 2025

Time: 3:03 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft downtown Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jeff Henderson

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Date: April 24, 2025  
Time: 10:43 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Canmore Mayor and Council,  
Thank you for reading this.

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Thank you for all your time and effort into the planning for Canmore's future. The new downtown plan looks beautiful. I love the expanded River Park. Though I have some concerns. I like the pedestrian only Main Street for summer, but don't see the benefits during winter. Visitors and locals will not be inspired to park then walk 10 minutes to use downtown services in minus temperatures.

I also do not recommend losing any downtown parking. As there is already downtown traffic backups of tourists looking for parking. And locals trying to get through to live their lives and run their businesses. Decreasing parking and limiting road access will frustrate tourists and decrease desire to come back.

As for my business downtown, we have customers that are already struggling to find parking some times. Our customers are coming for 1 hour windows. So they are trying to fit it into their daily lives with work and families. And close parking assists in this. The intercept parking is planned for the other side of downtown, so not beneficial to us. We have Bow valley customers that come from Lake Louise, Banff, Lac des Arcs and beyond. These customers drive and need parking. Maybe tourists with a whole day to experience Canmore will be able to justify the distant parking. But locals with time constraints may be forced to stop coming to us, as they just run out of time during the day, with the extra time walking from a far away intercept parking lot.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: "The transportation system should support economic prosperity within Canmore." (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is

not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kyle Henderson

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Date: May 1, 2025  
Time: 10:52 pm



## Submission for Town Centre Area Redevelopment Plan Public Hearing

May 5, 2025

Councillors and Mayor Krausert

Thank you for the opportunity to offer my feedback on this important long-term plan. And, thank you to the Planning Department for the tremendous amount of effort they have put in to generating this draft plan.

There are a lot of great ideas and initiatives in this plan; efforts to pedestrianize our downtown, to encourage people to get out of their cars and walk or cycle, to enhance our open spaces, to create low impact communities and to support creation of much needed affordable housing to name but a few.

I would however like to offer some suggestions for ways I think we can strengthen the following two areas within this plan.

### 1 – **Urban Design and Building Heights:**

Our town's stunning mountain views truly define what a special place this is. This Plan does not go far enough to preserve those views. With the ever-increasing growth and development pressures facing Canmore, I believe bold measures are needed so we don't inadvertently sell our soul, for the sake of "progress". Allow me to explain:

As one strolls down Main street today, there are exceptional views to the north and south sides of the valley but most of Main St. is currently only 2 stories, or less. Conversely if you stand across from the few 3 story structures that exist now, you will see that they completely block those views and yet, this is what will be allowed, and undoubtedly built, along the entirety of Main and much of 7<sup>th</sup> and 10<sup>th</sup>.



Is this really what we want? A Main St. with no views to the north or south except brief glimpses as people cross 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> avenues or, if we are lucky, a sliver of a peak, seen between two adjacent buildings.

Not only will we lose the mountain views, we will also lose direct sunshine, especially during certain parts of the year when the sun is low. The picture below was taken early afternoon on March 8<sup>th</sup>,



You can see the shadow it throws blocking the sun from hitting most of the street. This is certainly not conducive to a welcoming and “vibrant downtown”.

If you want a better sense of what this would be like, take a walk down Spring Creek Drive, a similarly appointed street, and see if it feels warm and welcoming. The picture below was taken on a beautiful sunny day in early March at 2 pm in the afternoon.



Granted, this is a 4 story building but, that is what Density Bonusing will allow on 7<sup>th</sup> St.



The bottom line is, 3 and 4 story buildings, blocking mountain views, the sun, and warmth certainly do not align with this Plans “Big Idea” # 1 *Embrace Nature and Mountain Views: Distribute and design buildings and public spaces in ways that embrace nature and mountain views defining elements*” nor with “Big Idea #4 ” *Make Downtown Year Round: Provide spaces and land uses that support street activation and welcome people day and night, rain or shine.*

Now is the time to claw limits back to a 2 story maximum along Main , 7<sup>th</sup> and 10<sup>th</sup> St. between 6<sup>th</sup> and 8<sup>th</sup> Ave. Density Bonusing along 7<sup>th</sup> would correspondingly allow an increase from 2 to 3 stories.

If the loss of that square footage of residential and/or commercial space is unacceptable, consider putting that increased density along Bow Valley Trail and Railway Ave. where views and sunlight have already been blocked. Or consider allowing 3 stories only in certain sections of Main St. (north side only, or along select blocks).

## **2 - Riparian setbacks.**

I am glad to see 30 m setbacks from creeks and waterways. Those setbacks however, should apply to porches and patios not just to the building itself. Human activity on porches and patios is arguably more impactful than the building themselves to the many species that live within, or travel along these Riparian areas.

Similarly, I’m concerned about setbacks of less than 20m that would be allowed if the development authority found such a setback provides an “unreasonable constraint” (section 6.1.2)

I can point to multiple instances in town where property owners purchase creek-side properties, knowing there are required setbacks, but then they design a house or hotel for which those setbacks, they then argue, unfairly constrain their building design. This is just wrong and it leads to degradation of riparian areas and increases risks of contamination of waterways.

These loopholes need to be tightened up. The requirement for an EA in these cases is not sufficient. EA’s are only as good as their terms of reference and even then, the thoroughness of an EA’s is highly variable and there is an inherent bias that may be created given the landowner hires the consultant.

Thank you for your time and consideration of the above.

Tracey Henderson

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Wendy Henkelman

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Date: May 4, 2025  
Time: 7:37 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sean Hennessey

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Date: May 3, 2025  
Time: 10:18 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to bypass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Pascale Henrion

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Date: April 9, 2025  
Time: 2:47 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Howard Graham Hepburn

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Date: April 23, 2025  
Time: 9:15 pm

**To:** Mayor and Council, Town of Canmore

**From:** Jacob Herrero

**Address/Contact:** [REDACTED]

**Date:** May 4, 2025

**Subject:** Written Submission Regarding Bylaw 2025-05 – Town Centre Area Redevelopment Plan (ARP)

**Re:** Two important amendments regarding ArtsPlace

Dear Mayor and Council,

Please accept this written submission regarding the proposed Town Centre Area Redevelopment Plan (ARP), Bylaw 2025-05, for consideration at the upcoming Public Hearing scheduled for May 6, 2025.

I am unable to attend in person because the hearing is scheduled during the day (yes, a public hearing during the day results in many people not being able to attend due to work or other commitments; I feel this substantially biases the hearing such that people with a financial interest like downtown business owners are more likely to attend and influence the ARP whereas much of the broader community is less likely to attend).

Anyway, my roots in Canmore go back nearly 60 years. I can remember when there were no paved streets in Canmore, including the main street.

While I appreciate the significant effort undertaken in the Connect Downtown process and I support much of the overall vision presented in the ARP, I have specific concerns regarding the treatment of existing community assets and the exploration of optimal locations for key facilities. My feedback focuses on two primary areas:

### **1. Inadequate Recognition and Lack of Mandate for ArtsPlace**

ArtsPlace is far more than just a building; it is a vital cornerstone of Canmore's cultural life and community well-being, currently situated within the crucial Civic Corridor block designated for significant redevelopment. Despite this, the Draft ARP fails to specifically mention ArtsPlace or provide any concrete assurance regarding its future within these plans.

General policy language encouraging "arts and culture" is insufficient protection for such an essential and established community hub, especially given the strong and explicit prioritization of competing uses like affordable housing and a transit terminal on the same limited Town-owned land. Relying on vague encouragement creates significant uncertainty and risks diminishing or displacing this critical asset during redevelopment. This feels like a significant oversight given ArtsPlace's importance to so many residents.

#### **Proposed Amendment Regarding ArtsPlace:**

To rectify this, I urge Council to incorporate a specific mandate into the ARP that guarantees the future of ArtsPlace. I propose adding the following policy, or one with similar intent, potentially within Section 4.1.4 (Civic Corridor) or Section 5.1.1 (Arts, Culture, and Heritage Land Use):

**"Securing Canmore's Cultural Cornerstone:** Recognizing ArtsPlace as an essential cornerstone of Canmore's cultural identity and community well-being, any comprehensive redevelopment of the Town lands incorporating the Civic Centre block **shall guarantee** the integration and continued vibrant presence of ArtsPlace. Future site planning **must** allocate dedicated, high-quality, and accessible space suitable for arts programming that is, at minimum, functionally equivalent to its current operational capacity. Opportunities to accommodate the future growth and evolving needs of ArtsPlace **shall be actively prioritized** in the design process, ensuring its ability to serve Canmore for generations to come, while carefully integrating this commitment with other key Civic Corridor objectives like affordable housing and transit facilities."

## 2. Enabling Co-location of ArtsPlace & Seniors Centre at the Current Seniors Centre Site

The ARP should be amended to create flexibility and allow for the *possibility* of co-locating ArtsPlace and the Seniors Centre facilities within a new, purpose-built structure on the Town-owned land where the Seniors Centre currently resides (approximately 700 9th Street).

My reasoning for this proposed flexibility is threefold:

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- **Significant Cost Savings:**
  - Constructing underground parking at the current ArtsPlace (Civic Centre) location is known to be exceptionally expensive and technically challenging due to the high water table. Enabling these community facilities to potentially relocate to the 700 9th St
  - site could result in substantial savings of public funds. These savings could potentially be redirected to enhance the facilities themselves.
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- **Improved Accessibility via Intercept Parking:**
  - The 700 9th St location is significantly closer to the proposed intercept parking facility on Railway Avenue. Locating major community draws like ArtsPlace and the Seniors Centre nearer to this primary parking hub would improve practical accessibility for
  - many residents and visitors arriving by car.
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- **Potential Synergies:**
  - Co-locating these two vital community organizations could foster potential programming synergies and operational efficiencies.
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I recognize that the current Draft ARP designates the 700 9th St parcel as "Commercial Core."

However, given that this is Town-owned land intended for public benefit, and considering the significant practical advantages outlined above, the ARP should be amended to allow Council the *option* to pursue this alternative location for these specific community uses in the future, should detailed feasibility studies prove it beneficial.

### **Proposed Amendment Regarding Co-location Flexibility:**

To enable this potential alternative, I propose adding the following policy, or one with similar intent, likely as an amendment or specific clause related to the land use policies for the "Commercial Core" as it applies to the Town-owned parcel at approx. 700 9th Street:

**"Alternative Location for Key Community Facilities:** Notwithstanding the general intent for the Commercial Core character area, on the Town-owned parcel located at 700 9th St (current Seniors Centre Building) the development of an integrated facility primarily housing ArtsPlace and/or Seniors Centre activities **shall be permitted** as a Discretionary Use. Consideration of this alternative location for these specific facilities may be pursued by the Town if future studies demonstrate significant public benefit, such as substantial cost savings related to parking provision, improved accessibility, or enhanced facility delivery, compared to redevelopment within the Civic Corridor, and provided the design is compatible with the surrounding context and overall ARP objectives."

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Thank you for the opportunity to provide input on this important plan for Canmore's future. I believe these proposed amendments would strengthen the ARP by securing a vital cultural cornerstone and introducing valuable flexibility that could lead to more fiscally responsible and accessible community facilities. I urge you to give these suggestions serious consideration.

Sincerely,

Jacob Herrero

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

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An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Monika Herwig

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Date: April 15, 2025  
Time: 11:01 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Christian Hery

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Date: April 28, 2025  
Time: 1:56 pm



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots - these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with,

one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Families in Canmore cannot get by without using their vehicles to bring children to various activities. There is a time restraint that the bus and/or biking do not allow for. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lana Hettinga

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Date: April 27, 2025  
Time: 8:41 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tracey Hicks

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Date: May 1, 2025  
Time: 2:42 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Veronica Hill

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Date: April 23, 2025  
Time: 9:11 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Megan Hillier

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Date: April 24, 2025  
Time: 3:06 am



Dear Mayor and Council Members,

I am writing to express my concern regarding the proposed Downtown Area Redevelopment Plan (ARP), which, as it stands, poses significant challenges for businesses like mine—particularly those located above ground level, like my second-story operation.

Just this month, I was hit with a \$750 monthly rent increase. For small, locally-owned businesses, increases of that magnitude can be devastating—especially when compounded by changes in town planning that make it harder for customers and employees to access our locations.

Staff have already voiced their apprehension. One told me recently, “I’m loyal to you, but if parking becomes harder, I’ll have to look for another job.” When I hear this, and when I watch business after business struggle downtown, I can’t help but wonder: Is the goal of this plan to push out existing small businesses?

A significant reduction in accessible parking and further pedestrianization of the downtown core will directly impact both customer traffic and staff retention. My business—and many others—relies on clients and staff being able to arrive conveniently. Second-story businesses are especially vulnerable, as we do not benefit from the walk-in appeal of street-level retail, nor are we easily visible to the casual passerby.

You’ve heard similar concerns from other residents and business owners. Many fear for their livelihoods:

- Parents juggling school drop-offs, work, and errands are asking why we’re making access harder.
- Visitors already struggle to find parking. Some have quit jobs downtown due to the daily cost of parking.
- Staff safety, especially during evening shifts or winter months, is a growing issue.
- Summer closures of Main Street have increased crime, reduced sales, and caused trauma for workers.
- Locals and regional users alike are finding downtown less convenient and welcoming.

One local business owner summed it up best: “Of all the challenges we’ve faced—COVID, staffing shortages, theft—none has been as stressful as the changes being imposed by the Town through plans like the ARP.”

As a long-time member of this business community, I urge you to reconsider elements of the ARP that ignore the lived realities of those who actually work, live, and invest in

downtown. We need a redevelopment plan that supports—not endangers—small, independent businesses. That means preserving parking, ensuring safety, listening to stakeholders, and recognizing that good intentions don't always translate into good policy.

**Please don't turn downtown into a place where only tourists feel welcome and only large-scale chains can survive.**

Sincerely,

Shannon Hinchelwood

Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Shannon Hinchelwood

[Redacted Signature]

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Date: April 7, 2025

Time: 5:41 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Catharine Hinds

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Date: April 23, 2025  
Time: 9:14 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Dean John holton

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Date: April 24, 2025  
Time: 2:35 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not



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Sincerely,  
Lori Holtrust

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Date: April 25, 2025  
Time: 2:46 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Judy Honsaker

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Date: April 23, 2025  
Time: 11:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tommy Hooper

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Date: April 23, 2025  
Time: 8:53 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Geraldine Horbay

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Date: April 24, 2025  
Time: 9:31 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not



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Sincerely,  
Leslie Horbay

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Date: April 24, 2025  
Time: 9:44 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I live in Lac Des Arcs but choose to support Canmore as my “local” option for dentist and other services. Making us “outsiders” who support the Canmore community as locals over the past 15 years pay for parking was one thing, now removing access to these services all together is another slap in the face. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of

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Sincerely,  
Sarah Spreen Horne

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Date: April 24, 2025  
Time: 7:56 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Evan Hounsell

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Date: April 26, 2025  
Time: 9:02 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. Thank you, Liz Hovey-Smith

Sincerely,  
Liz Hovey-Smith

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Date: April 26, 2025  
Time: 9:01 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.



Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Brian Howes

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Date: April 15, 2025  
Time: 11:44 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of entrepreneurial businesses that serve locals, residents, and visitors alike.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, my family included, which will negatively impact these small businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8). I do not feel it achieves that.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. I would also argue what cost-benefit analysis has been done? “Mode-shift” should not be the only measure of success.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. This is not a sustainable goal in a town like Canmore that has more inclement weather than “bikeable” weather and I find it unreasonable to expect a family of 5 to only rely on walking, bussing or biking to get to daily activities (mainly including grocery shopping) in and around downtown, especially in winter.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mallory Hughes

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Date: May 2, 2025  
Time: 10:23 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Downtown Plan Draft

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Bob Hunter

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Date: April 6, 2025

Time: 10:42 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for

services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. I completely agree with the above letter and would add that I owned a business on Main Street for 13 years. Every time Main Street was closed down we lost income. I have spoken to businesses on Main Street and they tell me the same story that Second Story Books experienced. I honestly think you are going down the wrong path and further thought should be given before you destroy a vibrant downtown!

Sincerely,  
Heath Hutchings

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Date: April 27, 2025  
Time: 12:36 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong support to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

As someone who lives in South Canmore (on 5 St) and frequents businesses in the downtown core (including dentists, banking, convenience store, bookstore, kitchen supply store, massage therapist, hair salon, and other shopping), I look forward to the pedestrian/bike closure every year and wish it were year round.

Entering and exiting the South Canmore neighborhood, car traffic flows best when it is controlled and directional. On my road bike and e-bike, it's easier and faster to get around with the closure in place. When the closure is in place, we're more likely to meet up with friends downtown for a coffee or smoothie, and have frequently wished for a winter option that is so easy and accessible.

Please continue to do the good work you're doing to prioritize non-car transportation and preserve the vibrancy of this neighborhood.

Sincerely,  
Amy Hutchinson

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Date: April 23, 2025

Time: 9:00 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.



Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Nadja Ibrahim

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Date: April 20, 2025  
Time: 9:49 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Haley Innes

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Date: April 23, 2025  
Time: 9:59 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Mark Innes

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Rebecca Innes

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Date: May 2, 2025  
Time: 9:08 am

**From:** [Kathi Irvine](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Connect Downtown ARP  
**Sent:** 2025-05-01 2:21:02 PM

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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please accept this letter as an opportunity to share why I am excited to see space for arts, culture, and heritage reflected in the vision for Downtown Canmore.

Simply put, the arts matter – in a time when our community is feeling fragmented, the arts offer something powerful: a way to come together, reflect, celebrate, and belong as an artist of all genres, an audience member, a volunteer. A place where both likely and unlikely friends get to meet over common interests not otherwise explored. As a past citizen of Canmore, I had the distinct privilege to meet many interesting “neighbours” through the arts, and with the possibility of more space given to the arts, that privilege can be expanded to include more community, more connections, more unlikely friends.

Of course, downtown Canmore is the right location to celebrate and offer more space to the arts, it is the heart of our town, where we want people to gather, to be familiar with and to see culture, arts, and heritage in that heart. There is a complementary opportunity available to the town that works with other important citizen concerns of parking and affordable housing. This is not an either or, it is a yes, and situation.

Respectfully

Kathi Irvine



Canmore AB



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brad Jacobs

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Date: April 30, 2025  
Time: 6:00 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Twyla Jacobson

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Date: April 23, 2025  
Time: 9:20 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Albert Jaggi

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Date: April 23, 2025  
Time: 8:40 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Aisling Janzen

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Date: April 23, 2025  
Time: 8:53 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Aniket jasoliya

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Date: April 15, 2025  
Time: 6:25 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Matt Jasper

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Date: April 23, 2025  
Time: 9:28 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Danielle Jean

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Date: April 24, 2025  
Time: 5:07 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jessica Jenkins

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Date: May 2, 2025  
Time: 3:17 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brendon Jenner

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Date: May 1, 2025  
Time: 7:35 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Javiera Jerez

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Date: April 23, 2025  
Time: 9:30 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Terri Jocelyn

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Date: April 23, 2025  
Time: 9:31 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Bill Johnson

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Date: April 6, 2025

Time: 10:43 am

Dear Mayor Krausert and Canmore Counsellors:

It is our opinion that the Town Staff and Counsellors should be concentrating on managing the town services and on building a vibrant cohesive community, rather than spending time, effort and our tax dollars on bringing forth a new Downtown Redevelopment Plan (DRP). Let's not destroy our vibrant downtown by eliminating accessible parking on main street and on surrounding lots, which would ultimately discourage all residents from coming downtown and discourage service staff from getting to work. A vibrant downtown is most important for businesses, residents and the ever growing tourist visitors, who come to see our great mountain views and who also support our retail outlets and community services.

The Town staff and counsellors should rather be focusing on providing ways to bring neighbourhood interaction in parks, our great town facilities such as Elevation Place, Canmore Rec Centre and residential districts rather than downtown.

We fully support our Roam Public Transit use. However it is short sighted to suggest all residents should be bicycling and walking throughout the 12 months of the year (especially during the winter). We want to choose the way we move and not be isolated. We want to continue to drive downtown, especially during inclement weather. There are many months in the year when we need to park on main street to personally deal with businesses and meet and greet friends, associates and tourists while walking downtown. To have main street closed off year round will create a ghostly appearance to our normally vibrant town centre throughout winter times.

Another sad thing about the DRP is that a number of main street business owners have told us if the DRP moves ahead, their businesses will not survive and will need to close their business. Is that your goal for Canmore?

Let's not let this happen. Let's protect a vibrant downtown community.

Sincerely,  
Cy & Carolann Johnson



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
emily johnson

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Date: April 2, 2025

Time: 3:27 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council,

I'm writing to express my strong opposition to the proposed year-round pedestrianization of Main Street and the plan to shift from dispersed parking to a centralized intercept lot at 700–800 Railway Avenue.

Downtown Canmore is more than just a tourist or shopping area — it's home to many essential local businesses that serve residents, workers, and visitors. These include dental and medical services, fitness and therapy studios, hair salons, grocers, retail stores, and more. Reducing or removing existing parking on Main Street and downtown lots will make it harder for people to access these services and hurt the businesses that rely on that access.

Currently, there are 278 parking spaces in downtown lots and another 77 on Main Street. These spots are vital and should be maintained. I support building a multi-story parkade on one or both lots to increase capacity. During off-peak seasons, the upper levels should offer free, all-day parking — a system that has worked well in Banff. Carpooling could also be encouraged through incentives.

I strongly oppose redeveloping downtown parking lots into housing or other buildings. Solving one issue — like the housing shortage — by creating another — an economic crisis for downtown — is not a real solution.

The Integrated Parking Management Plan highlights the importance of easy access to parking close to destinations. I fully agree. While I support improved transit and active transportation, these should not come at the cost of reducing vehicle use or available parking. I don't support the proposed 20% drop in single-vehicle use by 2030.

Different transportation modes should work together, not against each other. A healthy downtown needs walking, biking, transit, and vehicle access.

I also oppose “unbundling” parking from buildings — residents need access to vehicles for daily needs and regional travel. And I do not support applying the Complete Streets model to streets like 10th, as it may slow emergency response times.

Thank you for considering this input. We all care about Canmore, and I hope future decisions reflect a balance that keeps our downtown accessible, livable, and vibrant for everyone.

Sincerely,  
Patricia Johnston

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Date: April 23, 2025

Time: 9:05 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

To whom it may concern,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal closure of Main Street for the late spring to summer months. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street and in the area. In the peak season, short-term paid parking would be reasonable while a free 8.5 hour per day time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained and expanded to 8.5 hours (for those working in the downtown core) on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged. On the topic of creating more apartment buildings; instead of easing bylaws so developers can build more vacation rentals; perhaps create more opportunities and incentives for building apartment buildings on land that doesn't effect the ability of people to use and access the downtown core.

In the future a parkade should be developed on one or more of these downtown parking areas. As you're considering 4-5 story buildings downtown against the public's wishes; a multi story parkade should be an easy consideration to add.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes. The continued narrowing of streets makes it more likely for visitors to cause or be in accidents and create an unwelcoming environment within the downtown and Canmore as a whole.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option. In the winter months in particular (which is most of the year); better snow and ice clearing would be a positive step forward. It's quite hazardous to walk or bike due to the lack of proper snow and ice clearing on the sidewalks and streets. In addition, you need to consider that your plan does not account for those with disabilities, handicaps, or injuries. As someone who pursues many mountain sports; I have had many times where due to injuries I am unable to walk or bike to get anywhere. Taking the ability to drive and park downtown away from people is ableist to the extreme especially with various medical offices in the downtown core.

I also do NOT support the encouragement of visitors and tourists to park at and around elevation place and to walk downtown as it creates a situation where those who actually pay for elevation place memberships can't use the facilities we pay for. I have had many times where I'm rehabbing an injury and can't find parking close to elevation place. The solution is not to take away the only parking downtown but to create more encouragement to use it and in fact create more parking opportunities downtown (the proposed parkade stated above for example).

Please STOP creating more issues for those of us actually living here. The last survey you did was open to anyone who wanted to fill it out and is in no way reflective of the actual sentiments of Canmore residents. Perhaps listen and read more closely to the wishes of your constituents instead of steamrolling ahead as you've done with other unpopular and ineffective changes to the town.

I understand wanting to make positive changes but too often those changes do not actually reflect the wishes and needs of the people actually living and working here. Visitors frequently come to visit Banff and then happily "discover" Canmore. Let's make sure it's welcoming and easy to navigate and discover versus making people stressed about lack of parking and getting tickets or having to walk far distances (again; it's ableist to assume everyone can do so). As someone who works in the downtown core I've unfortunately encountered many people who are very frustrated with the paid parking and lack of parking already. Taking it away is not the answer.

Sincerely,  
Alyssa Jones

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Date: April 2, 2025  
Time: 6:20 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mike Jones

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Date: April 24, 2025  
Time: 12:25 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. I would, in closing, like to comment again on the last major work undertaken on our traffic system and roads in downtown Canmore. Although I met with the Mayor about it at the time we ended up with a road system that does not cater to the efficient movement of traffic. We lost road lanes to cycles and placed traffic lights in the wrong position. Some of us are not able to cycle 12 months a year (let’s face it most people confine their road cycling to a 5 month window) at the same time there is not a bus service that works for everyone. Now, it is not unusual to wait 3 light changes at the junctions of Paliser Tr and Benchlands and at the main lights at Bow Valley. Council must recognise that downtown is really only adequate for a population of 10 -15,000 people. It is inadequate for the influx of visitors that we have on weekends and throughout the summer. If this is the growth direction Canmore wants then there must be a more fundamental review of the long term plan. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Peter Jones

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Date: April 24, 2025  
Time: 6:09 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)  
FROM: [samjones15s@gmail.com](mailto:samjones15s@gmail.com)

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sam Jones

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Date: May 1, 2025  
Time: 2:13 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sophie Jones

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Date: April 23, 2025

Dear Mayor and Council,

I visited your community on Friday May 1st, and became aware of the Redevelopment Planning issue(s). If the removal of parking occurs, I will not longer visit your community and would go directly to Banff. I always spend approximately \$300 everytime I stop there... and if when you factor in the number of Calgarians that support your community with our day trips for a visit, it would be a significant loss of annual revenue. I visit every 3 months, I spend \$1200 or more (dinner and new shoes!) on an annual basis. If only a 1000 other Calgarians do the same thing (and I am sure way more then that do), it would be a loss of 1.2 million dollars in revenue. The redevelopment plans will rip the "heart" out of Canmore, and there would be no reason for me to go there.

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Terry Jordan

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Date: May 3, 2025  
Time: 9:39 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

My business is on the 700 block of Main Street. I have had businesses on that block for twenty years, so I have a very good picture of how our local customers and visitors come and go.

My businesses serve children, youth, adults and seniors. I have been a "staple" for toys and games for twenty years, and I am looking forward to many more. Downtown Canmore is also home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services as well as many restaurants and retail which, like mine, are owned and operated by local residents.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: "The transportation system should support economic prosperity within Canmore." (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-storey parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

My staff are currently either renting living space from their families, which is unsustainable and should not be a 'given' for any young adult. or, they have to travel from Exshaw or Dead Man's Flats where living is marginally more affordable. This means they MUST use private vehicles, or find a ride from someone else who has a vehicle, because there is no public transportation available. For those without vehicles using a cab service is not affordable.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. There is also a contradiction in this strategy: The plan wants more second homes in the Downtown area, to bring

those intermittent visitors closer to our services, and yet the rest of Canmore's year-round residents who REQUIRE our Downtown's services are being pushed out by preventing access.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. On a personal note, as a disabled person, I am looking forward to seeing more spaces for people with disabilities and seniors who cannot walk more than a few metres, to be able to access Downtown with ease. Seniors, locals with appointments, meetings or quick stops in their lunch breaks are not going to be using public transport, especially in the winter. Removal of parking will severely affect the ability for locals to use the Downtown core.

While I somewhat support the proposed 20% reduction in single-vehicle use by 2030, I do not believe it will be possible in this short time frame, and I do not support the removal of parking to achieve this goal. I feel as though the planners are not considering the winter weather. My staff who walk or cycle to work would very much like to do that year round, but of course it is not possible. In winter most of them rely on vehicles. I support improving public transportation but not at the expense of single vehicle parking. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Please understand that as the owner of 2 small businesses that struggled through SARS, the Flood, Covid and now trying hard to deal with the tariffs, I am extremely concerned about the future of independent businesses in Canmore, and especially Downtown, if this plan goes ahead. The pedestrianization of Main Street, while successful on clement weather days in the summer, is not only not a solution to reducing vehicle use year round, but it would be highly detrimental to all Main Street businesses. As I said above, the plan is avoiding the reality of our winters. Even on rainy or cold days in the summer we could see up to a 70% reduction in customers coming in to our store. I am not prepared to carry this as a year-round reduction. My business will definitely not survive. Please know that I am speaking from twenty years experience. Cars must be able to drive down Main Street in the winter months, to see what is on offer, and to find easily accessible parking to access our businesses.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.



Sincerely,  
Sonja Jovanovic

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Date: May 1, 2025  
Time: 11:08 am

Dear Mayor and Council,

I am writing in support of the new Town Centre ARP from both professional and personal perspectives.

### **Professional**

I am a registered architect and run my own practice in Canmore. I have also been a member of Canmore Planning Commission (CPC) for several years. To be clear, this letter is my own personal opinion and does not represent CPC in any manner. However, through both my professional work and through volunteering on CPC, I have been engaged in evaluating planning issues that balance individual private interests with the good of the overall community.

From that perspective, I believe that the new Town Centre ARP is well supported by high level planning documents including the Municipal Development Plan (MDP), the Integrated Transportation Plan (ITP), the Climate Emergency Action Plan, amongst others, as well as Council priorities related to affordable housing, community engagement, and the environment.

As we all know, Canmore's Downtown continues to be a focus for residents and visitors alike and an updated plan for the district, which reflects contemporary needs and aspirations, is overdue.

As a professional architect, I support the architectural design guidelines contained in the ARP. I believe the guidelines strike an appropriate balance in encouraging quality design and materials without being too prescriptive. I appreciate the emphasis on finding contemporary expressions for place-specific mountain architecture without reverting to pseudo-historical and nostalgic forms as has been the tendency in other times and places.

I believe that municipal lands should be developed to their highest and best use for the benefit of the entire community. I appreciate that evaluating competing interests can be a difficult task and I applaud you for not being swayed by a vocal minority.

I had multiple opportunities to provide feedback and input during the ARP process. I feel like my input was valued and maybe even made a small difference in shaping the final version. The ARP is obviously designed to shape the community for the better but the process of public engagement itself can help foster a sense of community and give people an opportunity to engage in positive ways.

### **Personal**

I live in South Canmore just a few blocks from Main Street with my wife and a young son. We are downtown on a daily basis, either getting a coffee, going shopping or doing errands, or travelling through by car or bike to go elsewhere. We consider downtown to be "our" neighbourhood.

Every year we count down the weeks until Main Street is closed to cars and we can sit on the patios and our son can roam around in the street. A stop on Main Street to get a beverage and people watch after a bike ride or a hike has become part of the culture of Canmore, part of the brand that attracts both residents and visitors to our community.

The bicycle infrastructure that the Town has developed over the last few years lets us get groceries and travel around Town safely with a bicycle chariot. This greatly increases our quality of life and is an incentive for us to continue to live and work in this neighbourhood. We look forward to seeing the remaining gaps in the bicycle infrastructure being developed.

We appreciate the “gentle density” that has slowly developed in South Canmore with a mix of R1, R2 & R4 zoning as well as parks, open space and multimodal transportation networks. This level of medium density creates vibrant neighbourhoods with opportunities for social interaction, some diversity in population, and supports amenities within walking distance all while maintaining a familiar neighbourhood scale. Increasing density from strictly R1 neighbourhoods seems imperative in the context of a geographically constricted community for obvious social and economical reasons.

We look forward to seeing the public realm improvements envisioned in the Town Centre ARP implemented and we encourage you to adopt this plan.

Thank you for your consideration.

Florian Jungen  
Architect AAA, LEED AP

[REDACTED]

[www.habitatdesign.ca](http://www.habitatdesign.ca)

[REDACTED]

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Deb Juravleff Boucher

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Date: May 3, 2025

Time: 6:35 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sandra Jury-Fleming

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Date: May 1, 2025  
Time: 4:53 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Frank Kamenka [REDACTED]

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Date: April 30, 2025  
Time: 9:11 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Certainly! Here's the revised paragraph with the added specifications:

In addition to the concerns about parking and transportation, it's important to recognize the vital role played by employees who have had to move outside of town to support their families, yet continue to contribute to Canmore's workforce economy. These dedicated individuals, particularly in industries like hairdressing, are increasingly hard to find and are essential to the functioning of our local businesses. Local businesses are the backbone of our community, supporting both residents and the tourism industry. Without them, the tourism sector cannot thrive. Supporting the ability of locals and employees to work in Canmore through adequate parking and transportation solutions is crucial for maintaining the vibrant and diverse business community that defines our downtown area. Ensuring that these workers have convenient access to their workplaces is essential for sustaining the economic health of Canmore.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Crystal Kamenka-Taylor

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Date: April 23, 2025  
Time: 11:59 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Katherine Kanaroski

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Date: May 1, 2025  
Time: 12:33 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Liz Kanaroski

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Date: May 1, 2025  
Time: 5:05 pm

**Marianne Kasper**



May 1, 2025

Municipal.clerk@canmore.ca

Against Canmore Town Centre Redevelopment Plan

To whom it may concern:

I am voicing my vote against the town centre redevelopment plan, for the following reasons:

- 1) Reducing parking
- 2) Closing main street year round to vehicles and reducing parking capacity
- 3) Unbundling parking from new developments
- 4) Introducing paid parking permit parking across residential downtown neighborhoods

Thank you and look forward to a new plan for the town centre redevelopment not one that turns town of Canmore into another wanna be city. Stop trying to make Canmore a city, embrace your surroundings and protect our Canmore from unnecessary commercial and residential concentration in the downtown core.

Sincerely,

Marianne Kasper



**From:** [Mahesh Kavia](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Main Street closure  
**Sent:** 2025-04-09 9:46:18 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm not in favour of this proposal  
based on the current data presented and I would like clear evidence of why this would be a good idea  
We need a local referendum with 90% approval in order to go ahead with this  
This is my personal opinion

Mahesh  
[REDACTED]

**Kavia Fine Jewellers**  
[www.kaviajewellers.com](http://www.kaviajewellers.com)  
[REDACTED]

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Mahesh Kavia

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Date: April 3, 2025

Time: 6:31 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Colleen A Kearney

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Date: April 23, 2025  
Time: 10:31 pm

**From:** [Donna & Marsh Kennedy](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Town development plan  
**Sent:** 2025-05-05 3:26:14 PM

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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern we are opposed to having the main street closed year round to traffic.

Also we question the wisdom of developing the parking lots. Parking will become an extremely huge problem even more than it is now.

As citizens we are not happy with the possibility on loosing our 3 hour per day free parking but maybe we could pay a reasonable annual fee for this.

We are also extremely in favour of an over pass or under pass for the Pallister area especially if you plan on putting up more affordable housing.

Thanks to the council for all the work you do on our behalf.

Donna and Marsh Kennedy

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Stephen Grant Kennedy

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Date: April 24, 2025  
Time: 9:30 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kristal Kent

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Date: April 24, 2025  
Time: 3:31 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Breeann Keogh-Chin

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Date: April 24, 2025  
Time: 4:42 am

Dear Canmore Municipal Clerk and Members of Town Council,

I commend you for developing the proposed ARP for Downtown Canmore and providing opportunities for engagement of members of our community in the process.

I strongly support the Policy in respect of Arts, Culture and Heritage.  
In particular, I endorse and urge you to pursue wholeheartedly point #7 of section 5.1.1.

A vital, vibrant and inclusive Arts and Creativity component in Downtown Canmore is critically important to the health and well-being of the members of our community.

Expansion of the Arts and Culture facilities downtown should be a top priority.

Points #4, 5 and 6 of section 5.1.1 should align with such expansion.

I regret that I will not be able to be with you in person for this discussion. I would welcome the opportunity to participate in the discussion and development of expanded Arts and Culture facilities downtown.

Yours truly,  
Edward P. Kerwin

[REDACTED]  
Canmore, Alberta  
[REDACTED]

Sent from my iPad

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Deanna Kiebke

---

Date: April 3, 2025

Time: 2:49 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this

should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Rose Kinash

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Date: April 24, 2025  
Time: 11:20 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I agree with pedestrianizing Main Street year-round. However I strongly disagree with any plan to get rid of the existing parking lots especially the lot behind Artsplace and the lot behind Miners' Hall.

I do NOT support redeveloping Town parking lots to housing units. Parking lots should be retained in the downtown area. There is no reason that the two existing parking lots cannot continue to coexist with a pedestrian Main Street. In fact, those lots become all the more crucial if on-street parking disappears from Main Street year round.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

In the future a parkade should be considered for one or more of these downtown parking areas, similar to the parkade beside Nester's grocery in Banff.

While I support Intercept parking (eg: Elevation Place, Railway Avenue, Recreation Centre), the walk from those sites to Main Street is too far for many seniors and families with young children. Please do not get rid of the parking lots!

Retaining the parking lots will promote visits to the pedestrian zone and enhance its viability.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Katharine Kinnear

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Date: April 5, 2025

Time: 4:01 pm



Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Hannah Klein

---

Date: May 3, 2025

Time: 3:29 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I absolutely do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core. As a resident I should be prioritized to have access to businesses that I deal with. I should not have to negotiate walking further in winter when conditions are dangerous underfoot because parking is no longer available to me nearby.

When will residents be considered seriously in these development plans? An aging population is less able to manage when access is restricted by taking away

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Don klinkhamer

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Date: April 15, 2025  
Time: 9:48 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Carrol kneller

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Date: April 23, 2025  
Time: 8:53 pm

To: The Town Of Canmore

Dear Members of the Canmore Town Council,

I am writing to express my strong opposition to some of the Canmore Downtown Area Redevelopment Plan (ARP) 2025. After reviewing the proposed changes, I am deeply concerned about the long-term impacts this plan will have on the wildlife and their ecosystems.

The proposed densification and building height increases, particularly in residential areas, will drastically alter the landscape and sunlight that residents have access to. Replacing single-family homes (R1) with multi-unit buildings (R4), on 8th st, 9th st, & 11st, including 4 story apartment complexes, will not only reduce the overall livability of our neighbourhoods but will lead to a significant increase in traffic congestion and parking problems. This added traffic, both with vehicles, bikes and pedestrians put a higher stress on the forest areas surrounding the bow river. This is exacerbated enough by the tourists and the population density we already have. This also means the removal of existing greenspace that currently exists on these properties - greenspace that becomes homes to bees, squirrels, mice, and many small creatures that are part of the environment.

I understand that growth is inevitable to some degree, and I want to live in a place with a strong community. I am not opposed to developing the parking lot next to the Union Hall, and even ElkOf Park if necessary, because that is town land and has the potential of helping solve our affordable housing issue. The town has the ability to put restrictions on what can be built and what it is used for. For example, it means there can be a significant (if not all) percentage of those units available for affordable housing, and restrictions that buyers must live there full time or rent the space - not purchased or built for second homes or airbnb's.

I completed your survey titled: Connect Downtown: Planning a Vibrant Town Centre/Draft Plan Survey, from here on referred to as the "Draft Plan Survey". This survey contained a number of errors to introduce bias into the results. Due to these errors, the **results will not be a true reflection of public opinion and thus should not be used to inform any permanent or final decisions, plans, proposals, or other designs**. I would like to assume these errors were made by accident and am writing to inform you so that you may correct them and be aware that the results you have received thus far are biased.

In this video: <https://www.youtube.com/watch?v=TVOWCL633vQ> Dr. Kawanna Bright (2023) explains the basic principles of surveys. In relation to the below noted errors in your survey, please reference the section of the video that starts at 18:59 minutes.

As well, the International Association of Public Participation offers fantastic courses with useful content geared towards helping working professionals better access, understand and respond to public feedback.

**The errors in the Draft Plan Survey are as follows:**

**1. Leading Questions:** *“are phrased in a way that suggest a certain answer.”* (Bright K., 2023).

Examples from the Draft Plan Survey:

- a. *“In general, the actions outlined above are appropriate to address \_\_\_\_\_ in Downtown Canmore.”*
- b. *“In general, the proposed Area Redevelopment Plan for Downtown Canmore meets the needs of the community today and into the future.”*
- c. *“In general, the proposed Area Redevelopment Plan aligns with our values and aspirations as a community (e.g. housing affordability, respecting our environment, making it easier to get around town, retaining Canmore’s community character, and reflecting our heritage)”*

**2. Loaded Questions:** *“contains words that can create a positive or negative reaction from the participant.”* (ibid). Example from the Draft Plan Survey:

- a. *“Contemporary mountain architecture will give downtown a unique look while supporting energy efficient buildings.”*

**3. Double-Barreled Questions:** *“combine 2 or more issues/topics in a single item.”* (ibid).

Examples from the Draft Plan Survey:

a. Draft Plan Survey Question 7: Land Use, topics combined as a single item:

- i. Building height
- ii. Visitor accommodation
- iii. The destruction of vital green space (a.k.a. The most affordable housing/community space for our most vulnerable and underrepresented community members: birds, insects, plants, and children who need easy, walkable, independent access to play in non-human/more-than-human settings in order to learn about life. Also a free carbon sink, dust reduction, air pollution reduction, and urban cooling)
- iv. The ethics of compromising necessary and important building policies and planning procedures in order to achieve other goals.

b. Draft Plan Survey Question 8: Urban Design, topics combined as a single item:

- i. Mandatory top-down policies on non-essential aesthetic features to limit creativity, uniqueness, art and culture
- ii. Reducing Light pollution
- iii. Signage



- c. Draft Plan Survey Question 9: Transportation, topics combined as a single item:
- i. Suggested added single bus stop but not increase in bus times?
  - ii. A pedestrian zone and thus loss of some accessibility on mainstreet
  - iii. Increase of some accessibility through sidewalk grading
  - iv. Potential destruction of vital green space in exchange for more parking

Thank you for taking the time out of your busy schedule to read this letter, to consider its contents with a careful and open mind, and to respond appropriately.

If you should choose to continue with your survey as is, I would like you to explain to me and publicly how you will mitigate the bias introduced by the specific problems outlined in this letter.

If you should choose to use these biased results, without mitigation or consideration for their bias, to inform any planning and design decisions, please explain why you are not concerned for the bias highlighted in this letter.

For these reasons, I respectfully urge the Town Council to reconsider these plans and engage in further consultation with residents to ensure that any redevelopment in Canmore reflects our community's values of sustainability, livability, and the preservation of the wildlife (big and small) that we share this special place with. Three Sisters Mountain Village already looks to double the size of this town - when do we decide to put a cap on it, understanding our place in between national and provincial parks?

Thank you for considering my concerns. I hope my feedback will be taken seriously as the Council moves forward with these important decisions.

Sincerely,  
Julia Knowlden

[Redacted Signature]

#### Sources:

Bright, Kawana. (2023). Metropolitan New York Library Council. Asking the Right Questions in the Right Ways: Introduction to Survey Design and Analysis  
<https://www.youtube.com/watch?v=TVOWCL633vQ>

Swain, Larry. (1985). Statistics Canada. Basic Principles of Questionnaire Design.

Survey Methodology. V 11. No. 2. Pp.

165-166. <https://www150.statcan.gc.ca/n1/en/pub/12-001-x/1985002/article/14377-eng.pdf?st=lUy>

Dear Members of the Canmore Town Council,

I am writing to express my strong opposition to the Canmore Downtown Area Redevelopment Plan (ARP) 2025. After reviewing the proposed changes, I am deeply concerned about the long-term impacts this plan will have on the character of our downtown neighbourhoods, the environment, and the quality of life for current residents.

The proposed densification and building height increases, particularly in residential areas, will drastically alter the landscape and character of Canmore. Replacing single-family homes (R1) with multi-unit buildings (R4), including 4 story apartment complexes, will not only reduce the overall livability of our neighbourhoods but will lead to a significant increase in traffic congestion and parking problems. The promised "bonusing strategies" encouraging taller buildings undermine the unique charm and scale of our streets, leaving residents with reduced access to sunlight and obstructed mountain views.

Additionally, I am deeply concerned about the loss of green space. Labeling areas such as Eklof Park as "underutilized" and proposing their redevelopment goes against the principles of sustainability and livability. Green spaces are essential for the vibrancy and well-being of our community, and once lost, they cannot be replaced. The current ARP does not seem to sufficiently prioritize the preservation of these vital areas.

Finally, the proposed reductions in downtown parking will exacerbate an already strained situation. The removal of 295 parking stalls, combined with reduced parking requirements for new developments, will force overflow parking into surrounding residential areas, causing further congestion and making it more difficult for residents and visitors to access downtown. This is a recipe for frustration and decreased quality of life.

For these reasons, I respectfully urge the Town Council to reconsider these plans and engage in further consultation with residents to ensure that any redevelopment in Canmore reflects our community's values of sustainability, livability, and the preservation of the unique mountain town character that makes Canmore so special.

Thank you for considering my concerns. I hope my feedback will be taken seriously as the Council moves forward with these important decisions.

Sincerely,  
Valerie Knowlden

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is my full time home and to a variety of businesses that serve me and my family.

This more importantly include essential services to our family. Where easy access and parking is imperative. It is not practical living in the SilverTip area to walk or bike to Downtown for these essential services.

The proposed approach will not foster a vibrant, thriving downtown for residents. It is simply looking at the area as a tourist destination at the detriment to local residents and businesses alike.

As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Unless, this reduction is specifically targeted at visitors by providing remote parking and public transportation. Certainly not to the detriment of residents.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

I implore you to take into further consideration the needs of residents on a daily basis and business who rely on Downtown Canmore for their needs and livelihoods!

Diane Knowles

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Date: April 23, 2025

Time: 10:39 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Olivia Knowles

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Date: April 23, 2025  
Time: 8:56 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ronda Krasnodemski

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Date: May 2, 2025  
Time: 11:53 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Daria Kravets

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Date: April 24, 2025  
Time: 1:18 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Matthew Kreller

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Date: May 5, 2025  
Time: 12:54 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Richard Krentz

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Date: April 24, 2025  
Time: 12:53 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not



support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Wendy Krush

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Date: April 24, 2025  
Time: 12:30 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Julie Labrosse

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Date: April 24, 2025  
Time: 11:44 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Guy LaCoste

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Date: April 27, 2025  
Time: 7:04 pm

May 1<sup>st</sup>, 2025

Email [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)  
Town of Canmore, Civic Center  
Attn: Municipal Clerk,  
902-7 Avenue, Canmore AB  
T1W 3K1



Object: Canmore Downtown ARP

Dear Mayor and Council,

We are writing to express our opinion on the proposed ARP and would be happy to discuss further in person. We support the addition of centralized parking and the increase in public transportation. We are opposed to the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking.

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and we believe the dedicated lots and some street parking must be preserved. In fact, we support the addition of an intercept lot *and* the construction of a four-story parkade on one or both of the downtown parking lots, paid by the cash-in-lieu of parking reserve fund. The upper levels should offer all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. Additionally, carpooling could be further encouraged through appropriate incentives.

We as an employer would be happy to rent some of those parking spots to accommodate colleagues who must commute from out of town. Often, those colleagues have moved away, pushed by the housing prices in Canmore. They work variable hours, all year round. If TOC wants to support small businesses, it also needs to support the colleagues that make everyday happen, in every season.

We do not support redeveloping our downtown parking lots for residential or other building projects.

Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution.

Eliminating such a significant portion of available parking— especially in a compact downtown core—will drastically reduce accessibility to local businesses. Many of our customers travel from surrounding areas, require vehicle access, and will not have viable alternatives if parking is removed. Our employees also rely on these spaces, particularly those working evening or long shifts when transit options are limited or non-existent.

Additionally, the proposed bike lanes span only six square blocks. While promoting cycling is important, the limited reach of this infrastructure makes the trade-off feel disproportionate—especially when it threatens to compromise the livelihood of business owners and the accessibility of our town centre.

Crucially, this plan does not appear to account for the needs of residents or of visitors with disabilities or mobility limitations. Removing accessible parking without clearly defined alternatives is not only exclusionary, it undermines the town's commitment to equity and inclusivity.

Canmore's economy is driven by tourism. Visitors come here to enjoy the natural beauty *and* to shop, dine, and experience the charm of our downtown core. If tourists, families, and seniors cannot access our local businesses easily—especially by car—Canmore's economic engine will begin to falter. Accessibility is not a luxury; it is a necessity for the ongoing health and vibrancy of our local economy.

While we agree that active transportation options and transit connections should continue to be enhanced, this should not come strictly at the expense of single-vehicle use or parking availability. Many situations require single vehicle access: accessibility for people with disabilities, for parents with young children, for commuters from out of town that work downtown Canmore, etc.

We do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the mountain activities that make Canmore so attractive, as well as for trips to places like Calgary. We all know that it is impossible to get to many places around this valley without a vehicle.

<b>We support:</b>	<b>We do not support:</b>
Locals who run errands, as well as visitors who want to experience the charm of downtown Canmore	Removing downtown's accessibility from locals, families with young children, vulnerable populations and working commuters
Protecting businesses, street patios and exhibits in the pedestrian zone during the summer season	Making downtown access so difficult that most people are incentivized to go to Banff or Three Sisters for their needs and outings
Housing, residential and building projects to be completed elsewhere in town – but not at the expense of downtown parking	The “unbundling” of parking spaces from building spaces. While aspiring to 0 cars is a noble objective, it is not realistic at this time
The enhancement of public transport (more routes, more frequency) everywhere in town & surrounding areas	Removing parking downtown before establishing other viable parking options (intercept lots, parkades and public transport to match)
The establishment of an intercept lot anywhere in town	
The pedestrianization of main street during the summer months and the enhancement of active transportation when weather permits	
The reduction of Main Street's size to a one way that could still accommodate public transport and emergency vehicles to travel through	

We would love an opportunity to discuss this further. If you have any questions, please do not hesitate to contact me.

Best regards,

*Dominique Lagloire-Galipeau*

Chief Operating Officer



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Chris Lambert

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Date: April 23, 2025  
Time: 8:43 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Donna Landi

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Date: May 2, 2025  
Time: 7:17 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Max Landi

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Date: April 20, 2025  
Time: 3:33 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Stephen Landi

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Date: May 2, 2025  
Time: 7:16 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths,



psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Steve Landi

Date: April 8, 2025  
Time: 10:43 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

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The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Sandra Lane

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Date: April 15, 2025  
Time: 9:40 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

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Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Sophie Lane

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Date: April 8, 2025  
Time: 1:30 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kerry Langlois

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Date: April 22, 2025  
Time: 3:18 am



**From:** [Ray Langlois](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Downtown restructuring plan  
**Sent:** 2025-05-02 12:18:27 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I am writing to express my concerns and objections to many of the restructuring plan changes

As a resident of Canmore for more than 20 years I have felt that in the past several years the changes are directed to promote tourism most of which are at the expense of the local population.

Almost of the people I speak with tell me that they do not come downtown unless they absolutely have to, that is not how a town should be (Welcoming to tourist only).

Also the parking challenges for those who work downtown is increasingly difficult, I need my car for work to drive around town throughout the day so transit is not an option for me, having to walk further and further is ridiculous.

I hope that you take my comments into consideration and realize that I likely speak for many, whom just feel they have no voice left in the town.

Kind Regards,

*Ray Langlois*

Licensed Associate, Rental Property Manager  
**PEKA Professional Property Management Ltd.**

T: [REDACTED] Ext: [REDACTED] F: [REDACTED] W: [www.peka.ca](http://www.peka.ca)

**Canmore Office:** 105, 1002 8th Avenue Canmore, AB T1W 0C4 (*Please note our offices are closed daily from 12pm to 1pm for*)



**Serving Clients | Serving Community**

**For maintenance requests or updating rent payment information: Please visit our tenant portal [here](#):**

### **CONFIDENTIALITY DISCLAIMER**

Internet is not always, private secure or reliable. We recommend that you scan all emails for viruses. PEKA Management accepts no liability for any damages caused by any viruses inadvertently transmitted with this email. This email contains information that is private, confidential and is exempt from disclosure under applicable law. This message is intended for the above mentioned recipient(s) only. If you have received this message in error or are not the named recipient(s), please notify the sender, delete this message and do not disclose or relay this e-mail message to anyone.



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ray Langlois

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Date: May 2, 2025  
Time: 12:00 pm

Mayor and Council, Town of Canmore

It is with both dismay and anger that I have reviewed the new plan for the Town of Canmore downtown core. As a long-term disabled resident of Canmore, I note there is no consideration for disabled parking, or to address disabled access during all the many months of the year when Canmore is covered with snow and ice. The plan seems to almost exclusively represent the interests of summer tourism, but who is going to be wheeling their wheelchair down a blocked-off Main Street at -30 C through snow and ice? Even the hardiest pedestrians and bicyclists are challenged to be out through most of Canmore's winters. In my case, my disability requires me to walk, what little I can walk, with "sticks." During the summer closure of Main Street, when the roads and sidewalks are dry, I am severely challenged but am usually able to access Main Street businesses. In the past, during the winter months when Main Street is open to traffic, I am almost always able to park directly in front of the Main Street businesses I wish to reach, or at least be dropped off in front of them. Your current plan will make it impossible for me to reach most of these businesses when conditions are slippery (which is at least 6 months /year). Having lived in Canmore for over 30 years, I can assure you that I have seen very few people sitting outside drinking their coffee on February mornings. I have to wonder who's benefit it will be to close Main Street on a permanent basis. Certainly, I will no longer be a patron of those businesses, nor will the group of friends who gather with me to drink coffee on February mornings.

Recently, I wrote to the Town regarding the fact that the handicapped parking at Elevation Place is across the driveway from the building and that failure to keep the driveway snow and ice free made it impossible for me to reach the library during the winter. I did not even receive a reply to this request, no less action. So I have no faith in promises of keeping Main Street snow free or any similar last-minute mitigation you might care to propose.

Your plan claims to make the downtown core both more accessible and inclusive, but it definitely isn't. The current plan is an insult to myself and other disabled people who you have clearly failed to consider.

Shame on you.

Eric Langshaw  
cc Council of Canadians with Disabilities

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,

Mariella Laquinario-Garcia

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Date: April 4, 2025

Time: 2:06 am

*April 24, 2025*

## ***Submission on the Future of Downtown Canmore ARP Plans***

Thank you for the opportunity to share my thoughts on the future development of downtown Canmore and the ARP plans.

My family has called this valley home for over 30 years, and my husband and I are proud to say we plan to spend the rest of our lives in this magical place.

I'm writing to emphasize the vital role a vibrant arts, culture, and heritage community plays in shaping a strong and resilient ARP plan.

artsPlace has become an integral part of our lives here. We volunteer our time, attend performances, take part in workshops, and enjoy the strong sense of community that this special space provides. As Canmore continues to grow and evolve, artsPlace remains a cherished constant. However, the time has come to expand its role and presence.

I wholeheartedly support the proposed incorporation and expansion of artsPlace within the ARP plan. Doing so will ensure that Canmore's creative spirit continues to thrive alongside its physical and economic development.

Thank you for considering this important aspect of our community as you move forward with your planning.

Yours sincerely,

*SLatulippe*

Simmi Latulippe

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kay Latvala

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Date: April 24, 2025  
Time: 1:48 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not



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Sincerely,  
Kimberley Latvala

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Date: April 25, 2025  
Time: 10:54 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Liz Laver

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Date: April 20, 2025  
Time: 6:53 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Rob Lavery

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Date: April 22, 2025  
Time: 9:48 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Carrie Lavoie

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Date: May 3, 2025  
Time: 7:56 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Chris Lavoie

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Date: May 1, 2025  
Time: 2:22 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Marcel Lavoie

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Date: April 25, 2025  
Time: 9:32 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lori Lawrence

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Date: April 24, 2025  
Time: 12:15 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am all for a pedestrian main street!  
It will boost Canmore. It only make sense.  
There is so so much space for cars already.

Sincerely,  
Jerome Laycock

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Date: April 21, 2025

Time: 9:21 pm

Hi there,

I'm writing as someone who's fairly new to Canmore, and I want to share how much I support the inclusion of arts, culture, and heritage in the Connect Downtown plan.

When I moved to the Bow Valley, it was the mountains that first brought me here. But it's the arts community that made me want to stay. I've found a real sense of belonging through events at artsPlace, open mics, art classes, local concerts, and local exhibits. I've met amazing people who have found their voice, their confidence, and their community through the arts. That includes me. In the last couple of years, I have had the privilege to take stained glass classes, writing, bookbinding and guitar lessons.

Including space for arts downtown isn't taking away from other priorities like housing or parking. It's about creating a space that brings everything together. A place where people can live, work, create, and feel connected to something bigger than themselves. It's about creating a home.

Thanks for taking the time to consider this. I really hope to see the arts reflected in the final plan for a downtown that welcomes everyone.

Warmly,

Jerome Laycock

Canmore Resident

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Wendy Laythorpe

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Date: April 3, 2025

Time: 4:52 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Bich Lam Le

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Date: April 16, 2025  
Time: 2:26 am

To: Town of Canmore Mayor and Councillors

As a permanent resident of Canmore since 1999, I am not opposed to conscientious development, but I am opposed to the extent of the proposed development.

Parking - To permanently close down the main thoroughfare in town to professional and recreational services for residents, and to expect out of town visitors to park in an area that is not close to their main 'shopping' area, and bus or walk to the main shopping area, is not reasonable. Even though there are often large groups of people walking together, if the current Main Street foot traffic is any example, that would indicate there would be many others waiting at a remote parking area for a bus. It is unlikely that such a group would consider walking '10 minutes' into town... it would take 30 minutes or longer for a group to walk from a 'remote/satellite' parking lot. What would be the solution if they were to bring their domestic animal, e.g. dog, in the car on a hot summer day, when dogs are not allowed on buses. Will the parking in such lots be limited to the current 3 hours?

The Town Centre Redevelopment Plan completely ignores persons with disabilities, residents or visitors, who may not be able to either walk, wheelchair, carry oxygen, etc., and require them to take a bus from a parking area to the centre of town. It would be difficult in summer, impossible in winter. Although Alberta is one of the remaining provinces that does not have legislation for disabled people/parking facilities, it would be necessary for the Town of Canmore to consider possibilities to address this issue.

Currently, when the seasonal shutdown of Main Street occurs, there are no longer any disabled parking spaces on Main Street between Fifth Avenue and Eighth Avenue. Also, the northbound parking space at The Wood corner is very close to the corner and it is extremely difficult to get a wheelchair from a car at that space due to north and southbound traffic. The eastbound former space at Rusticana is now a permanent sitting area. The westbound disabled parking spaces in front of Stratton's Jewellery and the Canmore Hotel are not available during Main Street seasonal shut down. The eastbound parking space at Bank of Montreal corner is not available during Main Street seasonal shutdown. There are two parking spaces around the BMO corner on Fifth Ave however. None of the disabled parking spaces have a slope from the roadway to the sidewalk, making it difficult to manoeuvre, and impossible to manage in winter. The Town Centre Redevelopment Plan has not addressed this issue. I am writing this as an observer, not as a person with disabilities.

To consider building further three and perhaps four storey buildings and densifying the downtown area should not be a consideration; neither should be decreased parking spaces for those buildings be a consideration. If 'affordable housing' is the issue, is \$500,000 - \$700,000 'affordable' housing? An issue that is perhaps addressed through a different model of development permits, variances, etc. What are other resort areas Vail, European resort areas, doing to create affordable housing?

I think perhaps a relevant question, despite the current focus and direction of Travel Alberta and hence the Town, would be to ask "how many people can the infrastructure support"; 'are local taxpayers forever willing to support an ever-growing and increasing tax bill to pay for visitor infrastructure'. Will outlier parking lots or number of densely designed accommodation buildings in the downtown core support a positive visitor experience? Will having a permanent pedestrian

only centre of town create significant increased revenue for the Main Street businesses on a year round basis, particularly in winter?

It is a high and noble idea for Canmore to be a cycling only, no cars town, but it is highly impractical that everyone who lives here will be able to participate in such a way of life. Are people in TSMV going to cycle to town for groceries, coffee, etc. in mid-winter? It is positive to see the number of cyclists using the current Town cycling infrastructure. I write this as a person who has cycled extensively internationally as well as at home.

It would also be important and relevant for local citizens to know the numbers of the 'overwhelming' local businesses that support the Town Centre Redevelopment Plan. Having spoken to many of the current owners of businesses on Main Street this would seem to be a contradictory statement from the town. Please consider publishing the numbers of those who do support, and do not support this plan - no names of businesses need to be mentioned.

Respectfully,

Susan Leatherman

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Debra Leblanc

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Date: May 2, 2025  
Time: 10:21 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Michel Leblanc

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Date: May 1, 2025  
Time: 9:55 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Michelle Lefroy

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Date: April 23, 2025  
Time: 4:57 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Ana Leishman

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Date: April 24, 2025  
Time: 6:07 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brian Leishman

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Date: April 23, 2025  
Time: 8:51 pm

To whom it may concern,

I am writing to express my support for the ARP, and specifically the expansion of the arts & culture facilities in downtown Canmore.

Having a vibrant community arts centre is fundamental for shaping the culture of any place.

Canmore especially needs a reinforced sector because it is a community in constant flux, growing rapidly and with associated pains (affordable housing, wildlife cohabitation and tension). The arts & culture sector is what will bind people together. It is what gives a place its soul. It will also be a hub and driver for public conversation, seeking common ground and common solutions to pressing social issues. I think artsPlace has done fundamental work over the past few years in fostering intercultural and intergenerational dialogue. The community circles for instance are an invaluable sharing space. Its festival of creativity too. ArtsPlace is a precious hub downtown where I often go as an audience member, a parent of children attending programmes, and a volunteer.

I am excited to see it grow.

Cécile Lepage  
Canmore resident

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Daniel Levesque

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Date: April 23, 2025  
Time: 8:46 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sharon Liang

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Date: May 5, 2025  
Time: 3:38 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kranabitter Liesbeth

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Date: April 24, 2025  
Time: 1:00 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Dan Limacher

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Date: April 24, 2025  
Time: 6:55 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)  
FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Lori Limacher

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Date: April 23, 2025  
Time: 9:10 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Eugene and Charon Lipinski

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Date: May 1, 2025  
Time: 8:29 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

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I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Matthew Litke

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Date: May 2, 2025  
Time: 11:36 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brett Little

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Date: April 24, 2025  
Time: 5:58 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan support

Dear Mayor and Council,

I am writing to express my strong approval to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Please note that I have adapted this letter from one that was forwarded to me by [savecanmoredowntownparking.com](http://savecanmoredowntownparking.com) as I do not agree with their position and would like to make sure that my views are represented.

Downtown Canmore like most larger cities, is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewellers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street will make this area more user friendly will undoubtedly make it easier and more pleasant for me to visit.

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. I believe the loss of spaces on Main Street will have little impact on accessibility if handled correctly., I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I am completely opposed to this. I understand that increasing vehicle access has been shown to increase traffic and I do not think this would be beneficial to our town or to our environment.

I agree that active transportation options and transit should be improved and I fully support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly rather than vehicle friendly environment.

Sincerely,  
Donna Livingstone

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Date: April 23, 2025  
Time: 10:23 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. But if the Town would like to explore and consider input from all residents, please consider a referendum rather than relying solely on Administration.

Sincerely,  
Robert Graham Lock

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Date: April 23, 2025  
Time: 8:48 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Liam Loewen

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Date: May 4, 2025  
Time: 1:43 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Anne Logan

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Date: April 15, 2025  
Time: 2:21 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Richard Loranger

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Date: May 1, 2025  
Time: 7:52 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Max Longer

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Date: May 2, 2025  
Time: 1:10 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Cecilia Lortscher

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Date: April 6, 2025

Time: 8:21 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Petah Low

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Date: April 23, 2025  
Time: 8:42 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kyle Ludwig

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Date: April 23, 2025  
Time: 8:38 pm



May 1, 2025

Town of Canmore  
Attn: Municipal Clerk  
902-7 Avenue  
Canmore AB T1W 3K1

Re: Submission for Public Hearing on proposed Town Centre Area Redevelopment Plan

Dear Mayor Krausert and members of Council:

After thorough review of the proposed Downtown Area Redevelopment Plan (ARP), Tourism Canmore Kananaskis (TCK) endorses the overall initiative but with several areas of concern. Our comments focus on articulating timelines clearly, to ease resident and business apprehension (i.e. parking), and advancing data-driven decisions to support critical elements of the ARP (i.e. pedestrian zone, height restrictions.)

We have reviewed the plan carefully through the lens of the triple bottom line approach to tourism development in Canmore of people, profit and planet as outlined in the Canmore Community Strategic Plan (CCSP), which was adopted as a planning document by Council in 2019. This approach ensures we evaluate impacts across social well-being, economic prosperity, and environmental sustainability in our assessment.

We realize that the ARP has a long-term planning horizon of 25 years and needs to diligently balance current realities with future needs.

### **Vision**

While we applaud the broad vision (page 21), we ask to see some key pieces strengthened to showcase this alignment even further by reflecting the move from sustainable to regenerative principles as well as emphasizing Indigenous connections. We propose a vision statement similar to the below:

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

It reflects the stories and stewardship of Indigenous communities, honours its heritage, and fosters reconciliation through shared space and cultural expression.

Residents and visitors move through safe, accessible connections—whether on foot, by bike, or on transit—enjoying views of the mountains and meaningful encounters along the way.

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

While we do appreciate the sentiment of the plan, we are concerned with some details as well as timing of implementation for some scenarios.

### **Big Ideas**

As described in the CCSP, Tourism Canmore Kananaskis' goal is to increase shoulder and winter visitation. We therefore support the big ideas to "Make Main Street a Great Street" and to "Make Downtown Year-Round" (page 23).

However, we would caution the timing of the implementation of a year-round downtown pedestrian zone and to ensure a data-driven, fact-based rationale on when the time is right to ensure the profitability of downtown businesses. Specifically, we recommend collecting metrics on pedestrian traffic counts by season, business revenue variations throughout the year, and visitor/resident sentiment surveys before implementing full pedestrian zones. TCK is happy to assist with data collection and analysis to determine when the time is right. Despite pending decisions on seasonal or permanent pedestrianization, essential underground infrastructure work on Main Street can proceed, with flexible design elements—as successfully demonstrated by Bear Street in Banff—allowing for seamless transitions between vehicular access and pedestrian-only configurations in the future. Additionally, TCK would like to see visitor (and resident) education touchpoints and active promotion of environmental stewardship as identified in the Town of Canmore's Regenerative Tourism Framework (RTF) and the TCK Regenerative Action Plan (ReTAP) included in the "Make Main Street a Great Street" idea (page 23).

### **Height Limitations**

TCK generally applauds height limitations (pages 40–42) and understands that to make development affordable, higher density, including height relaxations may need to be accommodated where necessary and desirable for the community.

However, TCK urges Council to include mandatory view studies to ensure mountain views are protected if buildings are proposed for four stories or more, including in the Civic Corridor. This is especially important as the corridor is an important connector of Main and 10th and currently features unobstructed views of EEOR and the Nordic Centre.

### **Car Parking**

Parking is a hot button issue (addressed on pages 30–32), and we strongly encourage to include language that will ease business apprehension about future parking scarcity. Parking will become an even more urgent topic once the parking lot at the former visitor centre across from the Legacy Trailhead is no longer available. A permanent solution, including land, possible transportation and funding, will need to be secured before significantly limiting parking around the downtown core. We recommend that Council establish specific parking capacity targets and utilization thresholds that must be met before reducing downtown parking supply.

### **Bus Parking, pick up and drop off**

TCK would also like to see bus parking (beyond public transit) included in the ARP (page 31). As we have signed the Glasgow Declaration on reducing carbon emission in tourism, mass transportation will become more important. Tour operators are already struggling to find bus parking and safe pickup and drop-off locations in the downtown core, and this growing need deserves consideration in the ARP.

### **Civic Corridor**

The Civic Corridor (page 36) was identified in a 2015 study by Deloitte as a possible location for a conference space within the Town of Canmore to ensure year-round visitation and business viability. The Town of Canmore's Economic Development Strategy also refers to a "flexible space that could house conferences, business development/incubation, post-secondary" (page 18). While there are no current plans, we formally request the inclusion of a conference centre as a permitted use in the Civic Corridor.

In conclusion, we urge Council to add specific language regarding the timing of implementation of certain aspects of the plan and to make data-based decisions with clear metrics and thresholds. To ensure alignment with long-term tourism objectives and land use planning in downtown Canmore, we recommend that the Downtown Area Redevelopment Plan explicitly reference and integrate the goals and principles of the Canmore Kananaskis Community Tourism Strategic Plan (2019–2029).

Best regards,

A handwritten signature in blue ink, appearing to read "Rachel Ludwig".

Rachel Ludwig  
CEO  
Tourism Canmore Kananaskis

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Thomas Luesink

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Date: April 23, 2025  
Time: 9:06 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Diane Luka

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Date: May 2, 2025

Time: 1:00 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not



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Sincerely,  
john lynn

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Date: April 24, 2025  
Time: 4:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Sabrina Lyons

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Date: April 23, 2025  
Time: 9:15 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: Downtown Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Christian MacDonald

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Date: April 24, 2025  
Time: 1:16 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Douglas Macdonald

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Date: April 24, 2025  
Time: 2:01 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
John Macdonald

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Date: April 23, 2025  
Time: 8:37 pm

**Dear Mayor and Council,**

I am writing to voice my strong opposition to the proposed year-round pedestrianization of Main Street and the shift toward centralized parking at 700–800 Railway Avenue.

Downtown Canmore is not just a tourist zone, it is a hub for essential services and businesses that locals rely on. Eliminating dispersed parking on Main Street and nearby lots will make the area less accessible, harming these businesses and the community that depends on them. This move does not support a vibrant downtown and directly contradicts the Integrated Transportation Plan's own goal of supporting economic prosperity.

I support building a multi-level parkade on existing lots, not eliminating them. Banff's approach to free off-season parking and carpool incentives is one we should follow. I am firmly against repurposing these lots for housing or other developments at the expense of business viability.

Reducing single vehicle use by 20% by 2030 is unrealistic in a mountain town where many depend on their vehicles for work, errands, and recreation. Transportation modes should complement each other, not compete.

I also oppose the unbundling of parking from new buildings and the use of the Complete Streets Application on additional roads, which risks delaying emergency services.

Please do not move forward with these changes. They threaten the accessibility, economy, and functionality of our downtown core.

Sincerely,  
Kathryn MacDonald

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, What really gets my goat about Canmore is the fact that you like to think you of yourselves as forward thinking but that is the farthest thing from the truth. This town is, in many ways, more backwards than any other community I have lived in. Policing & enforcement in this town are absolute pathetic joke. You are either unable or unwilling to do anything about speeding and many other traffic violations I witness daily in this town, yet you feel the need to block off downtown which is only going to frustrate drivers & increase dangerous driving even more. It seems to me that Canmore's policing concentrates on ensuring dogs are on leashes more than anything else. You can drive whatever speed you like, go through stop signs, fly through crosswalks with people trying to cross, et but heaven forbid you let your dog off leash. This is absolutely laughable! Whoever came up with these downtown ideas needs their head examined. This is Canada not Europe, where people can & do walk to central locations regularly. The main reason for this is because a majority of the people live within walking distance to the central area of towns. That is not the case for Canmore or most Canadian towns. People are going to drive and expect to park with ease in Canadian towns. Long time residents of Canmore are leaving town on a regular basis & from talking with many of them, it is because of ideas like this that cater mainly to visitors & weekenders & not residents who have been paying taxes here longer than many of you have been alive. I really think town council, enforcement, & planning need a major shake up in this town before Canmore becomes a victim of its own success.

Sincerely,  
Bruce MacLean

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Date: April 25, 2025

Time: 8:13 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I found your “survey” on the new draft ARP very poorly written and likely to skew towards an outcome that is not desirable to residents and locals.

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
KELLY MACMILLAN

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Date: April 23, 2025  
Time: 9:30 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Patti Macpherson

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Date: April 18, 2025  
Time: 9:57 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. It is absolutely freezing during winter months having to walk or even take the roam bus to venture into downtown will make the street become a ghost town. As someone who doesn't drive and uses walking and roam constantly I can say for certain I would never head there without a car for shopping or eating as it'd be too cold to be outside.

Sincerely,  
Karina Maier

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Date: April 24, 2025  
Time: 1:54 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Marla Majewski

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Date: April 3, 2025

Time: 2:25 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Amelia Majewski

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Date: April 2, 2025

Time: 1:41 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Arden Majewski

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Date: April 2, 2025

Time: 2:58 pm

As a homeowner in downtown Canmore, I would like to express my opposition to a number of the proposals being brought forward within this redevelopment plan.

## **Land Use**

I have lived on 7th Street for almost 10 years as a full-time resident and have a front row seat to the increasing visitation and congestion of the downtown area. I believe that the proposals being put forward to further increase residential density downtown, both through development on the existing surface parking lots and permitting four storey residences through bonusing, will further perpetuate this congestion and therefore I am strongly opposed to these proposals.

Furthermore, permitting four storey residential buildings will eliminate mountain views. The authors of the plan actually recommend that building limits on main street not exceed three stories, so that these mountain views and solar exposure are preserved in order to maintain a positive visitor experience. As a permanent resident of Canmore, I question why myself and my neighbours are not afforded the same opportunity by the authors to also maintain our mountain views? It seems misguided to prioritize this for visitors, but disregard the same for residents of the area, for whom this plan should ultimately serve.

## **Transportation**

As a resident of 7th street, it is already extremely challenging to own a vehicle and reside in the downtown area. Through the summer months, we often have to park a block or more away from our home and carry our groceries home, are faced with vehicles parked in front of our driveway and blocking access to our home. At many points during the day, even if our driveway is not blocked, we are faced with extended waits to back out if we wish to leave, as traffic is lined up bumper to bumper for the entire block with vehicles utilizing 7th street in order to navigate around the main street closure. Based on this experience, I am opposed to the transportation components of this proposal, specifically:

- In reading this downtown development proposal, I see no reference to any traffic studies or any empirical information that shows the additional impacts these proposals will have on downtown roads and their ability to accommodate these changes. The only references are to the integrated transportation and parking management plans, both of which were developed between 2014-2018 and do not consider implications such as the permanent closure of main street, doubling the population of Canmore through the three sisters development, increasing residential density downtown, etc.

7th street is primarily residential and was not designed to be the main thoroughfare through town. From my own observations, it is already far exceeding its capacity to handle existing traffic, prior to the additional pressures this proposal will place on it over the coming years. I believe that it would be negligent for council to proceed with this proposal, prior to undertaking the relevant traffic studies to factually understand their

viability, while also factoring in other plans already approved by the town (such as three sisters development).

- The proposals contained in this plan will reduce the parking supply downtown (through development on the existing surface parking lots, permanent closure of main street, reducing parking requirements for new residential developments), while also increasing parking demand (through increased residential development and density).

It's unrealistic to believe that the residents that would occupy these new residential developments will not have vehicles, resulting in more vehicles competing for fewer parking options. It is also unrealistic to anticipate that employees of downtown businesses will be willing to park at an intercept parking facility and walk to work, especially during the winter months, putting further pressure on the limited parking that will remain downtown. I would therefore urge council to consider the practicality of these proposals and the likely consequences they will carry.

Based upon these concerns, I believe this proposal will negatively impact the liveability of downtown for residents, reduce property values and carry impacts that have not been fully assessed. As a downtown resident, approval of this plan in its current state, would result in us seeking to sell our home given these undesirable impacts.

As my elected representatives, I urge council to reject this proposed redevelopment plan, as it simply does not represent or consider the perspectives of downtown residents.

Thank you,

David Mann

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lloyd Margeson

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Date: April 17, 2025  
Time: 7:38 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tracy Margeson

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Date: April 17, 2025  
Time: 10:24 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Francis Markov

---

Date: May 1, 2025  
Time: 9:19 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brian Marshall

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Date: April 30, 2025  
Time: 5:00 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

As a local business owner and property owner downtown, I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Keith Marshall

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Date: April 8, 2025  
Time: 6:27 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan - Parking Downtown

Dear Mayor and Council,

I do support a plan to make two blocks of Main Street car-free year round - with disabled parking at every corner and ONLY so long as the sidewalk can accommodate wheelchairs year-round, which will be a big difficult job from November to April. Not sure that is doable.

And while I do support efforts to encourage people to take the bus, walk or ride bikes, I am strongly opposed to removing the parking lots accessed from 7th street, and in front of and between artsPlace and 7th Avenue. I would fully support making any one or all of them multi-level, with solar panels on the roofs.

WHY?

For one, thinking all the cars that currently park on Main Street and in those downtown parking lots would fit at Elevation Place makes no sense. EP parking is full most of the time! It's difficult enough to park there as it is. Unless you plan to add three floors to that parking - which would ruin it as a market location - there's no space there for Intercept parking.

But even if we did, it's a 30-minute walk, one way, from there to most of Main Street, where local businesses rely on people shopping. It's hard for tourists to shop if they can't drop their items in their vehicle and head over to the next shop for more. City folks carrying artwork or bags full of soap and liquid shampoo from the RMSC all the way to EP doesn't work. I can't see how this would benefit our businesses. Nice on a warm sunny day when you have lots of time, it would make a trip to the dentist even more onerous than it is, especially on a minus 25 day.

Second, through 2000 and 2001, while I worked as a full-time reporter for the Canmore Leader, I wrote several articles about how bringing high speed Internet to Canmore would allow people to move here and work from home. Awesome! And those people moved here. Some of us were already here. While many Canmore residents work five days a week in the downtown core, thousands of us do not. I see the bus system working great for people who live a short walk to a bus stop, so they can take the bus to work and home, day after day. Perfect.

But those many of us who work from home do not have that routine. We might drive downtown twice or three times a week, all carefully coordinated between Zoom calls. We can't afford to miss a bus because one errand took longer than planned as we stood in line. Also, in going downtown only a couple of times a week, this means we are likely to visit several businesses on each trip, carrying a back seat of things to drop off, and more to carry home - from Rundlevue to Larch to Crossway, to Valbella's on Elk Run to the dentist or Rocky Mountain Soap Co on Main Street. Then several days a week, we stay home and don't drive anywhere, which is a good thing.

Also, Canmore is so spread out. Growing up in Montreal we walked everywhere because no-one lived more than a four-block walk from the nearest street lined with essential shops. Neighbourhoods were built to facilitate that lifestyle. Canmore is certainly not. I lived in Stewart Creek for 7 years. It took me 50 minutes one-way to ride my bike downtown. It was a lovely ride, but that sucks up a lot of a work day, so I rarely did it.

I currently, and joyfully live in Runderview where the nearest bus stop is a full 30 minute walk from my home. Taking the bus adds an hour to any trip downtown, and also makes multiple stops unreasonably difficult if I have things to carry. And many of my more senior neighbours aren't as mobile as me. Adding a hour's walk to any trip downtown makes going to a restaurant for dinner a 2.5-3 hour outing. Driving down quickly and back encourages us to go for dinner at one of several favourite places on Main Street. Or seeing a movie at artsPlace. Adding a taxi cost will not.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: "The transportation system should support economic prosperity within Canmore." (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. Maybe have a roof fitted with solar panels?

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Many residents require their vehicles to do their jobs - from tradespeople to journalists and wildlife photographers to outdoor guides to scientists studying our surrounding landscapes to parks employees working in Kananaskis or Banff..

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Thanks for you time and all the hard work you do,

Lynn Martel

Sincerely,  
Lynn Martel

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Date: April 23, 2025

Time: 5:49 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jonah Martens

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Date: May 1, 2025  
Time: 3:31 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Claudie Martinat

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Date: April 23, 2025  
Time: 8:50 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Laura Matamoros

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Date: April 4, 2025

Time: 3:42 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Daisy Matheson

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Date: April 23, 2025  
Time: 1:37 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ruth Mathew

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Date: April 26, 2025  
Time: 2:19 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support no closure of Main Street.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Cindy Mathews

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Date: April 1, 2025

Time: 6:52 pm

**April 26, 2025**

**Attention: Mayor Sean Krausert and Town Council**

**Subject: Supporting Canmore's Downtown Area Redevelopment Plan**

Dear Mayor Krausert and Council Members,

I am writing to express my support for the proposed Downtown Area Redevelopment Plan. I believe this thoughtful and forward-thinking plan offers a crucial framework for the continued vibrancy, sustainability, and livability of our cherished downtown core.

Canmore's downtown is the heart of our community, a place where residents and visitors alike come to connect, shop, dine, and experience the unique character of our mountain town. The Downtown Area Redevelopment Plan recognizes this vital role and provides a clear vision for its future development and evolution.

I particularly appreciate the plan's focus on:

- **Enhancing pedestrian experience and connectivity:** Creating more walkable streets, public spaces, and better connections between different areas of Canmore.
- **Developing below-market housing:** Canmore needs significantly more below-market housing, specifically within the downtown core that is easily accessed and supports community-oriented livability.
- **Supporting local businesses and fostering economic diversity:** Providing opportunities for growth and innovation while maintaining the unique character of our local shops and services.
- **Promoting sustainable development and environmental stewardship:** Integrating green spaces, prioritizing sustainable building practices, and considering the environmental impact of future development.
- **Addressing parking and transportation needs:** Developing comprehensive strategies for managing parking and promoting alternative modes of transportation.

I believe that the Downtown Area Redevelopment Plan strikes a necessary balance between responsible growth and the preservation of what makes Canmore so special. It provides a roadmap for ensuring that our downtown remains a thriving and attractive destination for generations to come.

I urge the Mayor and Council to approve the Downtown Area Redevelopment Plan and to move forward with its implementation. This plan is a vital investment in the future of our community and will contribute significantly to the long-term prosperity and quality of life here in Canmore.

Thank you for your dedication to our town and for your consideration of this important matter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kristopher Mathieu', with a long horizontal flourish extending to the right.

Kristopher Mathieu,

Canmore Community Housing Corporation

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,

Brooke Mathews (manager)  
Fallen Leaf Gallery

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Date: May 1st, 2025  
Time: 12:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively

impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Jennifer May

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Date: April 15, 2025  
Time: 9:04 pm

## Feedback on Downtown Redevelopment May 06, 2025

Thank you for taking the time to read this submission. I have read a good portion of the 123-page document produced by the Planning Department. I would caution Council about accepting it in its current form.

I offer the following observations:

The Planning document lacks clarity. Many of the document's recommendations are unclear and could be very broadly interpreted. The intent of the recommendations needs to be defined more precisely.

The objective of a vibrant downtown core will not be met by eliminating existing parking areas within the core. It does make sense to increase the density of the downtown core, however not at the expense of parking.

Canmore covers a huge area along the valley. Vehicles are a necessity. They are needed for folks to get to work outside the community and to transit to hiking trails, ski hills, specialized medical services and the international airport.

As a tourist destination, visitors want places to park that are close to where they want to be. While collector parking is a good option, there must also be parking options in the core of town to facilitate commercial, arts and culture activities.

The downtown core is the center of many cultural activities. Having collector parking more than six blocks away will keep people from coming into the core especially during cold and inclement weather. Community activities at Saint Michael's Hall, Ryan Carter Gallery, Coalminers Hall, Canmore Seniors Centre, Biosphere and ArtsPlace will be impacted as many folks are unable to find parking in proximity. I did not attend the Farmers Market at all last summer as it was impossible to find a place to park and it is too far to lug any purchases.

All downtown housing will require parking. Communities close to the core will continue to have their streets clogged with parked vehicles from outside their community if parking is not available.

The objective of reducing vehicle trips seems not to consider the doubling of the size of Canmore with the development of Three Sisters Resorts and the additional developments of Spring Creek and SilverTip. There must be ways for people to get around and most of it will be by car----not bus, bike or foot.

One of the benefits of living in a small community is quick access to services and activities. The small-town feel will be lost if one must take a bus everywhere. While it is wonderful to

think we can all walk or bike; this is not reality. Many of us are Seniors. And while we are generally a healthy population here, the impact of falls and health issues prevail. Our town experiences winter elements 8 or more months a year. Keeping sidewalks and pathways clear of snow and ice is impossible even with enhanced snow clearing. The danger of falls are ever present during winter.

Please keep in mind as you deliberate, Canmore is about to double in size. For those who live here year-round, the growth will have a huge impact on the place we love. Be mindful we can't all live in the Town core. It must be easily for all to access if the Town is to remain vibrant.

Sincerely – Deb Mayberry

Dear Mayor and Councillors:

I am writing this to inform you that I am Not in favour of the downtown plan of closing main street all year round and the 25 year plan for the Town of Canmore.

Have any of you seen the CBC Still Standing show that features Jonny Harris? He goes all over Canada and finds towns that are trying to re-invent themselves after the forestry died, the mines, close, the train no longer serviced their area...It feels a bit like this for our Town now too.

We are trying to reinvent Canmore instead of utilizing all the beauty and culture and history that we already have!

I talked to Wade Graham about what the vision for Canmore was and one of the words he used was increasing Vibrancy.

That comes with being able to take in the beauty of the environment, the arts, the music, the culture, the food, the parks...not apartment and density housing. We need to have amazing areas and venues for outdoor amphitheatres, and kids/family areas, parks walking tours on our history and the mining tour, musical stages, and venues, markets...all this increases vibrancy.

Please rethink the plan.

You can be visionaries, think Outside the Box, and truly enhance this beautiful town.

Remember you are working for the People...and long after you have moved on from Council the plan will still be in place.

What you think about ...you create. Be Creative, joyful, excited about the possibilities... and strategic as this town flourishes on the businesses and the locals. Without the people that have built this community, you have nothing but transients that have no vested interest in making this town sustainable.

Thank you.

I look forward to speaking at the May 6 Town meeting.

Patti Mayer  
MaToTiSan Inc.

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Patti Mayer

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Date: May 1, 2025  
Time: 6:33 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Douglas McAvoy

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Date: April 23, 2025  
Time: 8:50 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Gavin McCaffrey

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Date: April 23, 2025  
Time: 8:59 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at [700–800 Railway Avenue](#).

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Samantha McConnery

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Date: April 29, 2025

Time: 11:56 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Vick McCulloch

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Date: April 18, 2025  
Time: 6:29 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Mary Lynne McCutcheon

---

Date: April 28, 2025  
Time: 7:39 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Bridget McDermott

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Date: April 16, 2025  
Time: 7:58 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

As a senior citizen who does not live within a reasonable walking distance of Roam Transit, our ability to utilize the facilities that the downtown core currently provides is dependent on our being able to park our automobile within a reasonable distance.

We do try to utilize other modes of transport such as biking or walking, however the town currently sees fit not to consider the condition of sidewalks and walking trails for senior citizens throughout the year. Erosion, lack of gravel (which has introduced an abundance of tripping hazards), dilapidated condition of stairways and railings, are just some of the current problems which are invisible to the current town management.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, massage studios, psychological counseling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely

Paul E McGrath

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Amy McGregor

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Date: May 1, 2025  
Time: 2:28 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lorraine Mchale

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Date: April 23, 2025  
Time: 9:24 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

Consideration needs to be given to the following groups of people:

- 1- the elderly, sick, disabled and infirm who may need vehicular access to the downtown
- 2- emergency services needing to traverse the downtown corridor in an expedited manner
- 3- the businesses who will be primarily effected by these changes.

Given Canmore's tourist economy, intercept parking and alternate transportation options are paramount to the success of any changes that limit vehicular access to downtown. Bike parking must be expanded for locals. Bike-able pathways must be separated from pedestrians and vehicles, and kept clear of obstacles and snow.

The tendency to create a workaround of driving the Three Sisters parkway could increase the carbon footprint of Canmore as more drivers spend more time driving 'around' the downtown slowdown. As a local, with kids here, this is a reality we all currently do during the summer months. It will get worse without improvements of flow through the alternate downtown streets and public transportation access to the Nordic Centre.

Good luck. Hopefully wisdom and expert planning can help Canmore to enjoy a European model despite the widely dispersed local population, vehicle derived tourist population, and extended winter that makes self transit difficult for most.

Sincerely,  
-Matt McIsaac

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Date: May 1, 2025

Time: 10:54 pm

**From:** [Jim McIvor](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Changes to downtown  
**Sent:** 2025-04-23 4:39:02 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor and council

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

As a 30 year resident of Canmore, I am dismayed at your relentless pursuit of eliminating vehicles as part of our communities normal activity. If you make it difficult to patronize local businesses, residents will find alternatives in Cochrane and Calgary, communities that are not ideologically blinded to the need for vehicles as well as cyclists and pedestrians. I can schedule a dental appointment and see a physio and do my shopping all on one day with some planning in Calgary. You seem to think residents have no options and if you make parking difficult enough you will force people to abandon their cars.

I support tourism focused traffic restrictions where holiday weekends and select summer periods restrict or prohibit vehicles in downtown to prevent total gridlock. The remaining days should accommodate residents as best as possible so businesses and residents can function effectively.

I also support the construction of a four-story parkade on one or both of the downtown parking lots.

Jim McIvor [REDACTED] (text only)

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Canmore Parking

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Cindy McKay

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Date: April 19, 2025  
Time: 4:46 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Susan McKenna

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Date: May 3, 2025

Time: 1:39 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. The feedback requested through your online review did not afford the ability to disagree with the parking plan.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Carol Manson McLeod

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Date: April 23, 2025  
Time: 9:34 pm

Dear Members of the Canmore Town Council,

We, the Downtown Canmore BIA, wish to express our appreciation for the efforts to enhance our community as presented within the ARP. While there are many positive aspects to the plan, such as the development of public spaces, the connection to Riverside Park, wayfinding and celebration plaza, we believe that certain measures require further consideration. Our letter focuses on conveying constructive feedback to ensure that the proposed changes align with the collective interests of our members and contribute to the future sustainability of downtown Canmore.

### Permanent Closure and Pedestrianization of Main Street

Our membership feels that a permanent closure of Main Street may be detrimental to the downtown businesses, potentially leading to significant financial losses and reduced accessibility for residents and visitors alike. While most of our members do support a temporary, seasonal pedestrianization of Main Street, there remains significant concern about activating the space outside of the peak summer months. Great care must be taken when the project goes to design to ensure that activation is considered and vibrancy maintained during the winter. The current wording of the ARP states that future Main Street “shall” become a permanent pedestrian area year-round. Prescribing this change now will not allow the exploration of other options, including a hybrid pedestrian area in the future without an amendment to the ARP. Hybrid solutions may allow for a blend of pedestrian-friendly spaces while still accommodating vehicular traffic during off-peak seasonal business times rather than a full-time permanent closure. Further, consideration must be given to a draw to bring people to the area during the off-peak periods; a made-in-Canmore full-time attraction could assist with such a change. At this time, we do not support making this blanket change without having sufficiently funded off-peak season trialing to proof the concept.

We propose evaluating the economic impact of permanent pedestrianization through thorough analysis and potential pilot programs during off-peak seasons. A phased approach ensures permanent changes benefit downtown business owners whose livelihood is dependant upon a thriving downtown core. Year-round attractions and events, such as winter markets and cultural festivals, can keep Main Street vibrant and support local businesses during quieter months. With proper funding, these initiatives can be successfully implemented, drawing visitors and sustaining the economic vitality of downtown Canmore.

It is imperative that the final design accommodates the needs of both pedestrians and vehicles to ensure seamless access and circulation within the downtown area. A balanced

approach that integrates flexible use of spaces will benefit the community, preserving the accessibility and economic vitality of Main Street.

Our members look forward to actively participating in the consultation and planning processes, and we trust that our collective insights and suggestions will be considered to shape a sustainable and thriving future for downtown Canmore.

## Parking

Potential reductions in parking downtown were strongly opposed by many of our members, who raised numerous concerns about the impact on business accessibility, traffic management and the potential removal of resident passes. It is crucial that the final ARP ensure that the amount of parking available does not decrease, ideally resulting in a net increase of parking spots. We believe that ancillary studies, such as the Integrated Transportation Plan (ITP), should address broader concerns like intercept parking and public transportation within the pedestrian zone, which are challenging to grasp from the current ARP concept. Without a comprehensive understanding of how these elements will be integrated, we cannot foresee how Main Street can remain viable, especially during inclement weather. Maintaining ample parking and efficient traffic flow is essential to support the downtown businesses and ensure the area remains accessible to both residents and visitors throughout the year.

## Building Heights

Concerns were raised about building heights in the BIA zone with a specific focus on heights within the Civic corridor. Studies must ensure that the skyline remains unobstructed, and sunlight reaches the pedestrian areas, preserving Canmore's charm and natural beauty. This requires careful consideration of new construction to avoid casting long shadows that could diminish the downtown appeal. Maintaining a balance between modern development and historical architecture is crucial to reflect the town's character now and into the future. Addressing these concerns can enhance downtown Canmore's attractiveness and livability for residents and visitors alike.

## Community Involvement

Our members seek clarity on how the community and downtown businesses will be involved in the design process and approval of projects proposed within the ARP in the future, specifically as it pertains to the pedestrianization of Main Street and parking in the downtown core. It is crucial for our members to understand the phased plan, options and decision-making process to ensure that developments align with the best interests of the downtown business community. Active participation and transparency in this process will

foster trust and cooperation. We request regular updates and opportunities for feedback to ensure that our members voices are heard and that the final plans reflect our collective vision for the town's future.

## Detailed Planning

Lastly, many of the concerns raised by the businesses were focused on the details. While the ARP is more of a vision document, with the specific details to be addressed later in the process. We feel it is essential that the language in the document reflects its conceptual nature, for contentious issues, softer language should be used. For example, instead of definitively stating that Main Street will be closed full-time, the document should suggest temporary closures during peak demand periods. This approach will manage expectations and foster a collaborative environment, ensuring stakeholders feel their concerns are being considered and addressed. Clear communication and flexibility in the planning stages will be crucial in making all parties feel included in the decision-making process, ultimately leading to a more successful and accepted outcome.

We look forward to your understanding and cooperation in addressing these concerns. Together, we can ensure that Canmore continues to thrive while maintaining the unique character that defines our town.

Sincerely,

Gradey McMahon

Downtown Canmore BIA Board of Directors, on behalf of our members

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Nancy McManus

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Date: April 3, 2025

Time: 8:29 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not



support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
joAnne McMorine

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Date: April 24, 2025  
Time: 1:58 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Liz McMullen

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Date: April 16, 2025  
Time: 1:42 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

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I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Angelia McNally

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Date: April 2, 2025

Time: 2:50 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mitch McNeil

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Date: April 23, 2025  
Time: 8:51 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Christa McPherson

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Date: April 23, 2025  
Time: 8:38 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)  
FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do not support pedestrianizing Main Street year-round. I support only seasonal closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should not be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do not support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do not support reconfiguration of the surrounding street network. I do not support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Sam McRae

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Date: April 2, 2025  
Time: 4:27 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Bruce McTrowe

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Date: April 18, 2025  
Time: 3:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Melanie Meadows

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Date: May 1, 2025  
Time: 3:21 pm

Dear Mayor and Council,

I am writing to strongly oppose the year-round pedestrianization of Main Street and the shift to centralized parking at 700–800 Railway Avenue.

Downtown Canmore is more than a tourist area, it is home to essential services used daily by locals and regional residents. Removing dispersed parking will reduce accessibility and harm the businesses that keep our town functioning. This approach undermines the Integrated Transportation Plan's goal of supporting economic prosperity.

Instead of cutting parking, I support a multi-level parkade on current lots, with free off-season parking to support both locals and commuters, similar to Banff's successful model. Repurposing downtown parking for housing will only create new problems while trying to solve others.

A 20% reduction in single-vehicle use by 2030 is not realistic in a mountain community like ours. Walking, transit, biking, and driving must work together, not compete. I also oppose unbundled parking in new developments and applying the Complete Streets model to other roads due to emergency access concerns.

These proposals will do more harm than good. Please reconsider.

Sincerely,  
Francisco Medina

The primary responsibility of a Town Council is to represent the interests and voices of the citizens they serve. Council members are elected to act as stewards of the community's needs, values, and long-term vision. When decisions are made without adequate community engagement, it undermines public trust and diminishes the very foundation of representative governance. Residents deserve a transparent and inclusive process where their perspectives are genuinely considered before any significant development is approved.

While public consultation is a critical part of any planning initiative, the integrity of that consultation hinges on the design and delivery of its tools. In my opinion, the surveys associated with the Connect Downtown ARP have been methodologically biased, statistically weak, and structured in a way that ultimately failed to capture honest, representative feedback from the community.

Several key issues deserve specific attention:

**Leading and Loaded Questions.** Many questions were constructed in a way that guided participants toward favored answers by pairing complex planning trade-offs with universally desirable goals. For example, asking whether one supports increased height if it leads to affordable housing creates a false dichotomy and makes it difficult for respondents to express concern about one issue without appearing to oppose another. These questions were loaded and designed to elicit affirmation, rather than encourage critical or diverse perspectives.

**Multiple Issues in Single Questions.** A frequent issue was the inclusion of multiple, often conflicting ideas within a single question — such as mixing support for walkability with approval for increased density. This forced respondents to make all-or-nothing choices, with no way to separate nuanced views. For example, one might strongly support pedestrian-oriented design while opposing relaxed parking requirements. The survey offered no way to express such a distinction. This bundling of unrelated issues effectively silenced more thoughtful, balanced input and skewed the results toward predetermined outcomes. While 61.7% of respondents either agreed or were neutral about the ARP might seem like a meaningful number, without proper sampling, question clarity and statistical analysis, the figure cannot be reliably interpreted as representative of broader community support or sentiment. Furthermore, lumping neutral responses with agreement is methodologically questionable.

**Flawed Sampling and Statistical Weakness.** The ARP engagement process suffers from a flawed sampling methodology that raises serious concerns about the legitimacy of its findings. Key issues include the inclusion of children in the feedback process, which skews the data and reduces its reliability. Additionally, direct mail-outs from the Town were deemed as “junk mail” and were not delivered to most residents, leading to limited delivery and even fewer responses. Holding the survey in the middle of summer, when many residents were away, further limited meaningful local participation. Compounding this was the decision to seek input during celebratory pop-up events, where music and entertainment distracted from the gravity of the planning issues at hand. Perhaps most troubling is the fact that tourists, who do not live with the long-term consequences of the plan, were allowed to complete the survey, distorting the results on matters that directly impact resident housing and the community's future.

## Designed to Validate, Not Investigate

It was my sense that the surveys were constructed to validate a planning direction that had already been chosen, rather than to explore whether that direction had real public support. The absence of options to disagree with the core planning mechanisms (such as the removal of R1 zoning, or increased density) and the framing of most questions around aspirational narratives rather than practical trade-offs suggests a process more focused on securing justification than on engaging in meaningful dialogue.

## Rewording Without Real Change in Survey #2

In the second public survey, the Town stated that it had “listened” to respondents and made changes to the ARP. However, a closer examination reveals that few, if any, substantive changes were made. Instead, many concerns raised by the community were met with rewording, vague language, and strategic deflection rather than meaningful policy shifts.

Two clear examples of this are:

- **Eklöf Park:** Rather than responding to concerns about the park’s potential underutilization or loss of public space, the language in the plan was softened and rephrased — but no clear protections or reinvestments were committed. It removed the park from residential land use designation, but it will still be considered for future redevelopment.
- **Building Heights:** Due to widespread concern for the proposed building heights in the residential areas (up to 4 stories), the new ARP was simply re-worded effectively allowing up to three story buildings, BUT it permits BONUS DENSITY (essentially four-story buildings) if developers provide energy efficient buildings, affordable housing, or cash in lieu. In other words, the ARP is still allowing for 4 stories – regardless of public feedback.

This approach creates the appearance of responsiveness without delivering actual accountability — a troubling trend that erodes public trust in the planning process

The Connect Downtown ARP is poised to shape the character, functionality, and livability of our town for decades to come. That kind of change demands public trust — and that trust must be built on engagement processes that are transparent, inclusive, and designed to capture the full spectrum of community opinion, not just the convenient portions.

I urge Council to acknowledge the shortcomings of this engagement process and take extra care to ensure that all community voices are heard. It’s your role to act as a counterbalance to the town planners by actively listening to the residents and carefully considering their feedback.

With that said, I would like to applaud Town Council for its leadership and dedication to addressing issues such as affordability, responsible growth and long-term planning that reflects an understanding of the unique needs and values of our community. I appreciate the opportunity to engage in this important process and respectfully offer the following feedback to support and enhance the ARP’s vision.



Building heights should be capped to three stories WITHOUT allowance for density bonusing. The surrounding neighborhoods must maintain the same height restrictions as main street.

While I agree with much of the draft ARP there are a few aspects of the report that I oppose. I am strongly opposed to the inclusion of **cash in lieu- density bonusing** in the ARP to allow up to four story buildings because it has the potential of prioritizing developer profits over the long-term health, character, and livability of our community. And while the stated intent of density bonusing is to extract “community benefits” in exchange for increased building height or density, the reality is that building affordable housing and energy efficient homes is unlikely to happen due to cost.

One of the most frequently cited justifications for increased density and relaxed zoning in the proposed ARP is the promise of increased "affordable housing." However, this promise falls apart under even modest scrutiny. The reality is that no meaningful, affordable housing will be created under the current ARP because privately held land in downtown Canmore is too expensive.

Downtown Canmore is among the most expensive real estate markets in Alberta. Land trades at a premium, and redevelopment opportunities are sought after by private developers looking for high-return projects. In this context, any new construction must chase top-dollar pricing just to break even, let alone turn a profit. No developer is going to build truly affordable units on raw land that costs between \$1.6M to \$3M. Economics simply do not support it without heavy public subsidy, which the ARP does not provide or mandate. The end result will be more homes, but NOT for the people who live and work here.

A good example of the current price modeling is The Settler's Block (on main street). They are selling two-bedroom apartments (1189 sq ft) for \$1.65M or \$1,387.72 / sq foot!! This pricing is on par with apartments in downtown Toronto. According to Canmore Realtor, the average, overall sales per square foot, across all residential sales in Canmore is approximately \$806. Clearly, the proximity to downtown, the high costs of development and the desire to have a high return on investment doesn't allow for “affordable housing”. I am certainly not faulting developers for wanting to make a profit, but I am opposed to density bonusing if it will not provide more affordable housing.

In addition, building green homes, while beneficial for the environment, often adds to the initial cost of a home, which can negate the goal of affordability. The materials, technologies, and energy-efficient systems required for green construction are more expensive than traditional alternatives. These added costs are typically passed on to the homebuyer, making green homes less accessible for those seeking affordable housing.

Consequently, the only viable option for developers seeking bonus density is Cash in Lieu for affordable housing which prioritizes profits over the long-term character, and livability of our community. While the stated intent may be to extract “community benefits” in exchange for increased building height or density, Density bonusing becomes a negotiation tool for developers, allowing them to sidestep carefully crafted land-use plans and zoning bylaws. It becomes a pay-to-play system, where developers get to rewrite the rules, something that is fundamentally unfair to the broader community! Especially when this comes at the expense of removing R1 homes to achieve this.

Allowing four story residential buildings (through bonus density) contradicts with the big idea to embrace nature and mountain views. As a resident of this community, I am deeply concerned about the proposed allowance for four-story buildings in the ARP. This change is not simply a matter of building heights, it threatens the very qualities that make our community feel like home: our views, our light, and our sense of belonging.

**Mountain Views Will Be Lost** - One of the most cherished aspects of living in Canmore is our connection to the surrounding mountains. These views are not just scenery — they are part of our identity, our daily peace, and the natural beauty that drew so many of us here. Allowing buildings to rise to four stories will block sightlines to the mountains from homes, sidewalks, businesses and community spaces. Once the views are gone, they are gone forever — and this is a vital part of what makes this place special.

**Natural Light Will Diminish** - Taller buildings cast longer and deeper shadows, especially in winter when the sun is low. Our homes and yards will see less sunlight, impacting everything from our gardens to our mental well-being. Reduced sunlight makes our neighborhood feel darker, colder, and more closed-in — the opposite of the open, airy, nature-connected environment the ARP promises to protect.

**Our Sense of Belonging Will Erode** - Our neighborhood thrives because of its human scale — where homes feel personal, neighbors know each other, and the built environment fits naturally into the landscape. Four-story buildings introduce an urban scale that feels out of place, incongruent and imposing in our mountain residential setting.

**It Contradicts the Vision We Were Promised** - The ARP speaks of embracing nature and preserving mountain views — goals that four-story buildings actively undermine. If we allow this type of development to creep into our neighborhoods, we're not just changing building codes; we're betraying the vision of a mountain town that values balance, beauty, and belonging. I find it appalling that the Town is prepared to preserve and maintain mountain views on main street for future tourists but are not prepared to do this for their long-term residents. This fundamentally contradicts the Town's Big Ideas.

I am not opposed to thoughtful development— but it must respect the unique values and character of our community. Four-story buildings do not belong in our residential neighborhood, and we urge decision-makers to stand with residents in protecting the heart of what makes Canmore a place worth calling home.

#### Eklof Park and all other Green Spaces must be Preserved.

I am also vehemently opposed to the Town's desire to repurpose underutilized spaces when it comes to parks. I applaud the Town for removing Eklof Park from the residential land use designation and maintaining this land as Municipal Reserve, but it needs further protection from any future development. Parks need to be maintained throughout town. It's vital for a healthy community to maintain green space. As density increases it becomes increasingly important to preserve and integrate green spaces to provide residents with room to breathe and space to unwind. All green spaces are vital for mental and physical well-being.

### Preserve Economic Vitality and Accessibility in Downtown Canmore

Maintaining current levels of parking in the ARP is essential for sustaining the economic health, accessibility, and livability of downtown Canmore. Any significant reduction in parking stalls or residential parking would negatively impact businesses, residents, and visitors alike, undermining the vibrancy the ARP seeks to enhance.

Downtown Canmore relies heavily on tourism and local patronage. Retail shops, restaurants, galleries, and service providers depend on convenient parking access for spontaneous and repeat visits. Reducing parking availability could discourage day-trippers and visitors from stopping in town, leading to reduced foot traffic and sales. Many businesses operate on tight margins, and even modest reductions in accessibility could tip the balance for their survival.

While active and public transportation options should be encouraged, the reality is that many residents and tourists, especially seniors, young families, and those with mobility issues, still rely on personal vehicles. Maintaining current parking levels ensures inclusiveness and equitable access to the downtown area.

Also, Canmore experiences seasonal surges in visitation, especially during summer, holidays, and major events. The current parking infrastructure is already strained during peak periods. Removing parking would only exacerbate congestion, leading to frustration, illegal parking in residential areas, and increased traffic circulation as drivers hunt for spots—reducing walkability and safety.

While long-term goals may include reducing car dependency, the transition must be gradual and pragmatic. Removing parking without fully developed and proven alternative transportation infrastructure risks undermining the effectiveness of the entire ARP. Instead, current levels should be maintained downtown and area while planning for park-and-ride systems, intercept parking, shuttle services, and active transportation networks should add (not replace) to our current allotment over time.

Thank you to the Mayor and Town Council for the opportunity to provide feedback on the ARP. The time and effort invested in shaping the future of downtown Canmore are greatly appreciated. For this process to succeed, it is essential that residents feel genuinely heard, with their concerns thoughtfully considered. When the planning process is transparent and fair, it fosters community buy-in. However, if the process is perceived as being imposed without genuine input, resentment and disengagement are natural outcomes.

I urge the council to not only listen to feedback but to actively demonstrate how it has been incorporated into the final plan. By doing so, we can achieve a positive, collaborative outcome that reflects the community's needs and desires. Let's work together to develop a vibrant, accessible, and economically resilient town center. I respectfully ask the council to consider capping residential buildings to three stories (not allowing four story buildings), protecting Eklof Park and all other parks, and maintaining the current number of parking stalls in the downtown and residential areas. These elements are vital to Canmore's shared vision.

**Kari Meggs**

## Letter Template to Municipal Clerk

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10<sup>th</sup> street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking and movement through town. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Renée Meggs

## Feedback regarding the draft ARP

Part of learning about the potential impact of the proposed downtown Area Redevelopment Plan has led me to talk with locals, regional users, regional employees/owners and visitors about it. Here is some feedback I've heard:

- "I don't feel safe day or night walking down Main Street to get to/from parking at Elevation Place because I get cat-called by men standing outside smoking." (19-year-old female local employee)
- "It's already really hard to find parking. Why would the Town reduce it or move it out of downtown?" (visitor)
- "I have two kids in different schools. I drive them to school, bring their extra-curricular equipment, try to find some free parking to work downtown, pick them up after school, do errands like driving to the grocery store or dentist's office, and rush to their extra-curricular activities. Why is the Town trying to make it harder for us?" (local parent)
- "I had a regional staff person driving into town each day to work at my business on Main Street. I hadn't been able to find anyone local. She tried to get free parking but if her shift was later that was impossible. At times she paid \$60 a day for parking and eventually quit. It was too expensive to pay for both gas and parking to work here." (local Main Street owner)
- "I commute from Airdrie every day for work and it's so hard to find parking! If they take even more away, I don't know what I'll do." (regional local employee)
- "I wear makeup and have to look nice for work. There's no way I'm riding a bike getting sweaty in the summer or freezing eye lashes and hair in the winter." (local employee)
- "I see what they're trying to do—to protect the environment. That's good, but it's not going to work. You can't force people out of their cars, especially in the winter. It'll be a ghost town downtown." (local resident)
- "During the summer closure of Main Street we have a lot of problems with drunk people coming into our store stealing, acting aggressively towards our staff, vomiting or passing out on a bench outside. We've had two staff quit because of trauma caused by these incidents." (local Main Street owner)

- “I won’t visit here if the Town makes it less convenient for me to park downtown.” (visitor)
- “A lot of locals won’t go downtown at all in the summer because of Main Street closures. How can the Town think the majority of us want this?” (local resident)
- “Lots of people walk their dogs on Main Street and on the sidewalks during the summer closure and don’t clean up after their dogs. People step in it and walk into our business. We’re washing our floors constantly!” (local Main Street owner)
- “I don’t have the time to drive from Lake Louise, park in intercept parking, use a service downtown like counselling, and then get to work.” (regional local)
- “Our sales are down about 40% in the summer now because of Main Street closures. Our demographic isn’t going to walk any distance to come shop at our store.” (local Main Street owner)
- “In the summertime people walk with their coffee or ice cream in the middle of Main street. They aren’t shopping. They’re just enjoying the vibe. It’s killing our businesses.” (local Main Street owner)
- “We have French adults, children, and families coming from all over the region to take part in our programming. If parking becomes much less available, we’ll have to cut programs. Everything is tied to grants. It could kill our business.” (local business Director)
- “We have patients that are locals while others come from the broader area like western Canada and all over Alberta. Cutting parking supply downtown will drastically affect our business.” (local business owner)
- “I wouldn’t want to go skiing all day, be sweaty, and then walk from intercept parking to downtown. I’d get too cold. It doesn’t make sense.” (visitor)
- “When I hear about these changes the Town wants to make (with the ARP) it makes me want to shut my doors. I already work so hard at trying to find and keep staff, schlepping bags of laundry back and forth, let alone paying rent that keeps going up. It’s too much.” (local business owner)
- “I’m not riding my e-bike or walking when it’s slippery or cold outside. I’m in my late 70’s! And I won’t take the bus. I need my car.” (local resident)
- “We’re day trippers from Calgary. We come all the time. But if we had to walk from intercept parking we just wouldn’t come anymore.” (visitors from Calgary)

- “Out of all our business has had to endure these last few years— trying to find and keep staff, break-ins, a flood, theft, COVID—none of it has been as stressful as what the Town keeps trying to do to us with the ITP, the IPMP, and the ARP.” (local business owner)
- “We lost all our early morning traffic with Main Street closures in the summertime. It never came back once the streets opened because people had changed their habits. We’ve had to shorten our hours as a result.” (local business Manager)
- I work in a store in downtown Canmore. I am against this downtown road closure as I clearly see a lot of our customers avoid coming downtown during the summer months. (local employee)
- “I come here and play hockey sometimes in the winter and then we go out somewhere downtown. I wouldn’t bother coming to town if I knew I had to walk from intercept parking.” (visitor)
- “I’m in my 80’s. There’s no way I’m going to take the bus downtown to do errands like banking or groceries and shlep them back home. I can’t ride a bike. I can’t walk there. The Town has already made it more difficult for us to get downtown with their street changes. It’s like this town doesn’t remember or care that we’re a part of this community.” (local resident)
- “I’ve written letters to the Town and Council about the draft ARP with concerns I have, and I never heard anything back. They’re just plowing ahead with their plans.” (local residents)
- “I used to live here but had to leave. But I still work here full-time. Paid parking has made it so hard for me because I can’t afford to pay for it monthly and it’s really hard to find free parking. The Town doesn’t recognize how many of us work here from other places. They completely ignore how much we contribute to the economy.” (regional local employee)
- “As the owner of a main street (clothing) business I have seen main street shopping habits change since the street closure . The day the street closes in May my sales drop 30%. I feel less safe working alone at night and the safety of my female staff is now a large concern. I have considered security. There are often groups of drunken males in the evenings. Most people on the closed street in the summer have no desire to shop for anything other than beer, ice cream and burgers. Other businesses are being driven out . A large percentage of main street 'walkers' are just getting exercise and strolling . Most have dogs. This is fine but don't expect a business to survive that doesn't cater to that activity. This will discourage locals from coming downtown to shop, and at the same time the visitor demographic /and reason for visiting downtown changes so it is a double



whammy decline in potential customers . None of my 10 staff are able to walk or bike to work.” (Main street business owner 9 years)

- “We have operated a service-based business in downtown Canmore for nearly 50 years. Our operations bring a steady stream of clients and tradespeople into the downtown core, supporting not only our business but also contributing to the vitality of many others. Under the current parking constraints, we have already faced significant challenges. Further restrictions will make it untenable for us to continue operating from downtown. If the objective is to push out Canmore’s diverse commercial base, this ARP plan will achieve exactly that. What will remain is a downtown dominated by restaurants — which struggle during the long off-seasons — and souvenir shops. A thriving, year-round economy depends on a mix of businesses, not just tourist-centric retail. We urge The Town of Canmore to consider the long-term impacts of these proposed restrictions on the entire business ecosystem.” (local business owner)

Dear Mayor/Councillors,

I have a number of concerns regarding the draft ARP for Canmore.

Most troubling is the impression that the surveys were constructed to validate a planning direction that has already been chosen rather than to explore whether that direction had real public support. No meaningful options were presented to challenge key proposals like building heights increases, R1 lot removals, traffic related concerns or parking. Residents were not given a range of options to choose from, but rather single big ideas in isolation to comment on. This is clearly an effort to rally support for a singular vision as opposed to exploring a range of options and visions which is a basic tenet of sound urban planning which promotes public support and buy-in.

I have some real concerns regarding traffic and parking which the transportation plan and ARP proposes to address. The loss of 295 parking stalls in the downtown area due to reduced parking on newly configured arterial and collector roads is alarming:

Loss of Parking from Main Street closure - 74 stalls lost

Loss of parking on newly configured Artery Roads:

10th Street 43 stalls lost

7th Street 43 stalls lost

6 Ave 9 stalls lost

Loss of parking on Fairholme Drive as a Collector road - 126 stalls

This is a dramatic reduction of parking stalls in downtown. To put this into context, the Banff Primary Overflow Parking Facility holds approximately 500 cars. It will be difficult for Canmore to compensate for this loss of parking. Even the addition of a parking facility near Elevation Place will be hard pressed to replace this number of lost parking stalls. Therefore, we are reducing overall parking spaces for the downtown area. Given this tough situation with reduced parking inventory any redevelopment of the downtown parking lots to include affordable housing “must” ensure that there is no net loss of parking. This has been a primary concern voiced by downtown businesses through the BIA.

The first Core Value in the ARP was to retain and embrace the distinct character of our downtown neighbourhood. As residents, we believe in that core value. Yet, the plans actively promote the replacement of present homes with high density forms of accommodation with a range of bonusing rewards. These incentivise developers to build the largest buildings possible. To maximise returns, developers will simply pay the cash-in-lieu bonuses and pass on the costs to purchasers. This fundamentally changes the very neighbourhood character that the core value professes to protect. Mountain views, sunshine, ambiance, space, livability - all the very attributes that attracted us to move here in the first place are all sacrificed while pretending to support this core value. Already difficult traffic and parking issues will be amplified by these high-density policies.

The housing affordability problem is a worthy issue that our local planners and politicians need to address. The primary reason for increasing housing density is to lower per unit costs thereby making housing units cheaper. However, merely increasing density on the most expensive land within the town boundaries will not solve this issue. The largest input cost which is for the land (\$2.5 mill for R4 lot) is more expensive downtown than in other area of town. Providing the escape clause allowing developers to pay cash-in-lieu bonuses to sidestep building affordable housing will essentially guarantee the failure of the bonusing to achieve its stated goal. More sophisticated nuanced policies will be required to achieve affordability in the hyper expensive context of Canmore real estate.

Combined with increased density we are removing green spaces identified as "underutilized" and slating them for more development in the future. These rare spaces provide us with much needed relief from the planned high density. These crucial focal points in our community that enhance livability, vibrancy, social connection and much needed space are being cast away as underutilized and superfluous. All three of these planning directions in aggregate are creating the perfect storm.

I have actively participated in this planning process from the start with the belief that this process would be transparent and inclusive. Instead, I feel managed by a planning department that has a singular vision that it is trying to get endorsed by managing the public input process. Rather than exploring a range of options on each topic, it asks for feedback on single ideas with no other options presented/debated. If big ideas prove to be unpopular during the public engagement process, then the idea is reworded to change perception in the draft ARP without changing its outcome. For instance, there was public pushback against the big idea of zoning high density apartments 4 stories high in the public engagement process. In the draft ARP, this was changed to show neighbourhoods of 3 story buildings. However, the town would provide bonuses to developers to build 4 story buildings. It is necessary to read the fine print to realize that the outcome is exactly the same. The public process is being managed to deliver an outcome desired by the planning department. The department has worked hard at making it "appear" to be different or better.

I have lived and worked in the Bow Valley most of my life and am very vested in its future. However, this has been a very disheartening process to have been a part of. A transparent process that actually weighs all options in an open forum for all to see produces an outcome that everyone can buy into even if their input wasn't necessarily chosen. The process is critical to get buy in. This is more of a validation process than a planning process.

Sincerely,

Sean Meggs

Hi Sean – first off, congratulations on your excellent moderating of the candidates forum last Friday. You did a great job!

I want to offer some comments regarding the Downtown ARP since I will be in Europe when the May 6 public hearing is held. I hope you don't mind me sending these to you directly. If there is a different pathway for my comments, please let me know or just direct them in that direction. I've copied the email address suggested in the RMO notice to facilitate that.

**Main Street :** I support the idea of Main Street being dedicated to pedestrian use 100% of the year. I really think it's a case of "build it and they will come". We know it works in the summer. I would like to see it expanded to the other seasons as it would encourage the introduction of visitor and resident friendly infrastructure like benches, heaters, art installations. I think it's important element of creating a vibrant centre of gravity for our community. Canmore is getting more and more spread out and I believe we need places and things that draw us together. I recognize there is a knock-on effect of traffic and busy-ness of the adjacent 7<sup>th</sup> and 10<sup>th</sup> streets. The Town will need to pay attention to those effects, recognize resident concerns there and take steps to improve those streets for effective traffic flow residents' quality of community. It might be necessary to convert the intersection of 7<sup>th</sup> St and 8<sup>th</sup> Ave into a 3-way stop, like 10thST and 8<sup>th</sup> Ave. I also would like the Town to take steps to improve accessibility of our Main Street. Ranging from store entrances to sidewalk smoothing, we must ensure there are no barriers. It's too much to expect that we would eliminate curbs the length of Main Street, but it would be a helpful step to create more wheelchair access points along Main Street than just the intersections. For example, as a fully mobile person, I can walk across the street from the Kitchen Store to Valhalla. It would be great is mobility challenged folks could do the same.

**Celebration Plaza :** my comments on this one come from two perspectives:

- As an event organizer, I want Canmore to have a place where we can host world cup event Opening Ceremonies and present medals. We have done this for every world cup since 2005 and it has proven to be a popular feature each time. Related to this, and since we host para world cups, it's critically important that ensure this area is fully accessible.
- As a resident, I love the idea of a plaza for outdoor community gatherings, celebrations, and performances in conjunction with what Artsplace provides. I won't use the Spring Creek tagline of the Heart of Canmore, so will use "centre of gravity" instead. As Canmore continues to spread out, we need a place where we gather from time to time remind ourselves we are all in this community together.

I support the Town crafting this ARP to guide the evolution of our downtown core. Individual property owners will do what they need to do and it is essential that the Town provides this sense of direction for future re-development. I realize it will all take time, but that just underlines the importance of this ARP.

Thanks!

Norbert Meier  
Events  
Alberta World Cup Society

[www.albertaworldcup.com](http://www.albertaworldcup.com)



This is my second submission of feedback about the plans for our downtown. It is prompted by the numerous Letters to the Editor in the RMO. In particular, from the Main Street business owners who have recently commented about the lack of car traffic and the various concerns about building height.

To those Canmorites who disparage the building heights being proposed, I can only say that up is the only direction left for us to grow into. Standing in the intersection of 7<sup>th</sup> Ave and 8<sup>th</sup> St, it's hard to imagine our downtown growing east, west, north or south. The only 2 directions that remain are up and down. Apparently putting a multi-story parkade into the ground is not feasible due to our high water table. Although that just strikes me as an engineering problem to be solved, let's rule out an underground parkade for the time being. Taking up more linear ground space is not an option. There is only so much of that space available, and we can't just keep spreading out without running into other conflicts. So, up is the only way to grow. Yes, we all love our mountain views, but going to 4 stories and mountain views are not incompatible.

Regarding the pedestrianization of Main Street, I am now hearing references to crime, homelessness and other problems that remind me of an affordable housing project a few years ago where the opponents claimed that drug dealers and others up to no good would prevail. I don't think that's happened and the current claims of Main Street becoming a ghost town will likely be proven wrong also. Making Main Street a full-time pedestrian zone opens opportunities for the street to become the place where people will go for dining, entertainment, enjoyment and leisure. Yes, some stores will change into businesses more aligned with the needs and wants of the customers walking along the street. Just like the hardware moving off Main Street some years ago, the stores on this street will continue to evolve in the direction of business.

Thank you for listening!

Norbert Meier

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of essential businesses such as the postal offices and the banks that serve locals, regional residents, and visitors alike, this is not simply a shopping, dining, or tourist district. Reducing car access to this area makes us feel that the people that need to use these services are being pushed away and will need to find these services elsewhere.

Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will hinder people with limited mobility from visiting the town centre (sometimes it's a permanent deficiency that gives you a handicap pass, but sometimes it's only a mom with small kids or an athlete with a temporary injury who would not have a special parking pass). This scenario will discourage many users from coming downtown, negatively impacting these businesses that need customers all year round.

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects, especially as they all end up as AirBnBs (legal or not) that only benefit their own owners and nobody around them. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a wise solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Beatriz Meirelles

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Date: May 1, 2025  
Time: 9:10 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Katya melnick

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Date: April 23, 2025  
Time: 8:40 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Don Mickle

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Date: May 2, 2025

Time: 6:05 pm

Hello Mayor and Council,

I've been a small business owner in the Bow Valley for over 30 years. I have what I consider to be serious concerns about how the proposed ARP re: downtown parking and development will affect me and my clients.

With at least 22 clients in the downtown core, how will I be able to do service calls? Where will I park? Will I have to haul equipment, ladders, etc. from parking on Railway Avenue, and back again when I am finished? In general, how will downtown businesses needing service and deliveries be affected ?

I have a PO Box at the Canmore post office, and bank on Main Street. Today it's easy to stop at the PO, cross to the bank and be on my way in a few minutes. What will happen to that simple, quick routine with the new ARP?

Having a pedestrian only Main Street in the summer is not particularly convenient for me, but I understand the potential benefit for downtown businesses and visitors. But it makes no sense to me to close down main street in the winter. What is the benefit there, who is going to enjoy their latte or meal outside when it's -30C?

To hugely increase downtown development and density (not to mention all the projects on Bow Valley Trail) at the same time parking is virtually eliminated makes no sense. In my opinion a larger parking garage on at least one of the current parking lots would be much more practical.

Canmore has changed from a nice small mountain town with character to a city with endless development targeting tourists. The new ARP seems to ignore the fact that small businesses and services also need and deserve consideration, not just the tourists. Why not have a vote on what local people want?

Thank you for your consideration.

Regards,  
Peter Mikols  
Reliance Service  
[REDACTED]

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to bypass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Dawnette Miles

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Date: April 9, 2025  
Time: 9:43 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dawson Milliken

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Date: May 1, 2025  
Time: 2:00 pm



Canmore Council and Mayor

I do not support the APR as it stands. The APR must include a significant downtown parking component; I see none. We need a parkade downtown. The current APR is designed to significantly eliminate parking downtown. This will hurt my businesses and others significantly. Intercept parking outside of downtown will not compensate for the dramatic loss of parking drawn into the proposed APR. WE need significant parking downtown for our business to thrive, if not survive.

I own 4 businesses and 1 building on Canmore main street, and employ ~35. I opened my first 400 sq ft store in 1997 and have built on my successes. Parking, parkades, developing “fee in lieu” of parking have always been on the agenda. The reality is that without a real parking asset downtown many locals and visitors will NOT come to downtown to support any businesses, or work. Intercept parking and transit shuttles are NOT parking solutions they are impairments to and caps on the vibrancy of downtown businesses.

Further compounding the negative outcome that the “No Parking” downtown APR will have on businesses, the proposed 4 season vehicle closure of main street may say good bye to many shops and restaurants. The weather is inclement. It is fact that many Canmore residence do not go downtown now because of the highly restrictive park and zealous enforcement, others do not even know what businesses are downtown.

I read the current APR to say “No Parking”, “No Driving”, “Fit, Mobile, Healthy People Only”.

Pedestrians, bikes, and cars coexist and do create vibrancy.

I have responded to all surveys wrt this APR subject (Connect Canmore, BOWDA, BIA). I speak with most downtown businesses owners. As the group with the most to lose, our skin in the game, our 2 most significant concerns are not being addressed, they are being squashed. We are not being heard.

Please take heed, and make changes to the APR that will include a downtown parkade, finally.

Kevin Milliken

[REDACTED]

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Logan Milliken

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Date: May 1, 2025  
Time: 2:00 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Tim Milliken

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Date: May 1, 2025  
Time: 2:08 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Yuki Milliken

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Date: May 2, 2025  
Time: 9:05 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Vivian Emily Moe

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Date: April 23, 2025  
Time: 10:31 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

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I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Angela Monheim

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Date: April 15, 2025  
Time: 7:47 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Aure Marie Montealto

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Date: April 2, 2025

Time: 2:57 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Adrian Montebello

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Date: April 20, 2025  
Time: 4:33 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

To Whom It May Concern,

I am writing as a long-time resident, a downtown worker, and—most importantly—a single mother, to express my strong concerns regarding the proposed plan to make the downtown area a car-free zone.

While I understand the intent behind promoting sustainability and tourism, this proposal appears to overlook the everyday realities of people who live and work here year-round. For residents like me, who rely on our vehicles not out of convenience but necessity, this change would make daily life significantly harder. Getting my child to daycare or school and then commuting to work—especially in the extreme winter conditions we face—is not something that can be accomplished on foot or by bicycle, especially not with a toddler in tow and temperatures dropping to -30°C.

This town thrives not only because of the tourists who visit, but because of the people who live, work, and raise families here. Policies that ignore the needs of working residents create the impression that council is prioritizing image over community.

I urge you to reconsider this plan and consult meaningfully with the people it will impact most. Supporting sustainable growth should not come at the cost of making life unsustainable for the very people who keep this town running.

Sincerely,  
Cheyenne Morin  
Canmore Resident

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Date: April 18, 2025  
Time: 3:10 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.



Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,

Nancy Morin

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Date: May 1, 2025

Time: 4:09 pm

April 29, 2025

To Whom it May Concern

**RE: Town of Canmore ARP Public Hearing**

Thank you for the opportunity to share feedback with respect to the Town of Canmore ARP through the Public Hearing process. I am particularly interested in directing my comments to the focus on space for arts, culture, and heritage reflected in the vision for Downtown Canmore. As a community member who is grateful for this beautiful place that we are blessed to live in; who has benefited tremendously from the arts, cultural, and creative opportunities available in the Bow Valley; and as someone who is passionate about the thoughtful evolution of our community, I am thrilled with the ARP focus in this area, which I believe will positively impact my family, our community and the future of the Bow Valley.

As the ARP recognizes, arts matter. In a time when communities everywhere are feeling fragmented, the arts offer something powerful: a way to come together, reflect, celebrate, and belong. Access to creativity and culture is ultimately a public good, inviting and promoting mental wellness, learning, community and connection.

Downtown Canmore is the heart of our town—and it should reflect our values. Making space for the arts downtown sends a strong message that culture and community belong at the heart of Canmore. It also invites us all to enjoy a vibrant community, to connect with one another, and to create together. In turn, this vital downtown would work to strengthen local business, tourism, and social connection. Including the arts makes the ARP stronger.

Canmore, like other communities, is facing challenges. This plan doesn't ask us to choose—it invites us to imagine a downtown that meets the needs of the entire community, with arts, culture, and heritage at the heart of it all. Including arts in the ARP doesn't compete with, but complements other community priorities, such as affordable housing, recreation, and more.

Speaking personally, and on behalf of my family, the plan strongly aligns with our hopes for Canmore's future, continuing to build a town that supports the whole person, and the whole community.

Thank you again for the opportunity to express my strong support of the focus on space for arts, culture, and heritage reflected in the vision for Downtown Canmore

Warm Regards,

*Patti Morris*

Patti Morris

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

Please consider to keep our heritage and our community we built over the years.

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths,

psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Catherine Mousnier  
Supporting our local businesses and our? heritage

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Date: April 16, 2025

Time: 4:08 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Percival Mtakula

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Date: May 1, 2025  
Time: 11:24 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

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Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Brad Murphy

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Date: April 15, 2025  
Time: 8:09 pm



Dear Mayor and Council,

Thank you for the opportunity to comment on the proposed ARP for Canmore downtown.

We have lived and operated a business in downtown Canmore for more than 30 years. One key observation over all those years is that single vehicles have been and will continue to be a key element of visitor access to downtown establishments and events. A related issue is the necessity for parking downtown.

Service businesses benefit from clients having close access from their vehicles, as do the restaurant and entertainment sectors. Retail businesses are also assisted by ease of access from single vehicles. And while paid parking has discouraged many visitors from long stays or from stopping downtown altogether (this from reports by customers to our business), the current situation is much better than the ideas proposed in the downtown development.

The intercept facility at a distance from downtown would discourage visitors from visiting the downtown core. We want all nature of visitors, not just those able-bodied enough to trek from a distant parking facility. Mobility challenged, families with strollers and other child gear, even those with limited time- all would be discouraged from visiting.

The idea of the Town adding multi-storey dwelling units is also misguided. Mountain views would be reduced or eliminated, parking for the businesses to function would be reduced, the Town would become landlords which is not your mandate- these are all negative outcomes that would seriously affect the viability of downtown businesses. Building a multi-level parking structure would be beneficial.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal, a goal I fully support. I think active transportation options and transit connections should continue to be enhanced, but this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

I also do not support the closure of Main Street year-round. For summer, it is an understandable idea; Main Street businesses have mixed results from this though, and their input should be weighted more heavily than others. Year-round closure of Main Street should not be considered; I can't think of this benefiting any local businesses and severely limits access at a time when it is most beneficial to drive close to your destination.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Dean Murphy

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council,

I am writing today as a long-standing employee of a local downtown business and committed member of our community, to respectfully express deep concerns regarding proposed changes to our downtown area outlined in the Area Redevelopment Plan (ARP).

First, while I commend the Town's efforts to encourage mode-shift toward biking and walking, it must not come at the peril of those who arrive by car, which still represents the vast majority of residents and visitors. Downtown visitors depend on accessible downtown parking. Parking itself provides a critical public benefit, and its removal cannot be considered without clear and effective alternatives being in place.

#### 1. Closure of Main Street and Impacts on Business and Safety

Summer pedestrianization of Main Street has resulted in significant consequences:

- Parking shortages have grown severe, forcing visitors into residential neighborhoods or private lots, including my own employer's parking area.
- Tourist confusion over closed routes diminishes the downtown experience, often diverting them away from businesses entirely.
- Emergency risks arise when emergency vehicles cannot easily access Main Street, increasing vulnerability during medical incidents, fires, or even security threats involving errant vehicles.
- Economic harm to businesses is notable. Many downtown businesses have documented sales declines during street closures — the very season when we should be thriving.

Furthermore, survey data confirms that the business community does not strongly support permanent pedestrianization. For example:

- The 2022 BIA survey found that 56% of respondents either needed more information or opposed pedestrianization.
- The 2024 BOWDA survey highlighted that 60% of businesses feel unheard by Council regarding these issues.

#### 2. Parking Strategy Concerns and Lack of Transparency

While Mayor Krausert emphasized (April 1 meeting) that no development would proceed without appropriate parking plans, no such plans are detailed in the current ARP. Without a clear parking strategy, including timelines for any new structures such as a downtown parkade or intercept lots, residents and visitors are left without viable solutions.

Additionally:

- Intercept parking remains at least 10 years away, making reliance on distant lots impractical in our climate.
- Paid parking is driving locals and service clients away from the downtown to other areas like Railway Avenue or Bow Valley Trail, and even farther afield, harming essential services like clinics, grocery stores, and legal offices.
- Without significant changes, downtown risks becoming a tourist-only zone, leading to a ghost town effect in off-seasons.

### 3. Height Increase of New Buildings and View Loss

The recently proposed increase in building height limits (from three to four stories) along 9th Street threatens to block iconic mountain views, a primary draw for visitors and a key part of our town's identity. Visual appeal is a critical, irreplaceable asset for our tourism-driven economy; losing it to high buildings would represent a permanent degradation of our community's character.

### 4. Inappropriate Siting of Worker Housing on Critical Parking Lot

The proposal to place affordable housing on a downtown public parking lot is deeply concerning. While affordable housing is a critical need, downtown is not the appropriate location.

- Removing vital parking worsens visitor, resident and employee access.
- Other locations outside of the prime tourism district should be utilized for affordable housing, such as near railway tracks or beside the hospital.

### 5. Additional Public Safety and Quality of Life Concerns

The ARP does not address other known issues such as increased vagrancy and public intoxication during the summer months. Permanent pedestrianization with dimmed lighting may only worsen these problems, reducing the perception of downtown as a safe and welcoming space for families, residents, and visitors alike.

In summary, I respectfully urge the Council to:

- Reconsider permanent or extended closure of Main Street, balancing walkability with accessibility and safety.
- Stop height limit increases on 9th Street to protect mountain views central to our tourism economy.
- Identify more appropriate sites for affordable housing outside of key public parking lots and outside of town center.

Sincerely,  
Jenna Murphy  
Canmore AB

Date: May 1, 2025  
Time: 11:50 am

May 1, 2025

Dear Mayor Sean Krausert and Members of Council, Town of Canmore

I am writing regarding the Town Center ARP. Thank you for your openness to input on this critical planning issue.

I respectfully recommend that Canmore's beautiful Town Center be a welcoming and convenient destination for residents and visitors arriving by all methods, whether on foot, bicycle, wheelchair, car, or other conveyance. As the majority of locals and visitors arrive by car, downtown parking is essential to accommodate patrons of Town Center; parking is necessary to provide many public benefits. The lack of downtown parking in the ARP is very concerning and makes the proposal impossible to support.

Intercept parking may actually draw clientele away from Town Center as it could be perceived as more convenient and free, thus reducing town centre vitality and viability of businesses and service providers. If paid parking is maintained, I suggest reducing it to 9 a.m. to 5 p.m., giving downtown food and beverage providers and evening operators the opportunity to compete against business with free parking located outside Town Center. Free employee parking and MD Bighorn resident parking during winter months would be very beneficial to support local businesses through the quiet seasons.

I own a downtown Canmore business that has operated here for over 30 years. My business is an award-winning destination, drawing clients locally, regionally, and from around the globe to visit downtown Canmore. With the introduction of paid parking and Main Street seasonal closures, our clients daily describe their frustrations and disenchantment with visiting town center. An easy-to-manoeuvre downtown parkade and well-located intercept parking with clear and numerous directions to town centre shops and services is required for me to provide support for the Town Center ARP.

Year-round pedestrianization of Main Street raises a number of serious concerns. Downtown essential service providers such as grocers, sewing/crafting suppliers, seamstresses, bakers, professionals, realtors, banks, wellness services and therapists rely on local clients and those of all levels of mobility to sustain their operations. Many downtown retail stores cater to local trade and provide necessary goods. Losing patrons who cannot or will not navigate around plantings, patios, and potentially icy conditions could change downtown to a non-viable tourist zone that would lose valuable local businesses currently contributing to downtown vitality and sustainability.

Additionally, permanent closure of Main Street would affect:

- delivery of goods to local businesses; some have only Main Street access
- property maintenance and repair; access for workers and equipment would be hindered
- snow removal; plantings and winding walkways are obstacles
- emergency response times; barriers on a closed Main Street would consume valuable time to remove, slowing life-saving responses to medical emergencies, fires, crimes, and natural disasters
- accessibility for those with mobility challenges
- substance abuse and vagrancy in the town center; permanent pedestrianization and low lighting could further compound this serious problem. Unless there is perceived safety for families and pedestrians, downtown is at risk of being avoided,
- viability of downtown businesses; the current summer closure of Main Street negatively impacts a number of local businesses including mine. Extending the closure year-round would result in failing businesses and resulting harm to the local economy.
- town center traffic; drivers circumnavigating closures have to drive farther to reroute and locate parking and other destinations.

- risk of terror attack by vehicle; the current seasonal barriers to Main Street are easily removed. A street with numerous pedestrians and diners could be targeted and result in horrific tragedy. Downtown is the commercial core of Canmore. Protecting its viability is essential for local businesses to survive and thrive. I do not support the permanent closure of Main Street because, for the reasons above, it could seriously harm our town center.

As noted in “connect downtown”, our town center has unique character and benefits greatly from its close connection to natural spaces and open mountain views. I am extremely concerned that building structures four stories high on the Civic Corridor on 9<sup>th</sup> Street would very negatively and irreversibly alter the town center. Currently when standing opposite the new 3-storey Settlers Block on Main Street, mountain views are largely obstructed. Building even higher on 9<sup>th</sup> Street would exacerbate this problem and would be in direct conflict with *Embracing Nature & Mountain Views*, the number one value identified in “connect downtown”. Defending these values is essential if our beautiful mountain town is to have a viable town center in future, rather than a wall of tall buildings obstructing the very reason we’re all here. Our views of the mountain landscape from downtown are a treasure, giving Canmore a world class location cherished by residents and visitors. It is unthinkable that four-storey buildings could stand in the way of what we most highly value.

Using Civic Corridor buildings for affordable housing is not compatible with creating a vibrant year-round town center. The commercial core of Canmore consists primarily of Main Street, 9<sup>th</sup> Street, and 10<sup>th</sup> Street, a relatively small area for a growing community. Thus, Canmore’s downtown space is needed for businesses to provide goods and services for locals and visitors, for parking, short-term lodgings that bring more people downtown in the evenings, and year-round day-night operations that drive vitality. Affordable housing does not belong on 9<sup>th</sup> Street; it would negatively impact downtown vitality, increase demand for already insufficient parking, and create 4-storey obstacles between Main Street and 10<sup>th</sup> Street; this is at odds with the goal set out in “connect downtown” to create connections between Main Street and 10<sup>th</sup> Street.

To support the ARP, it needs modification to clearly indicate provision of sufficient downtown parking and a parkade. Permanent pedestrianization of Main Street is not supported by the business community for many reasons; keeping Main Street open to traffic is a fair and accessible solution. Four-storey buildings containing affordable housing on 9<sup>th</sup> Street are incompatible with our community values of embracing nature and mountain views, and with town centre viability. Locating affordable housing outside of the small downtown area is conducive to town centre vitality. Having a business and property in Canmore is a very costly endeavour that greatly benefits our community and needs to be supported by downtown planning to ensure that our vibrant and unique town center remains accessible and viable.

Owning a downtown business that has operated in Canmore for over 30 years, employing a dozen Canmore residents and several local contractors, being a resident of Canmore for 34 years and interacting daily with patrons of downtown businesses has given me insights into the issues affecting downtown Canmore and the business community. I have serious concerns detailed above that prevent me from supporting the proposed Town Center ARP.

Thank you kindly for your attention to these important concerns.

Respectfully,

*Leah Murphy*

Leah Murphy  
The Sugar Pine Company Ltd.

Today is the hearing for the ARP and we plan to attend.....to try and obtain a hint of optimism from the Council as to the future of our beloved Canmore.

In the 35 years that we have been here we have obviously witnessed massive changes. The most upsetting is the change to the height restrictions - 3 stories now become 4 and 4 become 5+. Variances to these appear to be easy to come by for the developers. It is heartbreaking to see canyoning starting to appear and views disappear.

Parking is an enormous issue of course. The idea of building on the existing parking lots is absurd. As sad as it is a parking parkade would be a very good solution. Building on any existing green areas we currently have in the downtown would also be a shame.

Intercept parking could be an excellent solution as long as shuttles are provided. We do appreciate the new bike paths and use them regularly, however, not everyone can walk or ride a bike to access the downtown, especially in winter.

We recognize the desperate need for low income and staff housing and all developers should be required to provide this in their buildings.....along with enough parking spots for all residents!

Thankyou for your consideration of these concerns.

Best regards,

Patsy & Jim Murphy

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Denis Musienko

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Date: May 1, 2025  
Time: 6:45 am



Dear Mayor and Council,

Thank you, council members, for the opportunity to provide input on this important draft Area Redevelopment Plan for the downtown core and surrounding area. Your responsibility to get this right is significant and I hope that you afford it the proper amount of time to consider everyone's comments. I am in opposition to the ARP as currently drafted, but could support it with some amendments outlined below.

First, let me start by saying that my opinion of the survey that was conducted for this plan last year, in 2024, was flawed and the results should be considered with a grain of salt. The questions were crafted in such a way that the responses could be manipulated in any manner the administrators choose, not always in a way the participants intended. I have a background in economics and sample testing and interpreting results is a significant component of that discipline. I would suggest that the results are skewed, open for significant interpretation and not overly reliable.

## 2) Make Main Street a Great Street

- Main street can be a great street without making it a year-round pedestrian zone.
- I do not support making main street a pedestrian zone year-round.
- I do support making main street a pedestrian zone from May-September.

## 4) Make Downtown Year-Round

- I am supportive limiting visitor accommodations. The town already has plenty and more is slated for TSMV and Silvertip. Over tourism is a real thing.
- I do not support replacing current town parking land with affordable housing, unless the current number of parking stalls remain and housing is built above. I do not think that the downtown core is a suitable or appropriate place to house permanent residents and families.

## 5) Repurpose Underused Spaces

- I am glad that Eklof park was removed from the ARP.
- I am supportive of expanding Riverside Park.
- I am supportive of residential uses of the lot next to Veteran's Park.
- I do not support replacing current town parking land with affordable housing, unless the current number of parking stalls remain and housing is built above. I do not think that the downtown core is a suitable or appropriate place to house permanent residents and families.
- I support an intercept parking lot, but the parking downtown should remain in order to support the businesses in the area. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability.
- I do not support the proposed 20% reduction in single-vehicle use by 2030.
- Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

## 7) Housing for a More Diverse Population

- I do not support the densification of residential areas around downtown.
- I do not understand the current trend to densify everything, all the time. It is not fair or right to hoist new densification upon current homeowners in the area that purchased their homes with the thought that what is there now will be there in the future. Redesignating and rezoning existing neighbourhood areas simply for the sake of more density is not a valid reason for significantly changing the character of a community.
- Reducing or eliminating parking requirements is not a solution. Although I generally support contemplated mode shifts for transportation, at the end of the day, people own cars and will own cars in the foreseeable future. Eliminating parking will only move those cars onto the streets. The streets around downtown are already quite congested and relaxing parking requirements will only compound the problem, for the benefit of developers and their short-term profits, not community benefit.
- The ARP 4.1.3(6) even includes wording to allow bonus densification for areas outside affordable housing areas in Figure 4.3 at the will of the development authority. This is too broad of an inclusion and should be removed from the ARP.
- I don't understand the comment in 4.1.2(8) about limiting density bonusing to preserve mountain views from key corridors and public spaces. Under Figure 4.2, current single family residential areas would now be essentially R4 zoned areas with up to 4 stories allowed, and 5 stories on the Civic Corridor per Figure 4.4 in the heart of downtown. This is too significant of a change and building heights and would negatively impact the surrounding neighbourhoods feel and views. Mountain views are a 360 degree thing, not just one directional. Building heights should be limited to 3 stories only everywhere except the Gateway corridor.
- The fact is that people love Canmore, they love Canmore the way it is, and that is what the attraction is to Canmore. Once we start densifying everything and increasing the building heights, that will significantly take away from the small mountain town feel, and we can NEVER undo that.

For both the pedestrianized Main Street and significant densification of the downtown core and surrounding residential area, traffic congestion will certainly become worse. This will be compounded by the TSMV project as well as other projects being contemplated around town such as the hotel and spa by the Rundview neighbourhood. No amount of vehicle routing or policy direction to walk, bike or use public transit will solve this and the consequences could be dire as seen in Jasper and California recently with the fires. It is already congested on most days during peak times, and this will become significantly worse in terms of movement and emergency vehicle response times. I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

I would also like to commend you on the implementation of the Vacancy Tax in Canmore, short of a need to reside rule which I think is ultimately what is needed in Canmore, this is a step in the right direction. Having served on the CCH board I am very aware of the housing shortage in Canmore. However, densification of existing neighbourhoods at the expense of current residents is not the answer. Part of the problem is approving and allowing more and more commercial developments which in turn compounds the need for housing to house employees and their families. Canmore will never get ahead of the curve until we start limiting tourism expansion until our housing crisis is under control. There

seems to be a focus on how to attract more and more visitors to Canmore and how to make their experience more fulfilling, instead of admitting that Canmore is full and at capacity, for now.

And I would like to leave you with this; it's okay for Canmore to remain a small mountain town with low building heights, accessible parking around downtown, multiple vehicle routes through downtown and some single-family areas still intact without densification.

Sincerely,

Peter Musil

Canmore resident

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Naomi Nakahara

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Date: April 15, 2025  
Time: 12:14 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ahalya Nathan

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Date: May 1, 2025  
Time: 6:58 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan - Our Business Will be Affected!

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Our business is located in the core, and provides safety training services on heavy equipment; our head office is located here!

This is not simply a shopping, dining, or tourist district. Local residents like us live and work here! I think the town tends to forget about the strong work force which exists here who do not live in extravagant 2nd homes! Many of us rent from wealthier local landlords. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.



Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Laurel Needham

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Date: April 22, 2025  
Time: 7:27 pm

Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
David Neish

  
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Date: April 7, 2025  
Time: 2:55 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Carol Nell

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Date: April 23, 2025  
Time: 9:58 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a three-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. Also please keep the types of construction in keeping with the “look of a mountain town”, NOT allowing our downtown to be turned into a concrete jungle with no character.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Gerry Nell

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Date: April 23, 2025  
Time: 10:01 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Carole Nelson

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Date: May 3, 2025

Time: 9:19 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Several aspects to this plan are truly not fair to ourselves as residents and seniors! I avoid downtown as much as possible due to its complexity now. However, I still visit and need to access downtown businesses! I want to have driving access to my bank. I would like to continue to have access to our accountant and dentist. I am not able to ride a bicycle because of health and balance issues. I am sure that there are others in this situation. I would not qualify for a handicapped pass. You are asking me to access downtown by taxi! Expensive! Buses are limited and restrictive in timing and for carrying items and also having my dog with me when accessing other areas. I don't have good balance, and they don't wait for everyone to sit down every time. That is unsafe for me. Not everyone is young and athletic. The plan skews to ablism and agism.

And I understand that you want to change the Blinkay app so that we can only use one vehicle to access downtown! But if one of us needs our main vehicle, the other person may need to use the other vehicle to access downtown. I have been living here for 45 years! Why are you making this so unfriendly for residents?

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Whenever Main St access is compromised, we, the local residents, really need to have free use of the cross streets. And we need that whether there is good access to Main St or not.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Meg Nicks

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Date: April 30, 2025  
Time: 10:02 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Kathleen Niemiec

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Date: April 3, 2025

Time: 6:01 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Stanley Niemiec

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Date: April 4, 2025

Time: 12:50 pm

Dear Mayor and Council,

RE: [REDACTED] The May 6th Public Hearing on the Downtown  
Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Zachary niemiec

[REDACTED]

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Date: April 7, 2025

Time: 12:34 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Cadence Niro

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Date: May 3, 2025  
Time: 8:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Nathan Niu  
Venice Gifts

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Date: April 3, 2025

Time: 5:19 pm



Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jamie Norcross

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Date: May 5, 2025  
Time: 1:47 pm

Dear Mayor and Council,

I am largely in support of the drafted redevelopment plan for downtown Canmore.

I see Canmore largely as a mountain experience town, with a large portion of the permanent community moving to, and continuing to live in the town in order to feel closer to the mountains and the escape from life which it can bring us. Since the onset of the COVID-19 pandemic, and the following boom in the outdoor recreation industry, I have seen tourist traffic in the town boom, largely out of control and beyond the capabilities of the current infrastructure. I think it is very important for the continued prosperity of the town to adapt to these changes as I do not see them slowing down any time soon, but continue to prioritize the permanent community and the lifestyle they wish to live in the area.

I believe that the pedestrian focused downtown design is a very good idea which will boost the productivity and economic output of the downtown core. With more foot traffic, people are more likely to stop in shops to take a look, whereas if they are in cars they will just drive by. I also believe that a pedestrian focused downtown leads to a more friendly and vibrant atmosphere. Parking is and will always continue to be a concern, and I support continuing to limit downtown parking, as the increased car traffic is unsafe for pedestrians. This cannot however be an all-encompassing parking cut, as this would limit the access of the downtown core for many tourists. I think increasing public transit to and from downtown, with an off-site parking area (similar to the large parking garage in the Banff townsite) would be a productive use of space. It is important to balance the needs of the permanent population and the tourists who come up for a day, as they have very different needs and desires.

The proposed apartment buildings are a very welcome idea, as housing in the town is becoming very expensive, and very challenging for many of the community to afford. It is imperative for these apartments which are planned to go up to be predominantly long-term rental or owned by permanent residents, to ensure limited vacancies for vacationers. This increased housing in the downtown core will increase the economic productivity of the area, as there are more people in the vicinity to go and shop (although I do not have an economics degree so will leave that up to those people).

There is a vocal group who wish to keep Canmore a car-centric community, and I feel as though this goes against the idea of the town to feel closer to the mountains, and will continue to make access for some groups harder.

In final, I largely support the draft plan, but I feel some further considerations are required to balance the needs of tourists and the permanent community, such as a large parking facility and keeping apartments long-term rental or permanent residences only. Expanding local public transit would help, as well as increasing transit to and from Calgary.

Thank you very much for your consideration,

Sasha Norman

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Lindsay Nunn

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Date: April 15, 2025  
Time: 11:09 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round

Sincerely,  
Steph Nunn

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Date: April 15, 2025  
Time: 5:31 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lorraine O'Brien

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Date: April 24, 2025  
Time: 12:12 am

**From:** [Brett Oland](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Area Redevelopment Plan  
**Sent:** 2025-05-01 11:57:19 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

My name is Brett Oland and I am the CEO of Bow Valley Credit Union. Bow Valley Credit Union owns and operates a building on Main Street in Canmore.

Although I applaud some of the aspect of the Area Redevelopment Plan, we are in stark opposition and frankly take offence to some of the planning proposed in the ARP. We will focus on the areas of opposition in this letter.

Firstly, in the "Commercial Core" portion of the ARP it discussed that Financial Institutions would be a "Discretionary Use" and cites financial institutions having "adverse impact on the streetscape".

As a Financial Institution we find this comment offensive, and we think the Discretionary Use component should be removed. Financial Institutions should be kept as an Allowable Use in the Commercial Core.

Banking is critical service and to deem it having as having an adverse impact on any community is ignorant. Of the population of Canmore, we estimate that 20% are members of our credit union (a lot of them downtown businesses). To suggest that our building and business has a negative impact on the streetscape is condescending and show lack of understanding of essential services. With this point alone, we unfortunately think this puts the entire credibility of this report into question.

Secondly, the plan suggested the elimination of all public parking space in the Civic Corridor. We think this idea is also naive. For a few reasons:

- a. Even with "Affordable Housing" we think it planners are significantly underestimating requirements for parking. To suggest people that live in affordable housing don't require cars is offensive. Eliminating parking and increasing density with four story buildings we think this will significantly increase parking issues in downtown core and decrease parking available for visitors.
- b. This in Canada, not Europe. Driving in Canada is essential, especially in the winter. We think you will see a significant decline in the number of visitors in the downtown core putting more strain on already struggling businesses. Don't believe us? Prior to any construction in these parking lots, we suggest you block off all the parking lots in the downtown core and see what happens. Our suggestion with this trial would result in a significant decline in downtown core business revenue. The trial we feel would be invaluable prior to spending significant tax money that is irreversible. Also, with lack of personal vehicles, we are confident that people will reduce any items they purchase/carry, further decreasing business revenue.
- c. We have several members that are either elderly or have mobility issues. To reduce their ability to find parking is not inclusive. We find the majority of elderly members like to do their banking in-person and removal of parking will limit this ability.

Thirdly, we find it confusing that landowners in the Commercial Core are subject to height restrictions, but the Civic Corridor are not subject the same three-story height restrictions. Rules for thee, not for me.

Finally, a point on the collection of information. You have specifically cited the Canmore Folk Festival as a tool for collection of information. Not only is the Canmore Folk Festival only one special event with specific demographic, we feel that this point of contact is only representative of a small group, that may have specific bias.

Thank you for your time.

B

**Brett Oland, ICD.D, CPA, CA, BComm**  
CEO  
**Bow Valley Credit Union**  
212 5 Ave. W, Cochrane, AB T4C 2G4

Ph:

[www.bowvalleycu.com](http://www.bowvalleycu.com)



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Bow Valley Credit Union – Administration Office | 212-5th Avenue West, Cochrane, Alberta T4C 2G4 | [www.bowvalleycu.com](http://www.bowvalleycu.com) | 1.800.207.0068

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Chelsea Olson

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Date: May 1, 2025  
Time: 6:42 am

To Council and the Mayor.

Re: Town Centre Area Redevelopment Plan Bylaw 2025-05

From Beth Ordman, May 2, 2025

I want to express my most profound opposition to the proposed area development plan, specifically its impact on residential areas. I am also very concerned that the town has failed to meet their responsibility of consultation with the inhabitants of the area, and likely in an effort to “sell” the plan, has been misleading in the communication of the effects of the ARP on our homes.

We purchased our home in 2014 because it was in a quiet family neighborhood, walking distance to downtown. Before buying, we did our homework. We read the Land Use Bylaw to be sure we understood the zoning. We also learned that the homes in the area were limited in height to essentially 2 stories by restrictive covenants on our (and our neighbours’) land titles. When we remodeled, we made only cosmetic changes to the exterior to respect those boundaries.

When walking through our area, one is presented with single and two story homes, almost all under those height restrictions, which is why the neighborhood is filled with tourists who choose our street to access the Engine Bridge and river instead of taking the view-limited, more narrow spur line trail.

Although I see good things in the ARP, my concerns overshadow all of these. I worry for my community, and the long standing residents who have made their lives there. In summary, these are my concerns:

1. The information shared by the Town about the ARP has been so biased it lacks truthfulness and transparency. Unless one reads the 120+ pages of the ARP, and the Land Use Bylaws, and the Municipal Development Plans, one can not discern the size of the impact proposed on our neighbourhood. Further, Town made no attempt to communicate directly with the residents within the Town Centre the true nature of the proposed changes – it has always been buried within the myriad of communications about downtown overall.

The submission to Council says that the Highlight is that the ARP envisions .... *“Building heights are generally limited to 3 and 4 storeys, **supporting compact building forms** that complement the existing character and retain a sense of openness and connection to the mountains while **allowing the neighbourhood to incrementally evolve** over time and be more responsive to local needs” (page 2 of 7).*



And Table 2 (page 3 of 7) of the submission outlining the highlights of residential changes says things like: *“Housing for a More Diverse Population”, “Allows new housing opportunities in residential areas” and “ Proposes additional controls to ensure more appropriate or attainable housing (e.g., increased minimum unit densities).”*

During the April 1st presentation to Council, it was said that

*the ARP would allow the neighborhood to incrementally ( “naturally and organically”) evolve and the ARP was really “re-affirming and limiting building heights and limiting change”.*

These are entirely inaccurate, incomplete and therefore misleading summaries of the changes that would be felt keenly by those living in my neighborhood.

The Town owes a bigger burden of communicating than that. It should plainly say what they are proposing so that residents and decision makers understand:

- Elimination of the possibility of building any new single family homes within the boundaries of the ARP
- Increasing densities so that all new homes must be a minimum of 4 and maximum of 7 units on a standard size lot
- Allowing up to 4 stories in most of the existing R1 neighborhoods which will now be R4 (with the density bonusing)

The Town provides drawings of mockups in various areas of the ARP – but not one drawing that shows what a maximum size proposed residential building (with density bonusing) would look like set amongst the rows of single family homes in my neighborhood. As a result, I have tried to do that here:

(continued next page)

Three homes on 11 Street (actual):



Mockup showing the potential mass and height of what could be built:



This shows clearly that the communication from town is misleading and inaccurate. There is nothing about this situation that would be “compact building forms” “allowing the neighborhood to incrementally evolve”, yet this is what is proposed.

2. Communication about bonusing has also not been clear. Often, the ARP communication says bonusing is limited to “strategic areas”, the suggestion of which is that they are somehow lessening the impact on residents. Quite the contrary – they are trying to make views better for the visitors without consideration for the residents within the ARP boundary. The strategic areas where bonusing is permitted in our neighborhood mean doubling the height of buildings compared to what is now built there. Also, repeatedly, Town has said that the bonusing in the ARP “is not new” and has always existed. This is misleading, because



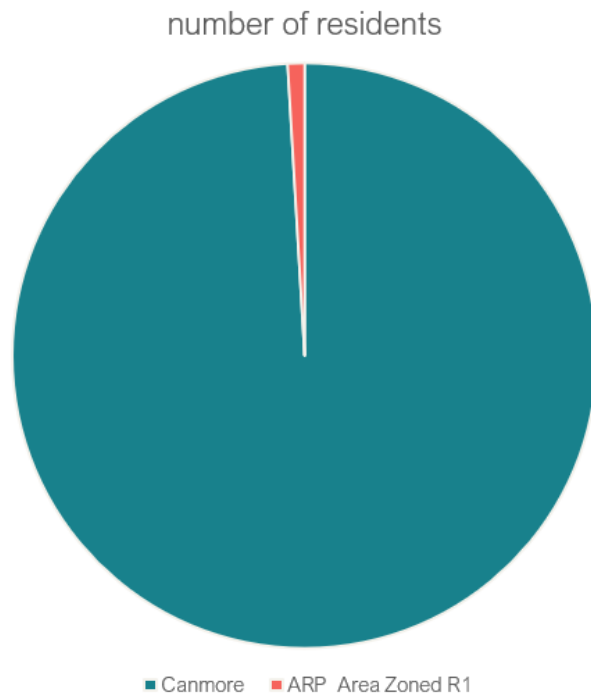
- A) Although it has always existed, it has never been employed in our R1 height Restricted (by covenant) area – because it could not have been, practically
- B) If you read the Current Land Use Bylaw, it states plainly the purpose of bonusing was for use in “comprehensive developments, **primarily in new areas of town**”. Likely because people understood then what’s happening now – which is how big an impact it can have on an existing neighborhood and residents.
- C) The ARP is proposing an expansion of bonusing, to include providing bonusing in return for energy efficient homes (no affordable units being provided) and cash in lieu. This would be a change that applies to all of town.

3. Not only has the communication of the impact on residents been misleading, but the Town has failed to acceptably dialogue directly with those of us who live within the ARP boundary about the impacts on us specifically. This is concerning because these changes will have the most lasting and personal impacts on us.

As for how glaring it is that the Town did not specifically segment and communicate with residents within the ARP boundary, consider the long list of those they itemize they did consult:

- Residents of the Town of Canmore (all)
- Bow Valley Builders and Developers Association (BOWDA)
- Downtown Canmore Business Improvement Area
- Middle School Students
- Canmore Young Adult Network
- Rocky Mountain Adaptive
- Canmore Community Childcare
- Tourism Canmore Kananaskis
- Canmore Museum
- Banff Canmore Foundation
- Community Cruisers
- Bow Valley Immigration Partnership
- Canmore Young Adult Network (CYAN)
- artsPlace (Canadian Mountain Arts Foundation)
- Bow Valley Climate Action
- Homelessness Society of the Bow Valley (HSBV)
- Bow Valley Food Alliance
- Stoney Nakoda Nations
- The Métis Nation of Alberta Region 4

One may claim we are included within “all Canmore residents”, but our interests are different, and arguably more personal and impacted. Consider how we could possibly make ourselves heard when we are only considered within that group (illustrated below).



The town, for any ARP involving rezoning and changes to land use bylaw, has a burden of responsibility to consult with affected residents of that area that they have failed to meet.

4. The ARP is arguing it is necessary for the future of the town to make the residential zoning for all residential areas within the Town centre one single R4 zoning (amended to allow even smaller setbacks, less parking, more density). On top of it being unnecessary, the drastic nature of the change for residential areas that are currently R1, the effect is jarring. There should be different approaches depending on what the current zoning is. Many of the other residential areas in town center already have some form of density, the R1 do not.

The Town categorically will end the very nature of an existing neighborhood. They are putting undue restrictions on the use of the existing R1 residential lands, including using exclusionary

rather than inclusionary zoning. The choice of inclusionary zoning would mean single family homes could still be built in the residential neighborhood, in addition to homes of more density.

We have been repeatedly assured in Town communications that the change will not happen all at once, and the property owners will have control on what they choose to do with their own property (reference recording of Feb 2025 online session). However we RELY on the town to have controls for our current R1 area to guide the densification process to ensure that the development “is sensitive to the density, character and scale of the neighborhood, including height, massing and design.” (reference: MDP 2016). The Town is also derelict of their responsibility as stated within their very own Municipal Development Act.

They should be upholding the principle within The Municipal Development Plan that redevelopment and land use bylaws in existing neighborhoods will be consider and be sensitive to the density, scale and character of an existing neighborhood.

**6.1.1.1** Redevelopment plans and land use bylaw amendments in existing neighbourhoods will be evaluated to ensure there are net benefits to the neighbourhood or the town as a whole. The following will be considered:

- a. Development is sensitive to the density, scale and character of the neighbourhood, including height, massing and design,

There is no indication of a reasonable attempt to consider height, massing and design in comparison to the homes in the existing neighborhood where I live.

It is the responsibility of town to consider the needs of current resident in addition to the future. One tool at the Town’s disposal would be to employ DC districts to implement specific development terms that more careful and appropriately guide the transition of single family to more density. In this way they could be sensitive to the needs of current residents yet still achieve gentle densification.

Inside the ARP, there is a recommendation that no DC zoning be utilized in town centre. One of the reasons they are making that recommendation appears to be to force all residential zoning in town centre to immediate medium/high density – with no permitted single family homes, no gradual sensitive limitations to guide the process of densification. It is not because they are opposed to DC in principle. When it serves their purpose, the Town creates Direct Control districts, such as today when they are making the recommendation “That Council give first reading to the Revised Land Use Bylaw Amendment 2025-06 - Moustache Lands Direct Control District.”

5. One might hope that or rely on the idea that even if the ARP is approved “as is”, that development approvals will somehow be thoughtful and sensitive to the existing neighborhood. The Interpretation Section (page 3) has wording that makes it clear you cannot rely on that . In fact it goes further and reinterprets what is normally considered to be a definition of “should” and “encourage”. It says:

*“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.”*

This definition of “should” and “encourage” is not compatible with either Canmore’s Municipal Development Plan definition of should or encourage. It is also not compatible with the generally accepted use of the term.

Council and residents should read the ARP, replacing the words “should” and “encouraged to” with the word “MUST” to fully understand the meaning of this definition. It removes the ability of the development authority to exercise discretion, which is an important tool in the movement of gentle densification. It also misleads the reader into believing there is room for discretion.

For example, take some key elements from page 29 of the draft ARP regarding Land Use and re-interpret them, inserting MUST (which “is mandatory” ) instead of “should

*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) **must 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 the benefits will be secured through a legal mechanism or agreement.*

*4. The use of Direct Control (DC) districts **must should** be discouraged outside of the Civic Corridor (Section 4.1.4).*

*6. Additional height or density **must should** be enabled through density bonusing regulations in the Land Use Bylaw (LUB).*

*2. All development(s) proposing market residential units **must should** include a mix of two- and three-bedroom units.*

*3. Regulatory tools, such as minimum unit densities, **must should** be implemented in zoning to encourage smaller units, more attainable housing choices, and greater utilization of the land.*

In conclusion, I implore Council and the Mayor to not approve the sections of the ARP that deal with rezoning of existing R1 residential properties as proposed. Instead, do as is recommended to all municipalities that are considering densification , and prepare a thorough, town-wide plan that balances needs of all residents with future needs. Include proper consultation and consider the impact on all areas of town. Do not force through this plan to unfairly impact a small group of residents whose needs are overshadowed currently by the larger Town Center plan and all of the many concerns it brings (parking, for eg).

Balance the needs of the town and future residents with those of existing residents by implementing gentle and gradual densification. Follow the principles in guiding documents such as the toolbox and bylaw development guides in [smallhousing.ca](http://smallhousing.ca) which state clearly:

More gradual development through gentle density housing allows infrastructure and service capacity in communities to be provided and expanded more efficiently and at lower cost, reducing overall costs of growth and boosting fiscal sustainability.

In short, look at densification throughout the Town of Canmore and create one smart unified plan that does not unfairly and prematurely destroy the very nature of our community.

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Andrea O Ritchie

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Date: April 23, 2025  
Time: 8:36 pm

Dear Mayor Krausert and Council Members,

I wanted to add my voice prior to the May 6th public hearing concerning the redevelopment of downtown, specifically the possible changes to parking availability.

Having parking available downtown for locals is a necessity in Canmore, families with children do not necessarily have time to reach appointments on time with their busy schedules without the option to drive. Having the free local bus service is amazing, however the bus schedule does not line up with needs.

In the winter on those very cold days we get, it is not always practical and safe to be outside too long and the same now goes for those more frequently smokey days where we need to limit outdoor time due to health reasons.

As much as we try to limit how much we drive there are many times that are unavoidable. I urge you to consider the impact that not having parking available will have on families plus other residents with limited mobility and health issues.

Kind regards,

Amy Osbaldeston



**Andrew Osborne**

[REDACTED]

Canmore, AB [REDACTED]

Town of Canmore Council

[sean.krausert@canmore.ca](mailto:sean.krausert@canmore.ca), [Joshua.cairns@canmore.ca](mailto:Joshua.cairns@canmore.ca)

Dear Members of the Canmore Town Council,

I am writing to express my strong opposition to the Canmore Downtown Area Redevelopment Plan (ARP) 2025. After reviewing the proposed changes, I am deeply concerned about the long-term impacts this plan will have on the character of our downtown neighbourhoods, the environment, and the quality of life for **current residents**. If current residents generally do not want these densification changes, then who are they for? Future residents? Outside tourists? You are elected representatives of current residents and place our interests first. It seems the Town is compelled to come forward with an ARP to shape the future and provide guidelines for development. As with any strategic review, one viable decision avenue is limited or no change at all. A decision to limit changes, or do even nothing, is also an active decision. Densification of downtown is unlikely to provide a net long term benefit to current residents.

The proposed densification and building height increases, particularly in residential areas, will drastically alter the landscape and character of Canmore. Replacing single-family homes (R1) with multi-unit buildings (R4), including 3-4 story apartment complexes, will not only reduce the overall livability of our neighbourhoods but will lead to a significant increase in traffic congestion and parking problems. The promised "bonusing strategies" encouraging taller buildings undermine the unique charm and scale of our streets, leaving residents with reduced access to sunlight and obstructed mountain views.

Additionally, I am deeply concerned about the loss of green space. Labeling areas such as Eklof Park as "underutilized" and proposing their redevelopment goes against the principles of sustainability and livability. Green spaces are essential for the vibrancy and well-being of our community, and once lost, they cannot be replaced. The current ARP does not seem to sufficiently prioritize the preservation of these vital areas.

Finally, the proposed reductions in downtown parking will exacerbate an already strained situation. The removal of 295 parking stalls, combined with reduced parking requirements for new developments, will force overflow parking into surrounding residential areas, causing further congestion and making it more difficult for residents and visitors to access downtown. This is a recipe for frustration and decreased quality of life.

For these reasons, I respectfully urge the Town Council to reconsider these plans and engage in further consultation with residents to ensure that any redevelopment in Canmore reflects our community's values of sustainability, livability, and the preservation of the unique mountain town character that makes Canmore so special.

Thank you for considering my concerns. I hope my feedback will be taken seriously as the Council moves forward with these important decisions.

Sincerely,

*(signed) Andrew Osborne*

A solid black rectangular box used to redact the signature.

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tracey Osterland

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Date: May 1, 2025  
Time: 1:14 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
krysta ostwald

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Date: May 3, 2025  
Time: 1:59 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Elsbeth O'Toole

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Date: April 2, 2025

Time: 3:43 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jessyca Ouellet

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Date: April 23, 2025  
Time: 8:45 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Downtown Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Any closure of Main Street needs to be voted on via plebiscite for residents to decide. Having one connection across the Bow River for the downtown population does not allow for functional dispersed traffic movement nor emergency access in this area.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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If redevelopment of civic land downtown is to occur, the Town should provide for structured parking, enclosed bike parking and public washrooms.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Michelle Ouellette

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Date: April 24, 2025  
Time: 1:30 am

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Andreas Pabst

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Date: May 4, 2025  
Time: 8:44 am

Subject: Immediate Concerns Regarding the Rezoning Plan and Height Increase in Canmore Downtown

**Dear Mayor Sean Krausert,**

I hope this message finds you well on this beautiful mountain day.

Thank you for taking the time to speak with Paul and Shannon McDougall, as well as Dan Sparks, about the concerns facing our neighbourhood. It means a great deal to know that you're willing to listen and engage directly with residents.

I am writing as a resident of Canmore for over 35 years, deeply concerned about the current rezoning process and proposed changes in building height restrictions. The process has left me—along with many other long-term residents—feeling unheard, pushed aside, and at risk of losing the very essence of the place we've worked so hard to build.

The **first survey** allowed tourists and non-locals to weigh in. That may be understandable for pedestrian-related questions, but **zoning and height changes** in residential areas are entirely different matters with far-reaching consequences for residents like myself, and should be addressed separately—with meaningful engagement of those who actually live in the affected areas. (And not tourists who swing by for a single day)

Eighteen months is not enough time to plan for changes that will define Canmore's future for a very long time. These are permanent decisions with irreversible consequences. Environmental, infrastructural, visual, and personal impacts—such as access to light, sun and views—must all be examined and carefully evaluated. Rushing this process invites regret.

For me personally, the outcome may be life changing. I've spent over three decades building a life here, preparing for retirement on land I've deeply cared for all these years. The thought that this could all shift dramatically, within an 18-month period, and without any direct consultation from the Town earlier on, is deeply upsetting. According to our records, none of the residents in my affected zone were contacted directly by any member of the Town regarding the rezoning or height changes prior or during the first survey. That in itself reflects a critical failure in public engagement.

**Survey Flaws and Misleading Language:**

- The interface biased responses by making the "I highly agree" option prominent, while hiding the "I highly disagree" option.
- The phrasing of one key question—"*Ensure downtown is for everyone by eliminating exclusionary zoning, which makes it illegal to build anything other than single-family houses*"—was misleading and emotionally charged.

\*The term "exclusionary zoning," with roots in racial segregation in the U.S., is highly inappropriate in this context.

\*Confusion among respondents was further caused by the weird grammatical structure. Many locals who support the preservation of single-family zoning answered "Yes," thinking they were supporting that idea, when "No" - "I strongly disagree" was in fact aligned with their intention. These are not small issues—they are serious missteps which undermine trust in a process that is shaping our town's future for the next 100 years.

Statements like "change will be slow" have been often repeated by officials and that may be the intention, but it is not the reality for those of us already affected. At Mt. Peechee 28 we've seen our view of the Three Sisters disappear in a matter of a few months. The sunshine is now absolutely

blocked for the entire winter. This kind of change is anything but slow—it's immediate and irreversible.

I urge the Town of Canmore to pause this process. These foundational changes demand transparency, fairness, and time. Let's work together to shape Canmore's future responsibly—with the full participation of the permanent and longterm residents in the Mt Peechee area, including

### **On Process and Community Engagement:**

According to Joshua Cairns own words, the proposed 0.5-meter height increase is “only a fraction of your own height.” But this dramatically understates the impact. A half-meter increase may sound minimal, but in real-life terms, it can drastically block skylines and light for residents like me. For example the three-story building across from Arts Place on 8th Ave blocks the mountain view for **42 meters**—you have to walk 45 meters away from it to glimpse a sliver of Mt. Rundle. My single story home, is only **21 meters** away from the property across the alley. A 0.5 -meters increase is a **huge deal**. I can't move my house 45 meter backwards. Light and views are not luxuries here—they are a way of our life.

We were told that “development will depend on property owners.” That's only technically true if our properties don't get buried in shade from neighbouring buildings. If light and views are gone, **our choices disappear too**.

### **The Differences Between Neighbourhoods:**

Benchlands is on a slope. Hospital Hill is elevated terrain. In contrast, Mt. Peechee Place and Downtown sit on flat, horizontal ground. This topographical difference drastically changes how sunlight and views are experienced. On sloped land, there's a natural tiering effect. But on flat land, once taller buildings go up, it's nearly impossible to see or receive light past them. This critical distinction should be accounted for in any rezoning plan.

Developers understand this. Take the development behind the Post Office at 7th Street and 7th Avenue: the front row facing the Three Sisters is built lower than the second row—ensuring the second row still gets sun and mountain views. That's a design privilege built in to preserve value. But we, as residents of Mt. Peechee, don't get that luxury. We're not in the front—we're in the back. And under this rushed process, we risk losing everything.

### **Specific Policy Gaps That Must Be Addressed:**

- **Laneway houses:** Clear rules are needed on height, window placement, balconies, and parking to ensure privacy and fairness to neighbours.
- **Roof gardens:** These should not be allowed, since they will result in additional height, shade, noise and privacy invasion. Plants and trees on rooftops will extend the height and thus have negative impact.
- **Parking:** We need to reassess the parking issue or we could be heading toward Auckland-style pricing for parking spots. An Auckland parking spot ranges around \$160 000 and higher.

### **The Human Cost:**

A healthy town maintains balance—**2/3 long-term residents, 1/3 short-term**. Right now, I no longer feel welcome in the town I helped build. I've paid a huge amount of taxes. I raised my sons here (born between 1992 and 1994), in our sunny little home with a view. They are the rare example of life time locals.

I was recently told I'm "hogging land" that could house a 4-story building. That's not just insulting - it's heartbreaking. My land is not just property—it's my home, my children's legacy, and the anchor of our family. If we're pushed out, who will ever care and protect this land and the community the way we do.

#### **On Transparency and Decision-Making:**

Joshua Cairns said in a council meeting that "most people are in favour" of these changes according to the latest survey. That's not sufficient. We need **real data**, especially regarding the height increase—not a bundled summary, but separate, itemized results.


The Settler's Cabin debacle proves how shocked locals are by height once they see it in real life. Let's not repeat that mistake. **Height needs its own focused survey**, directed at residents—not tourists.

#### **A Final Thought:**

Main Street pedestrianization has been discussed since the 1990s, with little result. Naturally, locals assumed this round was more of the same. **But this time, a sweeping rezoning and height overhaul was quietly included—without clear notice to those affected.** That is not okay.

This process needs to be paused. Re-evaluated. Properly communicated to **the people who live here**. We need time, transparency, and respect.

Please listen to the voices of those who call this town home. Not the ones passing through. Let us be a part of Canmore's future—not casualties of it.

Sincerely,  
Sabina Pachmayr  
Resident of Canmore since 1987  




Susan and Anastasios Palidis

Canmore, Alberta

May 1, 2025

Mayor and Councillors  
Town of Canmore  
902 7<sup>th</sup> Avenue  
Canmore, Alberta T1W 3K1

Dear Mayor and Councillors

RE: Town Centre Area Redevelopment Plan and Revised Land Use Bylaw Amendment

We would like to register our strong **opposition** to the part of the plan/bylaw that would serve to:

- Close main street year round to vehicular traffic; and/or
- Reduce the availability of parking in the downtown lots that already exist.

We believe Canmore residents, when and if they can, try to walk, bike or use transit to go downtown. But that is not feasible many times because of:

- *physical limitations* – as we age, we are finding mobility more of a challenge.
- *time limitations* – sometimes we, or young Moms and Dads, have to rush downtown to do a quick errand at the bank or post office or to pick something up at one of the Main Street businesses that we like to support.
- *weather conditions* – winter brings cold, snowy, wet, slippery days requiring us to drive to do errands especially if it involves anything that needs to be carried.
- *Lack of daylight* – in the winter it is dark at 5pm, so if we go for dinner for shopping we drive. We like supporting our downtown restaurants.

We love the closure of Main Street in the summer as we can cycle or walk downtown, and we really enjoy all of the patios that the restaurants are able to have when the street is closed. We enjoy being able to stroll and shop the 2 main blocks without traffic, so we hope the summer closure will continue. However winter brings a totally different atmosphere and different needs to Main Street. It is necessary to be able to park close to restaurants and shopping when it is frigid not to mention when there is snow and ice. If there was no Main Street parking in winter or parking lots behind the businesses we believe that would be catastrophic.

We strongly believe that the plan to close Main Street year round and reduce parking will hollow out the downtown core, and will put our beloved local businesses and restaurants in jeopardy.

Thank you for considering our voice of opposition.

Sincerely,

Susan and Anastasios Palidis

(delivered by e-mail to [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca))

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users, including locals, from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. Please consider those of us who live in South Canmore/ downtown. We must have access to driving through town and would never use a “parking hub” at railway Ave. It is essential to have a car to do daily active living in and around Canmore. While Canmore is an active community many Seniors simply cannot walk or bike all over town. We all moved here for the beautiful mountain scenery. The Town Council will be doing a long term disservice to our town by building high buildings that block our beautiful Mountain Views. Please understand this before it is too late. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to

be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Barbara Paquette

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Date: April 26, 2025  
Time: 8:18 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many local users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Please consider those of us who live in the South Canmore/downtown area. We need to be able to drive through town and, of course, would never use the parking hub at Railway Ave. It will also be a detrimental impact to both citizens and visitors to have high rise buildings block the Mountain views - that is what all of us came here for after all. I also disagree with the “all or nothing” approach of eliminating ALL parking and building downtown apartments

on the lots. Why not one parking garage and one apartment? Please try to be fair. Do not ruin the quaint mountain town feeling for that of a bigger city. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Roland Paquette

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Date: April 26, 2025  
Time: 7:59 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Joanne Pasemko

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Date: May 2, 2025  
Time: 10:41 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ron Pasemko

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Date: April 28, 2025  
Time: 11:21 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Priya Pasham

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Date: May 1, 2025  
Time: 12:50 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Deepkumar Patel

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Date: April 29, 2025  
Time: 9:25 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dharti Patel

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Date: April 30, 2025  
Time: 5:15 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sunil Patel

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Date: May 2, 2025  
Time: 5:03 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong support to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will encourage many users to come downtown, which will positively impact these businesses. This approach will foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be removed. I do, however, support the construction of a four-story parkade on one or both of the downtown parking lots to free up all the other parking lots to be developed on. This is to mitigate the potential loss during the transition. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling should be further encouraged through appropriate incentives like increased bus services, and new bus routes.

I support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis and creating economic growth for downtown businesses is a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, fixing one problem and solving another is a great strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. Currently, there are too many parking lots around town for people to find. A larger multi story parking lot should suffice until a better solution (park and ride?) is found.

While I agree that active transportation options and transit connections should continue to be enhanced, this should come at the expense of single-vehicle use and parking availability. I support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should compete with one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. With emphasis on walking, biking and public transit.

I also support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. With further enhancements to public transit the single use of vehicles should drop. With new spaces built for business, at the expense of of car parking, canmoreites should find less need to travel to Calgary for big city items.

Finally, I support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential decrease in emergency response times for services such as fire and ambulance. This has been proven in many European towns who have pedestrianised public spaces.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. :-)

Sincerely,  
Brad Paul

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Date: April 20, 2025  
Time: 1:44 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Guy Paulsen

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Date: April 24, 2025  
Time: 2:59 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

My husband and I are permanent full time residents of Canmore for over 44 years. Our children were raised here. We were very proud to be able to do so. Now we are Senior Citizens who have experienced many changes in our beloved town over the years. As an aging, full time resident and taxpayer, I cannot and do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. We believe in supporting our local downtown businesses. We believe in protecting our environment. I walk and have ridden public transport which provides a wonderful service. Weather conditions, consolidating errands and appointments result in us needing to drive our car. This is necessary for other senior citizens who are a vital part of community. Being able to park close by to a business is extremely important to people with mobility issues. Closing off Main Street year round would prohibit this from being possible as would taking away current parking lots.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Respectfully yours,

Jane and Jeff Pearson

Sincerely,  
Jane Pearson

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Date: April 28, 2025  
Time: 5:58 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Val Pearson

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Date: May 1, 2025  
Time: 6:45 am

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jenn Peart

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Date: May 3, 2025  
Time: 3:26 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Ethan Perkins

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Date: April 26, 2025  
Time: 9:29 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong, no, extreme opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should NOT come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes

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Longtime local and  
Business owner

Sincerely,  
Tessa Perkins

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Date: April 24, 2025  
Time: 11:11 am



Your Name

Vicki PERKINS

Your Address

[REDACTED]

Canmore, AB

Date

May 5/25

RECEIVED

MAY 05 2025

TOWN OF CANMORE

Town of Canmore Council

sean.krausert@canmore.ca, [REDACTED]

Dear Members of the Canmore Town Council,

I am writing to express my strong opposition to the Canmore Downtown Area Redevelopment Plan (ARP) 2025. After reviewing the proposed changes, I am deeply concerned about the long-term impacts this plan will have on the character of our downtown neighbourhoods, the environment, and the quality of life for current residents.

The proposed densification and building height increases, particularly in residential areas, will drastically alter the landscape and character of Canmore. Replacing single-family homes (R1) with multi-unit buildings (R4), including 3-4 story apartment complexes, will not only reduce the overall livability of our neighbourhoods but will lead to a significant increase in traffic congestion and parking problems. The promised "bonusing strategies" encouraging taller buildings undermine the unique charm and scale of our streets, leaving residents with reduced access to sunlight and obstructed mountain views.

Additionally, I am deeply concerned about the loss of green space. Labeling areas such as Eldof Park as "underutilized" and proposing their redevelopment goes against the principles of sustainability and livability. Green spaces are essential for the vibrancy and well-being of our community, and once lost, they cannot be replaced. The current ARP does not seem to sufficiently prioritize the preservation of these vital areas.

Finally, the proposed reductions in downtown parking will exacerbate an already strained situation. The removal of 235 parking stalls, combined with reduced parking requirements for new developments, will force overflow parking into surrounding residential areas, causing further congestion and making it more difficult for residents and visitors to access downtown. This is a recipe for frustration and decreased quality of life.

For these reasons, I respectfully urge the Town Council to reconsider these plans and engage in further consultation with residents to ensure that any redevelopment in Canmore reflects our community's values of sustainability, livability, and the preservation of the unique mountain town character that makes Canmore so special.

Thank you for considering my concerns. I hope my feedback will be taken seriously as the Council moves forward with these important decisions.

Sincerely,

Your Full Name

Vicki Perkins

\* It truly is the intensity + magnitude of the proposed changes - too much! Spread out the densification + please don't destroy the downtown which makes our community unique + special.

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Elsa perner

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Date: April 24, 2025  
Time: 4:04 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Candice Perry

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Date: April 16, 2025  
Time: 5:04 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Olivia Pfister

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Date: April 23, 2025  
Time: 10:02 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ingrid Philipp

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Date: April 23, 2025  
Time: 9:23 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Alysha Phillips

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Date: May 2, 2025  
Time: 11:29 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Noah Philp

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Date: May 1, 2025  
Time: 2:49 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Albertina Pianarosa

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Date: April 15, 2025  
Time: 8:19 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Fanny Piche b

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Date: April 23, 2025  
Time: 9:29 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Jeanne Pickard

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Date: April 16, 2025  
Time: 10:16 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Heather Peirce

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Date: May 4, 2025  
Time: 9:02 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sloan Pigott

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Date: April 23, 2025  
Time: 8:57 pm



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Ken Pillipow

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Date: April 24, 2025  
Time: 11:08 am



**May 5, 2025**

Town of Canmore  
Attn: Municipal Clerk  
902-7 Avenue  
Canmore, AB, T1W 3K1

**Re: Feedback on the Town Centre Area Redevelopment Plan (ARP)**

Dear Mayor Krausert and members of Council,

Bow Valley Builders and Developers Association (BOWDA) would like to extend its appreciation for the efforts made by the Town of Canmore in developing the Town Centre Area Redevelopment Plan (ARP). The ARP's objective is to foster a vibrant, accessible, and sustainable downtown core, balancing residential, commercial, and tourism-related growth. BOWDA supports this vision and the intent of the ARP, but we have identified areas where further collaboration and adjustments should be considered to ensure the Plan's success.

BOWDA values the opportunity we've had to contribute input throughout the ARP's development. We look forward to further constructive discussions with the Town regarding density bonusing and the Land Use Bylaw rewrite. We commend the plan's direction on pathway connectivity, placemaking, and park integration—particularly the enhancements related to Riverside Park and the Friendship Trail Park. These initiatives will help establish a stronger, more engaging downtown experience and create a more experiential and natural conclusion to downtown to the west.

**Density and Building Heights**

BOWDA has concerns about the feasibility of achieving viable density in downtown Canmore due to high costs, regulatory complexity, and limited market uptake. The proposed density and future anticipated bonusing incentives do not sufficiently offset the added costs and potential unit losses, making economically viable development difficult to achieve.

To support viable redevelopment, BOWDA recommends additional flexibility in density, zoning and design regulations, with increased heights considered where suitable. Certain sites within

#854, 743 Railway Avenue, Canmore, Alberta T1W 1P2  
O: 403.675.2288 M: [REDACTED] ceo@bowda.ca

the downtown area present real opportunities for strategic intensification and could accommodate increased base densities. We suggest evaluating these strategic sites for increased base density rather than relying solely on density bonusing. Current height regulations should be balanced with market feasibility and community context. We recognize the importance of maintaining views and character for Canmore and this can be achieved through thoughtful planning and strategic placement of taller buildings without limiting all heights and densities.

Increased density can contribute to affordability by reducing the overall cost of construction, infrastructure, and land use, thereby allowing for more affordable housing options. Higher densities result in economies of scale in use of land and infrastructure, as the cost of building and servicing multiple homes is less per home than for individual or low-density homes. Limiting buildings to only 3 or 4 stories may prevent economic feasibility for projects; therefore, 4, 5, and 6 stories (depending where) should be the norm before density bonusing is triggered. Municipal policies and zoning reforms that encourage densification can contribute to increased supply and affordability. In the Town of Canmore, affordability and creating more affordable housing are critical, and increasing density in an existing area of Town will play a significant role in achieving this goal.

## **Parking**

Parking is a significant issue with the ARP. Resident and business parking are critical for the viability of the redevelopment of downtown Canmore, and onsite solutions are a necessity. While intercept parking can support demand; it must be clearly timed and aligned with development to make sense for businesses, residents, and visitors. Short distance to and from intercept parking will be critical. More detailed timelines and milestones for the construction of the intercept parking facility are necessary for industry to consider the impact on development feasibility. We urge Council to explore shared parking models that balance accessibility with efficient land use.

## **Feasibility**

Addressing critical technical and infrastructure challenges is essential before implementing new redevelopment requirements. Groundwater mounding requires urgent review, as it may render underground parking unfeasible. Stormwater management and sanitary servicing feasibility studies must be completed and shared with industry and infrastructure must be improved, increased and updated to support planned development.

We acknowledge that The Town has committed to assessing groundwater mounding and will complete further servicing studies. Sharing technical reports and studies with industry and

#854, 743 Railway Avenue, Canmore, Alberta T1W 1P2  
O: 403.675.2288 M: [REDACTED] ceo@bowda.ca

making these available to developers will enable them to assess the viability of proposed projects more effectively and economically. BOWDA requests that the results of the groundwater mounding assessment and the results of the stormwater management and servicing feasibility studies be made available as soon as possible to facilitate assessment of project viability.

## Conclusion

BOWDA remains committed to actively collaborating with the Town to ensure the ARP is both visionary and implementable. We urge Council to strengthen incentives, increase regulatory flexibility, address infrastructure gaps, and partner with industry to make this plan deliverable and ensure meaningful uptake. Onsite parking solutions remain essential for both commercial and residential viability. Reducing downtown parking pressures with intercept lots, sharing the cost between industry and municipality, and ensuring the timing and location of these lots are part of the overall solution are necessary for development to occur. Flexible and adaptable zoning regulations are necessary to encourage investment rather than deter it. Addressing technical challenges, such as groundwater mounding and servicing capacity, is vital before imposing new redevelopment conditions.

We believe that by working together, we can achieve a vibrant and sustainable downtown core that benefits the entire community. BOWDA urges Council to refine the ARP through collaboration with industry to create a plan that is both aspirational and implementable. Proactively addressing industry concerns will be critical to ensuring success. Given the importance of this initiative, it is essential that the Town of Canmore be part of the solution, not only as the regulator but also as a financial contributor.

Thank you for your consideration of our recommendations. We look forward to continuing our collaboration to build a thriving and sustainable downtown Canmore.

Kindest Regards,



Alexandra Piper  
Executive Director, BOWDA

#854, 743 Railway Avenue, Canmore, Alberta T1W 1P2  
O: 403.675.2288 M: [REDACTED] ceo@bowda.ca

1 May 2025

Re: Town Centre Area Redevelopment Plan

Mayor Krausert and Members of Town Council:

Thank you for the opportunity to comment on the Town Centre Area Redevelopment Plan. One always is hopeful at the beginning of these planning processes. Fingers crossed that our hopes can be fulfilled.

Over the past year, many of us have responded to surveys, open houses and other opportunities to shape Canmore's town centre plan. I was leery of the on-line survey questions, as responses to the many lofty concepts could be interpreted—even twisted—to indicate something the respondents never intended. And so, I wondered, "How will these generalities and lofty ideas (and ideals) translate into plans on the ground?" Now we know.

Let me start with one stark example. Nearly 80% of respondents favoured limiting downtown building heights to 3 storeys.

**Strategies (referenced in the chart below)**

1. Limit building heights to 3-storeys along key corridors to preserve access to sunlight and mountain views from Main Street, 10 Street, and public spaces.

**Results**



But Planning decided to interpret this response as **supporting 5-storey structures** along 9<sup>th</sup> Street and Railway Avenue. **It's a bit like magic**, isn't it?



Perhaps the BOWDA constituency was accorded a little extra clout?

#### Support for additional development and building heights

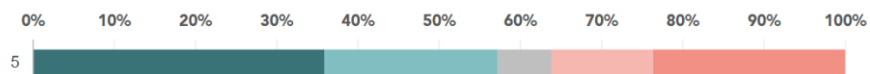
The most prominent theme from the interest holder workshop was support for increasing building heights and density, with a focus on mixed-use developments to boost vibrancy and housing options. However, some participants felt the proposed height limits were too conservative, potentially missing out on housing opportunities. Examples of concerns included the “3-4 storey limits leaving housing on the table, potentially risking future federal funding”. Some suggested alternative designs, such as stepped-back upper storeys, to preserve key views while accommodating greater heights. A minority emphasized the importance of maintaining visibility from key locations, suggesting that “maintaining visibility important. Lower is better for that. Higher density areas identified provide a good balance.”

Similarly, respondents weren’t too enthusiastic about a full-time **Pedestrian Zone** on Main Street.

#### Strategies

5. Redesign Main Street, between 6 and 8 Ave, as a fully pedestrianized space that supports all-day and all-season activity. Include high quality streetscape materials, public art, places to gather, winter-friendly design elements, and lively commercial uses that encourage daytime and nighttime use.

#### Results



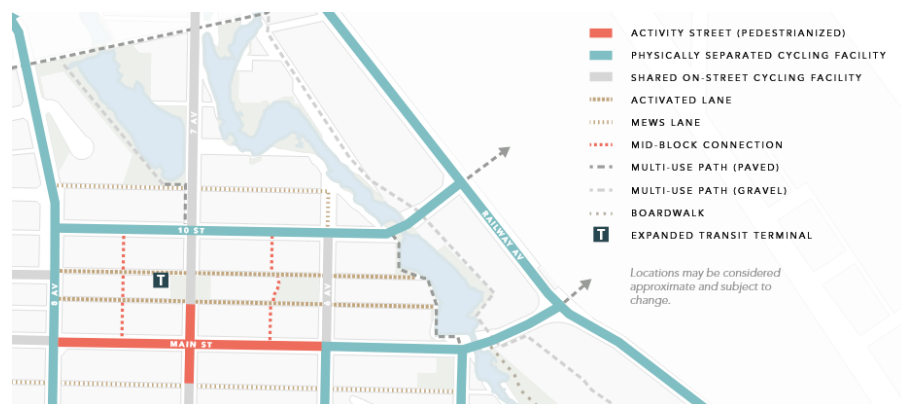
#### KEY THEMES

#### Pedestrian Zone and Active Transportation

Many respondents shared opinions on active transportation and walkability improvements downtown. There was interest in a year-round pedestrianization of Main Street, improved pathways and trails, enhanced signage and wayfinding, and the positive impacts these strategies can have on reducing vehicle congestion and improving traffic flow.

However, there was also dislike for these same strategies, often citing concerns that such improvements would impede vehicle movement or prioritize pedestrians or visitors at the expense of residents that drive as their primary method of transportation.

But Planning, in spite of admitted mixed response, interpreted (about) 37% support to be a thumbs-up YES. **What sort of sleight-of-hand is this?**





And, the need to “ensure efficient access downtown,” supported by more than 60% . . .

7. Improve the overall street network around Main Street to ensure efficient access downtown and across the valley by all modes, including walking, cycling, transit, and vehicle.



. . . becomes converting Canmore’s remnant **downtown parking spaces** to 3-storey and 5-storey residential developments. **Really? How did this happen?**

#### Housing Opportunities and Densification

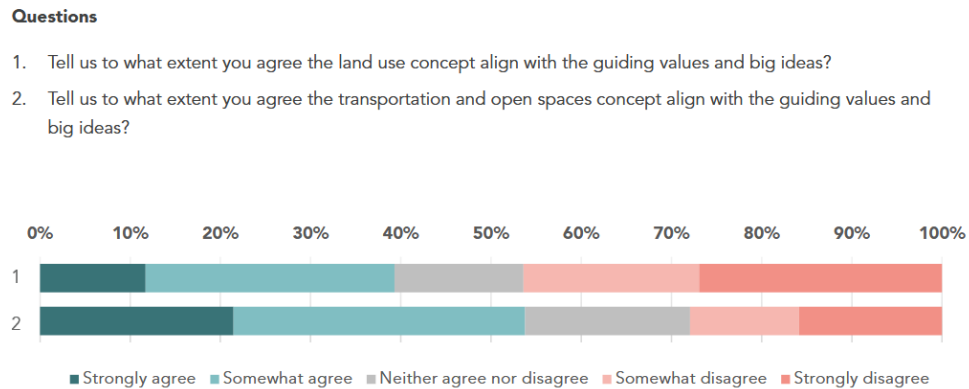
Open-ended feedback on expanding housing opportunities and allowing modest density increases downtown was mixed. While some respondents noted support for increasing housing downtown with a focus on affordable housing for permanent residents, others were skeptical that new housing would improve affordability or end up being occupied by permanent residents.



It appears that Planning has taken significant liberties in translating public input into Development Plan realities. Perhaps this was all well-intended. But the vague, lofty and aspirational nature of the opening survey questions made me wonder if details of the outcome might have been pre-determined. What else explains this?



Likely others also have struggled with the language of the planning process. Trying to understand, reconcile, and rank “land use concept,” “big ideas, and “guiding values” can confound and short-circuit the cerebellum. Perhaps these low “Agree” numbers just reflect confusion.



Whenever I hear “at a high level,” I am reminded of the curious nature of the Town’s process for entertaining Area Structure Plans (ASPs and ARPs). ASPs usually are broad and generic concepts “at a high level,” painted with a very broad brush. When residents raise pertinent questions and concerns about the ASP, we usually are told those questions are *not appropriate at the ASP stage*, and are reassured, “that will be addressed at later stages in the process.” So, questions go unanswered.

But “later” usually brings sobering disappointment. Most large projects (those of greatest concern) are broken into numerous phases or sub-projects, where big picture environmental and social impacts are disguised and diminished as they are spread among the various phases. And developers defend their projects simply by asserting that the proposed bylaw changes are “consistent” with the previously approved ASP anyway! So, “consistent with” rules that day and, again, questions remain un-addressed and unanswered.

And in then final stage (bylaw or zoning, I can’t recall which) no public input is allowed at all. ***Fait accompli!*** We are silenced once again at the very time when we finally see the details we have been seeking.

Bottom line -- the more Canmore citizens (and Council) learn about a project proposal, the less they can question or influence it. Something is wrong here.

Unfortunately, this planning process seems to be on the same path. We deserve better.

So, **I object to aspects of this planning process** as it appears to lack the transparency and integrity Canmore deserves. One hundred and twenty attractive pages do not necessarily translate into an effective and responsible product. In many instances, there is only a tortuous path between public inputs and plan proposals.

**I fully support:**

- Using rate-payer taxes to support affordable housing. (But I find it most disappointing that nowhere on the Canmore Community Housing website is there a clear picture of what the program has accomplished to date.)
- Planned development, building heights, and density (with no *standard variance*).
- Pedestrian zones and effective transportation.
- Protecting, respecting and celebrating our environment.
- Reasonable and appropriate costs (with reporting and accountability) to accomplish Town goals. If we want it, we ought to pay for it.
- Encouraging public transportation, bicycle use and walking; while accommodating those with reduced abilities.

**I do not support 5-storey structures** anywhere within the Town limits. Or the typical “standard variance” that is used to sneak taller structures through the approval process.

I fully support preserving, providing and interpreting AT LEAST ONE **historic miner’s home** typical of our mining era. Bad enough that we let the Canmore Band Hall get away to Heritage Park. Like the RCMP barracks on Main Street, a **Miner’s Home** would honour our heritage and offer a historic glimpse to visitors. *Before it’s too late . . .*

**I oppose converting downtown parking spaces into residential properties. Absolutely.**

**I fully support the FireSmart and Wildfire Risk provisions.** But is “should implement best practices” enough? I doubt it. Canmore MUST pass building codes and bylaws to mandate construction and landscaping that reduce wildfire risk. We have too many tragic lessons around us to ignore obvious truths. Fire guards will not be enough; and might encourage complacency among homeowners and businesses. Strengthened building codes and bylaws must apply to all of Canmore—including Three Sisters, Silvertip, and Eagle Terrace—not just downtown. New structures go up every day, why risk them going up in flames?

I support **seasonal conversion of Main Street into a walking mall**. More than 60% of respondents supported this option. But convenient parking is a must. I have enjoyed the summer closures of Main Street. My only direct experience in a long-term walking mall is in Charlottesville, Virginia. In 1976, eight blocks of historic downtown were converted into a walking mall. This project has worked very effectively in a vibrant Colonial town, where the roads and business spaces were established and laid out more than 260 years ago. I cannot predict how well this model could work for Canmore, but I suspect there are possibilities. More at:

[https://en.wikipedia.org/wiki/Downtown\\_Mall](https://en.wikipedia.org/wiki/Downtown_Mall) and <https://friendsofcharlottesville.org/> .



If Canmore wants to address the housing crisis, we need to lend our voices to demand that wealthy **individuals and corporations pay their fair share**, and **pay their staff living wages**. As long as the top 3% continue to oppress the bottom 50% (or, pick your own numbers), the “un-housed” crisis will not go away. I fear that even if Canmore builds and delivers 100 new “affordable” units, there still will be 100 applicants standing in line.

According to the Alberta Living Wage Network, an hourly wage of \$38.30 is needed to live in Canmore. The *Rocky Mountain Outlook* put it this way: “Of employers surveyed, only 7.6% offered employment at more than \$30 an hour, but 49.9% of employees asked said they needed a salary of at least \$30 an hour.” (Editorial, 19 March 2024). At the center of this issue is the obvious fact that Canmore’s tax-payer-funded affordable housing program is little more than a subsidy enabling employers to cheat employees while they pocket profits. I realize this may be seen as beyond the Redevelopment Plan’s purview. But it’s not.

Thank you once again for this opportunity. I hope Council will give new direction to our CAO and Planning Department as this plan proceeds.

Best regards,

Jim

Jim Pissot

[REDACTED]

Canmore, AB [REDACTED]

[REDACTED]

[REDACTED]

Dear Mayor and Council,

RE: Draft Area Redevelopment Plan

I support pedestrianizing Main Street year-round. As long as there are appropriate measures taken to provide parking available to residents and employees. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core. We have young athletes that live and work here in Canmore that need their vehicles for travel, to get from their training to their jobs. These athletes come from all over the country and world.

Parking should be free at all times for residents who help make all the Canmore businesses thrive all year long, regardless of their vehicle plates, as long as they can prove residency.

I do NOT support redeveloping Town parking lots to housing units (unless it is for . Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

I would also like to hear how the Town would provide winter maintenance if Main Street is closed and accessibility for emergency services.

Sincerely,  
Tyson Podruzny

[Redacted Signature]

---

Date: April 7, 2025

Time: 6:36 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lou Pokol

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Date: April 23, 2025  
Time: 8:47 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Joan Poplawski

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Date: April 23, 2025  
Time: 10:31 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Stan Poplawski

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Date: April 23, 2025  
Time: 10:31 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Feedback on Town Centre Area Redevelopment Plan – Parking and Mobility

Town of Canmore Council

Feedback on Town Centre Area Redevelopment Plan – Parking and Mobility

Dear Council Members,

As property owners in Canmore for over 20 years, my wife and I have had the privilege of witnessing the town's remarkable transformation. We spend approximately half the year in Canmore, across all four seasons, and remain deeply invested in its future.

Over the years, I've observed Canmore's evolution from a quaint mountain retreat into a thriving, high-demand destination. With this growth has come increased pressure on the very infrastructure that makes Canmore livable and inviting, not least among these is parking.

The Connect Downtown Area Redevelopment Plan (ARP) outlines a forward-looking vision for Canmore's Town Centre by 2050. It aims to create a walkable, inclusive, and sustainable downtown core through a fully pedestrianized Main Street, reduced parking requirements to encourage redevelopment and affordability, repurposing underused surface lots for other community uses, and new intercept parking lots at the town's periphery to manage long-term demand.

While many respondents supported the goals of walkability, vibrancy, and sustainability, two strategies received more disagreement than support. Chief among them was Strategy 35, which proposes reduced parking requirements to facilitate affordable housing.

Community feedback underscored concerns that eliminating or reducing parking could disproportionately harm local businesses, may limit accessibility for residents and tourists with mobility challenges, and reflected a strong desire to retain vehicle access options while also improving walkability.

I recognize the design goal of minimizing large surface parking lots, which can visually detract from the natural charm of mountain towns. I've seen similar challenges firsthand in tourist destinations across Europe, from coastal towns to historic hill cities, where the tension between character preservation and access is ever-present. Still, the solution cannot be to restrict parking without robust alternatives. A lack of accessible and visible parking discourages tourists, complicates logistics for locals, and can isolate those who are mobility-impaired.

Notably absent from the ARP is any mention or illustration of the Three Sisters development, one of the most significant expansions of Canmore in recent history. Based on current development plans and projections, it is likely that by 2050, the south side of Canmore, particularly the areas encompassing the Three Sisters Village and Smith Creek developments, will house a population comparable to or potentially exceeding that of the north side of the Bow River. Downtown Canmore should not ignore the services, retail, scenery, and population on the southern shore of the Bow River. An inclusive plan must acknowledge and integrate the entirety of Canmore.

Planning for a vibrant, connected community requires that we ensure residents from all neighborhoods, not just the downtown core, can travel efficiently and comfortably. Transportation and parking strategies should be coordinated across the town, with infrastructure scaled to the needs of each area. For example, parking availability and transit frequency can be tailored to support greater activity downtown during weekends and evenings, while being distributed more evenly during off-peak periods to better serve other neighborhoods.

Having worked for over 25 years on autonomous vehicle technologies for a major automotive manufacturer, I can confidently say that a visionary plan looking toward the year 2050 must include autonomous vehicles and emerging mobility technologies. To omit this consideration is a significant oversight.

Canada already has dozens of active AV pilot projects, from shuttle services in Calgary and Edmonton, to campus transport trials in Ontario, and first-mile/last-mile AV studies in Vancouver, Montreal, and Waterloo. These programs offer tangible insights into how AVs can connect intercept parking lots to town centers, enable flexible, on-demand mobility for seniors and visitors, and allow vehicles to self-park remotely, minimizing the footprint of traditional parking zones.

Canmore would benefit from studying these projects as it considers its own phased implementation of intercept lots, micro-mobility corridors, and technology-ready infrastructure. Notable examples include:

- San Francisco, where AVs are reducing parking demand by shifting to shared automated ride services and remote vehicle storage,
- Somerville, Massachusetts, which partnered with Audi to pilot self-parking AVs that free up valuable core real estate, and
- Toronto, where the Sidewalk Labs proposal explored AVs for dynamic curbside loading and short-term drop-offs.

These case studies show how planning now for automated shuttles and adaptive curb management can reduce long-term infrastructure costs and preserve the character of the town.

As the Town finalizes its ARP, I respectfully urge Council to consider the following:

- Expand the scope of the ARP to include all of Canmore, including Three Sisters and neighborhoods south of the Bow River.
- Incorporate a mobility technology roadmap forecasting transportation scenarios over the next 5, 10, and 25 years.
- Pilot a short-term AV shuttle to assess real-world usage and infrastructure needs, such as the Canada-homologated 30-passenger May Mobility vehicle shown at CES this year.
- Introduce micro parking zones near downtown for 15-to-30-minute stays.
- Develop mid-size lots within walking distance for moderate-duration visitors.
- Establish large intercept lots at the town's edge, equipped for electric and AV shuttles and scalable for seasonal use by communities on both sides of the Bow River.
- Integrate curbside and drop-off designations for autonomous and ride-hailing vehicles.
- Tailor parking availability and shuttle service dynamically based on time of day, day of week, and seasonal demands.

Canmore's future is bright but also complex. As someone deeply familiar with the mobility technologies that will define the next generation, and who is also a long-time part of the Canmore community, I urge Council to ensure that the Town Centre ARP reflects not only today's values but tomorrow's realities, and the needs of all of Canmore's residents.

Sincerely,

Damian Porcari  
Former Director of Enforcement and Licensing,  
Ford Global Technologies

Sincerely,  
Damian Porcari

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Date: April 19, 2025  
Time: 5:47 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Letter for the Council regarding the parking and redevelopment plan hearing on May 6th

Dear Mayor and Council,

As a property owner in Canmore for over 20 years, I have had the privilege of witnessing our town's remarkable growth. I came here as an ice climber in 2004, and have been coming back ever since. I purchased a condo in 2006 and in 2023 sold that property and purchased a newer home in the same neighborhood on Lawrence Grassi Ridge where we currently live. Currently, my husband and I spend approximately half the year in Canmore, across all four seasons, and contribute significantly to the local economy as consumers during that time.

In short, like all of us, we love it here. And want the best for us.

The town has done a fine job, in my opinion, to date, of keeping Canmore a place that locals/residents can use and enjoy, while engaging tourists -- from weekend adventurers from Calgary, to those coming to spend time here from abroad -- making sure all can take part in, and enjoy and contribute to the Canmore economy -- without getting over-run by crowds in places such as Banff, which are SO much more congested and confusing than our little town. I always hear visitors telling me how Canmore is like a breath of fresh air compared to all of that.

I love that I can go to Canmore Hot Yoga, pick up my groceries at Rusticana, get my hair done by Genvieve at Ellie's Hair (one of Canmore's oldest businesses!) stop and see Patti Mac at Stratton Jewelers when new earrings come in, get cash to spend at CIBC bank on Main Street, my husband can get his hair cut by Fidel at the Canmore Barber; all the while tourist traffic is enjoying the fudge shops, art galleries, and other more visitor-friendly type shops all year 'round. And want to KEEP that for our town.

Every year Canmore seems to be turning more and more into a high-demand destination, so I understand that pressure on the very infrastructure that makes Canmore livable and inviting, not least among these is parking, is something that the Connect Downtown Area Redevelopment Plan is addressing, and encourage many portions of the plan.

The parking plans -- both the elimination of virtually all downtown parking, turning the current downtown parking spots into affordable housing, and the plans for people to use one centralized intercept facility -- I strongly disagree with.

My husband has written a separate letter that you will have read that addresses some suggestions as to how to change or make additions to the current plan to make it sustainable looking to 2030 and I concur with his suggestions.

I am writing to add that I strongly believe that if you take away all the local parking that you will have businesses that are year round and serve residents will go out of business or have reduced traffic. I am speaking of the yoga studios, the hair salons, the physiotherapy, the dentists etc... the things that the local residents go to and frequent... I fear that local residents (particularly in winter) will

just go elsewhere as it will be just too difficult to shop and frequent downtown. Particularly with the Three Sisters shopping area about to be completed, it will just be easier to go somewhere like that.

I would actually argue for MORE parking, such as transforming the street lot across from the Arts Center into a parking garage with more stories to hold more cars.

I have visited and lived in other cities, particularly in European locations where there is similar "no parking" to what the Redevelopment plan is considering that make it so that only tourists go to the city -- and it even impedes the tourists who have no idea how to take transportation to get into the towns. Rome is an excellent example of a city like that.

I fear that eliminating or reducing parking will disproportionately harm local businesses, and limit accessibility for residents and tourists with mobility challenges, and I believe that most people have strong desire to retain vehicle access options while also improving walkability. They may not tell you about it, but they will vote with their pocketbooks, and basically stay away from Canmore. I can tell you that for myself, as one person who uses local services, I would probably discontinue going to the local places I frequent, finding alternatives that are just easier to go to. I would be very sad to no longer incorporate the downtown area in my daily, weekly, monthly routine -- but the plan set forth in the Redevelopment plan would just make it too difficult for me to sustain or justify shopping and going local.

I whole-heartedly ask the committee to consider my husband's suggestions outlined in his letter, which I will repeat here:

- Expand the scope of the ARP to include all of Canmore, including Three Sisters and neighborhoods south of the Bow River.
- Incorporate a mobility technology roadmap forecasting transportation scenarios over the next 5, 10, and 25 years.
- Pilot a short-term AV shuttle to assess real-world usage and infrastructure needs, such as the Canada-homologated 30-passenger May Mobility vehicle shown at CES this year.
- Introduce micro parking zones near downtown for 15-to-30-minute stays.
- Develop mid-size lots within walking distance for moderate-duration visitors.
- Establish large intercept lots at the town's edge, equipped for electric and AV shuttles and scalable for seasonal use by communities on both sides of the Bow River.
- Integrate curbside and drop-off designations for autonomous and ride-hailing vehicles.
- Tailor parking availability and shuttle service dynamically based on time of day, day of week, and seasonal demands.

In conclusion:

- I strongly oppose both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. I just don't believe that this approach will foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: "The transportation system should support

economic prosperity within Canmore.” (p. 8). Let’s keep looking at other alternatives, such as those set forth by my husband and others.

- I can not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses does not sound good to me. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another. I just do not understand how this will accomplish the goals of the Redevelopment Plan. In fact, it will turn away people who are from other towns that want to work in Canmore, and the people who live in these new developments literally will not be able to have a car based on the current plans.

- The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

- I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

- Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. I have faith in the council and Mayor to hear all of our concerns and continue to work together to establish the right plan for 2030 and beyond.

Warmly,  
Gilda Hauser Porcari  
Canmore property owner since 2004

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Date: April 18, 2025  
Time: 10:08 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Eric Porter

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Date: April 23, 2025  
Time: 11:39 pm

**From:** [Mimi Pothaar](#) on behalf of [Mimi](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** New Downtown Area Redevelopment Plan  
**Sent:** 2025-05-01 5:48:42 PM

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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Mayor and Town Councillors,

Please take into consideration that there are many of us that will be negatively affected by reducing the downtown parking availability and by having Main Street partially closed to vehicles on a year round basis.


The community is not asking for this. It does not serve our best interests. I understand that we want to enhance the visitor experience but not at the expense of local residents' needs. I'm speaking of the elderly, those with physical challenges, managing young children, and those of us that have a finite time to conduct business downtown. There are many more segments of the population that I'm not listing here that fall into this category.

I want a vibrant downtown. This initiative has the potential of deterring many people for many different legitimate reasons.

I'm all for developing meeting places for residents and visitors to gather like we have with our Thursday markets. Let's keep it simple and affordable. Let's keep the conversation going on how we can keep our downtown accessible to all. Let's keep costs down, and limit the notion that we have to be reinventing something that isn't broken.

The Main Street closure for the summer months is a success. Let's leave it at that!  
Thank you in advance for taking the time to consider residents' needs.

Kind regards,  
Mimi Pothaar

  
Sent from my iPhone

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I totally agree with all the points below. I would like to add that as a longtime Canmore resident I have a real appreciation of small town living, and how convenient it is. By this I mean that I rely on my vehicle to move around town, and as I age (mostly gracefully I hope) I must rely more and more on moving around town in a car. I do ride a bike whenever the weather permits, which is let's face it maybe half of the time. I do not think the Main Street pedestrian zone is a good idea, and losing the downtown parking is truly shortsighted. Please look around at the other options available for apartment buildings, particularly the vacant land on Fairholm Drive opposite the seniors home.

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Richard Pow

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Date: April 23, 2025  
Time: 9:13 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Henry probst

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Date: April 8, 2025  
Time: 1:30 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Doug Protz

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Date: April 30, 2025  
Time: 1:33 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sherry Protz

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Date: April 30, 2025  
Time: 1:34 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
W.Richard Pullen

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Date: April 23, 2025  
Time: 9:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Justin Pupetz

---

Date: April 23, 2025  
Time: 6:51 pm

**From:** [Sarah Purchase](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Town Centre Area Redevelopment Plan  
**Sent:** 2025-04-23 7:13:19 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Town of Canmore Council,

I am writing to express my strong support for the new Town Centre Area Redevelopment Plan. I believe this plan offers a thoughtful and forward-looking vision for our downtown that will benefit both residents and visitors for years to come.

By supporting low impact development, encouraging multimodal access, and planning for year-round vibrancy and adaptability, the ARP sets the stage for a downtown that is both resilient and welcoming. It reflects Canmore's unique character while embracing the opportunities that come with being a tourism-driven community.

Thank you for your continued work to shape a downtown that serves our growing community.

Sincerely,

Sarah Purchase



Dear Municipal Clerk,

As a **South Canmore resident since 2010**, I am submitting the following input regarding the Downtown Area Redevelopment Plan (ARP). Please record these positions clearly for Council's review and for tallying purposes:

**Summary of Positions:**

- **Opposed** to the proposed **year-round pedestrian zone**
- **Opposed** to the **reduction or repurposing of existing surface parking**
- **Concerned** about **biased framing and survey presentation** in the ARP
- **Concerned** about **insufficient focus on resident livability versus commercial gain**

**Detailed Comments:**

**1. Pedestrian Zone (Opposed):**

I oppose converting Main Street into a year-round pedestrian-only zone. While this may benefit some businesses during peak tourist season, it creates significant barriers for residents, regional visitors, and families — especially during winter months. The plan seems modeled after Banff's downtown, but it's worth noting that **Banff residents voted against a similar pedestrian zone** in a high-turnout referendum. That should be instructive.

**2. Parking Reduction (Opposed):**

Using surface parking lots for "higher uses" underestimates their value. Many residents — especially older adults and people from surrounding communities — rely on accessible vehicle parking to reach downtown. Paid parking has already created frustration. Eliminating more spaces could further isolate locals and erode business accessibility.

**3. Survey Bias (Concerned):**

The widely quoted "87% support" figure lacks meaningful context. Without transparency around the survey's design, sample size, or respondent demographics, it cannot serve as legitimate evidence of public consensus. Claims like "wildly popular" read more like promotion than neutral planning.

**4. Livability vs. Commercial Priorities (Concerned):**

The ARP appears to prioritize commercial vibrancy and tourism economics over year-round livability. But Canmore is more than a destination. Residents need to feel that downtown remains accessible, functional, and welcoming — not just optimized for seasonal visitors.

**5. Business Accountability (Concerned):**

Businesses stand to gain from more foot traffic and extended patios, yet many still **fail to pay a living wage** to their employees. Estimates suggest Canmore businesses generate **over \$1 billion annually**, yet affordability continues to decline. Why are residents being asked to sacrifice more, while business models remain unchanged?

**6. Unbalanced Framing (Concerned):**

The draft ARP's language is heavily promotional — emphasizing benefits without adequately presenting trade-offs. It feels like the direction is being advanced regardless of public hesitation. This undermines confidence in the engagement process.

Thank you for considering these concerns. Please include this submission in the public record for the May 6 hearing and in any summary provided to Council.

Sincerely,  
James Pyecroft  
South Canmore

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Natalie Pyke

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Date: April 24, 2025  
Time: 3:37 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
aaron rainville

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Date: April 15, 2025  
Time: 9:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

I was born and raised in the Bow Valley and currently reside in Canmore where I am self employed as an environmental consultant. I have two young boys who are enrolled in activities throughout the year. The towns proposed plan would make our lives completely unmanageable in an already busy life. I will no longer be coming to mainstreet for coffee or shopping etc. I'd rather drive to three sisters gateway, order from Amazon or just shop in Calgary. I won't be coming downtown for a quick coffee anymore.. I live in Carey and I would need to now take the TCh to drive around the townsite to save time as all the side streets will be congested, which is approx 20 extra km. As an environmental consultant, I appreciate the drive to reduce vehicle use but you are just creating other environmental risks - shopping from Amazon for everyday needs, driving further away from the townsite and our home to buy the goods we need, avoiding the townsite for all travel to the other side of the valley (thereby using more gas and negatively affecting the environment). I believe this will result in the opposite of what you're trying to accomplish.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: "The transportation system should support economic prosperity within Canmore." (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is

not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Andrea Ram

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Date: April 28, 2025  
Time: 9:20 am



**From:** [Fiona Ramsay](#)  
**To:** [Shared.MunicipalClerk; Council;](#)  
**Cc:** [Fiona Ramsay](#)  
**Subject:** Objections to draft Town Centre Area Redevelopment Plan  
**Sent:** 2025-04-23 1:13:11 PM

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## Notice of Opposition to Draft Down Town ARP

We are Mrs Fiona and Dr Norrie Ramsay and live full-time in Canmore. While we like many of the ideas in the proposed ARP (such as sympathetic mountain finishes/ materials for buildings), we are opposed to many of the other sections and wish to formally note our concerns.

We love the headline theme of “maintaining a strong sense of place and mountain town character”, we love our downtown and “Big idea” (page 24) to “Embrace nature and mountain views”, but do not believe section 7 (Housing Plans) support this.

### Housing and residential areas

We totally disagree with the plan to allow any change to maximum total housing heights in this already mature and established residential area. The additional concept of “bonusing” to allow even greater heights up to 4 stories will completely spoil the downtown views for residents and visitors alike.

The rule should be absolute, maintaining the current maximum height. It should be less than the tree height to maintain views, natural beauty and mountain charm feel. The current maximum height limit in the residential area closer to the river is more than sufficient to allow modern, diverse housing while keeping the views for everyone.

It is already stated that there is a need to limit building height to 3 stories along key corridors and adjacent to public spaces and we request you keep the same in the 9th-11th Street area where both locals and visitors walk to enjoy our beautiful mountain views. Section 4.1 of the Draft talks of “maintaining the areas connection to the mountains” which is inconsistent with allowing higher buildings. Increased height is not consistent with the objectives espoused in the draft document.

To get an idea of how jarring this would look against existing infrastructure, you just need to look at the rebuild on Main Street in place of the old Settlers Cabin, such an eye sore.

We do understand the principles of section 4.1.2 on density bonusing in areas such as Railway Avenue, which have existing 5-6 story buildings but totally disagree with this concept for the mature and established residential areas towards the river.

We need to maintain existing housing diversity.

Other changes which are proposed and we would note our objection two are:

1. On page 29, you reference cash in lieu in exchange for additional heights for affordable housing. We object to allowing subjective and arbitrary criteria to be an exception to the proposed maximum height by-law.

We note the example on 802-806 10th Street, where a material list of variances were approved including allowing 2 parking spaces for a 13 unit visitor and 3 retail sales unit application. The use of allowing cash-in-lieu arrangement where we have not enough parking lands as poor planning by the Town, and only exacerbates something that is a real issue already.

2. On page 42, the Draft Plan proposes R4, we have no confidence you'd listen to the actual residents but restricting it to R2 would at least balance allowing densification but less pressure on the existing lack of parking and general town infrastructure. Additionally, It also is very concerning that you propose to allow relaxation of current setback and landscaping requirements from current R4 rules. We should look to keep the street lines more consistent with the current setback requirements. These limited setbacks are not consistent with the proposed vision of "maintaining the areas connections to the mountains".

Clearly a lot of effort has gone into the Redevelopment Plan, but we request you "listen" to the pleas of your residents and don't allow the area to just be developed to maximize developers wants and turn our lovely downtown area into an eyesore.

We already have 10,000 new homes coming to the Three Sisters and we don't need to spoil our downtown. It is an integral reason visitors flock to Canmore and residents love it.

#### Maintain downtown parking

1. Please don't build on existing downtown parking lots. Businesses need visitors and residents to come by car if needed. Elevation place is too far away, especially in our 6 months of winter and does not have adequate capacity.

2. Please also maintain residents parking. There is insufficient spaces now and the idea of double-tripling the densification to this area will result in chaos.

#### Maintain seasonal Main Street Pedestrianisation

The current May Long weekend to Thanksgiving pedestrianisation is perfect to accommodate increased foot traffic in the warmer months. Outside this time period, Main Street parking allows residents/visitors to enjoy adjacent parking to businesses/restaurants in the colder months.

Thank you for allowing us to share our views and specific objections to the draft ARP.

Please do not spoil the current charm and character of this beautiful mountain town.

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lauren Randall

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Date: May 5, 2025  
Time: 7:07 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dustin and Brooke Ratzlaff  
Homeowners, Benchlands Terrace

Sent from my iPhone

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ray Langlois

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Date: May 2, 2025  
Time: 12:00 pm



Attn: Municipal Clerk

May 01, 2025

Canmore, Alberta

Re: Area Development Plan (Opposed)

I do not agree with the proposed ARP for Canmore. We need a plan that supports businesses in the downtown core.

The area redevelopment plan for Canmore needs a serious rethink on creating a viable future for downtown Canmore. The current proposal will harm the economic viability of businesses in the downtown core – and likely drive businesses out of Canmore.

The current plan will create downtown housing opportunities for the top 1% of income earners. There is nothing for individual who do not fall within the top income bracket. Building heights in the February meeting were not to exceed 3 stories and are now proposed to be 4 or 5 stories. Trust of presentations and subsequent changes raise issues of trust with the current council.

Parking lots downtown are required for the local businesses to survive. Building housing on existing parking areas will not contribute to the town vibrancy. These will be extremely expensive properties and add to the parking issues downtown businesses try to navigate every day.

The intercept parking lot may have overflow potential for visitors if shuttle services are provided from elevation place through the day. It is nonsense to think one Elevation parking lot will suffice for people wanting to enjoy the downtown core with its specialty retail shops, coffee shops, restaurants and many other businesses. Closing parking and replacing with minimal new parking zones has failure written all over it.

Canmore is a winter city and year-round pedestrianization is a dream for a warmer climate. Bike paths and walking paths are nice to have but we need to be realistic in the knowledge that they are low use developments in the winter. We see winter cities like Edmonton and Calgary struggling with bike path development and losing roadways. Losing roadways and parking for bike trails is not a good strategy for Canmore development. In an aging population and the many retired citizens attracted to Canmore walking or biking 10 minutes or more to support downtown isn't going to happen.

If serious about helping out with the downtown parking concerns look to expand paid parking areas and intercept parking zones, but the removal of free parking (or any parking) for unit owners begs the question - where will these people park? Creating more parking should be a priority for any redevelopment plan. People need access to businesses and businesses needs people for a vibrant downtown core. Everyone understands that additional parking is a challenge, and existing parking has to be maintained with the addition of intercept lots (more than one) to drive more people downtown.

Developers who want to develop parking lots downtown for there own gain need to consider the harm they are causing existing businesses in the core with reduced customer traffic. Insurance companies will not be impressed with the limited access for fire fighting equipment in closed for business pedestrian zones.

Let's find a commonsense solution to increase downtown access and not chase business and people away. Let's be honest with the population and not change presentations to support views of unknown beneficiaries. An area development plan is a great idea but let's not harm a great community with enormous potential.

Bill Reay,

Stewart Creek Rise

Canmore, Alberta

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Christian Redois

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Date: April 2, 2025

Time: 1:53 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Danielle Reece

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Date: May 1, 2025  
Time: 10:04 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Kristen Reed

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Date: May 1, 2025  
Time: 8:05 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Chris Reid

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Date: April 23, 2025  
Time: 9:23 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Sharon Reid

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Date: April 24, 2025  
Time: 3:06 am

Dr. Dieter Remppe

Canmore

4<sup>th</sup> May, 2025

**Re.: Feedback to the Area Redevelopment Plan (ARP)**

Prince Charles, as he was then:

*"... Architects have done more damage to London than the Luftwaffe did during the Blitz in World War Two ...",*

and the Town is faithfully following in these architects' footsteps, destroying whatever is left of the attractiveness of the Town.

It gives me a headache visualizing four story high rises downtown. Just look at the monster behind Home Hardware, or along 17<sup>th</sup> Street.

**BOARD 4 of the ARP**

*"10 Street*

*Conceptual illustration of what 10 Street could look like in the future, with active commercial uses, expanded sidewalks and bike lanes while maintaining vehicle movement and on-street parking".*

This does not look like two way vehicular traffic to me! There is a discrepancy between the artist's illustrations (illusions?) and what the Town is proposing, confirmed by the Mayor in an e-mail. I consider the artist's illustrations contradictory to the Town's intent, i.e. a "greenwashing" so to speak, in other words deceiving the public.

Did it ever occur to the Town why they don't build skyscrapers in Central Park on Manhattan? And here they want to suffocate downtown with four story buildings.

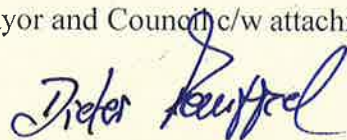
Yes we have a shortage of "affordable" housing. But we have had that for over 30 years. And it is not unique to Canmore. It is nation wide. What powers did / does Council have to require certain businesses to provide staff housing? To what extent is Canmore a bedroom community for Banff's hospitality industry? Before anything is accepted / approved I would like to see these questions addressed adequately and statistics who / what creates the demand / shortage of housing in the first place and if keep building has any potential to solve the problem. Or, if it is just an exercise to kick the can further down the road.

Remember, *"... if you build it they will come ..."*.

Above all, I would like to have my plan, which I first proposed a **quarter of a century ago**, in October of 2000, copy enclosed, offered to the public as an alternative for discussion and consideration.

In addition I refer to my e-mail correspondence with the Mayor and Council w/ attachments.

This is all the time I have to waste,



Dieter Remppe

Note: 9th St. should read 10th St.  
I mistook 9th as a back alley

Dr. Dieter Rempel (P.Eng.)

Canmore Alberta

Tel ( )  
17<sup>th</sup> October, 2000

Fax ( )

Mr. Steve deKeijzer  
Planning Department  
Town of Canmore

Re.: **Downtown Traffic Area Redevelopment**

Dear Mr. deKeijzer:

Following my proposal for a redevelopment of the Downtown Traffic Area.

In my opinion, the one way regulation, that was in place some time ago, was the right move in principal. It was, however, poorly executed. Ingoing and outgoing traffic crossed each other @ the Drakes Inn, causing long delays at the traffic lights.

The following measures would, in my opinion, greatly enhance traffic flow and attractiveness of the downtown area:

Maintain both bridges across Policeman's Creek two way traffic. The bridges are a bottle neck. Designate 9<sup>th</sup> Street and Main Street one way in a counterclockwise direction. Ninth Street heading West and Main Street heading East all the way to Marra's. From there on two way traffic again across the creek. Avenues connecting Main Street and 9<sup>th</sup> remain two way.

Impose in all of the downtown core a speed limit of 30 km/h. This would allow for the removal of all four way stops. Replace with yield signs on Avenues, crossing main and 9<sup>th</sup> Street.

With one lane not necessary anymore for moving traffic, angle parking would be possible on either side of both, Main and 9<sup>th</sup> Street, increasing parking by may be 50% and in the cheapest way possible.

In a further move the strict separation between lanes and walkways could be removed, making it a common traffic area for both, vehicles and pedestrians, both having equal rights. This has proven tremendously successful in other places, especially in terms of attractiveness of the business district. Through traffic to across the Bow River Bridge would move down 9<sup>th</sup> Street.

If you had questions or wanted me to explain this proposal in more detail, I would be happy to sit down with you. I could also retrieve some slides from my archive to demonstrate what I have been trying to explain.

Yours truly,



Re-sent Downtown Traffic Pattern

◆ Summarize this email

 Dieter Dr. Remppe [redacted]  
to council@canmore.ca

2:09 PM (5 minutes ago)

Thank you, Your Worship, for your response on behalf of Council.  
Allow me the following comments and questions in regard to 10th and 7th St. one way traffic proposal.

You wrote:  
"... *this type of traffic lane configuration results in higher traffic speeds* ...".  
My Comment:  
This is simply a matter of enforcement. Tenth St. has currently two-directional traffic with a 30 km/h speed limit. The vast majority of vehicles do not adhere to that limit. A cement truck (!) came down between 50 and 60 km/h. Most of the rest goes 50 km/h, if not more. Even Roam buses go at a "very generous" 30 km/h.

You wrote:  
"... *reduced comfort and safety for people walking and cycling* ...".  
My Comment:  
I suggest the exact opposite is true, going only in one direction and this at 30 km/h is much more relaxing for pedestrians and cyclists than having to watch out for bi-directional traffic, not to mention increased number of potential points of conflict.

New Message

Don't know how to increase print on g-mail  
Look it up on the web

Dieter Remppe

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kimberlee Renfrew

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Date: April 25, 2025  
Time: 2:46 pm



Dear Admin and Council,

I support some but not all of the ideas and concepts in the Canmore Downtown Redevelopment Plan. After reading the document from cover to cover, I offer the following comments:

1. Three vs. Four Storey Buildings (Section 4.1.2) - Given that preserving viewscales is fundamental to the plan (it's in the Vision statement and is Big Idea No 1), I don't feel that 4 storey buildings should be allowed west of Policeman's creek and I don't feel that Density Bonusing should be able to circumvent this concept by allowing 4 storey buildings. I believe developers can come up with novel ways of increasing density without increasing building height beyond 3 storeys.
2. Flat Roofs (Section 4.2.5) - In order to meet the intent of Big Idea 1 and to 'frame mountain views', I believe restrictions should be placed on low angle roofs, e.g. roofs should be no flatter than 5:12 pitch.
3. Main Street Pedestrianization (Section 8.1, pdf page 94) – I am a huge fan of making Main Street pedestrian/bicycle only.
4. Riverside Park Expansion (Section 7.1.2 and Figure on pdf Page 26) – I agree Riverside Park could use some improvements; however, I am not in favour of expanding it to the north as far as shown on pdf page 26. This area is reforested/bushy land and provides good habitat for some of the wildlife that spend time beside the river.
5. Riverside Park Concession Stands (Section 7.1.2, pdf page 76) – I am against having concession stands and commercial operations (café's, food trucks, rental shops) in public parks.
6. New Regional Park (Section 7.1.2 and Figure 7.2 on pdf Page 77) - I like the idea of creating a regional park in Area A east of Spring Creek; however, I would like to see Area B remain in the more wildland state as it is now. I am against removing most of the trees in Area B as shown in the figure on pdf page 26 and I am against converting Area B into a dog park.
7. New Trail East of Policeman Creek (Section 8.3.1, paragraph 10, pdf page 102) – I like the idea of a connector walking/bike trail east of Policeman's creek. However, given that the boardwalk already exists, this new multi-use trail should be placed along Railway Ave thereby not impacting the riparian zone along Policeman's creek.
8. Lighting (Section 8.3.1 paragraph 10 pdf page 101) - I don't think it is necessary to have expensive pedestrian lighting on many of the trails. These days, walkers and bikers are well equipped with lights. Also, where lighting is necessary, it should be to a dark sky standard (mentioned in the plan but not everywhere) and where possible, it should be motion activated to minimize the negative impacts on birds, insects, bats and other wildlife.
9. Vehicle Parking (Section 8.2.1 and 8.2.2) – I can understand how those people who cannot walk or ride a bike will need parking downtown. Perhaps parking dedicated for locals (or just physically challenged folks?) could be allowed. Tourists should use the proposed intercept lots.

10. Bicycle Parking (Section 8.2.3) – please continue to encourage more biking. I like the plan as written; but let's not spend money on covered bike racks (pdf page 99). Bikes can handle being left out in the open.
11. Trees - Given the cooling and aesthetic benefit of trees, existing trees should be preserved to the maximum extent possible and these benefits need to be balanced with modern FireSmart procedures.
12. Heat Pumps (Section 6.2, pdf page 69) - Glad to see that air source heat pumps are mentioned; however, please also encourage the use of ground source heat pumps.
13. NWMP Barracks and Signs (Section 5.1.2 and elsewhere) – the large signs into the Spring Creek development take away people's focus from the NWMP Barracks. These large signs on public land, promoting a commercial development, should not be allowed. The language in paragraph 15 (pdf page 62) should address this going forward; but I would also suggest that the existing west Spring Creek sign be removed to better showcase the NWMP Barracks.
14. Stormwater (Section 9.1, pdf page 107) – stormwater is mentioned throughout the document; however, I believe more focus is needed to minimize surface hardening given that much of the precipitation that lands in the downtown area must seep into the ground.

Thanks for the opportunity to provide input.

Hal Retzer  
Resident of South Canmore

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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Sincerely,  
Lance Reyes

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Date: April 23, 2025  
Time: 8:37 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

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Sincerely,  
Carter Rimstad

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Date: April 23, 2025  
Time: 8:58 pm

Town of Canmore

Hearing: Town Centre Area Redevelopment Plan.

May 6, 2025

My submission relates to the "objectives" pertaining to arts and culture as outlined on page 61 of the draft Town Centre Area Redevelopment Plan.

I support the recommendation that arts, culture and heritage remain foundational components of downtown, and specifically that the potential for expanding facilities downtown should be considered in future developments.

There is ample evidence that arts and culture not only provide a significant return for every dollar invested, but play a pivotal role in a community's well-being, and every effort must be made to sustain and enhance the role of arts and culture in Canmore.

I was gratified to note that specific reference was made to the Canmore Miners Union Hall and hope the same would apply to ArtsPlace, which in my opinion, is the most significant arts and culture institution in Canmore.

There is considerable focus in the plan on public art and the physical infrastructure/design aspects with little or no reference to the involvement or engagement of the cultural community. The first aspect of the ARP which caught my attention was that there was no arts or culture representative on the "team" which authored this report.

The Town Centre Area Redevelopment Plan is clearly aspirational in nature, shy on specifics, and will require considerable community input on an ongoing basis over its anticipated lifespan of 25 years. It is imperative that an arts and culture representative(s) be included in any advisory group related to the implementation of the plan in any future development.

Sincerely  
John Ritchie  
Canmore



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Joshua Ritchie

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Date: April 6, 2025

Time: 7:06 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

My first and most important reason for this is the detrimental effect it will have on our local seniors and people with mobility issues. Accessing their banks, hair dressers, dentists, lawyer, etc., will become even more challenging. These businesses will also feel the effects if residents can no longer support them.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ken Ritchie

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Date: April 28, 2025  
Time: 8:11 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Bree Roberts

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Date: April 23, 2025  
Time: 8:38 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Concern about downtown redevelopment plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers a fabric and yarn store, clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dale Robertson

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Date: April 19, 2025  
Time: 12:37 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not



support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jeri-Lynn Robertson

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Date: April 26, 2025  
Time: 4:21 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Lauren Robertson

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Date: April 26, 2025  
Time: 4:24 pm

Dear Mayor and Council,

Since I am unable to attend the upcoming public hearing on May 6 regarding the draft ARP which will change parking, access and development in downtown Canmore, please consider my comments.

If I understand the plan correctly, Main Street will become pedestrian only all year round, not just in the summer months as has happened for the last several years; existing parking lots will be replaced by apartment buildings; parking for anyone wishing to access downtown Canmore will be located at 700-800 Railway Avenue. The expected result of these changes is less vehicular traffic in the downtown core and increased housing availability. I am not sure how these changes will be more attractive for tourists, but I believe that is part of the reasoning behind the new ARP.

Closing Main Street in the summer has been great, especially if businesses have done well with it. I have often enjoyed sitting outside with friends and guests at local restaurants. But I certainly would not find the same activity pleasant in the colder and winter months - I don't think anyone would, so what makes it attractive?

Sure, Canmore needs more housing, but when you pack more residential units into the downtown core, do you expect nobody will need a place to park a vehicle? Of course, we should all try to use the bus or ride a bike, and I think many of us local residents do, but practically speaking it is not always an option. And I certainly do not ride my bike in the winter time - it's not easy, not to mention dangerous.

How parking will be impacted under the new ARP really raises more questions. I bank and shop frequently downtown. My errands usually do not take long (dentist might be an exception) and I can't think of a time when I could not find a parking spot, with many more available. Will I now have to park over on Railway Avenue? Right now I am quite physically able, but I have had mobility issues in the past, plus what are seniors or the disabled supposed to do for parking?

In time past I was proud to invite friends from out of town to visit our charming spot in the mountains. Now visitors who have been here before tend to comment on all the development and changes, more than our beautiful environment.

I think putting a parkade in town, similar to what is in Banff, would be a much better solution to the parking problem. In fact, since there is so much discussion around the new ARP, why not have a plebiscite like they did in Banff?

Please take my comments and suggestions seriously. Thank you for your consideration.

Sincerely,  
Leslie Robertson

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Randle Robertson

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Date: April 23, 2025  
Time: 8:37 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mackenzie Robinson

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Date: April 24, 2025  
Time: 2:23 pm



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Terry Robinson

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Date: April 25, 2025  
Time: 2:57 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Amber Robitaille

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Date: May 2, 2025

Time: 1:53 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Sincerely,  
Kevin. Rohn

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Date: May 1, 2025  
Time: 11:58 am

2025 04 30

Town of Canmore  
902 7 Avenue  
Canmore, AB

RE: Area Redevelopment Plan for Canmore's Downtown

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Dear Mayor and Members of Council,

I am writing to you on behalf of Canmore's downtown BIA members. Several business owners have expressed concerns over the potential impact the Area Redevelopment Plan's (ARP) proposed permanent pedestrianization of streets will have on their business. - more specifically, the availability and access to parking for residents and visitors.

The Vision objectives of the ARP are admirable and clearly intended to make Canmore a walkable vibrant place to live, work and play. As proponents of diverse walkable neighbourhoods, we are very supportive the Plan's recommendations and applaud the strategic planning efforts made thus far. Furthermore, I believe the proposed recommendations will serve to enhance the attractiveness and sustainability of the Town.

I'd like to point out to Council and residents alike, that the parking issues you may be experiencing is an indicator that your town is a desirable place, successful in attracting people – and despite the complications, this reality should be celebrated as a positive byproduct. Nevertheless, managing parking and growth is a challenge when regional and local transit is limited.

Pedestrian only streets create a safe and welcome space for people to freely move about without concern of vehicular demands and their associated conflicts. There are many wonderful examples of successful pedestrian streets across the country. However, their establishment is not a panacea for success as several other factors are required to make them successful. Good urban design, placemaking, consistent and sufficient foot traffic together with desirable amenities to attract patrons are all necessary ingredients – all of which grow and develop together incrementally. Having spent time in Canmore, I can confirm that the town has all those features, but you need to ask: Are they in the right measure to sustain permanent pedestrian streets? Even larger geographies like Montreal, Ottawa and nearby Banff have walked back on the scope of their pedestrian streets due to barriers in execution. Accordingly, incremental and scoped seasonal activation of pedestrian only streets may be a good approach to test and measure the impact of a more permanent program.

Indeed, like most attractive tourist Towns, managing peak periods of visitors is difficult when the majority of those are traveling by car. It is, however, necessary to balance needs of all users, including, residents, business deliveries, accessibility needs and proximity to commercial centers located beyond a 10-minute walk. Many of these local parking concerns can be managed through time-of-use or demand management/pricing strategies. However, the relationship of parking to commercial districts needs to be a fundamental consideration. Accordingly, remote parking facilities are limited in their benefit as they only provide a solution to address peak parking (overflow) demands.

In our practice, we have observed success in Towns that have invested in downtown parking structures that are either municipally or privately owned and offer shared amenities for both visitors and off-site parking for residents. This arrangement can support a variety of parking needs and offer proximity benefits to attract new residents and business patrons. Parking structures needn't look unsightly either; they can be wrapped with street facing residential above ground floor commercial. While parking structures are significant investments, they remain the best solution to solve parking supply constraints in an efficient land use manner where physical geography is limited and the built environment can support the demand.

In summary, we applaud the vision and objectives of the Area Development Plan and suggest that success lies in strategic, incremental implementation of the vision. Fostering good urban environments requires a shared vision, coordination of physical infrastructure, good placemaking, and economic feasibility to foster development and business.

Respectfully,



Daniel Romanko, MCIP, RPP, CNU-A  
Partner – Urban Designer  
Better Neighbourhoods Inc.



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown

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Sincerely,  
Rochelle Rooney

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Date: April 27, 2025  
Time: 9:56 am

April 28, 2025

Town of Canmore  
Attn: Municipal Clerk  
902-7 Avenue  
Canmore, AB T1W 3K1

Re: Town Centre ARP Bylaw 2025-05

Dear Mayor Krausert and Town Council:

I would like to express my opposition to this proposed bylaw for the following reasons:

1. I read through the proposals and commented during the Visioning Process and I read through the comments in the "What We Heard" portion of the report. It appears that most of the "Big Ideas" did not get much support, usually only 50% or less of people who commented, supported the ideas. It seems that the writers of the ARP didn't really listen to "what we heard".
2. I am specifically opposed to the idea of making Main Street a pedestrian-only street year-round. I could accept one block of Main Street (from 6<sup>th</sup> Ave. to 7<sup>th</sup> Ave.) as pedestrian-only, but not two blocks. I feel that 7<sup>th</sup> Ave. needs to remain a through-street. I live on 3<sup>rd</sup> St. and during the summer it is very difficult to get out of South Canmore due to this pedestrian area. The only reasonable exit is via 8<sup>th</sup> Ave., which is often backed up to the Bow River bridge due to the constant pedestrian traffic at Main St. and 8<sup>th</sup> Ave. We need to have another exit (i.e., 7<sup>th</sup> Ave.); 6<sup>th</sup> Ave. is not a viable option if trying to get to the Trans Canada Highway, (westbound) as Main Street and Railway Avenue are too busy. This is only going to get worse with time.
3. The proposal of the use of Town land to create affordable housing is a great idea, but it suggests using existing parking lots to do so. How will parking be addressed? I like the idea of an intercept parking structure on Railway Ave., but where is the land where it would be situated? Many people will not want to walk that far to get to downtown.
4. I am opposed to 4-storey buildings in the downtown core. One of Canmore's greatest assets is our mountain views. With 4-storey buildings, there will be no views.
5. Affordable housing should be mandatory, not just encouraged by "density bonusing". That does not give a developer, who holds land downtown, any incentive -- they will still build "luxury housing" as that is what makes money. We currently have a situation downtown where commercial buildings have had residential units above. This has changed in recent years with commercial buildings having Vacation Homes above, this should not be allowed. We don't need more of this type of accommodation, especially downtown.
6. It's difficult to determine from the photo, but I believe the area identified for a future Regional Park, referred to as "Area B" in Figure 7.2, is an elk calving area in the Spring. These animals are already highly stressed at that time of year and putting a park in their calving ground does not make sense. This plan seems to have forgotten Canmore's commitment to wildlife coexistence.

I believe this ARP is a good start, but more work needs to be done before accepting it as a bylaw in its current form. Thank you for hearing my concerns and voting against this proposed bylaw.

Patricia Roozendaal

██████████

Canmore, AB ██████████

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jack Rosa

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Date: April 17, 2025  
Time: 8:55 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Parking nightmare. Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Sincerely,  
Kim Rosa

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Date: April 17, 2025  
Time: 8:54 pm

Dear Mr. Mayor and Council:

I am writing to voice my opposition to the Draft proposal for the Town Centre Area Redevelopment Plan.

I oppose the plan on the basis that this plan is addressing multiple issues in one document, as well as the resident voice is not being accurately conveyed due to an incredibly biased survey.

The draft plan is similar to an Omnibus bill in that it addresses the primary issues of : Re-zoning, Seasonal pedestrian main street and Parking, and Affordable housing all in one document. As these are all large issues requiring considerable focus, it would be more reflective of the community wishes if each were addressed separately.

I strongly disagree to the proposed re-zoning of R1 to R3/R4. If the aim of the council is to achieve affordably housing, I am not sure if this is the correct method. The question of whether this zoning change will provide housing for locals is debateable as who exactly will purchase these condo's. Do young families want to live in a small condo, or would this just end up as a weekend place or rental. You already have that data, as the new resident tax program should provide who is an actual resident in the 2 large downtown condo complexes that exist presently. This data should show a comparison of what exists currently along with price point and percentage of how many units are permanent residents or weekenders/ rental units.

With regards to the survey, it is incredibly biased. Throughout the survey it uses what is classified as a "Linking" strategy (or Straw Man Fallacy). The survey ties what is an acceptable proposal to an unacceptable one in order to achieve a favorable result ( in the surveyors view) . Question 33 is a perfect example of this, linking re-zoning to affordable housing. Even with this bias, 40% of the community disagree with this proposal. If the question was unbiased I would imagine the result would be much higher.

I would request that council reject this draft proposal until such time as the community has had a chance to speak from an unbiased point of view. I would also request that council separate the main issues as this is a long term plan that needs considerable input from all the stakeholders in different proportions on the multiple issues.

Thank you

Fraser Ross

Downtown Community Resident.





**From:** [Jillian Roulet](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Comments on Draft Town Centre Area Redevelopment Plan - I AM OPPOSED  
**Sent:** 2025-05-04 8:33:06 PM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to provide comments on the proposed draft plan. In general, I am OPPOSED to what is being put forward in the plan.

1. I am opposed to the concept of making Canmore downtown a pedestrian only Main street. The system we have used in the past few years with Main Street being closed to vehicles during summer months, works well. The street has some energy and attractiveness with outside eating and sitting areas. This isn't possible for more than half the year due to weather and a reduced number of visitors. By all means, invest a little bit of money to upgrade the summer experience but **DO NOT CLOSE MAIN STREET TO VEHICLES YEAR ROUND.**

2. Canmore is a **community** not a tourist resort. Yes, we welcome visitors/tourists but not at the expense of our residents. Convenient parking, very near to essential services, needs to be available. Doctors, dentists, banks, physiotherapists, eye doctors, and lawyers are all located downtown. These provide services to residents. A high proportion of residents are over 65 years old (like me). As we age, we will not be able to walk or bicycle the necessary distance from an intercept parking area, to get to the services we need. Intercept parking outside the core downtown area would be a good addition, but **DO NOT REMOVE THE MAJORITY OF PARKING DOWNTOWN.**

3. I do not support 4 storey development in the downtown area. Land as valuable as lots on or near our Main St, is never going to be attractive or appropriate for lower cost housing. They are too expensive and valuable. I don't support the 'bonusing' system (as I understand it), allowing a developer to have a fourth floor on their building. I can support four storeys, and perhaps even five for multi unit residential development beside the TCH, but not in the core area of our town. **DO NOT ALLOW FOUR FLOORS OF DEVELOPMENT IN THE DOWNTOWN AREA.**

4. **I DO NOT SUPPORT THE PROPOSAL TO REDUCE THE PARKING REQUIRED IN ASSOCIATION WITH RESIDENTIAL UNITS.** It's lovely to think that people don't need vehicles. In dense cities a vehicle may not be necessary but in Canmore a vehicle is needed to enjoy the services and the surrounding area and frequently to get to a workplace. The reduction of parking places associated with residential units will only make the parking problem downtown worse.

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Jillian Roulet  
[REDACTED]

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kim Roussel

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Date: April 23, 2025  
Time: 8:59 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively

impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Daniel Rubner

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Date: April 15, 2025  
Time: 9:14 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.



Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Dr. Bhishaj Sadasivaiah

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Date: April 17, 2025  
Time: 1:04 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Don Sadoway

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Date: May 5, 2025  
Time: 12:33 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Iveta Safarikova

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Date: May 1, 2025  
Time: 2:21 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Trevor Salisbury

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Date: April 23, 2025  
Time: 8:53 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.



Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Terry Salter

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Date: April 23, 2025  
Time: 8:42 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Nadja Sams

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Date: April 2, 2025

Time: 5:29 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Diana Sanchez

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Date: April 2, 2025

Time: 3:41 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Valentina Sanghakorn

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Date: May 1, 2025  
Time: 12:23 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mary Jane Sapara

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Date: April 23, 2025  
Time: 3:14 pm

As a homeowner and full-time resident of downtown Canmore for nearly a decade, I am writing to express my concerns with aspects of the Connect Downtown proposal and the processes related to its creation. I recognize that long term planning is complex, requiring early efforts to put in place policies to enable a future vision. I also understand that meeting the needs of any community is not possible without some folks being upset or having to make compromises. While I support many of the ideas in the plan, the following concerns are important to me, and I am confident they are shared by many others.

## **Parking**

The proposal would allow for the approval of developments with inadequate parking, particularly for high density housing, most notably by making changes to the cash-in-lieu of parking policies. It uses language like "should" (*policy 8.2.1 point #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)*) rather than shall, suggesting there is little accountability if these projections are not completed, or completed poorly. These proposals appear to be based on the assumption that car ownership and parking demand will decrease over time, but it is unclear what research supports this.

8.2.2 point #3 suggests that *"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."* This appears to contradict the intentions of the plans to draw and keep people downtown for events and activations by prioritizing short-term stays. It ignores the needs of those who reside and/or work downtown and require nearby long term parking.

These proposals will exacerbate an issue we already experience since the implementation of paid parking downtown - those who work or have business exceeding 3 hours downtown are pushed out to the residential area. They line our streets all day, and as residents, we are often left with nowhere to park. This creates a domino effect in which we must park on another residential street, and those folks are now left finding a new spot. This is inconsistent with the plans suggested intention to make a downtown that "works for residents" and "enhances livability for residents" as quoted in the April 1st request for decision.

Although the reference to future potential changes to free resident parking were removed, it is clear that if development proceeds in the manner outlined in the plan, these issues will be a catalyst for further reviews of the current resident parking plans, likely with undesirable consequences for those closest to the downtown core.

## **Traffic**

More information is needed about the plans to address the unavoidable impacts to traffic, particularly along 7th street as a result of permanently closing Main Street to vehicle access. With the seasonal closure, we already see significant and disruptive traffic along 7th street. While the plan acknowledges that work would need to be done to improve flow of traffic at Main and 6th avenue, this is a far too limited scope.

## **Impacts to Current Residents**



Section 4.1.1 of the plan allows for *"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"* where this is considered to be of community/public benefit. This, combined with the density bonusing concepts outlined in 4.1.2 suggest that building height limits would likely be dismissed in the development of town lands such as the parking lot on 7th street to prioritize high density housing, directly impacting our "sense of openness and connection to the mountains". While I am absolutely supportive of the need to develop affordable housing that meets diverse needs of current and future residents, these goals should be met in ways that do not detract from the ability of current residents and owners in the downtown area being able to "embrace nature and mountain views" as identified in the big ideas.

### **Engagement, Transparency and Openness to Feedback**

While there were several engagement opportunities for the community, many were targets or exclusive (classroom workshops, focused sessions with downtown businesses and other interest groups, or ticketed events such as the Warm Up). Personally, I completed the survey, and as many others have expressed, found it to be convoluted and leading. The various means of engagement did not preclude someone from participating multiple times, or from providing input even though they are not a resident of the town. The way the analysis is presented is also concerning, and erodes my trust in the process. For example, the survey results are presented including "neutral" responses with the "agree" responses. This is not a valid way of demonstrating support for a proposal. Why are the rates of only those who "agreed" with particular proposals not provided? Further, it is mentioned that over 4,600 responses were received, but there is no way to identify how many individuals that represents.

My final comment is that I am deeply concerned by Councillor Graham's recent facebook post discrediting the form letters received on this matter. Regardless of Mr. Graham's feelings about the website, the fact is that there is sufficient upset regarding this plan's impact on downtown residents and businesses, that it created traffic to this site. Folks have signed their names to these letters, and their feedback should be considered. To see a councillor boldly discredit specific feedback being received because he personally disagrees with the approach, brings to question the town and council's openness to feedback. Nevermind suggesting the website is run by Russian spies or bots, which is just ridiculous. I sincerely hope this does not reflect the attitude of all of the decision makers in this matter.

All of this has me questioning how will the town establish and maintain an ongoing feedback loop regarding the implementation and impacts of this plan, and learning from the feedback they have been provided about the methodologies used in this process to shape future engagements.

I hope that the council will direct the administration to continue refining the plan and engaging the community in meaningful direct ways. This plan has solid elements to build on, but must go further to support current and future residents.

Kind regards,  
Candice Saruwatari

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Andrea Schaetzle

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Date: April 22, 2025  
Time: 7:07 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

I own a construction company here in Canmore.

My office space is in the downtown area, I have construction sites throughout the town area that need to be supervised . It is necessary that I split my time between site and office to make my business succeed. I chose the downtown area for my office space because of its core location. If I need to park at Elevation place in order to visit my office ( which can happen multiple times in a day ) , I am no longer being productive, and will be forced to move my office to another location.

I also have 2 children in separate schools , one downtown and the other at Elizabeth Rummel. It is already becoming a logistical nightmare to circumvent the traffic to get to these areas in a reasonable time.

I know that the goal is to make everyone use bicycles or walk, but that is not the reality for everyone. I live outside of Canmore and need to travel to Canmore in my vehicle. Once I am here , my profession necessitates use a truck to move supplies to and from my job sites.

It seems that the goal for the entire downtown area is serving just one industry , tourism. Which is not realistic in our community, we have professional services located in the downtown core. Are they supposed to close their doors and relocate because of a plan that has tunnel vision for the tourism dollar. How many professional businesses will have clients look for more accessible ways to do similar business?

Construction is also a big part of industry here in Canmore, I know that it is often looked upon as an evil industry. But where would this sleepy little town be without construction. This new plan and others like it are making it more difficult to construct in the south Canmore area.

Sincerely,  
Ryan Schamber

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Date: May 1, 2025

Time: 4:16 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Kathie Scheel

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Date: April 30, 2025  
Time: 9:11 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)  
FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Alla Tchistiakova Schmidt

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Date: May 2, 2025  
Time: 1:52 am



Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Hamish Schmidt

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Date: May 5, 2025  
Time: 1:47 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Maxence Schmidt

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Date: May 2, 2025  
Time: 1:49 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Sincerely,  
Philippe Schmidt

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Date: May 2, 2025  
Time: 2:02 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Sincerely,  
Chloe Scholten

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Date: April 30, 2025  
Time: 9:03 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Julia Scholten

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Date: April 30, 2025  
Time: 9:04 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mia Schovanek

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Date: April 23, 2025  
Time: 10:10 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Alyssa Schwabl

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Date: April 2, 2025

Time: 5:30 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Franz Schwabl

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Date: April 2, 2025

Time: 5:32 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

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I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Lilyana Schwabl

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Date: April 2, 2025

Time: 5:31 pm

TO: municipal.clerk@canmore.ca  
FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jenifer Scothorne

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Date: April 23, 2025  
Time: 8:44 pm

Mayor and Council

I am writing in opposition of the ARP as it is presented now. It is a very ambitious plan that needs more input and consideration. The process needs to be slowed down. There is no hurry.

You have designed much of the ARP around visitor experience while forgetting about the local community. I find this particularly disturbing. The community is what makes our town so great.

Visitors come here because we are a welcoming Mountain town....not a big city. Much of the ARP seems designed to make us into a big city.

You will have heard all of the objections about the ARP so I will not reiterate them but will instead list my concerns

-parking...we need more not less and residential parking needs to be addressed. People come to recreate and as such require a car.

-densifying downtown etc...how will you evacuate people...and parking

-4 and 5 story buildings will not enhance our town nor are they necessary

-PAH...unless it is developed by the town there is no guarantee that developers will provide any

-blanket changing residential zoning is not a fair thing to do..people have picked certain neighbourhoods for a reason

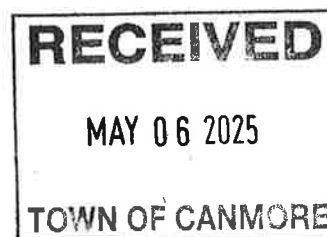
-closing Main Street and redesigning it is for tourists...it does not benefit the local community

I could go on but I think that the process needs to be slowed down and some things reconsidered.

Thank you

Cate Scott

46 yr resident



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Marney Scott

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Date: April 15, 2025  
Time: 9:26 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brian Scowcroft

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Date: April 25, 2025  
Time: 6:13 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Susan Scowcroft

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Date: April 25, 2025  
Time: 6:08 pm



## **Connect Downtown ARP Public submission**

Presented by: Rob Seeley

Date: May 6, 2025

### **Main Street Pedestrian zone consideration**

- Vision: A vibrant, pedestrian-friendly Main Street in Canmore
- Key Themes: Walkability, vibrancy, placemaking
- Permanent closure not supported at this time.
- Core Principle: Success through business confidence, public support, and measurable outcomes

### **Proposal Overview**

- Aligns with Downtown Area Redevelopment Plan (ARP)
- Long-term investment in people-centred public infrastructure
- Key Recommendations:
  - \* Seasonal pedestrian zone – continue for now
  - \* Data-driven ongoing evaluation
  - \* Strategic programming

### **Recommendation #1 - High-Quality Streetscape Design**

- Durable, attractive infrastructure: streetscaping enhancements, lighting, seating, public art
- Flexible design: adaptable for pedestrian-only and vehicle-access periods

### **Recommendation #2 - Economic Performance Tracking**

- Enthusiastically encourage businesses to input retail sales numbers to provide input, third-party-facilitated data collection for sales and growth
- Key Metrics:
  - Monthly sales data
  - Foot traffic counts
  - Visitor satisfaction
  - Event attendance - programming

### **Recommendation #3 - Seasonal vs. Year-Round Closure**

- Seasonal Closure:
  - Mid-May to mid-October – continue
  - December holiday season, future consideration – extend the closure for Christmas season
- Reopen Main street to vehicles and paid parking

- January to mid-May
- 3-Year Trial Evaluation Based on Data work towards a 10-year plan to consider permanent closure.

#### Recommendation #4 - Pilot Programming-winter-year round

- Introduce programming, activate new activities
- some examples could be:
- Winter markets, Light festivals etc
- Cultural events in shoulder seasons
- Collaborate with local arts & culture groups
- I'm hearing pedestrianization is not leading to better retail sales. Work is needed

#### Rationale

- Business Confidence: Transparency builds trust
- Public Benefit: Enhances walkability, climate goals, and community character
- Economic Resilience: Reduce reliance on summer peak. Uncertain, will this happen?

#### Possible Next Steps

1. Form stakeholder working group
2. Engage third-party to confidentially track retail sales to measure success
3. Develop 3-year trial plan with benchmarks
4. Coordinate with downtown businesses. Start with May to October closures, introduce fall/Christmas closure to January

#### Closing Thoughts

- "Creating a successful pedestrian zone is not just about closing a street to cars—it's about opening the heart of our community to people."
- Prioritize thoughtful design, economic accountability, and inclusive collaboration
- I was surprised to hear a permanent closure. I've heard resistance.

#### Addendum: Central Plaza

- Integrate Civic Centre to artsPlace corridor
- Vision: A dynamic Central Plaza for year-round activity
- The existing Civic Corridor linking the Civic Centre and artsPlace is a valuable, underutilized urban asset. By formally integrating it into the pedestrian zone vision as a Central Plaza, Canmore gains a flexible public space that can support year-round programming, events, and key infrastructure needs

### Opportunity #1 – Central Plaza

- Flexible event space: concerts, markets, civic gatherings
  - Extends vibrancy beyond Main Street
  - Encourages movement between landmarks
  - A flexible, multi-use public square designed for concerts, performances, markets, and civic gatherings. Extends the pedestrian zone's vibrancy beyond Main Street, encouraging movement between civic landmarks.
- Supports shoulder- and off-season animation in the downtown core.

### Opportunity #2 – New Public Washroom Facility

- High-quality, accessible design
  - Winterized for year-round access
  - Serves families, seniors, and visitors-
  - A new high-quality, accessible washroom with extended hours and seasonal considerations (e.g., heated for winter).
- Supports event attendance, tourism, and equitable downtown access for families, seniors, and transit users.

### Benefits of the Civic Corridor Integration

- Enhances event hosting capacity
- Strengthens pedestrian connectivity
- Improves visitor experience
- Embeds transportation sustainability

### Next Steps for Civic Corridor Vision

1. Site plan development with urban designers
2. Public engagement on design and programming
3. Capital planning through budgets, paid parking revenue, and grants

### Consider 10<sup>th</sup> Street Transit Hub Location

- While the Downtown Connect ARP envisions a Transit Hub within the Central Plaza/pedestrian-focused core, respectful consideration of an alternate location on 10th Street, that is close and perhaps in the planned area.
- Preserves the pedestrian character of the Central Plaza
- Leverages existing infrastructure and roadways
- improvements need to preserve two-way traffic flow on 10th Street.
- Allows space for future transit expansion and passenger amenities on the central plaza side.

- Improve shelter, signage, lighting, and wayfinding.  
Integrate the terminal visually and functionally with the pedestrian plaza.

### Establish 10<sup>th</sup> Street as a Transit Corridor

- Intent:
  - To establish 10th Street as the primary transit corridor and infrastructure zone, supporting long-term mobility goals.
  - This would include:
    - Bus pull-in bays integrated into the existing streetscape
    - Terminal infrastructure adjacent to the Central Plaza
    - Practical location for pedestrian connectivity and safety
    - A transit-focused design that complements the downtown environment. It removes busy traffic infrastructure from the core pedestrianized Central Plaza.



### Intercept Parking Consideration

- Visitor Information Centre – add multi storey parkade and other amenities
- Current Legacy Trail parking hub and existing buildings on site
- Roam transit stop already there
- Potentially available from the Province

### Thank you

- Questions and Discussion
- Contact: Rob Seeley
- Together, let's shape a remarkable Canmore downtown experience

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I have tried to make sense of the proposals on the town's website but find I am completely lost. But I do know that we need to keep the downtown parking lots. I like the idea of a space where people can park for free and walk (near downtown like Banff has - although I haven't been able to figure out where the town plans to provide this). When I have family and friends come from out of town it is already almost impossible to access downtown - the proposals mentioned in this letter will make it even worse. I like to bike in the summer and take transit to big events when possible. I like the options of making transit use/biking/walking more accessible, but I feel the current trend is "anti-vehicle" and this is not realistic for all residents and for all seasons. We need to come up with a better plan than decreasing parking. If anything, increase hours for residents!! I have worked understand the proposals and have adjusted the template below. I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. I feel there already is not suitable parking for the many hard-working staff who commute to Canmore for work. Carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. As stated in the beginning of my letter, the town seems to be moving toward "anti-car". This is not a reality in our climate and I am also concerned as I age that alternative transportation (bike/walk) may be more difficult. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. Some politicians (at the federal level especially) seem to want to ban cars all together. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment. Deb Sellers

Sincerely,  
Deb Sellers

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Date: April 25, 2025  
Time: 4:23 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. I also do not agree that we have a climate change emergency!

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Landan Semenok

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Date: April 23, 2025  
Time: 4:48 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Emma Sexton

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Date: May 1, 2025  
Time: 6:02 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively

impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Rushabh shah

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Date: April 15, 2025  
Time: 6:10 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Alison Shaw

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Date: May 1, 2025  
Time: 11:15 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively



impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Kenneth Shaw

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Date: April 15, 2025  
Time: 8:49 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Stephanie Shaw

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Date: May 1, 2025  
Time: 5:00 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
William Andrew Shaw

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Date: April 24, 2025  
Time: 2:19 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only a summer seasonal closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do not support the plan to change Railway Avenue from the Bow Valley Trail to the intersection of the Main St (to Home Hardware) to a three lane roadway. The current amount of traffic on this roadway has it at maximum capacity already, reducing it to a three lane road will result in traffic jam issues, which will impacts vehicle flow and could negatively impact the movement of emergency vehicles in and out of the downtown area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Thank you,

John Shea

Date: April 16, 2025

Time: 5:04 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Brad Shenher

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Date: May 1, 2025  
Time: 8:20 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Sincerely,  
Sharon Sime

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Date: May 2, 2025  
Time: 7:56 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Joanna Skiba

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Date: April 19, 2025  
Time: 5:35 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Dave Skinner

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Date: April 24, 2025  
Time: 2:49 pm



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Jacob Skinner

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Date: April 26, 2025  
Time: 5:55 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Ken Smuin

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Date: April 24, 2025  
Time: 7:55 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Suzanne Smuin

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Date: April 24, 2025  
Time: 7:54 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Susie Soltes

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Date: April 23, 2025  
Time: 9:47 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Stephanie Sosin

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Date: April 23, 2025  
Time: 8:47 pm

441-5th Avenue S.W., Suite 900  
Calgary, Alberta T2P 2V1

April 30, 2025

Mayor Sean Krausert and Canmore Town Council  
Town of Canmore  
902 7 Ave  
Canmore AB T1W 3K1

**Subject: Concerns regarding Area Redevelopment Plan and Main Street pedestrianization**

Dear Mayor and Council,

The Canadian Federation of Independent Business (CFIB) is a not-for-profit, non-partisan organization representing the interests of 100,000 small-to-medium-sized enterprises across Canada, including 10,000 members in Alberta and 124 in Canmore. We are writing today to discuss small business concerns with the current Area Redevelopment Plan.

Businesses in Canmore have expressed concerns that the current Area Redevelopment Plan (ARP) slated for a public hearing on May 6<sup>th</sup> will significantly reduce business access for residents and visitors and make it more difficult for employees to get to work. The plan to reduce single vehicle use downtown by 20 per cent over the next 5 years will limit traffic to local stores and negatively impact their ability to do business. This change comes at a time when small businesses are facing difficult economic conditions, with tariffs bringing on significant uncertainty. CFIB's monthly Business Barometer shows near-historic low confidence driven by a lack of consumer demand. Less than 50% of the 144 downtown businesses surveyed through the "Connect Downtown: Options Phase" engagement supported redesigning Main Street as a fully pedestrianized space<sup>1</sup>. Further to this, almost 60% of downtown businesses disagreed that the land use concept aligned with the draft ARP's "guiding values and big ideas" which include ease of navigation, convenient connections to key destinations, and accessibility.

Other municipalities have seen adverse effects from similar policies. The City of Vancouver introduced a pedestrian-only pilot program in Gastown in summer 2024 which saw businesses report up to a 30% reduction in revenues, with foot traffic down as much as 80%. Banff small businesses also saw significant issues with their town's pedestrianization project and launched a successful petition against it. Businesses are worried that the Canmore ARP overlooks the practical needs of tourists and local residents who require accessible parking downtown. Downtown businesses highlighted concerns with attracting

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<sup>1</sup> Town of Canmore, Connect Downtown: Options Phase - What We Heard, October 2024,  
[4d7b809dbb56ec682810cd7b084fb5a\\_Connect\\_Downtown\\_-\\_Options\\_Phase\\_What\\_We\\_Heard\\_Report.pdf](https://www.canmore.ca/~/media/2024/10/24/4d7b809dbb56ec682810cd7b084fb5a_Connect_Downtown_-_Options_Phase_What_We_Heard_Report.pdf)

customers who would normally stop in Canmore for a quick meal or shopping trip on their way down Highway 1, as further barriers to vehicles would shift consumer spending away from downtown.

Additionally, small business owners feel that the ARP will bring construction which will be challenging to navigate. Over the past five years, the average Canadian small business reported a 40% decline in sales during construction projects. While each construction project is unique in its duration, scale and disruptiveness, the most common issues affecting over half (58%) of businesses are traffic congestion, dust, debris, and noise. Customers and staff having trouble accessing their business or finding parking (49%), significant stress (23%) and lack of notice (33%) also impact small businesses in construction zones. The redevelopment of Canmore's downtown parking areas, combined with pedestrianization will compound these effects.

In 2024, the City of Calgary initiated a construction mitigation policy with the Main Streets Business Support Grant pilot. Approximately 228 businesses could qualify to receive a \$5,000 lump-sum grant, amounting in a potential subsidy of more than \$1.1 million from the city. While Calgary works toward a permanent version of this program, Canmore has the opportunity to implement similar measures, something we recommend all municipalities do.

CFIB recommends that the Town of Canmore conduct further engagement with downtown businesses on consumer vehicle access prior to approving the current iteration of the ARP to prevent a decline of its vibrant downtown business community. CFIB also recommends that Canmore introduce construction mitigation measures for businesses in the downtown area to mitigate losses from any future construction that does occur over the 25-year lifecycle of the ARP. We call on you to ensure business health is not impacted by a reduction in vehicle traffic and direct access to Canmore's downtown.

CFIB appreciates your attention to this, and we would be pleased to meet to discuss this important matter with you. Please do not hesitate to contact us at directly at 403 489 7595 or [kayode.southwood@cfib.ca](mailto:kayode.southwood@cfib.ca).

Sincerely,



Kayode Southwood  
Senior Policy Analyst, Alberta



Bradlee Whidden  
Senior Policy Analyst, Western Canada

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively

impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Betty Spady

---

Date: April 15, 2025  
Time: 8:57 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

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There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.



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Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Brenda Spicer

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Date: April 15, 2025  
Time: 3:50 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

I grew up in Canmore, born here in 1983 and now live in Exshaw. Like most people in Exshaw we work in Canmore, our kids go to school and sports in Canmore. I work downtown with a job that requires me to travel to multiple appointments during the day, having my car farther away is not workable, nor is taking the bus to appointments.

I am hopeful that the council of Canmore takes into account the hamlets around Canmore that add to the community and call the whole bow valley home.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

Sincerely,  
Jessica Springstead

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Date: April 29, 2025

Time: 12:24 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Chris Sproule

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Date: April 23, 2025  
Time: 8:41 pm

**From:** [Elli/Lou Stabile](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Downtown pedestrian  
**Sent:** 2025-04-23 5:31:02 PM

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[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern

I am 100% against turning the downtown into a pedestrian only storm. I'm old school and do not do online banking. I'm often using a walker or wheelchair and climbing onto a bus to go downtown to do my banking is not an option.

I also get my haircut downtown and enjoy the restaurants. If you turn it into pedestrian, only I will no longer be supporting these businesses.

Louis Stabile  
Sent from my iPhone

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. I do support the summer pedestrianization of main street but believe year round will have a negative impact.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Laela Stanley

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Date: April 23, 2025  
Time: 10:00 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dave Stark

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Date: April 23, 2025  
Time: 9:25 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Gary Starko

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Date: May 1, 2025  
Time: 6:47 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

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Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Tamara Stefaroi

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Date: April 17, 2025  
Time: 12:09 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Lisa Steinberg

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Date: April 11, 2025  
Time: 2:54 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Residents of the bow valley still need to be able to access downtown services by car.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.



Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Olivia Stephen

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Date: April 23, 2025  
Time: 9:25 pm

To whom it may concern,

I would like to provide my comments on the proposed downtown ARP.

I have been a permanent resident of Canmore since 1981 and have seen all kinds of changes in Canmore. The town that I fell in love with in the 1980's was completely different from what it is today, and I have to say that I much prefer the more rough and tumble look and feel and attitude of the town back then than I do today. Obviously times change though, which I accept, but I do not want our town to become a Disneyfied town which is what some of this plan will make it become. In regards to the downtown ARP, my thoughts are as follows:

Big Idea 2 Pedestrianizing 8<sup>th</sup> ST. – I oppose this very strongly. A town's centre is meant to serve its permanent residents, not its visitors, and not its part-time residents who are only looking for restaurants and galleries. Permanent residents need to be able to easily access services such as banks, convenience stores, post office, dentists, clothing stores, hardware stores, doctor's clinics etc. These should be in a downtown, not outside of it which forces residents to drive all over town to access them. This used to be the case in Canmore but it is no longer as downtown stores are being replaced by galleries and restaurants – more suited to tourists and short-term residents. We should encourage businesses that permanent residents need to move into downtown, not out of it.

Big Idea 3 – The trail system and connections we have in place already are perfectly adequate. We do not need to pave more trails, provide more lighting, or more signage. We should not spend money on something that will not benefit the permanent residents of Canmore who already know where all of the trails and pathways are.

As a side note, we also do not need the mid-street crossing barriers/dividers that the town has placed on many streets. They are a hazard to motorized traffic and unnecessary on a quiet street.

Another side note, a townwide 30 km/hr speed limit is overkill on safety. 40 km/hr would be adequate.

Big Idea 4 – I do support controls that will favour permanent residents.

Big Idea 5 - I do not support redeveloping surface lots in the downtown that are currently used for parking – Permanent residents need the space and should not have to park in an intercept lot to visit their own downtown!

Big Idea 8 – A neighbourhood heart is not created by building a new central plaza. We already have lots of places where a community can gather such as Centennial Park, the pond on 7<sup>th</sup> St., Riverside Park, Civic Building, etc. This plan does not do anything for permanent residents.

My business is actually 100% tourist based but I do not think we need to promote ever more levels of visitation to our town. I am against the above mentioned “Big Ideas” because this is what they will do and I am against spending money on projects that are completely unnecessary.

Thank-you

Gordon Stermann



Canmore, AB

When my family moved to Canmore in 1980, people would look down on us and feel sorry for us for moving to this town.

However, we soon realized that Canmore was a town with great family and community values.

Now, 45 years later, and in spite of all the change and growth of this town, the core values are still the same and we have to make sure that we'll keep it this way forever.

Arts Place is very important to draw people into the core of the community. It is in the Heart of Canmore.

The programs Arts Place offer, like open mic nights, concerts, movies and all the different art shows and classes are essential to bring the community together. I could even visualize an addition of an outdoor stage in the future.

The classes at Arts Place are essential for people who struggle with depression or mental health issues.

Art helps to express hurtful feelings, anxieties or fear. The arts offer something powerful: a way to come together, reflect, celebrate and connect.

Thank you for considering my thoughts

Sincerely,  
Silvia Stettler  
Canmore, AB

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
shane stewart

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Date: May 2, 2025

Time: 3:46 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Alma Steyn

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Date: April 26, 2025  
Time: 3:46 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Ryan Stimming

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Date: April 15, 2025  
Time: 8:20 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

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I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

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Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Calla Stinson

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Date: April 17, 2025  
Time: 6:25 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Rhett Stinson

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Date: May 1, 2025  
Time: 1:58 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
David Stratton

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Date: May 4, 2025  
Time: 2:18 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ryan Strohmaier

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Date: April 24, 2025  
Time: 3:10 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Area Redevelopment Plan \*personalized draft\*

Dear Mayor and Council,

I am writing to express my strong opposition to the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, grocery stores, and the location for my medical infusions. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. I honestly believe this should have already been done when elevation place was made. This was a missed opportunity that many people wanted but was dismissed. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. No reduction should be allowed until a useable parking alternative is completed.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

Realistically we live in a town where weather hinders “bike and pedestrian friendly transportation” for the average person like 8 months a year. Thinking everyone can do this is actually pretty ableist of you to think. Asking people to bike too and from work and appointments in monsoon June rains, snow, cold, dark etc all the time is very unrealistic and dangerous for most.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th permanently, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Holly Strong

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Date: May 1, 2025  
Time: 9:58 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Melissa Sugden

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Date: April 23, 2025  
Time: 8:40 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Katie Sullivan

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Date: May 1, 2025  
Time: 6:44 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Katherine Symington

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Date: May 2, 2025  
Time: 10:50 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
adeel tahir

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Date: April 2, 2025

Time: 4:57 pm

Dear Mayor and Council,

RE: The May 6th Public Hearing on the Downtown Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Marc Tanguay

[Redacted Signature]

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Date: April 7, 2025  
Time: 3:57 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Alison Taylor

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Date: April 17, 2025  
Time: 12:48 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Darlene Tegenkamp

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Date: April 2, 2025

Time: 2:48 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.



I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ralph Temple

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Date: May 1, 2025  
Time: 7:10 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Laurie Tepper

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Date: April 19, 2025  
Time: 9:29 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jennifer Tesre

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Date: May 5, 2025  
Time: 11:32 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Parking

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Diane Tetley

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Date: April 23, 2025  
Time: 8:56 pm

May 2, 2024

Mayor Sean Krausert & Council  
Town of Canmore  
902 – 7th Avenue  
Canmore, Alta.  
T1W 3K1

Mayor & Council:

Re: Submission to Public Hearing, May 6th, 2025  
Bylaw 2025-05: Town Centre Area Redevelopment Plan

My husband and I have been full-time residents of Canmore since coming here in 2014 to fulfill his position as Priest for the two parishes of St. Michael Anglican Church in Canmore and St. George-in-the-Pines in Banff. We live in a small developer-built “starter home” in the area that will be affected by this redevelopment plan. We are writing to express our strong opposition to the Canmore Downtown Area Redevelopment Plan (ARP) 2025.

We purchased our home in an area zoned R1 with the expectation that we would be able to live in and enjoy our home in this neighbourhood until age or infirmity might require us to leave it. We didn't expect draconian changes enforced by a rezoning of our neighbourhood, incentives to developers and the demonization of ourselves and our neighbours as people living an “exclusionary” lifestyle. “Ensure downtown is for everyone by eliminating exclusionary zoning, which makes it illegal to build anything other than single-family houses” Wording is important. We would argue that the town has a responsibility to protect the rights of all its citizens, including those who live downtown, by maintaining the protection of the area's character through the retention of R1 zoning. The use of the word “exclusionary” was misleading, divisive and polarizing.

After reviewing the proposed changes, we are deeply concerned about the long-term impacts this plan will have on the character of our downtown neighbourhoods, the environment, and the quality of life for current residents.

Most of the following remarks refer to the Canmore Downtown Study prepared by UrbanLab and financed by the Alberta Real Estate Foundation and the Northern and Regional Economic Development Program whose stated purpose is “to enhance economic conditions and leverage regional resources...”

According to Downtown Canmore, “It offers valuable recommendations to enhance community spaces, economic vibrancy, and sustainable growth in this iconic mountain town.”

The study was prepared for the Downtown Canmore Business Improvement Area, and local residents who are not involved in the BIA were not consulted, except for one poorly-attended open house.

I would argue that the study's funding, by entities whose purpose is making money gives it a particular business and profit-making bias that makes it inappropriate for use in planning for an entire town. The lack of meaningful community engagement seems to be a tactic frequently used by the planners and the Town of Canmore.



“The small parcels in downtown Canmore contribute to the small town’s sense of place...” p.17

“The Town Centre [...] serves as the commercial core of Canmore...” That is true, and for generations, the residential area adjacent to the downtown commercial core has attracted single family homes. Visitors and residents alike appreciate this small-town atmosphere, and we wish it to be retained.

The Urban Lab study used sources such as the Federal Highway Administration (US government), Anton Nelessen (Princeton, New Jersey). Of the eight Literature Review References cited, only one was Canadian and none were from Alberta.

We were about to depart for a family reunion for my fourth-great-grandfather in North Carolina (his grandson settled here in Alberta in 1904) when we were alerted by a neighbour to the survey with a deadline only days away. I spent a good part of the beginning of our holiday completing the survey, with an increasing sense of dismay and feeling of betrayal as I read questions that seemed designed to ratify a decision that had already been made. When I submitted my answers, I got an error message and my answers disappeared. I was glad to learn that the deadline had been extended, and the next day I repeated the exercise, futile as it seemed.

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is

not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Carol Thornton

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Date: May 2, 2025  
Time: 11:56 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Matthew Thornton

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Date: April 29, 2025  
Time: 9:11 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Stop charging parking in Canmore

Dear Mayor and authorities,

Stop charging parking in Canmore.

Nobody likes it, parking is empty, I cannot understand why you would go forward with a plan that does not seem to benefit majority of the citizens. If not enough people have not spoken up yet, you have a respectful, compliant citizens who are angry everyday. Stop charging parking in Canmore. Parkings are empty.

Do police those who violate the rules by parking selfishly, or causes hazard to others. But, I do not believe this rule has a positive effect.

Stop charging parking in Canmore. STOP CHARGING PARKING IN CANMORE.

THANK YOU FOR YOUR TIME.

BEST REGARDS,

Junko Thurston

[REDACTED]

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Date: April 30, 2025

Time: 4:22 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my huge disappointment & strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. Especially as a disabled person. As it is, during peak tourist season, I tend to not visit, stay or even shop in Canmore as it’s too hard for me to get around with my limited energy, slow mobility & unpredictable pain flare ups. Think of impact it will have for seniors in the community not being able to access things with accessible options. Single parents or mixed age families that might not stop in Canmore if it proves too difficult to navigate parking & get everyone the distance to actual destination. Don’t forget all the farmers & city dwellers that drive their trucks through the mountains. They could easily stay on the outskirts vs bringing business downtown.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Laura Thygesen

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Date: April 30, 2025  
Time: 8:33 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not



support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Angela Tiemstra

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Date: April 25, 2025  
Time: 11:23 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Lionel Gale Timmins

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Date: April 26, 2025  
Time: 4:32 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Canmore survives as a tourist town. This lifeblood does not walk or ride their bike from Calgary or Europe or the USA. Seniors rely on their vehicles to shop for groceries get to appointments and basically to thrive.

Seriously does that make any sense?

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Ca

Sincerely,  
David Tippe

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Date: April 23, 2025  
Time: 10:42 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Andy Tobler

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Date: April 3, 2025

Time: 8:27 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Nicola Torrington

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Date: April 25, 2025  
Time: 3:03 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to bypass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Mark Trofinuk

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Date: April 10, 2025  
Time: 5:52 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Michael Turcot

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Date: April 24, 2025  
Time: 1:08 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Brian Turner

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Date: April 24, 2025  
Time: 3:11 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Sincerely,  
Brenda Tutt

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Date: April 16, 2025  
Time: 1:06 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Canmore Downtown Parking

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jaime Tuttle

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Date: May 1, 2025  
Time: 2:14 pm



**Date:** May 4, 2025

**To:** Mayor and Members of Canmore Town Council

**From:** Pine Tree Players

**Re:** Letter of Support – Connect Downtown: Town Centre Area Redevelopment Plan

Dear Mayor and Members of Council,

On behalf of Pine Tree Players, I am writing to express our enthusiastic support for the *Connect Downtown: Town Centre Area Redevelopment Plan (ARP)*. We commend the Town of Canmore for its thoughtful, forward-looking vision for the heart of our community. We are especially thrilled to see arts, culture, and heritage recognized as essential components of a vibrant, inclusive, and resilient downtown.

For more than four decades, Pine Tree Players has fostered creativity, connection, and a sense of belonging through the performing arts. As a volunteer-driven, registered charity, our mission is to build community by creatively delivering high-quality, engaging, and entertaining theatre programming—with a focus on developing and supporting local talent.

This ARP is more than a blueprint for development; it is a vision for community well-being. In a time when many people feel disconnected, the arts offer something powerful: a chance to gather, reflect, celebrate, and belong. We witness this every time the curtain rises—when strangers laugh together, when youth find confidence on stage, and when stories help us see ourselves and one another in a new light.

The ARP's guiding values—vibrancy, inclusion, accessibility, and connection—mirror those at the core of Pine Tree Players' work. We are particularly excited by the Plan's commitment to:

- **Inclusive and accessible public spaces** that welcome all members of our community;
- **Year-round vibrancy and pedestrian-focused design** that supports creative gathering spaces and cultural programming;
- **Partnerships and shared-use spaces** that empower organizations like ours to collaborate, innovate, and reach broader audiences.

The inclusion of arts and culture in this plan is not a luxury—it is a public good. Accessible, local theatre supports mental health, intergenerational connection, and personal growth. Prioritizing the arts in downtown Canmore sends a clear message: creativity and connection are central to who we are. This investment will add vibrancy to our town's core, support local businesses, strengthen tourism, and bring people together through performances, festivals, and shared cultural experiences all year long.



Importantly, the ARP doesn't treat the arts as separate from other priorities. It integrates them—thoughtfully and strategically—alongside housing, mobility, recreation, and sustainability to build a town that supports the whole person and the whole community. It acknowledges that culture, accessibility, and inclusion go hand in hand.

We thank you for your leadership in shaping a plan that ensures Canmore remains a place where residents and visitors alike can gather, create, and celebrate in inclusive, inspiring spaces. We fully support the plan's adoption and look forward to collaborating with the Town and fellow community partners to bring this shared vision to life.

Sincerely,

Jen Tweddell  
Board President  
Pine Tree Players

[info@pinetreeplayers.com](mailto:info@pinetreeplayers.com)



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Also, I personally feel that reducing parking downtown will simply push people to park in residential areas, increasing the need for surveillance/bylaws which already seem to be in abundance making parking difficult for both visitors and full time residents of this valley.

Sincerely,  
Laura Underschultz

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Date: April 23, 2025  
Time: 8:48 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Bella Unterasinger

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Date: April 17, 2025  
Time: 7:36 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Reden Urmatan

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Date: April 23, 2025  
Time: 8:58 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Charles Valentine

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Date: April 18, 2025  
Time: 1:11 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Nina Valentine

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Date: April 18, 2025  
Time: 1:11 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tara Van kessel

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Date: April 24, 2025  
Time: 2:20 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Sophie Van Tramp

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Date: April 23, 2025  
Time: 8:44 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round.

I DO support a seasonal closure of Main Street.

Parking should be retained on Main Street.

In peak season, short-term paid parking would be reasonable.

A free 3-5 hour time-limit should be allowed the rest of the year for residents and employees.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units.

Some parking should be retained in the downtown area as per the IPMP page 14.

All-day parking should be allocated to business owners and employees.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Chloe Vance

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Date: April 3, 2025

Time: 9:52 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Robert Vance

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Date: April 30, 2025  
Time: 8:07 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Blake Verkerk

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Date: April 23, 2025  
Time: 8:58 pm

## Re: Town Centre Area Redevelopment Plan and Its Profound Impact on Our Residents

Submitted by Morag & Ben Volek [REDACTED]

Regarding the Town Centre Area Redevelopment Plan and its significant impact on our residents, many of whom were not specifically consulted during the planning process.

The planning process claims to have gathered broad input and feedback from the community and interest holders to refine the strategies and inform the drafting of the plan (Pg 14). However, the reality is very different. The survey that was distributed reached many individuals outside the redevelopment area who should not have had a say in this matter. Moreover, the survey itself was poorly designed, riddled with double negatives and confusing questions, leaving many respondents unsure of what they were being asked. This has resulted in a survey that can be interpreted in any way the end user intends.

Online communication is simply not appropriate for such a significant redevelopment plan. Impacted families needed to be directly engaged, yet this crucial step was overlooked.

A few points focusing on the Big Ideas plan presented:

1. **Embrace Nature and Mountain Views:** This concept seems to cater more to visitors than to local residents. Why would residential areas have development bonuses that further obstruct views?
2. **Make Downtown Year-Round:** There is no mention of improving essential infrastructure, such as the limited bridge over the Bow River, which increasingly has traffic challenges, and the lack of public transit into Calgary, allowing residents to decrease the number of cars and provide visitors with a viable option to not bring their vehicles to Canmore.
3. **Housing for a More Diverse Population:** This idea appears to be more about creating commercial opportunities for builders rather than genuinely addressing housing needs. We've seen the consequences on 10th Street, where long-term lower-income residents were displaced to make way for new developments with units selling for over \$1 million. The same fate awaits our current Zone 1 family homes with the proposed rezoning.
4. **Affordable Housing:** Page 32 indicates that affordable housing will be encouraged through density bonusing (Figure 4.2) and the development of town land (Figure 4.3). However, we have already seen that this promise is not being fulfilled with all recent developments in Canmore.
5. **Create Neighborhood Heart:** Instead of fostering a sense of community, the plan seems to be destroying and ignoring those who have been part of the community for decades.
6. **Low Impact Community:** The idea of designing downtown to foster sustainable development and minimize environmental impact is contradicted by the plan to tear down homes and create landfill, which would not be allowed in many countries.

### Section 8 – Transportation and Mobility:

If we truly want to reduce vehicle use in the Valley, we must:



- Implement public transit into Calgary and the airport, including during commuting hours.
- This will allow both visitors and locals to reduce their reliance on vehicles in the downtown core. Including some families to ultimately reduce down to one vehicle and depend more on cycling or walking.

**IN CONCLUSION**, the Town Centre Area Redevelopment Plan has significant flaws that need to be addressed. The voices of local residents must be heard, and their needs must be prioritized. We deserve a plan that genuinely benefits our community, respects our homes, and above all, fosters sustainable development and care for the environment.

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Ute von Essen

Date: April 7, 2025

Time: 1:13 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
marcus von neudegg

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Date: April 21, 2025  
Time: 7:20 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Michael Wachter

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Date: April 24, 2025  
Time: 4:00 am

Firstly, I would like to commend the work done to create the ARP. It is comprehensive and detailed.

It is my opinion that the pedestrianization of Main Street year round is not in the best interests of the businesses located there, or the residents of Canmore. Coupled with the proposed change to the availability of parking in the core, it seems that the street would become much less accessible to residents and tourists alike. In particular, during the winter months, conducting personal business and shopping in the area would be inconvenient to say the least. This is particularly so for anyone with mobility issues. I feel it is essential to retain parking in the core. Where do we park to go to Arts Place, the bank, or the post office?? Riding a bicycle in the winter is not realistic for most people. I do support the current closure of Main Street over the summer - with parking available nearby.

I also question the need for a park/playground as shown in Figure 7.2. Who will use it? The residential development in the area is not oriented to families, and there is no vehicle access. There are playgrounds in Spring Creek., and the plan proposes expanding the current playground in Centennial Park. The area does need some work - perhaps some benches and grass would suffice.

Thank you for the opportunity to provide feedback.

Glenda Waddingham

**From:** [REDACTED]  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** [REDACTED]  
**Sent:** 2025-05-02 10:54:49 AM

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You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a full-time senior resident of Canmore. I have been doing various volunteer jobs at Arts Place for 2 years.

I have been enjoying Arts Place programs since I moved here in 2015. The variety of programs is a real treat, and they keep getting better under the direction of Jeremy Elborne and his team. It is fun to choose what to see, hear, and do.

It is fun making friends who enjoy the same programs as myself. Arts Place brings us together as a community centered on the arts. Much discussion takes place around the programs. The arts contribute so much to our quality of life. They add and encourage creativity and new talents into our lives.

Best of all, we do not have to go far to meet our creative needs. And, easy parking is most valuable.

Mary Wahl [REDACTED]  
[REDACTED]



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Heather walker

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Date: May 1, 2025  
Time: 11:11 am

Dear Councilors and Mayor,

Thank you in advance for your time.

PEKA Management is in 100% alignment with the email below from Christine.

Based on the current information provided, as a downtown business owner, employer of over 35 long-term residents, and a lifelong permanent resident of Canmore, I am unable to support the ARP in its current form.

Kind Regards,

*Mark Walker*

**Partner / Property Management Broker / Director of Rental Operations / B.Comm.**

**PEKA Professional Property Management Ltd.**

**T:** 403.678.6162 **F:** 403.678.4990 **W:** [www.peka.ca](http://www.peka.ca)

**Canmore Office:** 105, 1002 8th Avenue Canmore, AB T1W 0C4 (Please note the office is closed daily from 12pm to 1pm during lunch)

**Calgary Office:** 301, 5819 2nd Street SW Calgary, AB T2H 0H3



**Serving Clients | Serving Community**

**For maintenance requests or updating rent payment information: Please visit our tenant portal: <https://peka.ab.ca/portal-renters>**

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**Dear Councilors and Mayor,**

**Thank you for your openness to receiving engagement from the community regarding the ARP. I appreciated hearing each of you encourage feedback at the council meeting on April 1st.**

**Here is my feedback:**

**The concept of Mode-shift is commendable, as it promotes biking and walking into our downtown. My concern is that this is at the peril of people arriving via cars. The vast majority of our visitors arrive by plane and rent a car or arrive regionally by car. Parking is necessary downtown to accommodate these visitors. From reviewing the ARP and listening to the council meeting on April 1, there is mention of utilizing parking areas for ‘higher value uses that provide a public benefit.’ (1:09:06 in the council meeting of Apr 1)) Parking itself provides a public benefit. It was said by Mayor Krausert that ‘there won’t be development on those lands (surface parking lots) unless there is a plan that accommodates for parking appropriately’ (1:09:42 in the council meeting of Apr 1); however, without that plan being presented within the ARP, support for the ARP in its current form is unattainable.**

**Both I and many downtown businesses see the overwhelming need for a parkade downtown as well as intercept parking away from downtown. Restricting access to downtown solely via intercept parking is impractical, especially in our climate. The intercept parking will likely be situated in an existing commercial area, making it easier to park at Railway or BVT without paying and with less hassle – which would translate into stopping at that commercial area with no need to venture further into the downtown.**

**A reduction in paid parking hours to 9 am – 5 pm and solutions for employee parking during winter months would be beneficial and align with the original discussions regarding paid parking that occurred with the BIA prior to implementation.**

**Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.**

**The Connect Downtown survey from the summer of 2024 shows that less than 50% of respondents strongly agreed with permanent pedestrianization (35%). When broken down, only 25% of businesses strongly agreed, and 48% agreed overall. Therefore, according to this survey, fewer than 50% of businesses support full-year pedestrianization, though there is support for summer pedestrianization. See page 32 of the Connect Downtown survey.**

**The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.**

**The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.**

**An article from April 3rd in the Outlook is quoted as saying 61% of our population feels that the ARP aligns with our values, however, upon review of the Connect Canmore Survey less than 40% feel that the ARP aligns with our values. See page 34 of the Canmore Connect Survey.**

**It is apparent to me that the business community and community at large require substantial changes to the ARP to a few major items.**

**A clearer timeline for addressing downtown items, such as bathrooms and building on existing parking lots, would be appreciated. Clarification on when parking areas will be developed and how additional parking will be provided during this period is required. Discussion of a possible parkade downtown occurred during the first reading (1:09:21 of the Apr 1 council meeting), but a parkade downtown is not visible in the current plan. It is all very confusing.**

**When discussions with the Town commenced several years ago regarding paid parking downtown, intercept parking was key to the implementation of the paid parking plan. According to this new plan intercept parking is still 10 years away.**

**The plan also does not mention the major issue of vagrancy and public drunkenness that occurs downtown during the summer months. Increasing pedestrianization to year round with the introduction of dim lighting will only exacerbate this problem.**

**Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, yoga studios, therapists, and grocery stores. However, paid parking is driving locals to Railway and Bow Valley Trail for these services or even farther afield to Cochrane. Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to leave the downtown. If the goal of the ARP is to have these local service-oriented businesses leave the downtown then clarification and transparency is required so that businesses can plan accordingly.**

**To summarize, the current ARP seems to lack detailed downtown solutions for parking, which is crucial for the vitality of downtown businesses. While promoting biking and walking is commendable, we must not overlook the practical needs of our tourists and residents who rely on accessible parking. Additionally, the surveys suggest that permanent pedestrianization of Main Street does not have strong support from the business community. The plan should consider these perspectives, ensuring that any changes are balanced and beneficial for all stakeholders. Clear timelines and actionable plans would help to address these concerns, ensuring that our vibrant mix of services remains accessible and sustainable.**

**Based on the current information provided, as a downtown business owner of 4 businesses, employer of over 30 long-term residents, and a 35-year permanent resident of Canmore, I am unable to support the ARP in its current form.**

**Sincerely,**

**Christine de Soto**

**Rusticana Market + Deli  
Spring Creek Market by Rusticana  
Rusty's Downtown Liquor  
Canmore BeaverTails**

**[REDACTED]**

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

The concept for Main Street should be decided by the commercial tax payers on those two blocks and the general Canmore population. Not administration, some of whom don't even live in this town. If there is a consensus to pedestrianization, I would hope it will not be as poorly done as it is now. It is embarrassing.

As for building on downtown parking lots, this is stupidity. I have lived in Canmore for over 50 years, and I, as a business person, paid thousands of dollars into a parking in lieu fund, which was going to build a parkade for downtown, like the one in Banff. Where is that money? Let me guess, it was put into general revenue and spent on something else. What happened to the housing proposal for the downtown area that the school board owns? Where are these intercept parking lots? Where are the cost implications for this proposal? I would remind us all, we have winter here!

Sincerely,  
Stan Walker

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Date: April 19, 2025

Time: 7:08 pm

**From:** [Heather Walter](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Re: "Connect Downtown" Area Redevelopment Plan (in support of)  
**Sent:** 2025-05-01 10:33:58 PM

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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Hon. Mayor Krausert and Councillors,

I am writing to voice my strong support for the "Connect Downtown" ARP.

I absolutely love the overall vision—maintaining the unique and welcoming character of Canmore as it is today, while moving us towards a thoughtful sustainable plan for the future. I fully support the proposed land use concepts of honouring our mountain landscapes with some restrictions on building heights while also allowing for greater density outside the downtown core; the recommendations for diverse housing (including a focus on affordability and controls on visitor accommodation); the enhanced integration with the Bow River and an expanded Riverside Park; and the sensitive approach to transportation and mobility issues including intercept parking.

I *love* the vision for Main Street, with its focus on a year-round pedestrian zone and a central downtown arts and culture hub. **This is the area for which I would like to my express my strongest support.**

**It is incredibly exciting to see arts, culture, and heritage reflected in the vision for Downtown Canmore.** As a Board member and patron of artsPlace, I see every day what a difference the arts makes to our community, and how artsPlace in many ways represents the *heart* of our community. Through our own series of public engagements, we heard time and again how artsPlace reflects so many of the values of our town. As a vibrant and accessible gathering place, it welcomes every culture and walk of life. Its location in the centre of town strengthens our connections to local businesses and other tourism opportunities.

In a time when communities everywhere are feeling fragmented, the arts offer something powerful: a way to come together, reflect, celebrate, and belong. They support mental health, learning, cultural connection and identity. They enhance our quality of life, and play a crucial role in educating children and fostering cultural awareness. But the arts don't only play an important role in the *social* fabric of our community; they are also an essential and proven *economic driver* for communities.

We constantly hear from *visitors* how much they appreciate what's going on in the arts in our town, and how artsPlace offers a beautiful balance to the outdoor activities and sports that our valley is famous for. Arts and culture give Canmore a broader appeal to visitors, and they are an important element of tourism sector. A vibrant arts scene also supports workers in the arts sector, providing job opportunities in a completely different sector of our economy.

I fully support this exciting vision for Canmore, and I am very grateful for the time, effort, creativity, and contributions of so many people that has led to this final reading of the ARP.

Sincerely,  
Heather Walter  
[REDACTED]  
Canmore, Alberta  
[REDACTED]  
[REDACTED]

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, that residents, employees, and visitors access year-round on Main Street and in the downtown core. As a resident I keep wanting to avoid downtown at all costs when it is pedestrian only as it is a headache to go around and extremely congested.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well. It should be a minimum of 3 hours if not all day as some people may have work, business to attend or simply pay high taxes to live in Canmore and not pay extra to be able to access work or businesses they contribute to.

I do NOT support redeveloping Town parking lots to housing units. All-day parking should be allocated to business owners and employees. Many developments need to have a certain amount of parking per development. Why is this not something that the town does not have in mind for the entirety of downtown?! A parkade may be an answer depending on tax payers cost?

I'm not against beautifying downtown but honestly there are other priorities when tax payers money could be spent.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to bypass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Let's think about the grid lock we had when there was a fire by the highway 4 years ago?! If we had a wildfire in town with decreased lanes and routes it would be considered a health and safety to residents and a waste again to taxpayers money.

Many projects in the town of Canmore has been accomplished with so much controversy why is this still happening?! Have we not learnt from the "best intersection", everyday driving through the intersection someone is lost or does not know how to use it... what a waste. Same with the 3 sisters roundabout... why do we need to constantly have projects that are different from other municipalities and have no one know how to use it. When is the town going to listen to their residents and their needs. Council and administration are support to serve the tax payers in their municipality. We are the ones who pay the high property taxes and have our homes and contribute to the local economy all year around.

Sincerely,  
laure wanlin

[REDACTED]

---

Date: April 7, 2025

Time: 6:39 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Caroline Wasdell

---

Date: April 15, 2025  
Time: 7:46 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

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I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

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Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Jake Watson

---

Date: April 11, 2025  
Time: 2:04 pm

# MAYOR KRAUSER

TOWN OF CANMORE

May 5, 2025

Re: Town Centre Redevelopment Plan

Re: 7.1 Parks and Recreation

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; (**already in place and in 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; (**already happening on large scale especially weekends. All age groups seem comfortable bringing their own lawn chairs, blankets and hammocks. )**
- \* space for small-scale commercial uses or structures (e.g., cafes, food trucks) to animate the space and provide opportunity for local business; (**This is a PARK, the business district is ONE block away and almost connected in the future plan with many business opportunities in other non residential areas. The park is FULLY ANIMATED as it stands on weekends especially! People are in the park to have a picnic or cook on a hibachi and enjoy the quiet away from the city. This is not the Calgary Stampede grounds. People of many cultures are enjoying the park in large numbers now. The expansion of the park will likely double the usage without making it commercial. It is a neighbourhood park, not regional. Hundreds of parks thrive giving people a quiet places to enjoy the outdoors without food trucks. There are many cafes within a two minute walk...these folks are pedestrians)**)
- \* Small ice skating area with skating trails, fire pits and crokicurl sheets in winter; (**skating and crokicurl might be better in a park that has some flat areas? Firepits??? There is a huge danger of forest fires in the valley! Random fires by day-users is a recipe for disaster!**)
- \*Seasonal facilities, such as skate or sports equipment rentals: (**Again , the commercial area is at most a block away and this is not a huge park. Most visitors bring their own equipment for these outings or pick up equipment on the way into town.)**
- \* Small natural or constructed amphitheatre or stage for performance opportunities; (**This is a residential neighborhood park and the sounds of constant traffic and a park full of happy users is sufficient. It is rare to hear music in the park . People are enjoying a somewhat quiet setting "connecting with nature and the scenery" as**

**planned. We have a music stage and a plans for a much enlarged plaza about two blocks away)**

**\* Public art installations; ( there is one presently and room for more )**

**\* opportunities for learning (e.g.; indigenous culture, natural history); and /or, \*Drinking water and public washroom facilities. ( There is presently one washroom facility at the south end by the bridge. There is no drinking water. The drinking water is relatively easily corrected by tapping into the source used by the irrigation system in place. Another washroom closer to the new north end would enhance both the park, the trail system and the west end of the downtown core)**

**4. Riverside park should be expanded to include the Town parcel to 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. (Seems like the proper procedure? This expansion of the park would appear to also fit with on going Fire Smart strategies? Riverside park is the busiest park in Town for picnics and general family use. Other parks in Town may be busy but with more emphasis on sports)**

**5. Existing trees should only be removed to the extent necessary to facilitate the desired park design and to reasonably manage wildfire risk. A landscape buffer should be provided along the northern boundary in areas adjacent to residential uses as identified in the Land Use Concept. (A landscape buffer should also be provided on the eastern boundary residential area on River Road)**

**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. (There is currently a sidewalk on the south side of 8 St. , which could use some repair. As to a sidewalk on River Road, there is no real estate for one. The east side is resident parking, at least today. The west side is currently angle parking from the mail box/ recycling bins to the north to the park access gate, while from that gate to the turn around on the south end is parallel parking . Very often it becomes a one lane road with people poorly parked, parked totally wrong and/ or vehicles double parked, idling waiting for someone to pull out. The only real place for a sidewalk would be on the poorly kept path paralleling River Road on the old dike top. Access to the park at present from River Road, is a series of very steep and rough paths which are not accessible to handicapped or elderly park users and are for the most part treacherous to all, with the exception of the access gate. Rather than a sidewalk, some reasonable drainage would vastly improve access**

to the park by eliminating the perpetual pond all along the public pay parking areas. Walking and biking are well used modes of access now, but a huge number of said bikers and walkers have arrived in one or more vehicles, very few seem to arrive in town on a bike. River road also is MUCH used for parking by the folks who walk to the downtown commercial core area.

7. Seasonal or year-round food truck opportunities should be considered on River Road. (River Road is arguably one of the busiest non through way streets in Town, at least on weekends. It is dead end on River Road as well as Riverview Place. There are commercial use buildings being now built and more planned in the future on the west end of 8<sup>TH</sup> St. These accommodation/ retail store/ restaurants will be serviced mainly by a one- way alley parallel to 8 St. to the south which ends on River road as well adding to the congestion)

8. Limited short- term parking should be provided in the vicinity. (Mission accomplished ahead of schedule...very limited parking in place now)

THANK YOU FOR REVIEWING OUR CONCERNS!

David Webster.  
Cathy Jones

35 YEAR RESIDENTS ON RIVER ROAD

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.



Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Jeffery Webster

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Date: April 16, 2025  
Time: 2:18 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Kailee Weil

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Date: April 2, 2025

Time: 6:38 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Piotr welanc

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Date: April 23, 2025  
Time: 9:03 pm

Dear Mayor and Council,

I am writing to express my strong opposition to the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I VERY MUCH support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is NOT a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030. Add to the transit connections first, before you make drastic cuts.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Plus, let’s be honest, with the addition of devout to downtown we will have increased secondary homes and therefore increased traffic.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Regards,  
Darcy Wells.

Sincerely,  
Darcy Wells

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Date: May 3, 2025  
Time: 6:00 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Bonnie Werner

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Date: April 23, 2025  
Time: 10:03 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Bernadette Weselowski

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Date: May 1, 2025  
Time: 11:22 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Linda Wester

---

Date: April 24, 2025  
Time: 1:07 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Johanne White

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Date: April 29, 2025  
Time: 12:28 pm

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

As a regular visitor from Calgary area, parking close to our destination is important. I don't want to park a long ways away from my destination, as an older person.

Calgary has done a similar thing to Stephen's Avenue, when it happened, we stopped going there.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP's mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Johnathan White

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Date: May 5, 2025  
Time: 1:28 pm



Dear Mayor and Council,

I am writing to express my agreement to the proposed year-round pedestrianization of Main Street. It will enhance the offerings of Canmore and if done right will bring more “community” to the downtown core. If we are going to close the main street, we must do it right and enhance and beautify the streetscape.

I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work or work outside of the Roam transportation schedule. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. **A parkade is a must for the downtown core.** If the Town does not want to build it, lease and tender it out to the private sector, and it will be built.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

I believe the downtown core should be limited to a 2 ½ story height restriction. People – locals and tourists alike – are here for the views. Taking those views away would diminish what Canmore is about.

Thank you for your thoughtful consideration of this feedback. Looking forward to a great future for downtown Canmore.

Regards  
Jeff Whitefield

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Mary Ellen Whitney

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Date: April 27, 2025  
Time: 8:42 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Dwayne Wiebe

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Date: April 18, 2025  
Time: 11:16 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, tattoo studios and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Veronique Wiebe

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Date: April 20, 2025  
Time: 12:06 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. In the winter months seniors; especially those with disabilities, need parking within close proximity to downtown business including health & wellness facilities, legal & financial offices, dining and retail outlets. It is not that easy to get around downtown Canmore. Please don't make it more difficult then it already is. Before making descisions that might adversely affect our community please consider a plebiscite. It would be interesting to know the feelings of the tax payers. Thank you, Ivan Willert

Sincerely,  
Ivan Willert

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Date: April 27, 2025

Time: 10:57 am



TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Marsha Willert

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Date: April 27, 2025  
Time: 8:43 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Lindsey Williams

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Date: April 27, 2025  
Time: 5:55 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Shannon Williamson

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Date: May 1, 2025  
Time: 9:52 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Harley Wills

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Date: May 1, 2025  
Time: 6:24 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Philip Wilson

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Date: April 23, 2025  
Time: 9:22 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Terry Wilson

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Date: April 30, 2025  
Time: 9:14 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Marianne Winz

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Date: April 23, 2025  
Time: 8:45 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Ralf Wollmann

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Date: April 23, 2025  
Time: 1:55 am



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Viktoria Wollner

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Date: April 24, 2025  
Time: 2:41 am

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

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Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Tony Wong

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Date: May 2, 2025  
Time: 5:27 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)  
FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Anne E Wood

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Date: April 16, 2025  
Time: 6:55 pm

Dear Mayor and Council,

I am writing to express my strong opposition to removing parking in the downtown core. I am a senior and sometimes I need to drive to get downtown and I am afraid that removing the parking areas in the core will make this difficult.

Also, Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Thank You  
Brian Wood  
Sent from my iPhone



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

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Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

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Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Hilary Wood

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Date: April 16, 2025  
Time: 6:48 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

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Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Jennifer Wood

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Date: April 28, 2025  
Time: 10:59 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

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I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Mary Wood

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Date: May 1, 2025  
Time: 8:59 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Andrew Wright

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Date: April 16, 2025  
Time: 7:18 pm



TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am in complete opposition to the Vancouver style long term “vision” for our small and unique community. It beggars belief that you would hire the cheapest out of town, large city consultant rather than striking a committee of residents and local business owners to consider long term ideas. I believe that our future vision must come from us rather than outsiders who have neither the understanding of our town nor do they have a stake in the results of their work.

Destroying lovely family neighborhoods by replacing them with four story condos is a travesty. The buildout of TSMV will already double our population. How much can this narrow valley accommodate? Plus, replacing our beautiful views that make our location a special place to live with obstructed sight lines is short sighted to say the least. Also, where will the residents of these downtown buildings park??

I also object to the labelling Ekloff park as “underutilized” to destroy this lovely bit of open green space. It adds to the atmosphere of this neighborhood and is well utilized by our resident elk herd. Granted, they don’t pay taxes but they belong here none the less.

I have previously expressed my concerns about the downtown parking ‘vision’ in a previous letter so will refrain from repeating myself.

Just as an aside; did anyone consider contacting the U of C urban planning professor who is known to bring his students to Cougar Creek as an example of urban planning gone horribly wrong? Sorry I don’t know his name. Perhaps we should consult with professionals who know the landscape.

Sincerely,  
Marsha Wright

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Date: May 5, 2025

Time: 1:02 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Nicholas Wyczynski

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Date: April 26, 2025  
Time: 9:00 am

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Chris Wyman

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Date: April 24, 2025  
Time: 11:55 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Nigel Wynia

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Date: May 1, 2025  
Time: 10:18 am

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Draft Area Redevelopment Plan

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Parking should be retained on Main Street. In the peak season, short-term paid parking would be reasonable while a free 3-5 hour time-limit should be allowed the rest of the year for residents and employees. An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way. Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

I do NOT support redeveloping Town parking lots to housing units. Parking should be retained in the downtown area as per the IPMP page 14. All-day parking should be allocated to business owners and employees. Ride sharing plans and incentives should be encouraged.

In the future a parkade should be developed on one or more of these downtown parking areas.

Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

I do NOT support building an outdoor central plaza downtown. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, not making it the only option.

Sincerely,  
Tetsu yamato

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Date: April 3, 2025

Time: 9:59 pm



From: Mel Youngberg <[REDACTED]>  
Sent: April 28, 2025 6:52 PM  
To: Council <[council@canmore.ca](mailto:council@canmore.ca)>  
Subject: Main Street

To All Members of town council why in the world would you Ever think of closing Main Street of Canmore for pedestrians.... This is just another crazy idea of you people we as residents of Canmore need access to the business of downtown you want to do everything for tourists mostly day trippers to walk around not spending a dime maybe a coffee or ice cream who would do this in the middle of winter. You people are not working for the residents who Pay TAXES a lot of taxes. For the last 3 months I wave had to try and get a Handicap parking spot it's not easy I do not like going DT because there is no place to park..  
Start and do some thinking about us.  
Mel Youngberg  
Canmore Ab  
Since 1996  
Sent from my iPad

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council,

I do NOT support pedestrianizing Main Street year-round. In fact, I support only seasonal or no closure of Main Street. There are many businesses, in addition to bars and restaurants, that residents, employees, and visitors access year-round on Main Street and in the downtown core.

Surveys conducted by the BIA, Bowda, and ARP indicate mixed opinions within the business community regarding full-time pedestrianization of Main St.

The Connect Downtown survey from the summer of 2024 shows that 35% of respondents strongly agreed with permanent pedestrianization. When broken down further, only 25% of businesses strongly agreed and only 23% agreed.

The 2022 BIA survey (57 respondents) indicates substantial parking concerns, with around 56% needing more information or expressing opposition to pedestrianizing Main St.

The 2024 BOWDA survey (118 respondents) highlights housing, labor, and parking as top issues, with 60% feeling unheard by the council.

Parking should be retained on Main Street and the blocks behind it that currently exist. Our vibrant downtown offers a mix of essential services such as dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers. Many locals and people living within the region (for example Lake Louise, Banff, the MD of Bighorn, Cochrane, Calgary, Invermere) do NOT have the time or the ability to walk from intercept parking on Railway Avenue. This compounds when colder weather arrives. Parking should be maintained within a block of any business downtown for this reason. Even now, paid parking is driving locals to other parts of Canmore for these services or even farther afield to Cochrane or Calgary.

I do NOT support redeveloping our current downtown parking lots to housing units. We need to maintain all those parking spots for drivers accessing the downtown. If apartments were to be built there instead, at least some of the remaining parking would be used by apartment residents, despite the Town's efforts to "unbundle parking" from new and existing housing.

In the future a parkade should be developed on one or more of these downtown parking areas that grows available parking, not decreases it.

There is a stated goal of both the draft Area Redevelopment Plan and the Integrated Parking Plan to decrease single vehicles by 20% in the downtown core in the next 5 years, but this will negatively impact essential businesses (dentists, doctors, lawyers, realtors, physiotherapists, osteopaths, psychologists/counsellors, pilates and yoga studios, grocery stores, banks, and hairdressers) and other services and could cause closures of these businesses.

Parking should be retained in the downtown area for customers and visitors as per the Integrated Parking Management Plan on page 14.

All-day parking should be allocated to business owners or employees on a cost-free basis in intercept parking. Ride sharing plans and incentives should be encouraged. Intercept parking should be developed at 700-800 Railway Avenue as well as other areas in town such as the Recreation Centre.

Year-round, short-term paid parking downtown would be reasonable for customers and visitors. The free 3-hour parking for residents should be maintained on other streets in the downtown core and should NOT be reduced in any way (i.e. 10th street). Employees working in Canmore from the surrounding region should be able to access free 3-hour parking as well.

An App should be developed to alert users to numbers of available parking in all parking areas, including intercept parking. The Town of Banff should be consulted regarding their App and process for this purpose.

I do NOT support building an outdoor central plaza downtown due to the negative impact on parking. It should go outside of the downtown to someplace like the Recreation Centre or in the Palliser area.

Pedestrianizing downtown compounded with paid parking will turn downtown into a tourist-only area and create a ghost town effect during off season and inclement weather, causing service and local oriented businesses to close or leave the downtown.

I do NOT support reconfiguration of the surrounding street network. I do NOT support continued plans to narrow street lanes, adding or keeping calming features, reducing speed limits, or forcing traffic to by-pass Main Street. All will decrease available parking. Traffic should be encouraged to flow into and through the downtown area, while signage could be used to encourage drivers to use alternative routes.

Positive incentives should be developed to continue to encourage residents, employees, and visitors to walk, bike, or use transit, but not at the expense of vehicles. We need to support customers accessing the downtown core such as locals, regional customers, seniors, people with mobility issues, and those with limited time to access the downtown core easily by having accessible parking within a block of the business they want to access.

Canmore is a vibrant community and maintaining and growing parking within the downtown and allowing easy access on our streets will keep that vibrancy year-round.

Sincerely,  
Atsushi Yuda

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Date: April 16, 2025  
Time: 4:46 pm

TO: [municipal.clerk@canmore.ca](mailto:municipal.clerk@canmore.ca)

FROM: [REDACTED]

RE: Opposition to Downtown Area Redevelopment Plan

Dear Mayor and Council,

I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue.

Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products.

This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8)

Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives.

I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy.

The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective.

While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not support the proposed 20% reduction in single-vehicle use by 2030.

Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use.

I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary.

Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance.

Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Aleks Zablotni-Schantz

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Date: April 23, 2025  
Time: 8:56 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not

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Sincerely,  
Jody Zeniuk

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Date: April 24, 2025  
Time: 8:08 pm

TO: municipal.clerk@canmore.ca

FROM: [REDACTED]

RE: draft Area Redevelopment Plan

Dear Mayor and Council, I am writing to express my strong opposition to both the proposed year-round pedestrianization of Main Street and the shift away from dispersed parking toward a centralized intercept facility at 700–800 Railway Avenue. Downtown Canmore is home to a wide variety of businesses that serve locals, regional residents, and visitors alike. These include essential services such as dental and orthodontic offices, pilates and massage studios, psychological counselling, physiotherapy, accounting, French language instruction, hairdressing, kitchen supply stores, interior design services, skincare specialists, meeting spaces, and grocery stores. Additionally, downtown offers clothing shops for all ages, jewelers, art galleries, day spas, and stores featuring Alberta-made products. This is not simply a shopping, dining, or tourist district. Reducing or eliminating dispersed parking on Main Street and in the existing downtown lots will undoubtedly discourage many users from coming downtown, which will negatively impact these businesses. This approach will not foster a vibrant, thriving downtown. As the Integrated Transportation Plan (ITP) rightly states: “The transportation system should support economic prosperity within Canmore.” (p. 8) Currently, downtown offers 278 parking spaces in dedicated lots and another 77 on Main Street. All of these are essential to meet the needs of both residents and visitors, and I believe they must be preserved. In fact, I support the construction of a four-story parkade on one or both of the downtown parking lots. During the off-season, the upper levels should offer free all-day parking to support not only local residents but also the many hard-working staff who commute to Canmore for work. The Town of Banff has implemented a similar system with great success. Additionally, carpooling could be further encouraged through appropriate incentives. I do not support redeveloping our downtown parking lots for residential or other building projects. Attempting to address the housing crisis by creating an economic crisis for downtown businesses is not a viable solution. While some supporters of the draft ARP’s mode shift targets might consider this a success, creating one problem to attempt to solve another is a flawed strategy. The Canmore Integrated Parking Management Plan identifies improved motorist convenience — specifically, the ease of finding a parking space close to destinations — as a key goal. I fully support this objective. While I agree that active transportation options and transit connections should continue to be enhanced, this should not come at the expense of single-vehicle use or parking availability. I do not



support the proposed 20% reduction in single-vehicle use by 2030. Transportation modes should complement, not compete with, one another. A healthy and thriving downtown depends on embracing all modes of transportation — walking, biking, public transit, and single-vehicle use. I also do not support the “unbundling” of parking spaces from building spaces. Many residents rely on their vehicles not only for daily tasks but also to access the hiking and skiing trails that surround us, as well as for trips to places like Calgary. Finally, I do not support the adoption of a Complete Streets Application as outlined in the ITP on any further streets such as 10th, due to the potential for increased emergency response times for services such as fire and ambulance. Thank you for your thoughtful consideration of this feedback. We all care deeply about our community, and I hope the decisions made will reflect a commitment to keeping Canmore a truly people-friendly environment.

Sincerely,  
Leonard Zeniuk

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Date: April 24, 2025  
Time: 8:10 pm

**From:** [Lisa Zlata](#)  
**To:** [Shared.MunicipalClerk](#)  
**Subject:** Downtown parking  
**Sent:** 2025-05-01 12:36:23 PM

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Hey

This plan to remove parking and access to the downtown core is not practical. Please think about it. It's ludicrous. Don't do it.

Regards

Lisa Zlata

Bow valley residence since 1983.

Sent from my iPhone