



SMITH CREEK

Area Structure Plan

PUBLISHING INFORMATION

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Smith Creek Area Structure Plan

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QuantumPlace Developments Ltd. submitted the Smith Creek Area Structure Plan on behalf of Three Sisters Mountain Village Properties Ltd.

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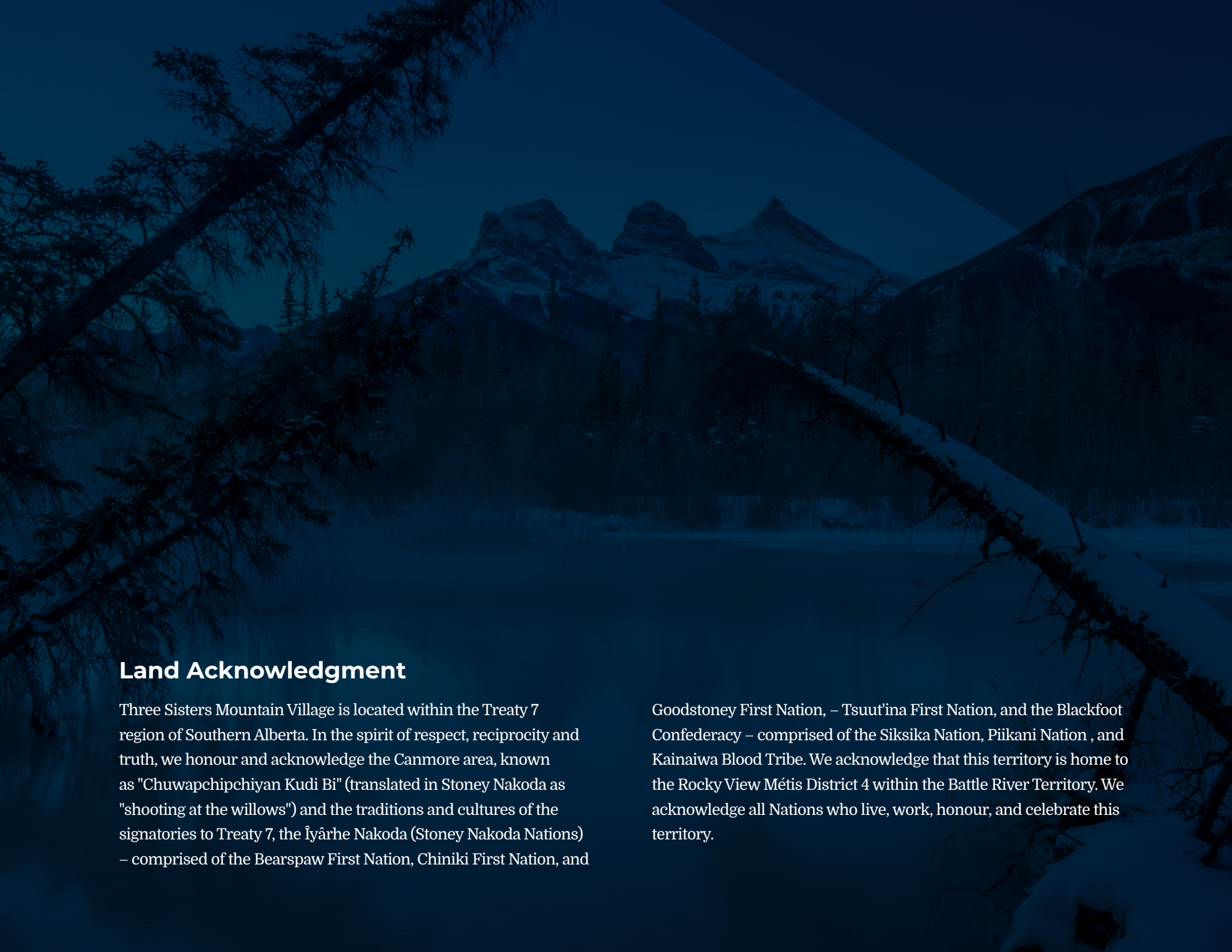
Web

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ISC

Unrestricted





Land Acknowledgment

Three Sisters Mountain Village is located within the Treaty 7 region of Southern Alberta. In the spirit of respect, reciprocity and truth, we honour and acknowledge the Canmore area, known as "Chuwapchipchiyan Kudi Bi" (translated in Stoney Nakoda as "shooting at the willows") and the traditions and cultures of the signatories to Treaty 7, the Îyârhe Nakoda (Stoney Nakoda Nations) – comprised of the Bearspaw First Nation, Chiniki First Nation, and

Goodstoney First Nation, – Tsuut'ina First Nation, and the Blackfoot Confederacy – comprised of the Siksika Nation, Piikani Nation, and Kainaiwa Blood Tribe. We acknowledge that this territory is home to the Rocky View Métis District 4 within the Battle River Territory. We acknowledge all Nations who live, work, honour, and celebrate this territory.

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Envisioned since 1992 as a world-class, resort and mixed-use community,

Three Sisters Mountain Village will be home to a diverse population and known as a vibrant destination for recreation enthusiasts. Three Sisters Mountain Village will be an extension of what residents and guests already know and love about Canmore, an expanded hub for holistic health, adventure, arts and culture.



1

INTRODUCTION

1.1 Purpose

1.2 Planning Policy Framework

1.3 Authority of the ASP

1.4 Map Interpretation

1.5 Plan Interpretation

1.6 Timeframe of the Plan

1.7 Amendments to the Plan

1.8 Supporting Documents

1 INTRODUCTION

1.1 Purpose

The purpose of this plan is to guide future municipal decision making to ensure the comprehensive development of Smith Creek. The policy framework provided in this plan aligns with land use, transportation, recreation, art and culture, socio-economic and environmental components with the vision for the community. The Smith Creek Area Structure Plan (ASP), together with the Stewart Creek ASP and the Three Sisters Village ASP, provide the Town of Canmore and Three Sisters Mountain Village with a strategic, long-term direction to move development of these areas forward together.

The Smith Creek ASP establishes a broad framework for future development consisting of an overall concept plan, land use areas, policy statements and an implementation plan. The ASP directs the integration of these elements within the site according to guiding principles and site constraints. At the same time, this comprehensive and cohesive framework is intended to be concise, yet flexible enough to respond to changing market, socio-economic and policy conditions as development occurs.

Consultation for the Smith Creek ASP occurred between 2015 and the fall of 2020. The public and key stakeholders were invited to share input through town meetings, a website and other public outreach efforts.

After submission of the draft ASP document to the Town of Canmore, further engagement was conducted and considered within a “What We Heard” report that documents the feedback obtained and how feedback was incorporated into the ASP. This plan provides the basis for decision making, continually grounding stakeholder input within consistent boundaries of agreed-upon goals and values.

1.2 Planning Policy Framework

The Smith Creek ASP is consistent with the applicable goals and policy of the Town’s Municipal Development Plan (MDP), the Natural Resource and Conservation Board (NRCB) decision No. 9103 and the requirements of the *Municipal Government Act* (MGA). This ASP will provide direction in subsequent planning applications including: Conceptual Schemes, Land Use Bylaw Amendments, Subdivision and Development Permits.

In addition to having a comprehensive concept for the Smith Creek ASP, the objectives and policies herein recognize and complement the objectives and policies contained within the Three Sisters Village and Stewart Creek ASPs. This provides a complete planning vision for the entire Three Sisters Mountain Village community.

1.3 Authority of the ASP

This ASP is adopted by Bylaw in accordance with the requirements of Section 633 and Section 619, in recognition of the NRCB decision, of the MGA.

1.4 Map Interpretation

Unless otherwise specified within the ASP, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations.

1.5 Plan Interpretation

Where an objective statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the objective statement and a policy, the policy will take precedence.

Where “shall” or “must” or “will” is used in a policy, the policy is considered mandatory, usually in relation to a statement of action, legislative direction or situation where the desired result is required.

Where “should” is used in policy, the intent is that the policy is strongly encouraged. Alternatives can be used where the policy is unreasonable or impractical in a given situation, or where unique or unforeseen circumstances provide for courses of action that would satisfy the general intent of the policy. However, the general intent is for compliance.

Where “may” is used in a policy, it means there is a choice in applying the policy and denotes discretionary compliance or the ability to alter the requirements as presented. Where a policy requires compliance at the Subdivision, Land Use Redesignation or Development Permit approval stage, that requirement may be deferred to a subsequent stage if deemed appropriate by the approving authority and if the overall intent of the policy can still be achieved.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the submission shall be determined at the appropriate stage declared in the ASP. Where a study has been completed at a previous stage or included within a study report for any area it shall be considered complete; if parameters have changed, a letter addressing the update may be required.

1.6 Timeframe of the Plan

While no specific timeframe is applied to the Plan, the proposed development is expected to be constructed over the next 20 to 30 years. The Smith Creek ASP presents a desired future and it is recognized that amendments to the ASP may be required to respond to new circumstances and market conditions.

1.7 Amendments to the Plan

In order to make any substantive change to the text or maps within this ASP that fundamentally alters the purpose and intent of the Plan, an amendment to the ASP is required to be approved by bylaw in accordance with the MGA. The applicant shall submit the supporting information considered necessary by the Town to evaluate the request for an amendment.

1.8 Supporting Documents

Supporting information to the Plan consists of the following:

- ◆ Environmental Impact Statement (EIS);
- ◆ Wildfire Risk Assessment;
- ◆ Transportation Impact Assessment (TIA);
- ◆ Master Drainage Plan;
- ◆ Servicing Study;
- ◆ Various Steep Creek Hazard Reports for all associated creeks;
- ◆ Municipal Fiscal Impact Assessment (MFIA);
- ◆ Socio-Economic Impact Assessment (SEIA);
- ◆ Commercial Market Needs Assessment Executive Summary; and
- ◆ “What We Heard” Communications and Engagement Report.



2 PLAN AREA CONTEXT

2.1 Location

2.2 History

2.3 Natural Environment

2 PLAN AREA CONTEXT

2.1 Location

The Smith Creek Plan Area is located at the eastern edge of the town of Canmore and is adjacent to Stewart Creek Golf and Country Club and lies south of the Trans-Canada Highway (Map 1). The Plan Area includes the areas known as Sites 7, 8, 9 and Parcel K as well as the lands occupied by Thunderstone Quarries (Map 2). Across the highway is the M.D. of Big Horn and the community of Dead Man's Flats.

The overall ASP area comprises of approximately 154 hectares (380 acres) of land. Map 1 indicates the context of the Plan Area in relation to the town of Canmore, other ASPs in the Three Sisters Mountain Village community and surrounding portions of the Bow Valley.

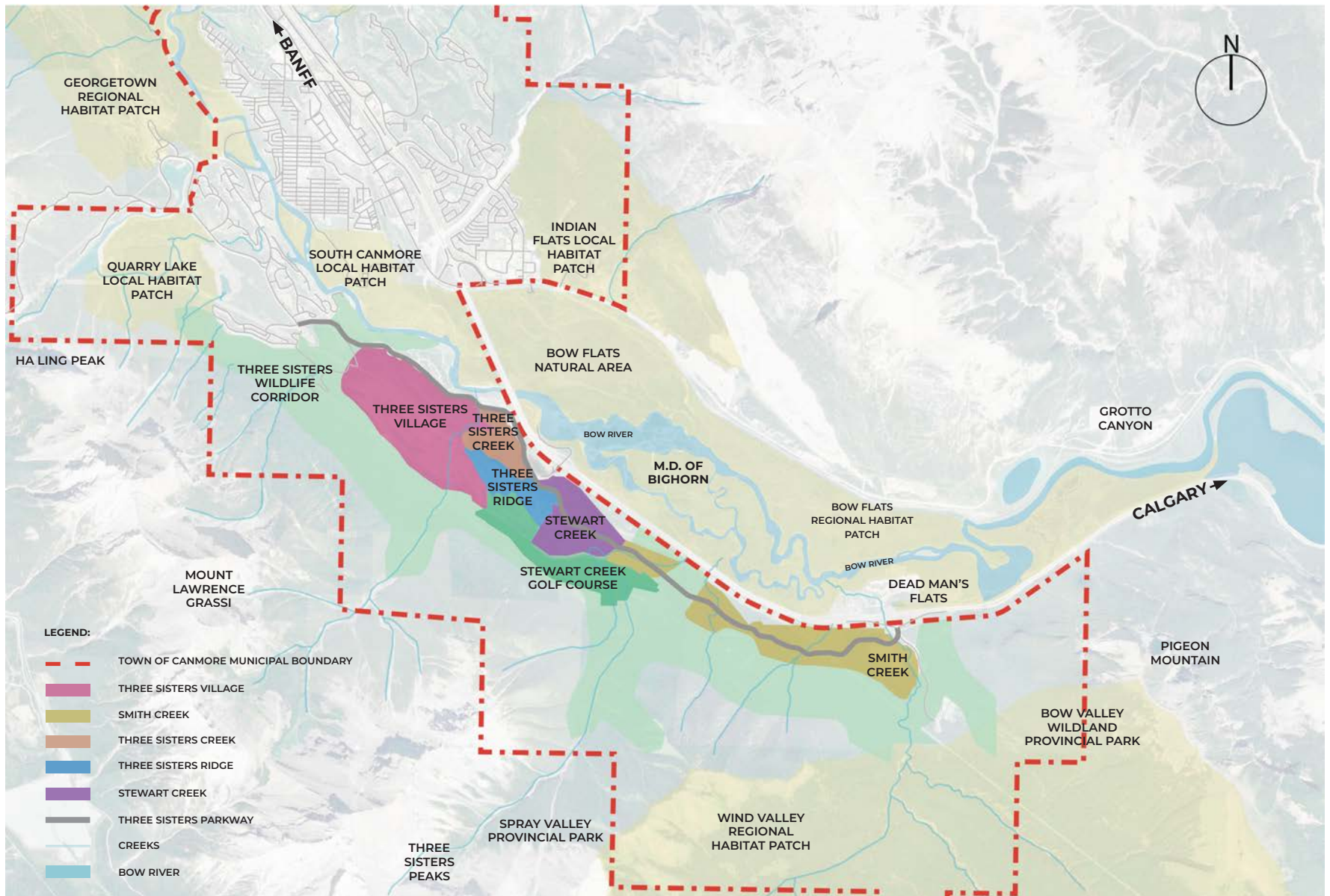
2.2 History

For centuries prior to the arrival of Europeans, indigenous peoples have lived on the lands that include the current Three Sisters Mountain Village site. For hundreds of generations, they lived on the lands and traditionally hunted animals and fished. After first contact with Europeans in the 17th century indigenous people traded with the settlers and explorers and were important guides with a deep knowledge of the land, people and animals that inhabit them.

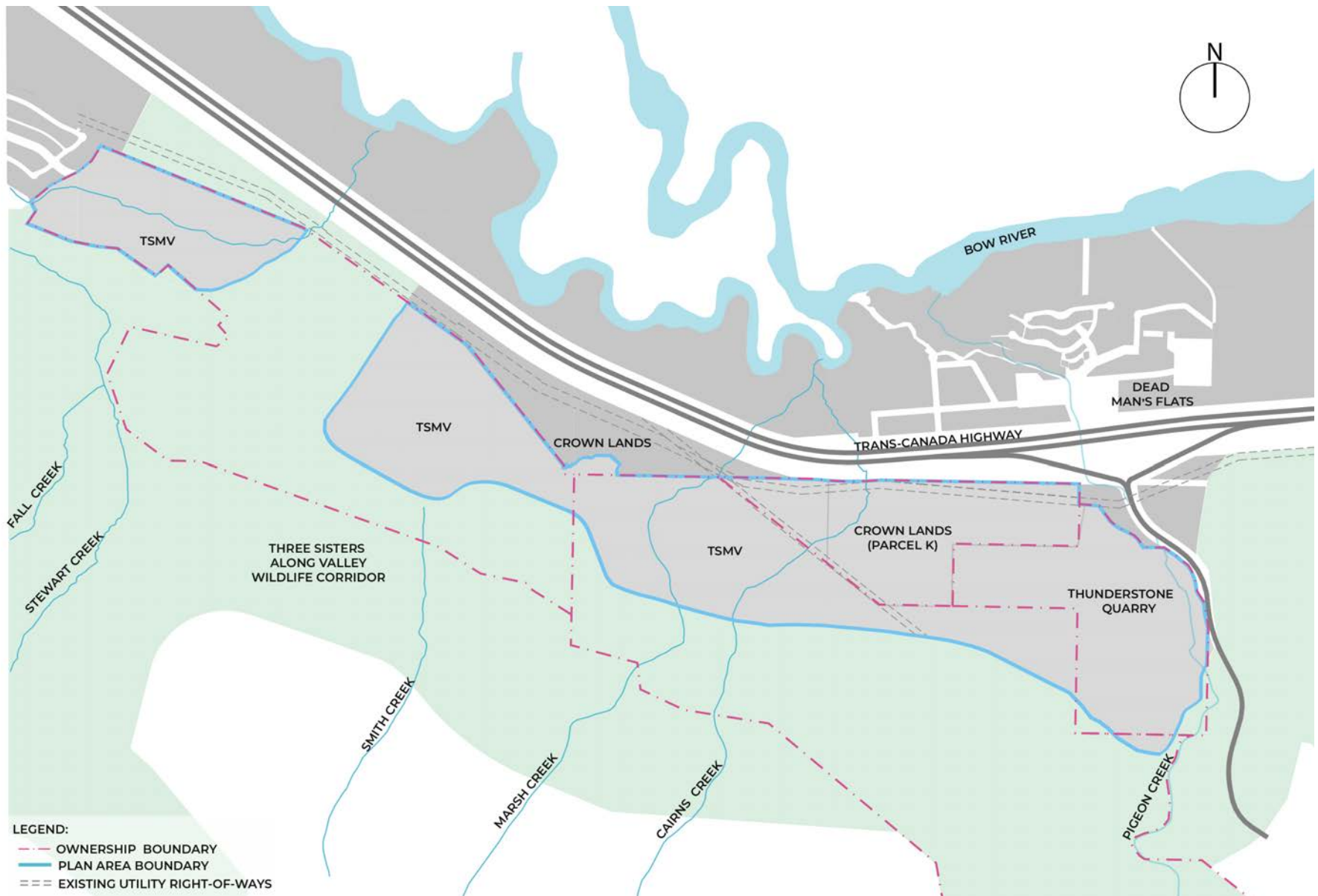
Canmore's history was created around coal, despite originally being founded as a railway town, in the fall of 1883. In 1886 Queen Victoria granted a coal mining charter to the town and in 1887 the first mine was opened. Originally owned by the Canmore Mining Company, the Smith Creek ASP Plan Area is part of the Three Sisters Resorts lands that were annexed to the Town of Canmore in 1991. In 1992, following extensive study, planning, design and public feedback gathered during an impartial review process, the Natural Resources Conservation Board (NRCB) approved TSMV's application to construct a "Recreational and Tourism development". While the development of the resort was not approved within Wind Valley, the alternative resort location was identified to be in the area of the Three Sisters Village ASP area.



Map1 Location



Map 2 Ownership



The designation of wildlife corridors was a requirement resulting from the NRCB's decision and under the jurisdiction of the Province.

The decision made by the NRCB provided certainty that the development would move forward, but left many details to be determined in the planning process. In broad strokes, the decision outlined the following key elements:

- ◆ A resort component with hotels, service commercial, residential homes for permanent residents;
- ◆ An opportunity for economic diversification through a business park;
- ◆ Residential components to support the year-round vibrancy of the resort;
- ◆ A space for recreation and to attract year-round amenity;
- ◆ The area now referred to as Smith Creek, would serve a local population and include homes and a commercial component;
- ◆ Stewart Creek would include residential and a commercial component; and
- ◆ The development would include a spectrum of housing with an emphasis on market entry and employee housing.

In 2020, Three Sisters Mountain Village working with the Province of Alberta, received approval for the Smith Creek wildlife corridor, satisfying the NRCB requirement to dedicate wildlife corridors with the final link approval in Smith Creek.

Thunderstone Quarries Canmore Ltd. is an active rundle rock quarry operation located immediately south of the Dead Man's Flats interchange. Although the lands are not part of the NRCB's decision they are included as part of the Smith Creek ASP Plan Area. The quarry has been in operation under various corporate entities since 1960. Thunderstone Quarries will require reclamation prior to redevelopment. It is anticipated that the reclamation and redevelopment will occur when the resource is extracted. Moving forward, this ASP, which is in alignment with Canmore's MDP, will provide direction to municipal applications within the Plan Area.

Three Sisters Mountain Village has engagement efforts with Stoney Nakoda Nation regarding Three Sisters Mountain Village's ongoing project to understand interests and make available business opportunities as discussed in the NRCB Decision. Three Sisters Mountain Village supports the Town of Canmore's emerging efforts to build ongoing relationships with the Stoney Nakoda Nation.

2.3 Natural Environment

The following section provides information related to the physical attributes of the Plan Area including terrain, topography, wildlife, steep creek hazards, streams, riparian areas, vegetation, wetlands and wildfire. For additional details on the environmental attributes within the Plan Area, refer to the Smith Creek EIS.

2.3.1 Terrain / Topography

The topography of the Smith Creek Plan Area consists of rolling terrain and a series of defined ridges and plateaus (Map 3). Steep terrain exists along portions of the northern boundary of the Plan Area. The terrain within Smith Creek is mountainous and is characterized by glacial features and alluvial deposits as well as weathered bedrock.

2.3.2 Wildlife and Wildlife Corridors

The Bow Valley is a unique ecosystem, home to a variety of wildlife species. Large mammals such as black bears, grizzly bears, cougars, wolves, deer, elk and bighorn sheep inhabit the area; as well as medium and small-sized mammals, birds, amphibians and fish species common throughout the front range of the Rocky Mountains. As a condition of its approval by NRCB, the 1992 decision required that wildlife corridors be provided to facilitate wildlife movement.

In 1998, preliminary wildlife corridors were identified on portions of lands owned by Three Sisters Mountain Village. This corridor alignment was approved by the Province and connected to the Along Valley and Across Valley wildlife movement corridors to the west. The wildlife corridor adjacent to Smith Creek was approved in 2020 and its designation formalized the Plan Area for this ASP. The wildlife corridor (Map 4) serves to connect the previously approved 1998 Along Valley Corridor to the G8 wildlife underpass. The Stewart Creek Across Valley Corridor was approved by the Province in 1998 but is proposed to shift eastward to align with the Stewart Creek steep creek hazard area.

2.3.3 Creeks and Riparian Areas

Canmore is located within the Bow River watershed, a 25,000 km² catchment area stretching from the Rocky Mountains to the South Saskatchewan River. Five creeks and their riparian areas are identified, going from west to east, within the Plan Area: Stewart, Smith, Marsh, Cairns and Pigeon Creeks (Map 5). While Stewart and Pigeon Creeks are considered permanent, the other creeks are ephemeral, or intermittent with their primary source of water resulting from spring run-off or from storm events. All creeks flow into the Bow River.

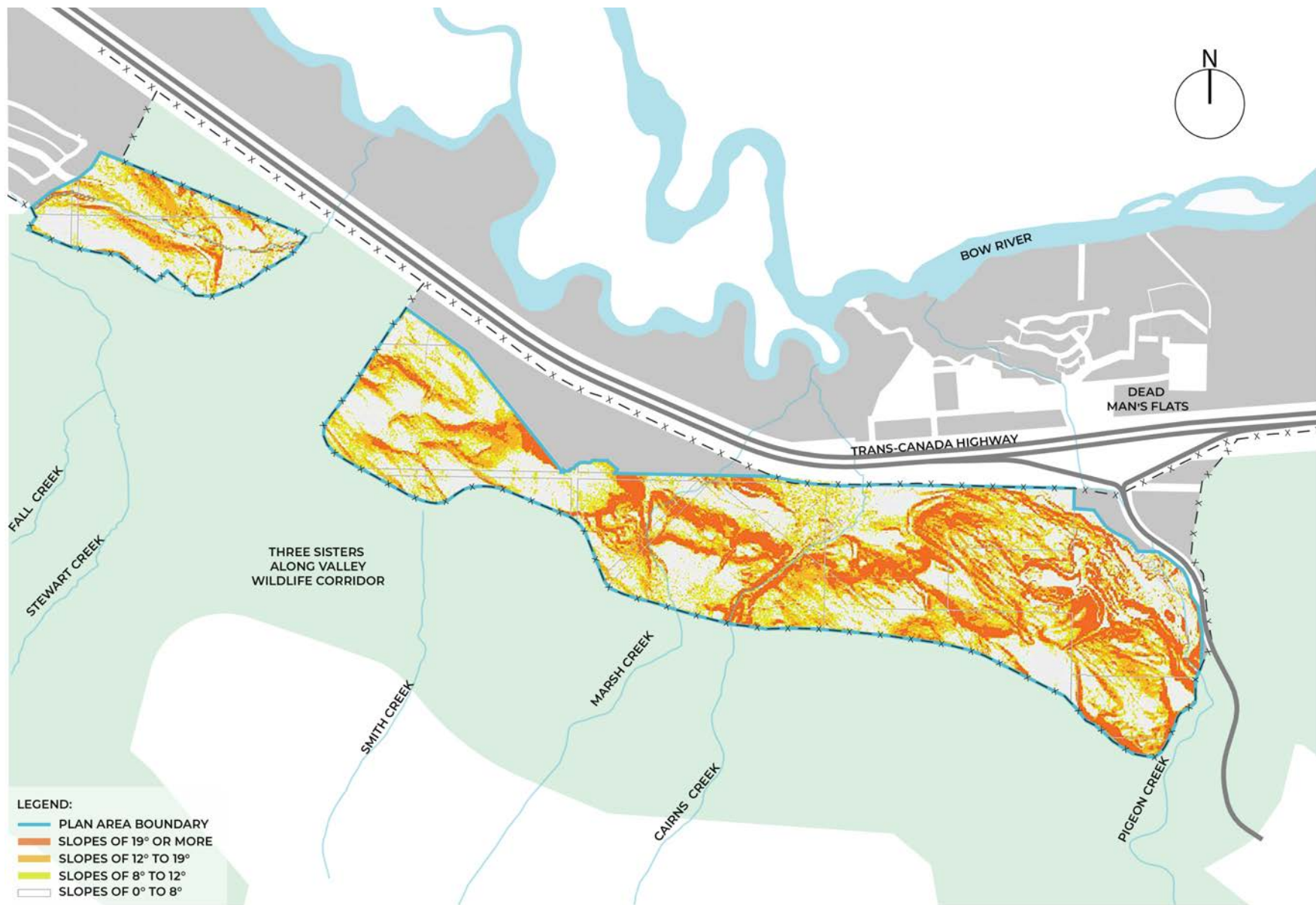
2.3.4 Wetlands

There is a small wetland area identified within Smith Creek Plan Area (Map 5).

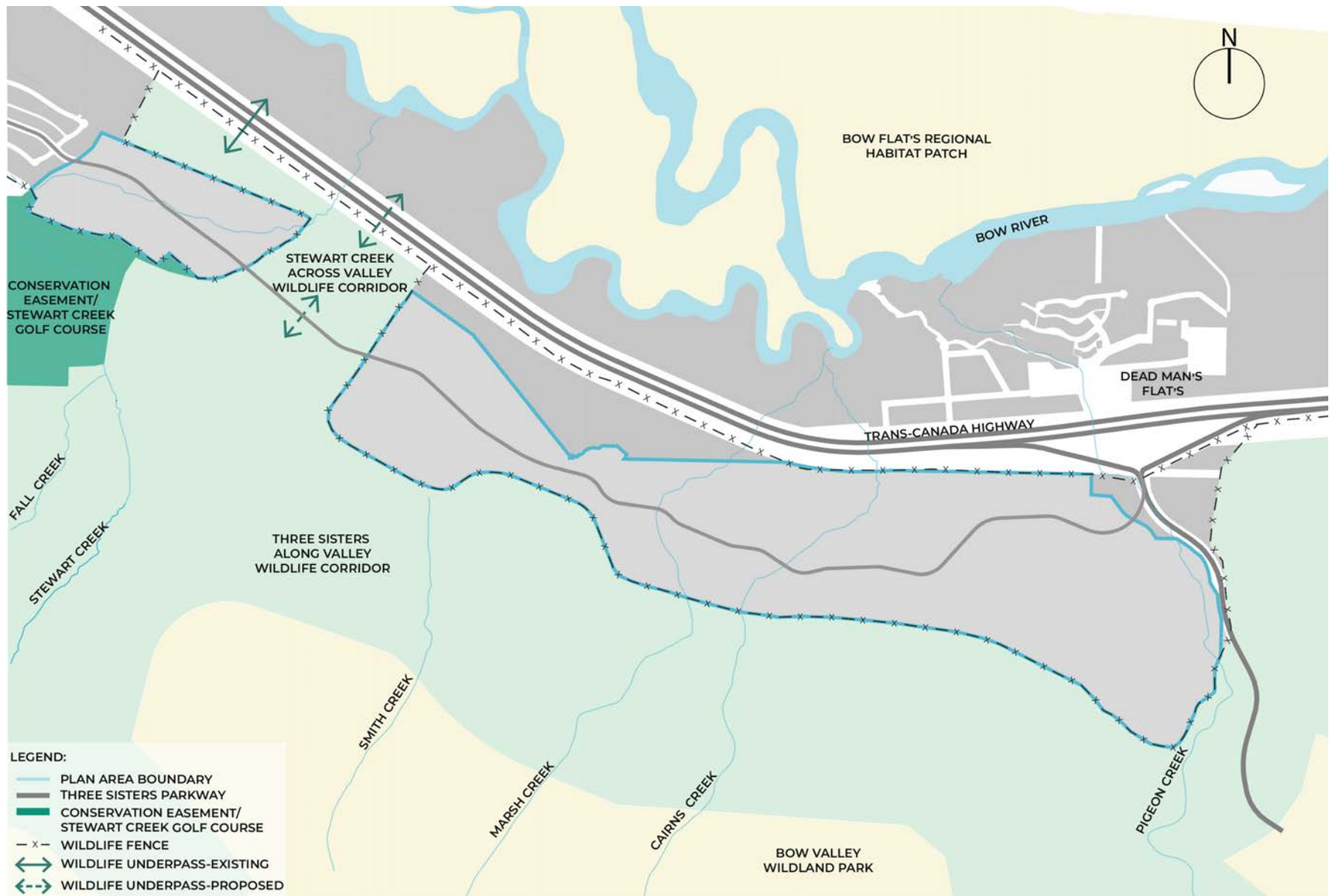
2.3.5 Vegetation

Smith Creek is part of the montane ecoregion and contains substantial native vegetation. It is largely treed, most of which is closed pine and spruce forest and grassland meadows. Vegetation clearings in the area have occurred over time within the Plan Area, primarily in association with mining activity and right-of-ways for transmission lines. A stand of old growth Douglas Fir exists towards the eastern portion of the Plan Area (Map 5).

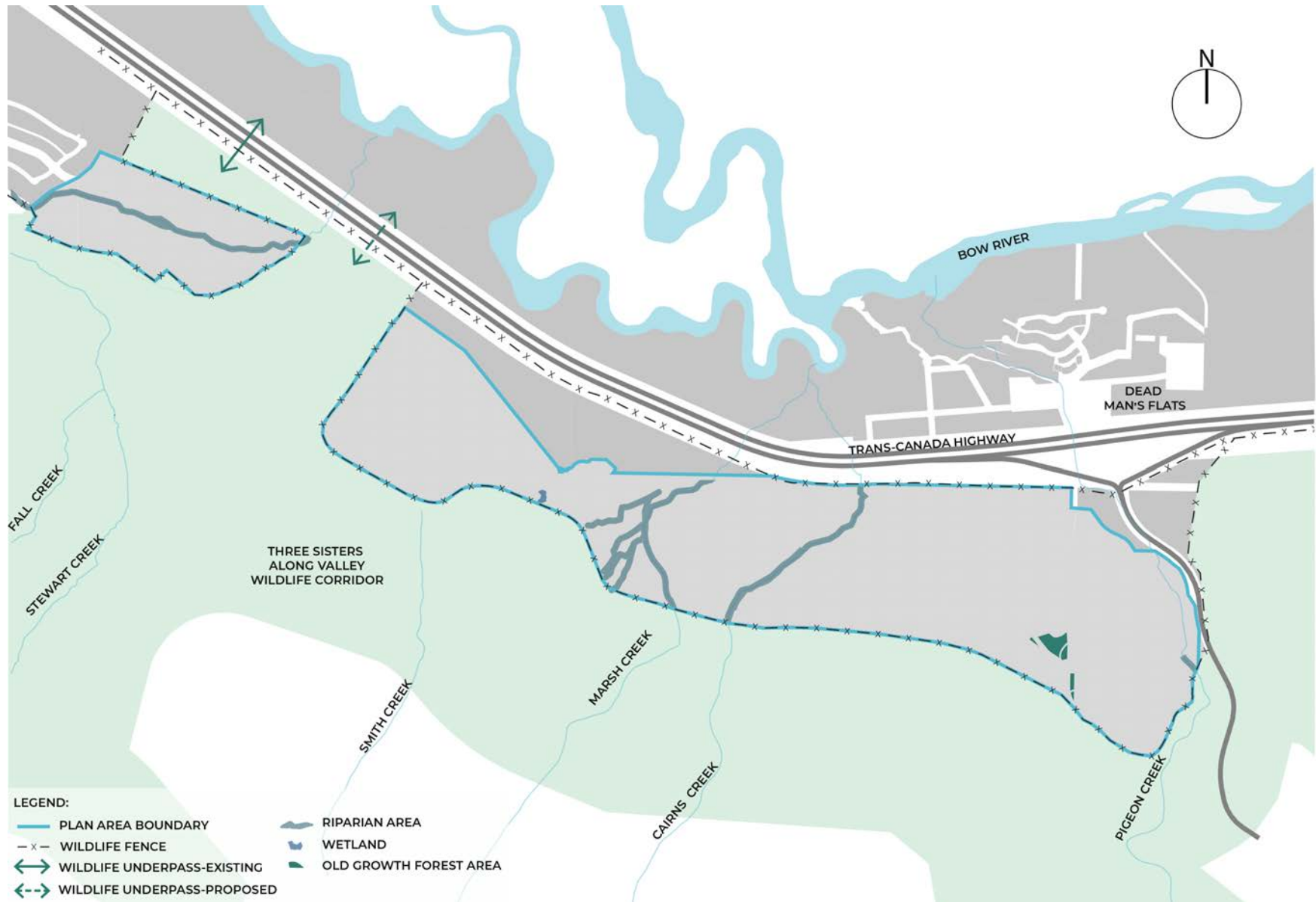
Map 3 Slope Analysis



Map 4 Habitat Patches and Wildlife Corridors



Map 5 Constraints



2.3.6 Steep Creek Hazards

The Bow Valley is susceptible to various natural hazards, including debris flows and debris floods. Varying levels of steep creek hazards exist and provide a constraint to development, which requires consideration in planning and development (Map 6). The Town and Three Sisters Mountain Village have jointly worked on a solution to both mitigate the existing steep creek hazards for the Pigeon Creek within the Smith Creek ASP area and to define steep creek hazards for Smith, Cairns, Marsh and Stewart Creeks.

2.3.7 Wildfire

The Bow Valley has the potential for extreme wildfire events due to the nature of the vegetation and climate. The Wildfire Risk Assessment completed for Smith Creek has identified low/moderate wildfire hazard levels over the majority of the land within the Plan Area, with some pockets of high/extreme hazard levels (Map 7).

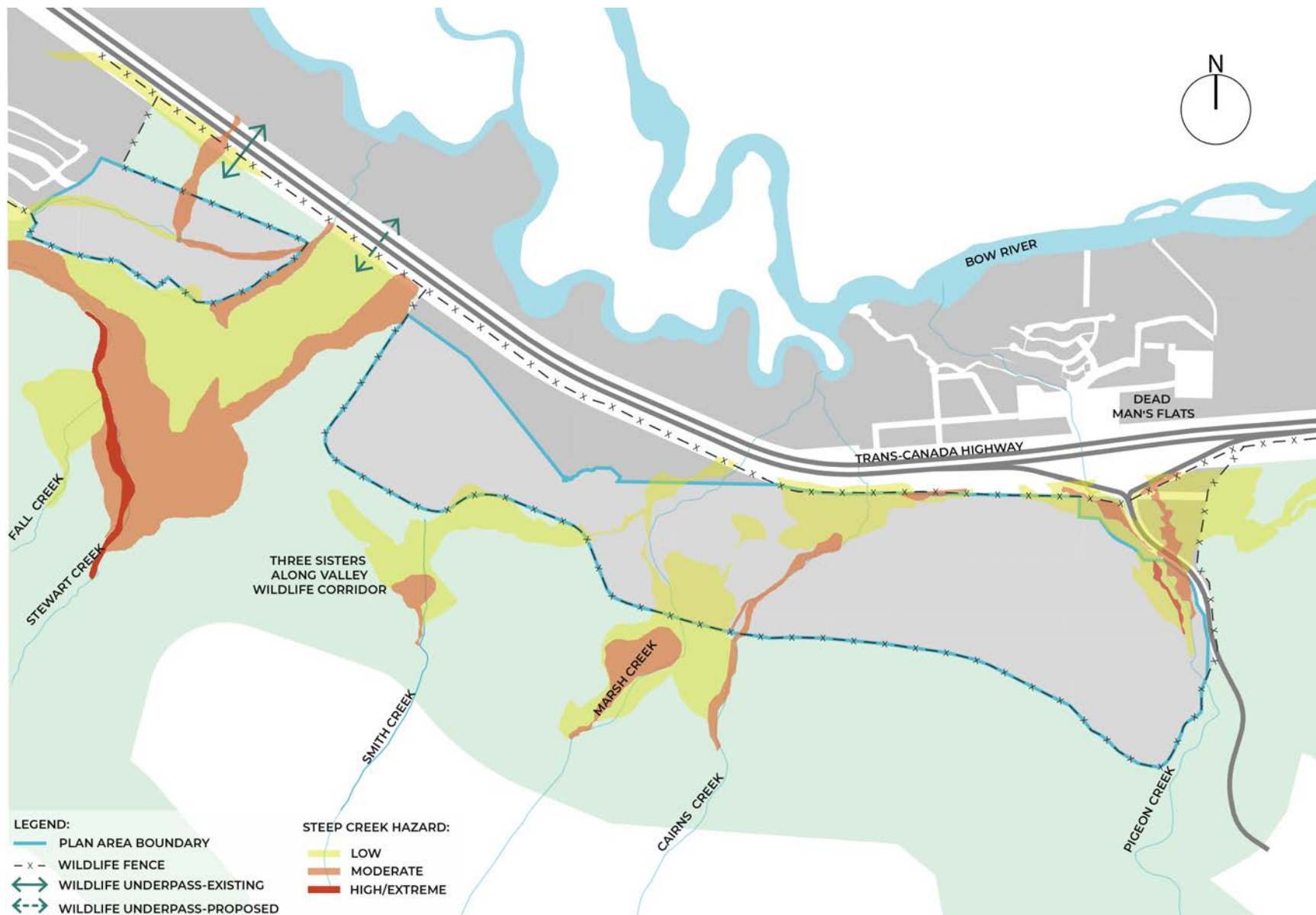
The Wildfire Risk Assessment will provide a series of mitigation recommendations for new developments to ensure the community is less prone to wildfire losses and improves firefighter response and safety. These mitigation strategies include structural, infrastructure and vegetation options within three Priority Zones. In addition, the Town of Canmore recognizes the threats of wildfire to development and has undertaken the Town of Canmore Wildfire Mitigation Strategy Review (2018). This plan identifies hazard risks in and around Canmore and outlines the adoption of FireSmart principles and their implementation in future planning stages.

2.3.8 Undermining

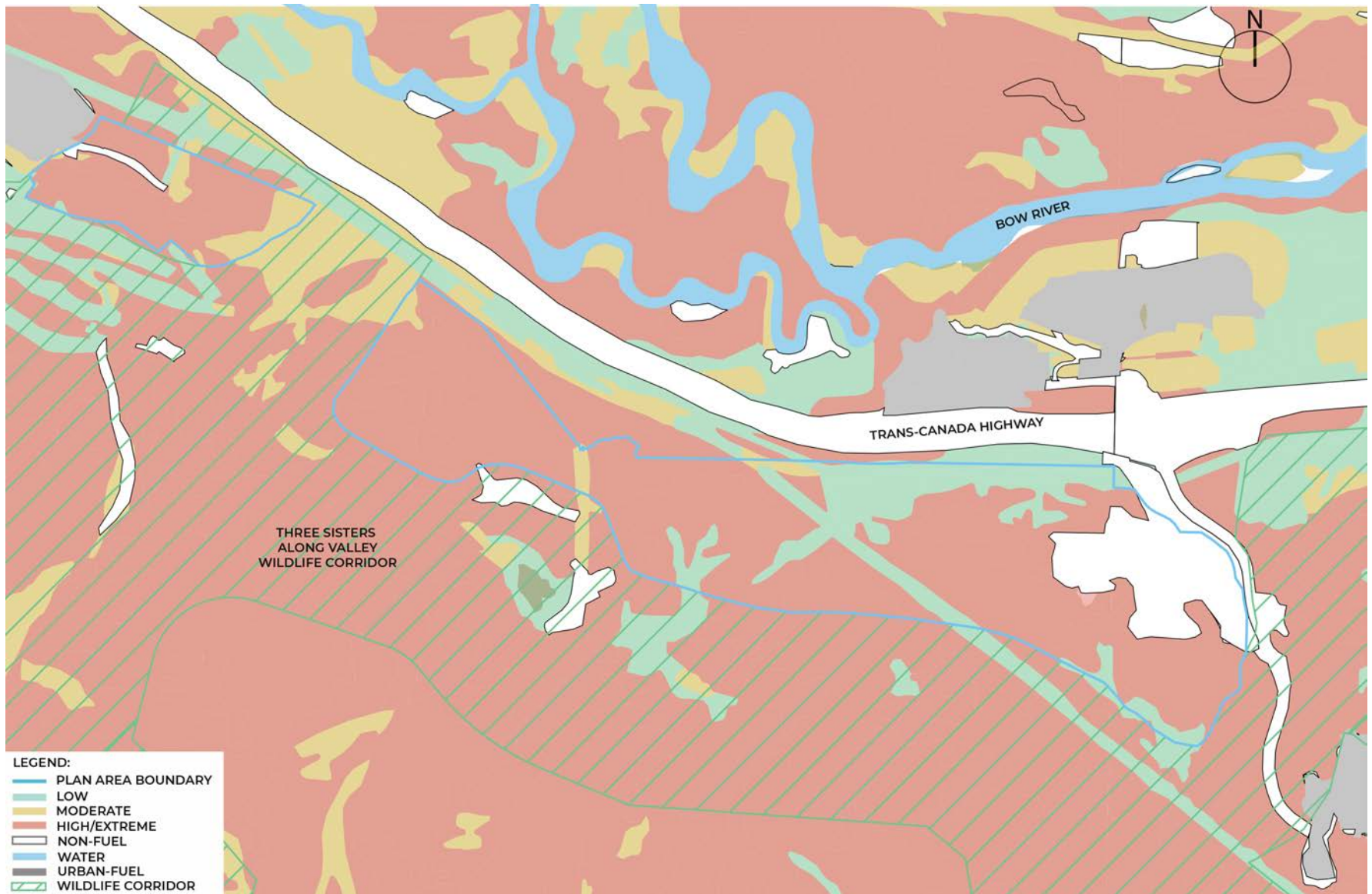
Until 1979, the lands previously owned by the Canmore Mining Company were used for heavy industrial activities, including surface and underground coal mining, coal processing, transportation, logging and coal briquette manufacturing. Development of Smith Creek will provide the means and opportunity to address the cleanup of this former industrial property, representing one of Alberta's largest brownfield redevelopment opportunities.

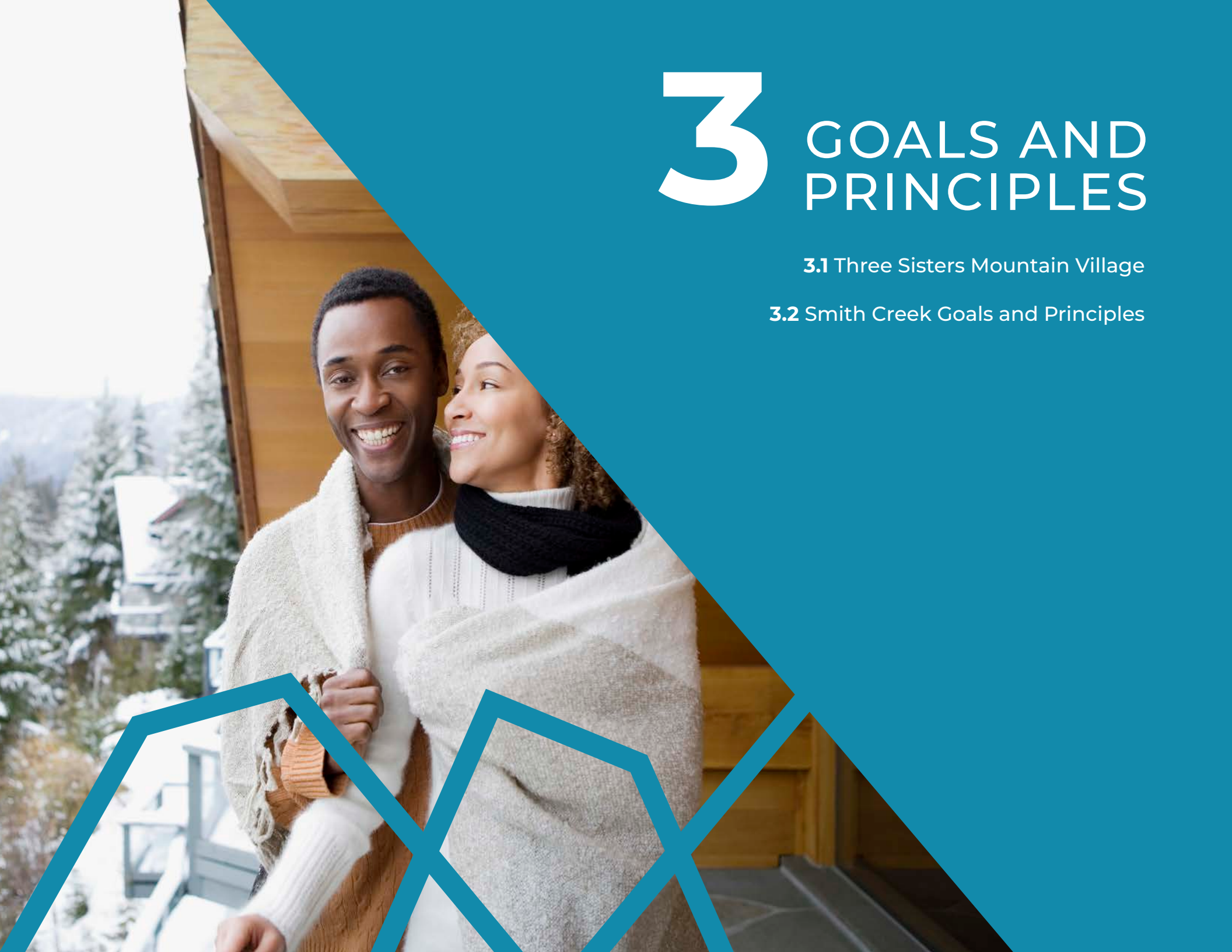
Development of land within the Three Sisters Mountain Village property is governed by the 2020 Canmore Undermining Review Regulation (AR34/2020). Extensive undermining investigations and review of many areas of the property have been undertaken over the past two decades to confirm the location, structure and condition of the underground mine workings. Information from drilling investigations has been used to estimate the location of potential development zones affected by undermining, however there are no known underground coal operations within the Smith Creek Plan Area.

Map 6 Steep Creek Hazards



Map 7 Wildfire Risk





3 GOALS AND PRINCIPLES

3.1 Three Sisters Mountain Village

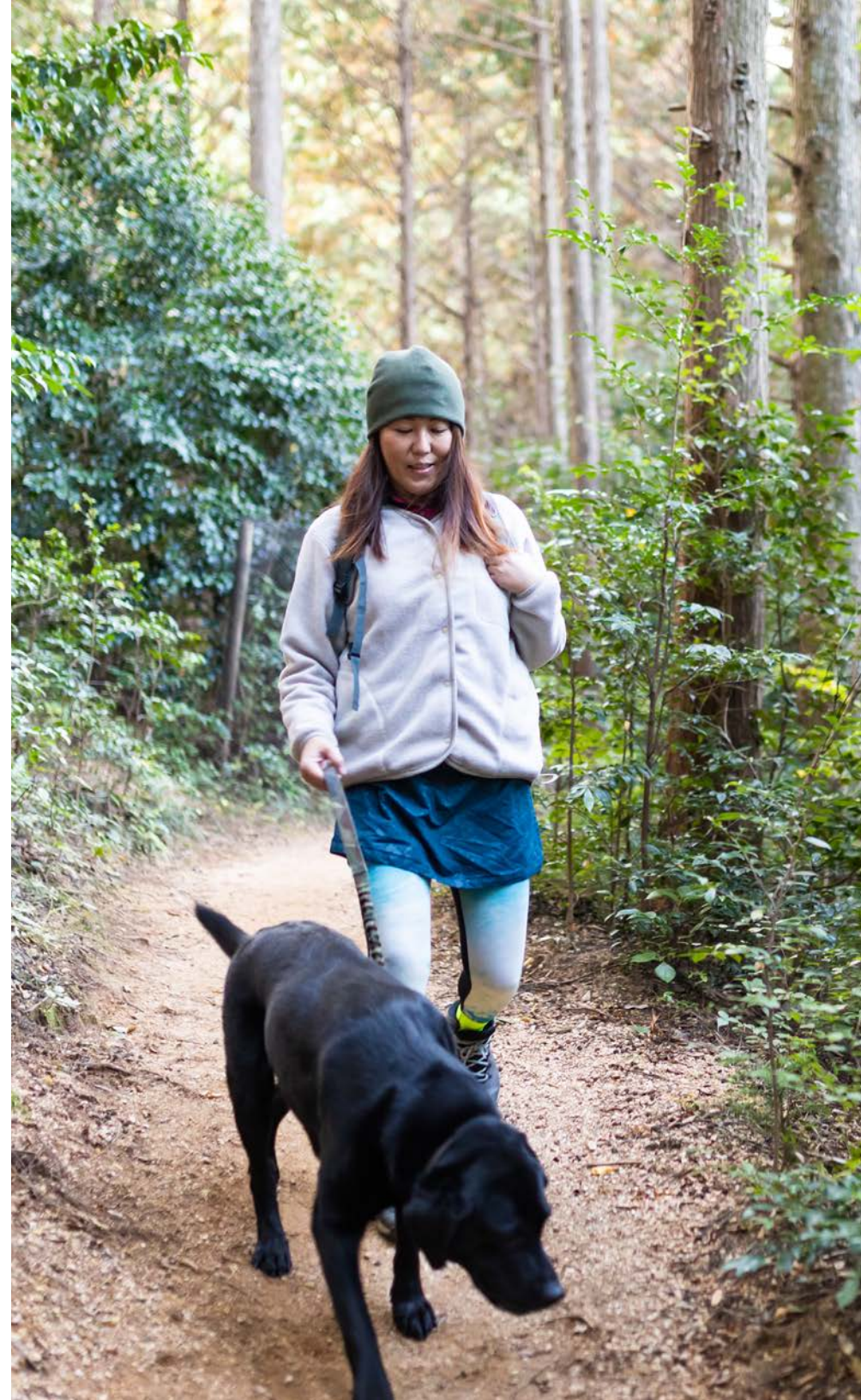
3.2 Smith Creek Goals and Principles

3 GOALS AND PRINCIPLES

3.1 Three Sisters Mountain Village

The ASP goals and principles are intended to serve as a guide for future development. Envisioned since 1992 as a world-class destination resort and mixed-use community, Three Sisters Mountain Village will be home to a diverse population and known as a vibrant, pedestrian friendly centre and attraction for recreation enthusiasts. The area will be an extension of what residents and guests already know and love about Canmore, an expanded hub for holistic health, wellness, adventure, arts and culture.

Three Sisters Mountain Village will provide high quality urban design that fosters a strong sense of place. The community will be culturally vibrant and attractive while maintaining respect for its natural environment. The goal is to encourage a mix of land uses on the site that creates appropriate densities of development. An overall focus on sustainable community design will facilitate creation of spaces for people to live, work, play, learn and embrace the mountainous setting. It will be a home base for people and animals alike, providing dedicated space for wildlife to safely roam within their designated corridors.

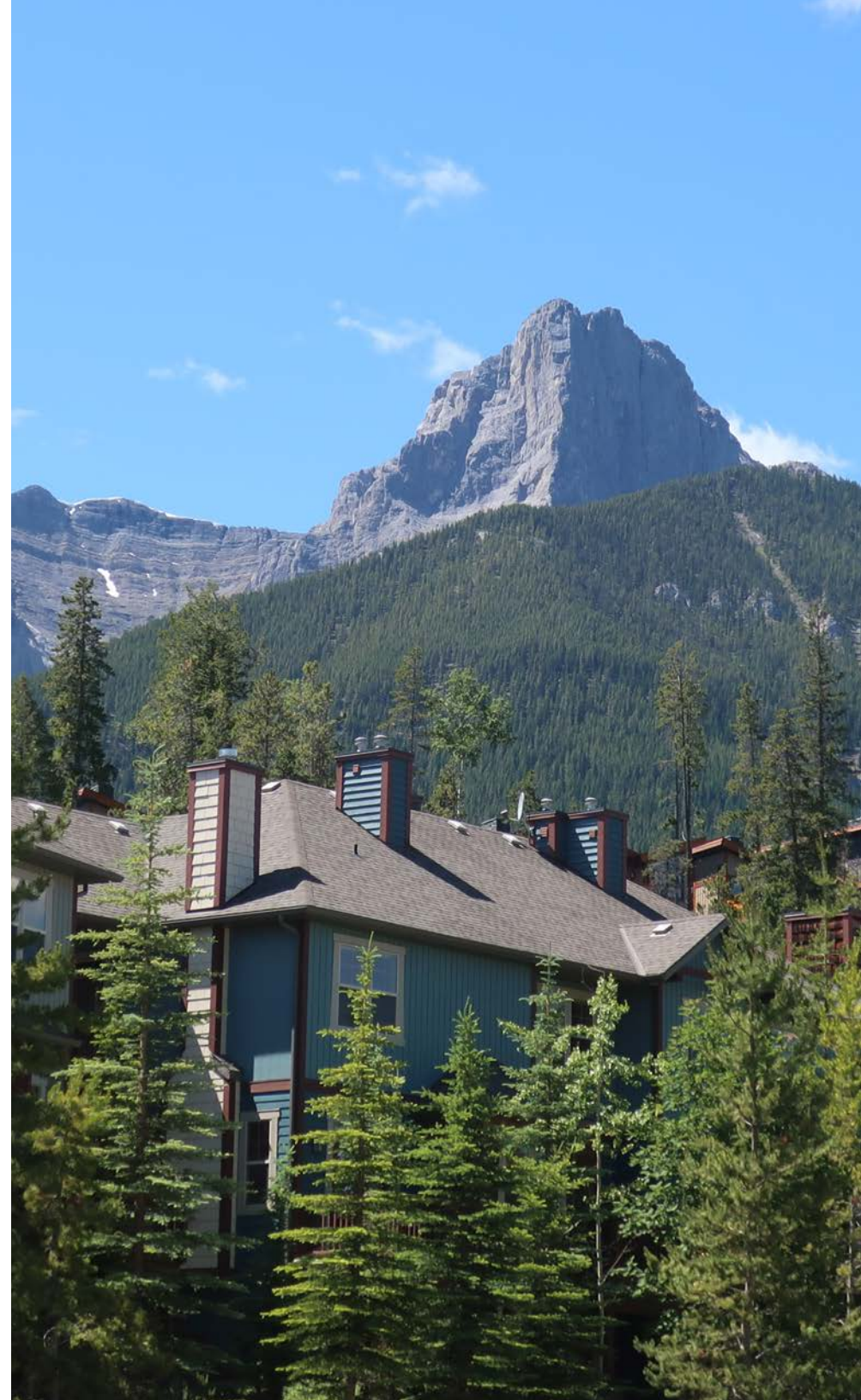


The Three Sisters Mountain Village neighbourhoods of Smith Creek, Stewart Creek and Three Sisters Village, will provide an elevated mountain community and resort for residents of Canmore and visitors to experience. Its neighbourhoods will share the principle tenants of inclusivity, sense of place, resiliency, design and economy. Three Sisters Mountain Village will positively shape the way Canmore and the community evolves.

3.2 Smith Creek Goals and Principles

Smith Creek will become an established community intended for residents living and working in Canmore. Smith Creek will serve Canmore by providing a variety of housing options and amenities with all the conveniences and services needed for daily living. Smith Creek will strengthen Canmore's position as a highly desirable place to live, work, play and raise a family.

The following principles are meant to guide the Smith Creek Area Structure Plan (ASP) direction and subsequent development. The Smith Creek ASP will ensure that future development supports the Town's vision to be socially diverse, economically active and environmentally sustainable.



3.2.1 Inclusive

Smith Creek will be an inclusive and interconnected community. Anchored by its mountainous surroundings, Smith Creek will prioritize residential development that will accommodate a variety of housing types and sustainable modes of transportation. Smith Creek will offer diverse residential housing opportunities for a variety of household types and tenures. The community will allow residents of the neighbourhood to age in place.

Residents will travel within the community and to surrounding areas through a complete street and multi-use pathway network that accommodates all ages and abilities. Walking, biking and transit will be the easy choice to connect within Smith Creek and beyond.

In·clu·sive

“the quality of trying to include many different types of people and treat them all fairly and equally.”





Building BuiltGreen certified buildings reduces the impacts of CHG emissions resulting from new construction.

3.2.2 Resiliency

Smith Creek will be a safe and resilient community, responsibly balancing the requirements of both the built and natural environments. The community will be respectful of wildlife and the surrounding environment by implementing the proactive measures outlined in the Smith Creek EIS. Careful consideration of environmental issues regarding the planning of the community were taken and will:

- ◆ Consider how community design respects the environment and establishing systems in response to the impacts of climate change;
- ◆ Implement the recommendations from the EIS;
- ◆ Continue to implement FireSmart approaches;
- ◆ Mitigating Steep Creek Hazards to protect proposed and existing developments from existing hazards and impact of climate change;
- ◆ Remediate any previous mining activities; and
- ◆ Encourage low impact design and natural planting that contributes to climate change resilience through sequestering carbon and mitigating heat island effects.

Re·sil·ience

“the capacity of a system, be it an individual, a forest, a city or an economy, to absorb disturbance and reorganize while undergoing change so as to still retain essentially the same function structure and feedbacks.”

3.2.3 Sense of Place

Smith Creek will use the mountain backdrop and intentional community design to inspire residents to live, work and play within their neighbourhood. The design will encourage the community to connect with one another and come together to experience the outdoor mountain lifestyle. Outdoor recreational opportunities will be easily accessible through a network of multi-use pathways and trails throughout naturalized open spaces. A commercial and light industrial area will provide a place for residents to get their daily needs and potentially work close to where they reside. Smith Creek will provide:

- ◆ Multi-use pathways and trails, playgrounds, off-leash dog parks, mountain bike trails and other outdoor recreational pursuits;
- ◆ Public art, education and wayfinding signs throughout the development that will guide people's interaction with the surrounding community and environment;
- ◆ Commercial and light industrials spaces for Canmore's business community to work in; and
- ◆ Scenic views and vistas of the surrounding mountains and Bow Valley.





Slope adaptive building forms reduce the impact of grading on the landscape.

3.2.4 Design

Development within Smith Creek will be guided by current best practices in urban design, positioning the area as a desirable place to live, work and play within Canmore. The Smith Creek ASP encourages variety in design with sensitivity to implementing slope adaptive guidelines, building resiliency and remaining consistent with Canmore's authentic mountain town character. The design of Smith Creek will facilitate a multi-modal transportation network that will connect to other areas of Canmore, emphasizing sustainable modes of transportation, including walking, biking and public transit.

De·sign

"to create, fashion, execute, or construct according to plan."

3.2.5 Economy

Smith Creek will be economically viable, vibrant and will contribute positively to the town. Its commercial and industrial area will be a hub of business activity that assists in the diversification of Canmore's economy. The development provides a beneficial mix of light industrial, office and retail spaces, maximizing opportunities to work towards the stability of long-term municipal finances through the building of a complete community.

- ◆ Create a commercial centre with a variety of services to address residents needs;
- ◆ Will increase the available industrial space in a place where little land is available for future industrial development; and
- ◆ Address Canmore's need for long term fiscal sustainability by increasing the commercial and industrial assessment base.





4

DEVELOPMENT CONSIDERATIONS

4.1 Managing Development in Undermined Areas

4.2 Managing Development on Sloped Lands

4.3 Managing Steep Creek Hazards

4.4 Managing Wildfire Risk

4.5 Visual Landscape Design and Assessment

4 DEVELOPMENT CONSIDERATIONS

4.1 Managing Development in Undermined Areas

Portions of Smith Creek has experienced surface coal and rundle rock mining operations. There are no known underground coal operations within Smith Creek. Regardless, any area that is proposed for development that is affected by undermining will be addressed in accordance with Provincial Regulations AR34/2020 as amended from time to time. Guidelines have been developed and approved under AR34/2020 and are currently established with Ministerial Order MSD:004/20 approving the “2020 Guidelines to Evaluate Proposed Development Over Designated Undermined Lands in the Town of Canmore, Alberta”. The guidelines identify the development process and design criteria, by land use, for the purpose of undermining mitigation.

Intent

- ♦ To ensure that development on or in close proximity to undermined areas are evaluated pursuant to the Province of Alberta's AR34/2020 regulation.

Policy

1. Proposed development on undermined areas shall be undertaken in accordance with the Canmore Undermining Review Regulation, Alberta Regulation 34/2020 of the *Municipal Government Act* (MGA), as amended from time to time.
2. Proposed development on or in close proximity to undermined areas shall be subject to evaluation, mitigation (if required), review and reporting as per Guidelines approved by Ministerial Order under Section 7 of Alberta Regulation 34/2020, as amended from time to time.

4.2 Managing Development in Sloped Areas

In Canmore, much of the remaining undeveloped lands are on sloped land and mountainsides. These sloped areas provide opportunities, while also presenting design challenges in facilitating development that is safe, economical and respectful of Canmore's mountain aesthetic. It is important to balance the goal of acknowledging the integrity of the natural environment while creating safe, economical communities for current and future residents of Canmore.

Significant analysis was completed to balance the goals of sustainable development and transportation objectives, infrastructure efficiency, the need to reduce terrain modification and encourage the retention of natural features within Smith Creek. This section outlines policies that address development within mountainous terrain and aims to reduce impacts on the natural environment.

Intent

- ◆ To balance the technical requirements set out by Canmore's Engineering Design and Construction Guidelines (EDCG) and the intended transportation mode shift with due concern for slope adaptive development.
- ◆ To direct the approach to slope adaptive development while balancing the goal of encouraging a more diverse and compact form of development.
- ◆ To encourage the preservation of major mountainside characteristics such as larger natural drainage courses, large rock outcroppings, long ridgelines and taller escarpments.

Policy

1. Development in the Plan Area shall be informed by the Guidelines for Subdivision and Development in Mountainous Terrain. Where a conflict between that policy and this ASP exists, the policies within this ASP shall prevail.
2. Placement of buildings and structures should be avoided on slopes of 35% (19 degrees) or greater.
3. For development on slopes exceeding 15% (8 degrees), a geotechnical report may be required at the Subdivision stage to determine that the proposed development can be safely constructed.

4. At Conceptual Scheme, phases within the Plan Area will be comprehensively designed to designate parcels with the appropriate land use districts, taking into account slope adaptive development, the appropriate use of building forms and transportation access on sloped sites.
5. Major or unique natural features that are intended to be preserved should be identified at Subdivision.
6. Building envelopes should be sited to run parallel to the natural contours of the site to minimize the impact of site development on the natural environment.
7. Development on sloped parcels should contribute to the mountain town character of Canmore and consider opportunities to provide scenic views from the site.
8. Single-loaded roads may be used to buffer key open spaces and should be designed to accommodate dwelling units on the uphill side of the street.
9. Rationale from builders citing efficient construction methods or ongoing maintenance standards should be considered at Development Permit when one or more of these policies cannot be met.
10. Staged grading and the development of smaller pads or terraces should be encouraged (Figure 1).

11. Landscaping adjacent to retaining walls should be provided, particularly along public roads. The setback for retaining walls along roads should reflect the wall height as taller plantings will require a larger growing area below the wall (Figure 2).

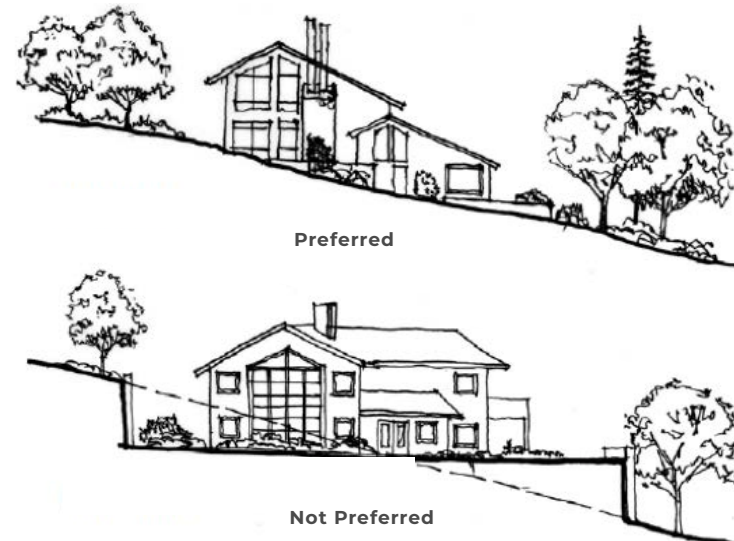


Figure 1

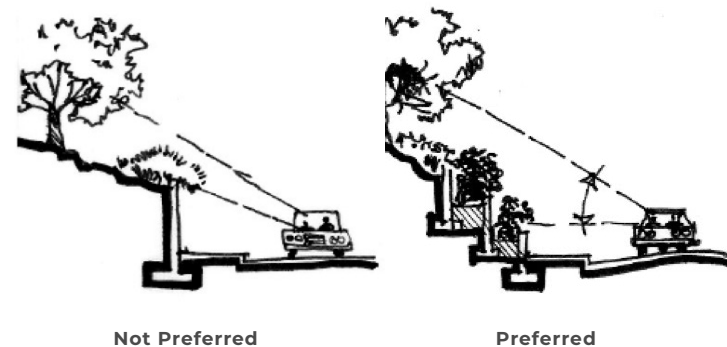


Figure 2

4.3 Managing Steep Creek Hazards

Portions of the Plan Area along Smith, Cairns, Marsh and Pigeon Creeks are susceptible to debris floods and require assessment and mitigations to ensure surrounding development and infrastructure is safe from possible flood events. The Developer and the Town of Canmore have been working to address steep creek hazards with a Hazard Assessment and Mitigation Options Analysis. This has resulted in the Pigeon Creek Debris Flood Mitigation Option Analysis and the Smith Creek ASP Conceptual Mitigation to address steep creek hazards in Smith Creek. The mitigations identified for Pigeon Creek are anticipated to be undertaken jointly by the Town, the M.D. of Bighorn and the Developer. Conceptual mitigation schemes have been developed to provide an indication of systems that are expected to meet Town of Canmore steep creek mitigation requirements. Maps within this section also identify a sediment basin in alignment with the steep creek reports for the Plan Area.

Intent

- ◆ To ensure that proposed development and infrastructure in close proximity to creeks are addressed based on steep creek hazard reports and mitigation schemes within the Plan Area.
- ◆ To consider steep creek hazards and associated risks in designing safe developments.
- ◆ To consider the use of steep creek hazard mitigations to protect proposed and existing developments.

- ◆ To ensure key municipal infrastructure is protected from steep creek hazards.

Policy

1. Steep creek mitigation shall be designed and constructed to meet the risk thresholds identified within the Town of Canmore's Municipal Development Plan (MDP) and Land Use Bylaw.
2. Minimum setback requirements for steep creek hazards are defined in the mitigation reports. At the time of Conceptual Scheme, further analysis will be required to determine setbacks in alignment with the proposed land use and built forms.
3. Implementation of steep creek mitigation(s) shall be initiated in alignment with policy in Section 11.5.

4.4 Managing Wildfire Risk

The Town of Canmore recognizes the threats of wildfire to development and has undertaken the Town of Canmore Wildfire Mitigation Strategy Review (2018). This plan identifies the wildfire hazards and risks in and adjacent to Canmore and provides mitigation options for development on FireSmart principles.

Intent

- ♦ To ensure recognition and active application of fire protection techniques for wildfire management, during future development application processes.

Policy

1. Subdivision and development proposals considered to be located within or adjacent to a high wildfire hazard area shall align with FireSmart: Protecting Your Community from Wildfire design principles.
2. FireSmart planning within wildlife corridors adjacent to the Plan Area shall be coordinated with the Province and should also be combined with wildlife habitat improvement strategies.
3. Conceptual Schemes deemed to be located within or immediately adjacent to a high or moderate wildfire hazard will be required to undertake a Wildfire Risk Assessment.
4. Wildfire mitigation strategies (i.e. FireSmarting), such as vegetation management, will be implemented in alignment with the Wildfire Risk Assessment.
5. Buildings must be constructed using fire-rated and fire-resistant exterior building materials for roofing, siding and deck/balcony materials.

4.5 Visual Landscape Design and Assessment

This Plan identifies policy to consider viewsheds in and around the Plan Area for the purpose of ensuring Smith Creek is visually appealing and builds on the beauty that the Canmore community is known for. The policy in this section examines viewsheds and balances development considerations and initiatives to increase affordability in Canmore. The objective is to recognize the constraints of the landscape and to acknowledge the visibility of development within the Plan Area.

Intent

- ♦ To recognize that development will be visible from the Trans-Canada Highway adjacent to the Plan Area and to direct the evaluation of development proposals.
- ♦ To enable the use of tools such as building siting, architecture and landscaping to ensure that the visible portions of the building will complement Canmore's mountain town character.

Policy

1. Parcels that are visible from the Trans-Canada Highway will be identified at Conceptual Scheme.
2. Parcels that are intended to create a visual identity from the Highway will be identified at Conceptual Scheme.

3. Visual Assessments may be required during the Conceptual Scheme phase.
4. At Development Permit, Visual Assessments will be required for development that propose development of 4 storeys or above. Where development is not visible due to previous development approvals or tree cover, a Visual Assessment should not be required.
5. Visual Assessments shall identify:
 - a. How the architecture of the building complements or relates to the backdrop of the mountains landscape from a maximum of two high visibility points along the portion of the Trans-Canada Highway adjacent to the development; and
 - b. The use of landscaping, building siting and materials that are proposed to complement or standout from the surrounding landscape.
6. To allow for a change to the landscape to occur gradually within the Plan Area, vegetation should only be cleared within a development phase and will occur in accordance with an approved grading plan.
 - a. The size of development phases will be determined to maximize effectiveness for grading balances, infrastructure efficiencies and reduced maintenance costs for the Town and future residents and businesses. It is recognized that vegetation removal should be a staged process with portions of individual sites potentially left for future Development Permit applications; and
 - b. Building materials should take inspiration from the colours of the surrounding natural landscape.



5 NEIGHBOURHOOD FRAMEWORK

5.1 Key Design Principles

5.2 Land Use Concept

5.3 Residential Areas

5.4 Commercial District

5.5 Light Industrial District

5.6 Bonusing Toolkit



5 NEIGHBOURHOOD FRAMEWORK

5.1 Key Design Principles

The principles of community design for Smith Creek are derived from a universal set of sound urban design guidelines including:

- ◆ Slope Adaptive and human-scaled development;
- ◆ Fostering a distinct community character and identity;
- ◆ Connectivity and active modes of mobility;
- ◆ Use of green building technologies;
- ◆ Efficient use of municipal infrastructure; and
- ◆ Respect for wildlife and the environment.

Residential Focused Development

Smith Creek will be a residential neighbourhood with a variety of building forms that will help improve the diversity of housing opportunities and serve a range of household sizes and income levels. Locating these residential areas within easy access to transit, bicycle and walking facilities will reduce the reliance on private vehicles to access services and amenities.

Due to the unique topography of the Plan Area, a sensitive balance will need to be maintained between accessibility, slope adaptive design and the proposed built form. Ensuring easy access to sustainable transportation forms will enable choices that lead to lower per capita GHG emissions for Smith Creek residents.



Complement Mountain Town Character

It is important to create a balance between new growth and protecting the mountains, streams and wildlife that enrich the lives of residents and sustain the tourism economy. This will be achieved by encouraging smart growth principles, avoiding or mitigating development impacts on environmentally sensitive areas and protecting water and air quality.

Canmore's town culture and identity are influenced by its mining history and anchored by its proximity to the mountains and Banff National Park. Smith Creek will be an area that both responds to and enhances Canmore's existing and future mountain town character. It will help to showcase the local character while recognizing Smith Creek as a desirable place to live, establish roots and enjoy the mountains.

Sustainable Modes of Mobility

Policies in the Smith Creek ASP focus on minimizing grading and optimizing developable land and transportation infrastructure to preserve the natural environment. The transportation network will provide options for the movement of people of all ages and abilities by promoting walking, biking and transit. The design of the neighbourhood strongly encourages sustainable modes of transportation to reach the target of 60/40 mode share split established by Canmore's Integrated Transportation Plan (ITP).

Respect for Wildlife and Environment

The Smith Creek ASP contains policy specifically intended to mitigate the impact that development in the Plan Area may have on wildlife within Provincial wildlife corridors. A breadth of recommendations is made within the Smith Creek Environmental Impact Statement (EIS) to mitigate and monitor the development over time. A Monitoring and Adaptive Management Plan will be put in place to monitor and report on the success of these mitigations and improve or adapt the mitigations.

Economic Diversification

The intent of commercial development within the Smith Creek Plan Area is to support diversified and sustainable economic development for Canmore. The land use concept has devoted areas within the Plan to support Canmore's economy by providing areas for businesses to grow and expand. Smith Creek will provide existing and new businesses the opportunity to provide employment and will help diversify the Town's economy. The commercial area provides the opportunity for residents of Smith Creek and Dead Man's Flats to address their everyday needs within the neighbourhood.



5.2 Land Use Concept

The land use concept aims to balance flexibility with certainty, allowing for opportunities to respond to changing market conditions. Smith Creek will be a vibrant and comprehensively planned community that strengthens and adds to the vitality of Canmore while respecting the natural beauty and sensitivities of the surrounding natural environment. The Land Use Concept (Map 8) illustrates the proposed land use areas within the Smith Creek Plan Area.

Intent

- ◆ To develop Smith Creek area in a unified and consistent manner which respects the local Rocky Mountain design aesthetic.

General Policy

1. The Land Use Concept (Map 8) shall be considered conceptual when future planning applications are reviewed within Smith Creek. Boundaries of the land use concept and open space designations shown on the map are meant to be illustrative only and the boundaries may vary to accommodate planning, design or engineering considerations at more detailed stages within the planning process.
2. The number of residential units permitted within the Plan Area is 2,150. At the time of Land Use Redesignation, the maximum number of units that can be achieved without bonusing shall be established.
3. The mobility network should be designed to focus on the pedestrian, bicycle and transit experience and be accessible to people of all ages and abilities.
4. Street furniture should be provided at appropriate locations throughout the Plan Area, particularly at transit stops, and provide options to linger in commercial areas.
5. Street lighting should be pedestrian-scaled and light streets and multi-use pathways.
6. While recognizing the intent to minimize grading impacts on the landscape, the highest intensity uses are encouraged to be located adjacent to the Three Sisters Parkway.
7. Building design and materials should be consistent with a mountain design aesthetic.
8. Entry feature design and construction materials should be consistent with or complementary to existing architectural themes established within Three Sisters Mountain Village.
9. Multi-use pathway connections between residential and commercial areas should be accommodated to increase permeability and make sustainable transportation modes the easy choice.

Table 1 Smith Creek Unit and Density Projections

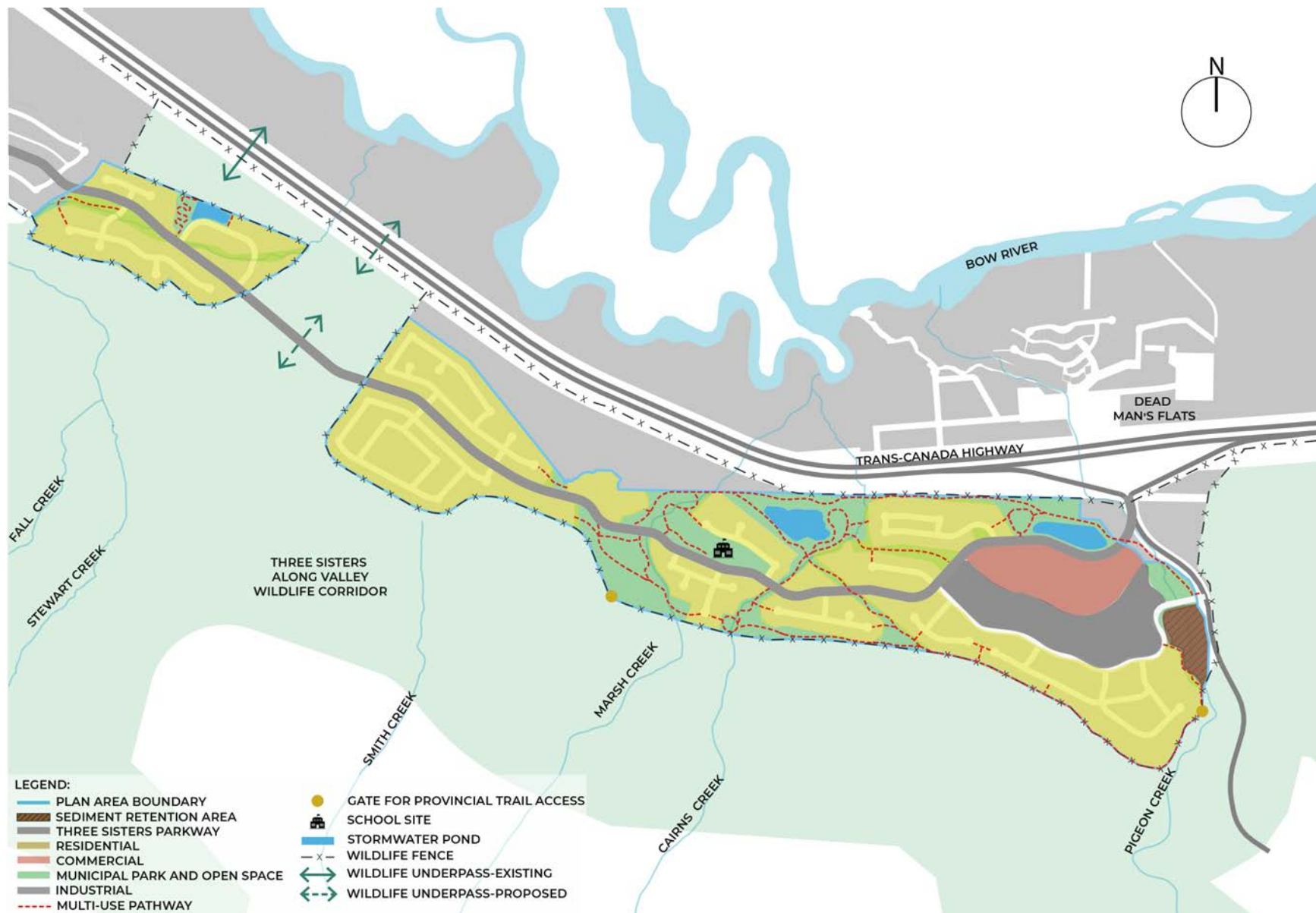
Plan Area: 154 Ha | **Plan Area Density:** 5 - 15 UPH | **Population:** 2,175 to 4,500 | **Residential Unit Range:** 1,000 - 2,150

	Minimum	Maximum	% of Plan Area
Residential District	65 ha	70 ha	40-45%
	Estimated Range		
<i>Low Density Units</i>	600	1250	60-75%
<i>Accessory Dwelling Units</i>	200	400	
<i>Medium Density Units</i>	200	500	25-40%
Commercial District	3 ha	5 ha	2-3%
Industrial District	12 ha	15 ha	8-10%
Open Space*	25 ha	30 ha	15-20%
Other (Roads, Infrastructure, etc.)	30 ha	35 ha	20-25%

* Open Space includes MR, ER and Steep Creek mitigation.

Ranges within the building form categories are meant to provide an understanding of the proposed unit mix while allowing for flexibility to shift and change how the unit distribution could work over time.

Map 8 Land Use Concept



5.3 Residential Areas

Smith Creek will provide a range of housing options and strive to achieve a compact form while balancing the need to respond to technical and geographic constraints. Building forms will be selected to respond to the topography being constructed upon, while balancing the need to take advantage of local conveniences. Transit stops, community nodes and commercial services will be strategically placed, creating a clustering of sustainable resources available to those residents.

Intent

- ◆ To balance Smith Creek development with respect to the natural environment.

Policy

1. Residential areas will generally be accommodated as shown on Map 8.
2. A range of dwelling types must be provided throughout the Plan Area with a goal of providing a balance between low and medium density housing forms, including single and semi-detached homes, townhomes, stacked townhomes and apartments.
3. Low Density and Medium Density Residential areas shall be developed within the areas designated Residential within the Plan Area at Land Use Redesignation.
4. Low Density and Medium Density areas shall be determined at the time of Conceptual Scheme based on the following principles:
 - a. Low Density Residential areas shall include built forms such as single and semi-detached homes and townhomes; and
 - b. Medium Density Residential areas shall include built forms such as townhomes, stacked townhomes, apartments and seniors housing.



5. The placement of Low and Medium Density Residential areas will be considered with respect to the balance for protecting the natural landscape while recognizing the need for grading to facilitate development in accordance with slope adaptive development principles. While this will reduce the extent of terrain modification required, grading will still be required to facilitate the construction and installation of roads and deep and shallow utilities.
 - a. Low Density Residential areas should generally be located in areas that require building types to be more responsive to the topography and natural features; and
 - b. Medium Density Residential areas should generally be located in proximity to transit, commercial and mixed-use areas and on sites that result in a lower degree of landscape alteration.
6. Single and semi-detached building forms will be required to be "suite ready" for potential Accessory Dwelling Units in future.
7. The minimum "suite ready" requirements should include and may change subject to *Alberta Building Code* requirements:
 - a. A minimum ceiling height of 1.95 meters;
 - b. A direct exit from the secondary suite to the outdoors with the ability to provide lockable fire-rated doors between the primary dwelling and the secondary suite;
 - c. Fire protected walls and ceiling between the secondary suite and the main dwelling unit;
 - d. Configured to accommodate independent heating and ventilation systems; and
 - e. Roughed in utility connections, such as plumbing and electrical for future installation of a kitchen and washrooms.
8. The provision of Accessory Dwelling Units will be encouraged within townhome building forms.

5.4 Commercial District



The Commercial District will be an important focal point for the residents of Smith Creek and the adjacent Hamlet of Dead Man's Flats. It is intended to serve as a place to provide the community with access to services like retail, cafes and restaurants. Multi-use pathways and transit are key in connecting this area to other areas of Canmore and beyond.

Intent

- ◆ To create a district that accommodates a wide range of commercial uses to meet residents needs for goods and services in proximity to their place of residence.
- ◆ To act as a gateway into Smith Creek and the Town of Canmore.

Policy

1. The Commercial District will generally be accommodated as shown on Map 8.
2. A mix of small to medium anchor format commercial uses shall be provided in a comprehensively planned and designed commercial node.
3. Uses within this area may include retail, personal service, grocery or supermarket, food and beverage, arts and entertainment and institutional uses.
4. The primary intent of the Commercial District is for commercial uses; however, live-work units, employee housing, residential or other compatible uses may be located above the ground floor.
5. Commercial frontages should be human-scaled and oriented towards the street.
6. The use of patios and outdoor eating areas will be encouraged to create attractive spaces people want to spend time in.
7. Public spaces should be designed with consideration for winter community design and to maximize sun exposure.
8. Development should have an attractive architectural standard and design that is distinctive while respecting Canmore's mountain town character.
9. Pathway linkages should be created to ensure safe and comfortable access from one residential area to another where feasible.
10. Connections to other areas of Smith Creek and Canmore should be facilitated through a multi-use pathway and complete street network facilitating travel by walking, biking and transit.
11. In order to create a friendly pedestrian-oriented environment within the Commercial District one or more of the following may be proposed:
 - a. Reduced parking requirements in areas served by transit;
 - b. Utilize street parking to reduce parking requirements wherever possible; and
 - c. Consider shared parking for uses that have off-peak parking needs.



5.5 Light Industrial District

The Light Industrial District will be a place to support the current and future diversification of Canmore's economy and will include a diverse range of office, institutional and light industrial uses. This area will build on synergies with the businesses located in Gateway Commercial District.

Intent

- ◆ To accommodate light industrial, businesses and institutional uses to support the diversification of Canmore's economy.
- ◆ To allow for businesses already located within Canmore the opportunity to expand and grow within the town.
- ◆ To create a diversified business district to provide employment opportunities for residents of the Bow Valley.

Policy

1. The Light Industrial District will generally be accommodated as shown on Map 8.
2. Light industrial uses including light manufacturing, warehousing and storage, research and development, laboratories, office, delivery logistics, post-secondary education and indoor recreational facilities are encouraged to locate within the Industrial District.

3. Multi-modal connections should be provided between the Industrial District and other areas of Canmore in addition to appropriate semi-tractor and trailer access.
4. Development in the Light Industrial District should have an attractive architectural standard that reflects the mountainous surroundings through design or materiality.

5.6 Bonusing Toolkit

Incentivizing development to achieve further contributions towards sustainability, social equity and public art and cultural facilities recognizes Canmore's priority in protecting the environment and building an inclusive community. Floor Area Ratio (FAR) or unit density bonusing as appropriate can be an important tool to incentivize such contributions within new development. Through policy, development is capped at the minimum unit density and a builder may only bonus up to the maximum FAR or unit density, as appropriate.

In order to be able to access FAR or unit densities above the minimums, a builder must participate in bonus incentives. In order to achieve tangible bonus units, a builder must participate in sustainability incentives. The benefits and amenities are all above and beyond the legislative requirements outlined by the MGA and *Alberta Building Code* (ABC) current as of the date of approval of this ASP. An example of a table and how it could function is found within Appendix A.2.

Intent

- ◆ To provide clear incentives for builders within Smith Creek to provide community benefits above and beyond current standards.
- ◆ To build a more sustainable, equitable and healthy community by incentivizing development to incorporate elements that provide an environmental or social benefit to Canmore.

Policy

1. At Conceptual Scheme, a density bonusing incentive shall be developed and aligned to the following principles:
 - a. Providing incentives that reduce per capita GHG's and positively contribute to climate change and environmental objectives in line with the Town's Climate Action Plan.
 - b. Integrating elements that improve the socio-economic and cultural aspects within Smith Creek.
2. The Bonusing Incentive shall be implemented within Land Use Bylaw at Conceptual Scheme when the technical outcomes of slope adaptive development and the resulting building forms and uses intended for parcels are determined.
3. A FAR table associated with the Bonusing Incentive shall be determined at Conceptual Scheme to ensure that the FARs are aligned with parcel size given that Environmental Reserve allocation and built form is unknown.
4. Bonusing Incentives will be in alignment with the table in Appendix A.2.
5. Multi-residential, commercial and industrial parcels will be targeted for bonusing incentives.
6. The Bonusing Incentive shall be implemented within Land Use Bylaw at Conceptual Scheme.
7. Developer's are required to engage an experienced public art consultant to coordinate their public art process. Consultants are responsible for the preparation of art plans and the coordination of artist selection and artwork fabrication, installation and documentation.
8. Relaxations to setbacks and heights at Development Permit should be considered to allow for the bonus program to work effectively.
9. The base FAR for each district within the Land Use Concept should be 50% of the maximum FAR.
10. An Administrative and Developer review of the Bonusing Incentive should occur annually to ensure bonusable items remain relevant.

6

OPEN SPACE AND RECREATION

6.1 General Policy

6.2 Multi-Use Pathway and Trail Network

6.3 Allocation and Credit for Municipal Reserve Lands

6.4 Open Space Policies Related to the Wildlife Corridor



6 OPEN SPACE AND RECREATION

Open space areas are integrated throughout Smith Creek and incorporate a network of green spaces, woodlands, parks, drainage courses, wetlands and other natural areas. Open space has both a recreational and ecological function contributing to the preservation of the ephemeral creeks and riparian areas as well as other topographical features.

The open space network provides for a range of all-season recreational activities. Recreational amenities envisioned for Smith Creek are more passive and will use the opportunity that the topography provides for hiking and mountain biking trails intended for a variety of skill levels, overlooks, trailheads, parks and outdoor spaces for group gatherings. Open space and recreation amenities are accessible to both visitors and residents and draw from the Rocky Mountain aesthetic in their design. The open space and recreational amenities in the Plan Area also serve as an important component of the comprehensive wildlife mitigation strategy.

6.1 General Policy

Parks and open spaces are important resources that need to be thoughtfully located to create places for the community to interact with one another, move through, relax and enjoy. The spaces will take inspiration from and increase the opportunities to enjoy the beautiful surroundings in Smith Creek.

Intent

- ◆ To provide an area of concentrated Municipal Reserve dedication that serves a number of municipal purposes.
- ◆ To provide playgrounds in proximity to neighbourhoods that will provide a variety of activities that appeal to people of all ages and abilities.
- ◆ To provide open spaces and recreational amenities within the Plan Area to accommodate opportunities for recreation outside of the wildlife corridors.
- ◆ To provide passive open space areas distributed throughout the Plan Area that will be connected via the trail network.

Policy

1. The area allocated to parks and open space shall be generally distributed throughout the Plan Area in accordance with Map 9.
2. The location, size and configuration of Open Space and Recreation Areas will be determined at Conceptual Scheme in alignment with the provisions of the *Municipal Government Act*, the Municipal Development Plan (MDP), the Open Spaces and Trails Plan and the Recreation Master Plan.

3. Open space areas will accommodate an interconnected system of multi-use pathways and trails within the Plan Area.
4. Open space will be multi-functional and may contain amenities such as a school, picnic areas, trailheads, pump tracks and where feasible, sports fields.
5. All development within the Plan Area will consider and comply with mitigation strategies outlined in Table 50 of the Smith Creek EIS and any adaptive management implemented as a result of monitoring.
6. Undermining considerations for open spaces, Municipal Reserve, Environmental Reserve or private amenity areas shall be undertaken for the purpose of public safety of outdoor recreation use.
7. Steep creek hazard mitigation work for Smith Creek should be considered and incorporated appropriately into open space concepts and take into account both steep creek mitigations, EIS mitigations and potential recreation opportunities.
8. The steep creek mitigation zone should primarily be designated as Environmental Reserve. However, where pathway, access and recreational amenities can be safely provided, those areas will be designated as Municipal Reserve.
9. It is encouraged to design public open spaces to accommodate community gatherings or viewing vistas in appropriate locations and be designed to look more natural in a mountain environment.
10. Public open spaces should be designed to provide a variety of opportunities such that people of all ages and abilities have an opportunity to participate in physical activity.
11. Municipal Reserve dedications will be primarily devoted to achieving a larger centralized open space area focused on preserving more lands around riparian and topographical features. This recognizes that the topography in Smith Creek is going to yield Municipal Reserve parcels that work with the undulating terrain and retain the mountainous character of the area.
 - a. Within the centre of the Plan Area where a school site is identified, will be the secondary focus of the parks and open space Municipal Reserve dedication to the Town of Canmore; and
 - b. Pocket parks and pathway connections within the residential and commercial neighbourhood areas will be the tertiary focus for Municipal Reserve dedication.
12. Playgrounds should be located within a ten-minute walk from residential developments to provide options for children of varying ages and be designed in collaboration with the Town of Canmore.
13. A mix of amenities such as off-leash dog parks and playgrounds and will be provided via Municipal Reserve or via a title transferred to the Town with a covenant ensuring the recreational use of the land in perpetuity.
14. Off-leash dog parks will be provided in strategic locations considering convenience and accessibility.
15. Off-leash dog parks shall be completely enclosed and should be designed to minimize conflict between off-leash dogs and other recreational users.

6.2 Multi-Use Pathway and Trail Network

Multi-use pathways and trails are a highly desirable recreational feature for Canmore's residents and visitors to enjoy. The comprehensive multi-use pathway and trail network will connect areas throughout Smith Creek and provides connections to surrounding neighbourhoods, other areas of Canmore and beyond.

Intent

- ◆ To create a recreational trail system throughout Smith Creek that connects to the municipal, provincial and national trail network.
- ◆ To develop a well-designed trail network within the development area to provide opportunities for trail users to enjoy trails outside of the wildlife corridor.

Policy

1. A comprehensive multi-use pathway and trail network will be developed in Smith Creek to provide recreation opportunities for activities such as walking, hiking and mountain biking as well as walking and exploring.
2. Trail alignment and design should facilitate a hierarchy of trails that accommodate a variety of skill levels and diverse recreational needs.
3. The multi-use pathway and trail networks shall offer recreational and interpretive experiences that take advantage of local terrain (e.g., steeper slopes), natural vistas and vantage points within open space areas adjacent to the development.
4. The multi-use pathway and trail network shall facilitate community connectivity within the Plan Area. The trail network should offer trail options to move from one place to the other and be appropriately signed to ensure easy access.
5. Trails in Smith Creek should be consistent with the classification of trails outlined in the Town of Canmore Open Spaces and Trails Plan.
6. When feasible, trails should follow existing clearings, abandoned access roads, previously disturbed areas, railbeds and/or existing trails to minimize disturbance to the landscape.
7. Trails, where possible, should converge to highlight a feature recreational amenity within the Plan Area.
8. Trails in Smith Creek should consider the following principles:
 - a. Provide trail loops and stacked loops of varying length;
 - b. Terrain may be incorporated into trail features or designs such as tight and open turns, straight sections and rolling hills;

- c. Trails should be designed to recognize ‘desire lines’ to keep users on designated trails or to encourage appropriate use of designated trails; and
 - d. Trails should be located on soils that are naturally resistant to erosion or designed and constructed to minimize erosion with appropriate maintenance.
9. Trail links will be provided from the Smith Creek trail system to existing and future designated Provincial trails in accordance with the following:
- a. The number and locations of links will depend on the existing and future external trail network. Regional trail connections that are currently designated will be used and future trail alignments on Provincial lands will be subject to approval from the relevant land managers;
 - b. Signs will be erected at all entry points to the wildlife corridor informing trail users of the importance of the wildlife corridor, Provincial rules regarding conduct and to highlight the requirement to stay on approved Provincial trails and to keep pets leashed; and
 - c. Where designated trails outside the ASP boundary do not exist, encourage the completion or construction of new trails in collaboration with applicable land managers and ensure any undermining constraints outside the Plan Area are considered.

6.3 Allocation and Credit for Municipal Reserve Lands

Municipal Reserve lands will be provided in different locations and configurations for a range of public facilities and spaces, with consideration for undermining conditions, steep creek impacts and appropriate locations for municipal facilities and amenities.

Intent

- ◆ To provide direction on when and how Environmental and Municipal Reserve will be dedicated.

Policy

1. Up to a maximum 10% Municipal Reserve shall be designated per project phase, exclusive of any Deferred Reserve Caveats the Developer chooses to utilize in the area.
2. If more than the required of Municipal Reserve is dedicated within a particular phase, a credit will be applied to the subsequent phase.

3. Outstanding Deferred Reserve Caveats should be reduced as a primary tool, or a credit will be applied to a future phase at the selection of the Developer.
4. Town of Canmore policy PD-011 “Three Sisters MR” applies to the lands within this Area Structure Plan. Where a conflict between the two documents exists, the policies within this ASP shall apply.
5. Municipal Reserve should be credited for 100% of the area of land that allows for public access and nearby publicly accessible lands available for passive public use or aesthetic considerations for the purpose of:
 - a. Parks and sporting fields;
 - b. Separated walkways, trails and pathways;
 - c. Hardscaped plazas and amphitheatres;
 - d. Land for the purposes of municipal cultural, community or recreation facilities;
 - e. Other such facilities mutually agreeable to the Developer and the Town; and
 - f. Where there is clear public access granted to an area in perpetuity (such as a plaza within a road right-of-way) or via a public access agreement signed between the Developer and the Town.
6. Where utility facilities or underground vaults such as lift stations or water pump houses (Public Utility Lots) are located, the area required by these facilities should not be counted towards Municipal Reserve. However:
 - a. Where utilities are located beneath an area that is formally and programmatically a park, that area should be counted towards Municipal Reserve;
 - b. Where stormwater ponds are used for recreational activities such as skating, broomball and hockey in winter or non-motorized boating in summer; the area dedicated to stormwater should be credited as Municipal Reserve; and
 - c. Dry pond facilities that can be used as sports fields or a park should be considered as Municipal Reserve.



6.4 Open Space Policies Related to the Wildlife Corridor

The following section outlines policy with regards to sensory disturbance within the Plan Area. This policy is precautionary and should only be required in alignment with Canmore's Land Use Bylaw and the policies outlined within this Plan.

Intent

- ♦ To identify policies that will shape the development of open space adjacent to the wildlife corridor in alignment with the Smith Creek EIS.

Policy

1. Public pathways and trails may be lit at night. Lit pathways and trails should be subject to a lighting curfew to reduce the amount of illumination, save energy and minimize wildlife disruption.
2. Recreation amenities within the Plan Area may be lit. Techniques to ensure sensory disturbance to wildlife is minimized may include:
 - a. Downward casting, full cut-off, exterior lighting;
 - b. Lower wattage, timers, dimmers and motion sensors on exterior lighting; or
 - c. Buildings should incorporate blinds or curtains on windows facing the wildlife corridor.
3. Landscaping on parcels on the periphery of the Plan Area should incorporate light screening techniques and may be designed to limit light from penetrating the Provincially approved Wildlife Corridor.

Map 9 Open Space



* WILDLIFE GATE LOCATIONS ARE CONCEPTUAL AND WILL ALIGN WITH THE LOCATION OF APPROVED PROVINCIAL TRAILS

A person wearing a red jacket, black pants, and a black helmet is riding a bicycle on a paved street. The person is seen from the side, moving towards the right. In the background, there are parked cars and trees. A large yellow geometric shape, resembling a stylized 'X' or a series of overlapping triangles, is overlaid on the right side of the image, partially obscuring the background and the person's rear. The number '7' is prominently displayed in white on the yellow background.

7 TRANSPORTATION AND MOBILITY

7.1 General Policy

7.2 Sustainable Transportation Network

7.3 Three Sisters Parkway

7 TRANSPORTATION AND MOBILITY

Smith Creek will support a mixed-use and human-scaled development responsive to the mountainous terrain and serviced by a multi-modal transportation network that works towards Canmore's mode split goals outlined in the Integrated Transportation Plan (ITP). The ITP identifies mode split objectives of 60% vehicular and 40% sustainable transportation modes; which include walking, biking and transit.

A Transportation Impact Assessment (TIA) was conducted to determine the overall strategy for the mobility network for Three Sisters Mountain Village. To meet these targets both on and off-site, transportation and mobility must be paired with appropriate land uses and site design to provide an alternative mode of transport easier for residents. However, the success of Smith Creek is not solely dependent on mode split goals but must be balanced with technical requirements related to the provision of infrastructure necessary to service the area and slope adaptive development.



7.1 General Policy

Intent

- ◆ To create a complete street network that encourages people to use sustainable transportation options.
- ◆ To create a pedestrian-friendly network within the Plan area.
- ◆ To provide high quality cycling connections within the Plan Area and other destinations within Canmore.
- ◆ To identify a public transit network that provides residents and visitors convenient access to transit stops.

1. A complete street network within the Plan Area should be accommodated in accordance with Map 10.
2. Street classifications will be determined at Conceptual Scheme in accordance with a Mobility Assessment predicted trip generation and traffic volumes.
3. Notwithstanding policy 2, at Conceptual Scheme alternative road standards that assist in minimizing land disturbance may be proposed. These alternative road designs could consider:
 - a. Minimizing pavement widths to the extent feasible for travel and parking lot areas so as to reduce the amount of land impacted by roads;
 - b. Utilizing impervious materials where feasible and practical;
 - c. Utilizing rolled curbs, swales and stabilized shoulders rather than standard curb and gutter design;
 - d. Utilizing a combination of low retaining walls and vegetation to minimize site disturbance;
 - e. Providing for snow removal strategies and snow storage areas while protecting water quality;
 - f. Utilizing horizontal and vertical curve criteria that can be more responsive to changes in topography, as feasible; and
 - g. Utilizing reduced lighting standards for roadways within the Across Valley Corridor, while keeping Active modes properly lit.
4. The development of roads and the use of grid-like street patterns should be minimized on steep slopes as they are not as easily adaptable to sloped terrain.
5. Where the complete street network or multi-use pathways cannot meet accessibility guidelines for all ages and abilities, alternative linkages will be provided to that location within the Plan Area.
6. Collaboration between the Town and Three Sisters Mountain Village will be required to develop strategies and initiatives to jointly meet the multi-modal targets in alignment with Section 11.3.
7. Snow storage will be accommodated primarily in landscaped areas, boulevards and furnishing zones within the right-of-ways. Additional areas for snow storage shall be considered at Conceptual Scheme stage within the planning process.

8. Wayfinding and information system will be provided consistent with the Town of Canmore standards to guide visitors to major destinations through street, multi-use pathway and trail networks.
9. Meandering or curvilinear streets and sidewalks may be used to avoid long sustained grades.



7.2 Sustainable Transportation Network



Direct, convenient and efficient pedestrian, bicycle and transit access are critical to the vision of the overall mobility plan. Smith Creek will create a functional sustainable transportation network for residents and visitors.

Intent

- ◆ To create a pedestrian, bicycle and transit network throughout Smith Creek that connects to destinations within the Plan Area and the rest of Canmore.

Policy

1. Regional and offsite bicycle and multi-use pathway connections should be accommodated as conceptually shown in Map 11.
2. A transit route and stops within the Plan Area should generally be accommodated as conceptually shown in Map 12. Transit routing and stop locations will be finalized at Conceptual Scheme.
3. Pedestrian and bicycle connections shall be accommodated through a complete street and multi-use pathway network conceptually shown in Map 13.
4. Multi-modal connections shall be accommodated through the overall transportation network as conceptually shown on Map 13.
5. The commuter bicycle network will be integrated with the complete street network on multi-use pathways to facilitate Plan Area and offsite connections.
6. Missing links and improvements outside of the Plan Area within the multi-use pathway network shall be addressed through a combination of Town directed improvements and Developer initiated off-site improvements in accordance with Section 11.3.
7. Wayfinding and information system will be provided consistent with Town of Canmore standards to guide visitors to major destinations through street, multi-use pathway and trail networks.



7.3 Three Sisters Parkway

The Three Sisters Parkway is the main collector connection through Smith Creek, connecting residents with other areas of Three Sisters Mountain Village and Canmore. The design of the future Parkway will include intuitive and direct connections for pedestrians, cyclists and motorists and facilitate the transit connectivity for Smith Creek.

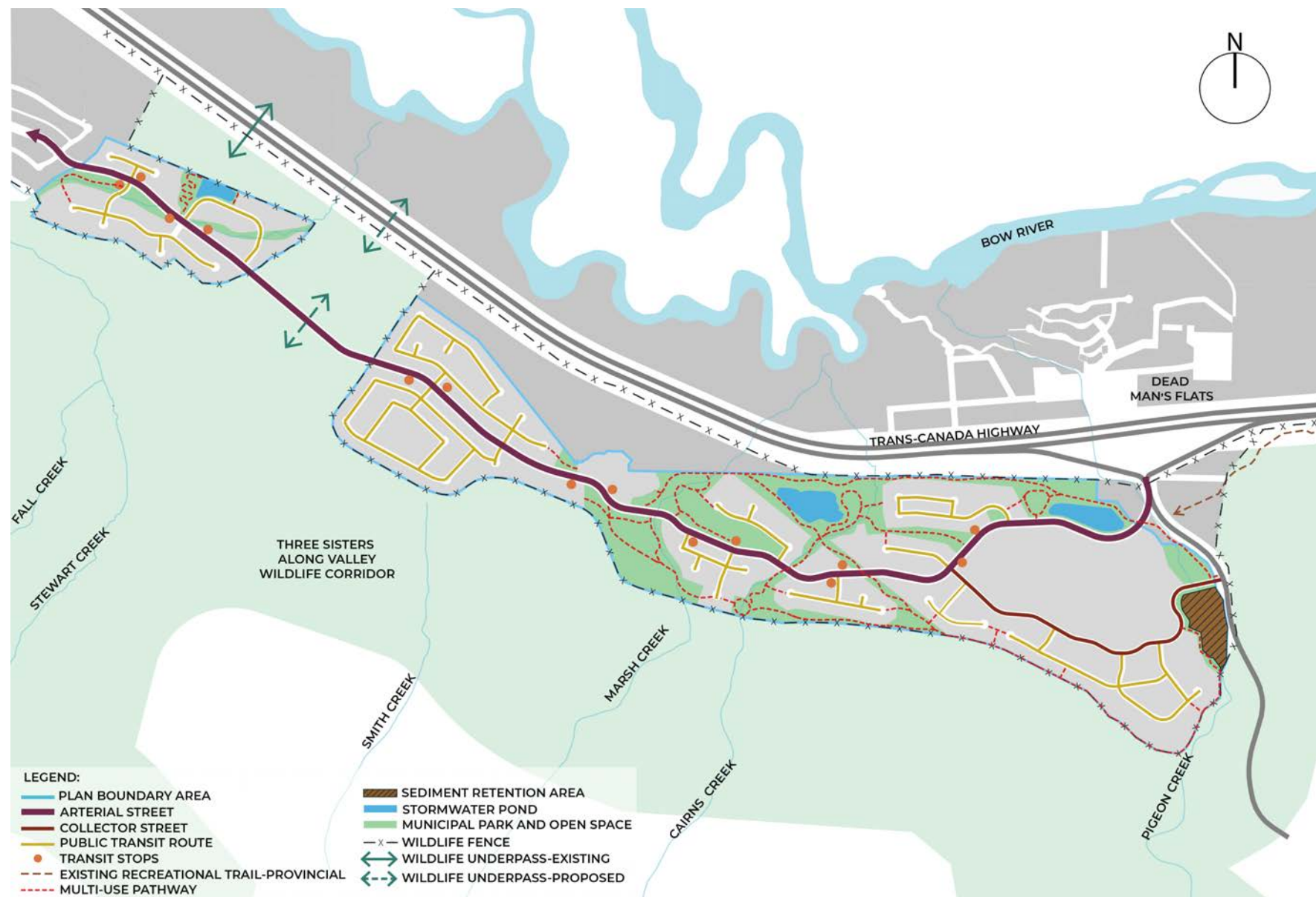
Intent

- ◆ To locate the Parkway centrally relative to the Plan Area while recognizing topographic constraints.
- ◆ To achieve efficiencies of multi-modal transportation by supporting transit, biking and pedestrian movement as well as automobiles.

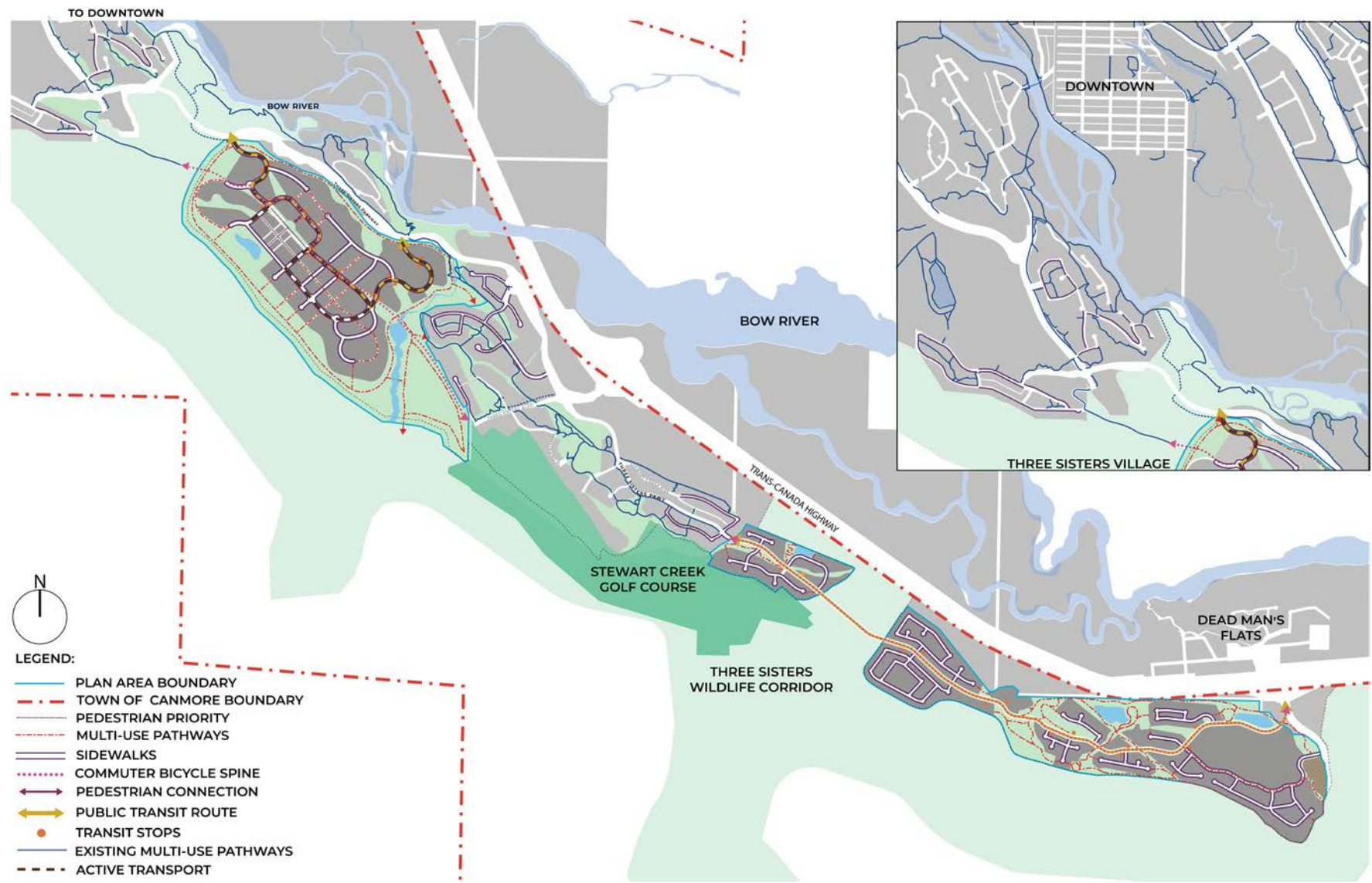
Policy

1. The Three Sisters Parkway (e.g., east-west collector roadway) shall service both local and regional transportation demands, and:
 - a. Shall be designed to provide sufficient capacity for the requirements of local development within the Plan Area identified in the Mobility Assessment;
 - b. Employ traffic calming measures in appropriate locations in order to reduce vehicle speed, enhance the aesthetic appearance of the roadway and enhance pedestrian safety as required, while maintaining roadway capacity;
2. Access to the Three Sisters Parkways should be limited to local roads. However, access to multi-residential parcels may be granted where accesses are consolidated and meets appropriate roads standards for a local roadway.
 - c. May maintain a lower level of design service to the mutual satisfaction of the Town of Canmore and the Developer, if necessary, to provide regional capacity demands while meeting local community transportation, connectivity and urban design requirements within the Plan Area; and
 - d. Generally, grade thresholds for the Parkway should not exceed 8%. However, in order to maintain a centralized location within the Plan Area, the Parkway may exceed an 8% grade over short distances, but it must not exceed 10%.

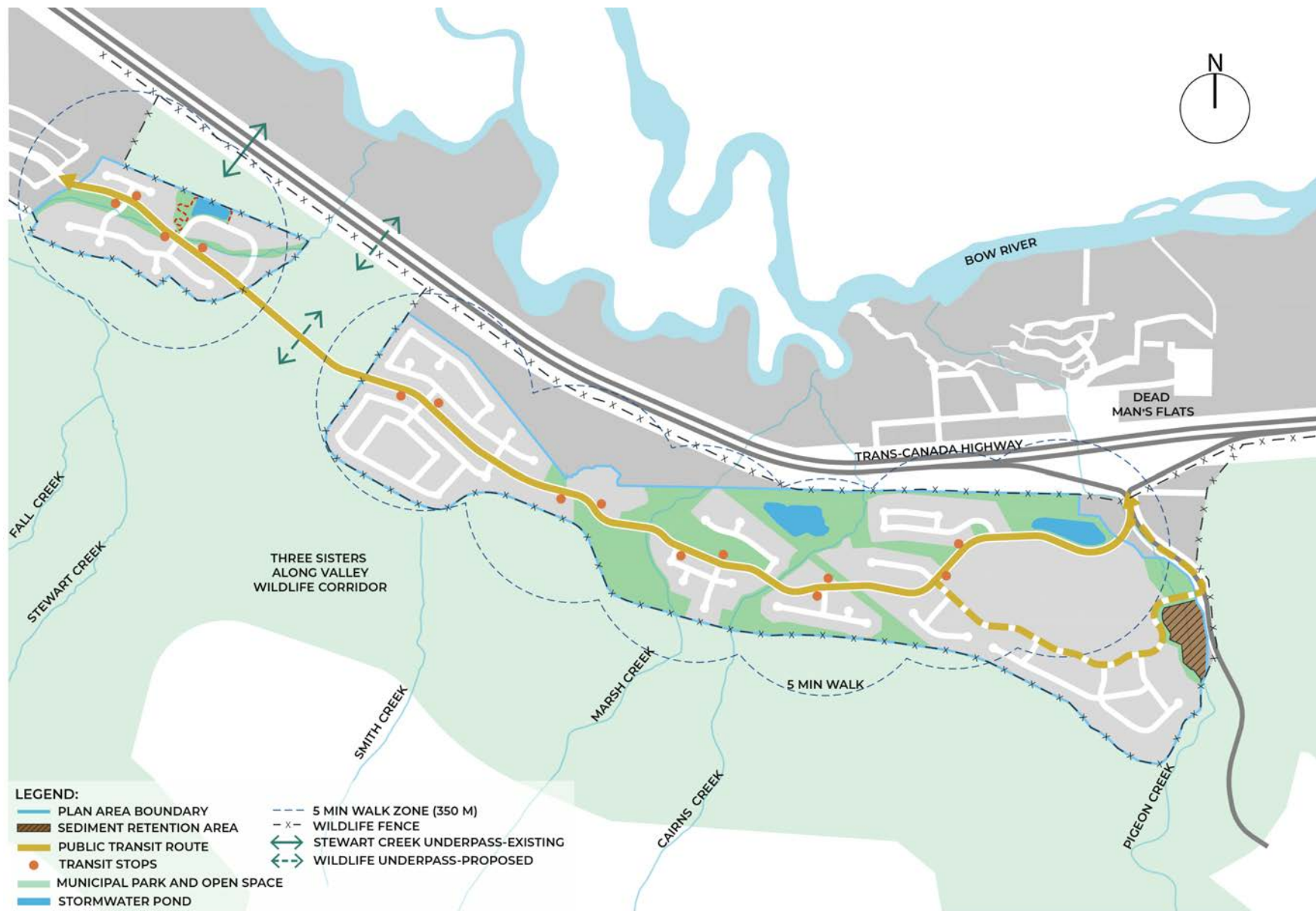
Map 10 Complete Street Network



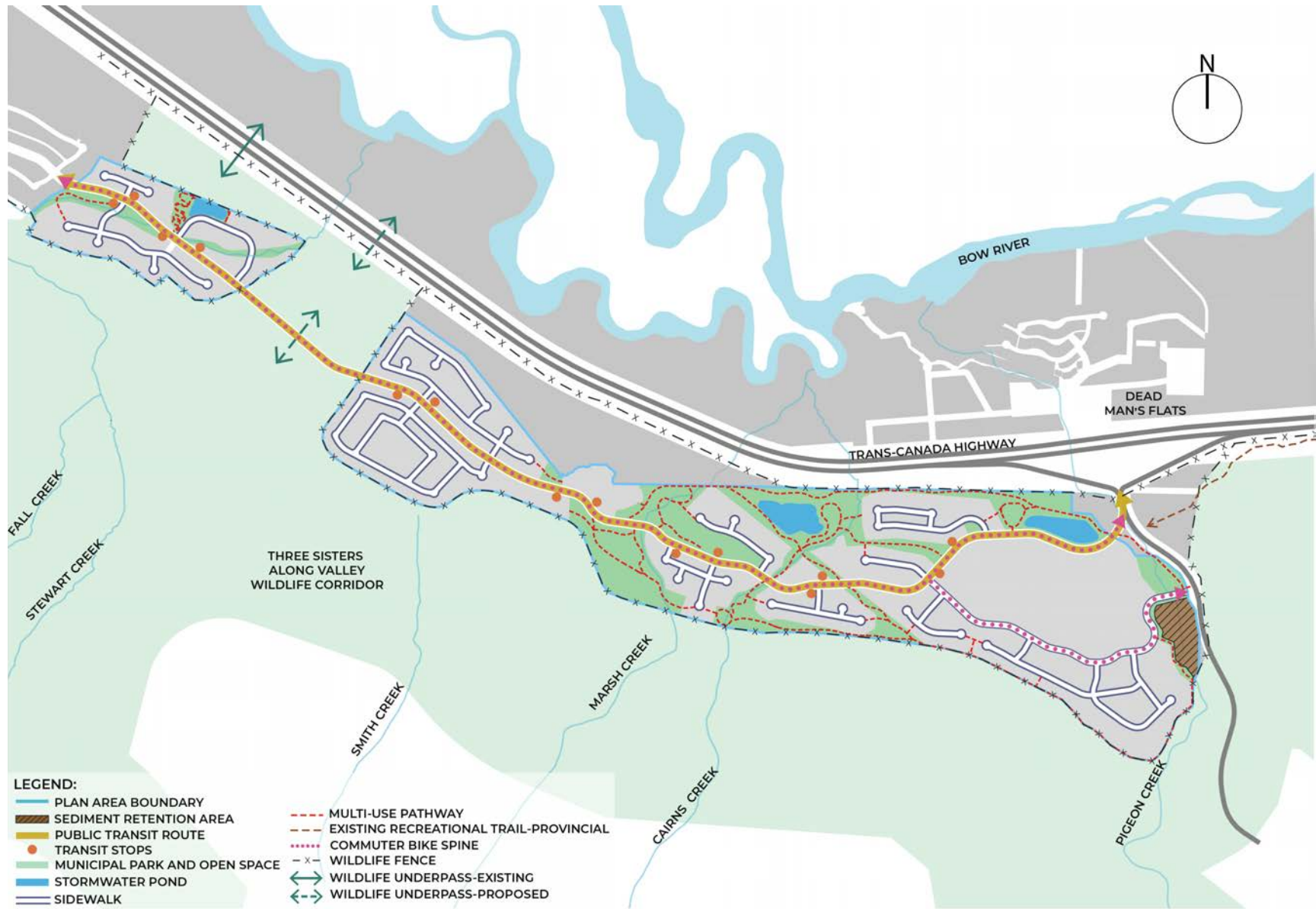
Map 11 Regional Bicycle and Multi-Use Pathway Network



Map 12 Transit Network



Map 13 Multi-Modal Transportation





8

HOUSING

8.1 Affordable Housing

8.2 Market Rental

8.3 Employee Housing

8.4 Community Lands in Exchange
for Unowned Right-of-Ways

8.5 Entry-Level Housing

8.6 Accessory Dwelling Units

8

HOUSING

Canmore is experiencing challenges with the provision of affordable housing for those living and working in the town. The housing market suffers from a relative lack of inventory of market attainable housing options for both owners and renter as well as a lack of housing for those employed in the tourism and hospitality industry. A limited inventory of housing, combined with a limited developable land base, leaves Canmore susceptible to rising prices for both rental and purchase options.

The 2019 Bow Valley Region Housing Needs Assessment identifies the current housing market as having a shortage of purpose-built rental accommodation and affordable multi-residential ownership options that are typically addressed by entities like Canmore Community Housing (CCH). The assessment also addresses the future projected gaps of seasonal and non-seasonal employee housing based on the estimated business and visitor accommodation expansion in the town.

ASP direction on housing was informed by the Socio-Economic Impact Assessment (SEIA) and the 2019 Bow Valley Region Housing Needs Assessment. Findings from the SEIA focused on the need to provide a range of market and below-market housing options across the housing spectrum to create a more inclusive community. In the home ownership market, options such as townhouses and multi-residential units are the most attainable forms of market housing when amortized over a 25-year mortgage for households making above the current cut-off limit of \$117,000 within Canmore's affordable housing programs.



The housing continuum developed outlined by Canada Mortgage and Housing Corporation (CMHC) shows what market segments must be served to create an inclusive housing market. By closing housing affordability gaps in the housing continuum, it increases the possibility that people will have access to decent and attainable housing. The Smith Creek ASP addresses housing affordability by providing a variety of multi-residential forms and tenures that include both market and below-market options, to holistically address housing affordability.

The TSMV Housing Spectrum intends to cover housing gaps in alignment with the CMHC housing continuum and outlines TSMV's commitment towards addressing affordability of housing within Three Sisters Mountain Village as a whole (Figure 3).

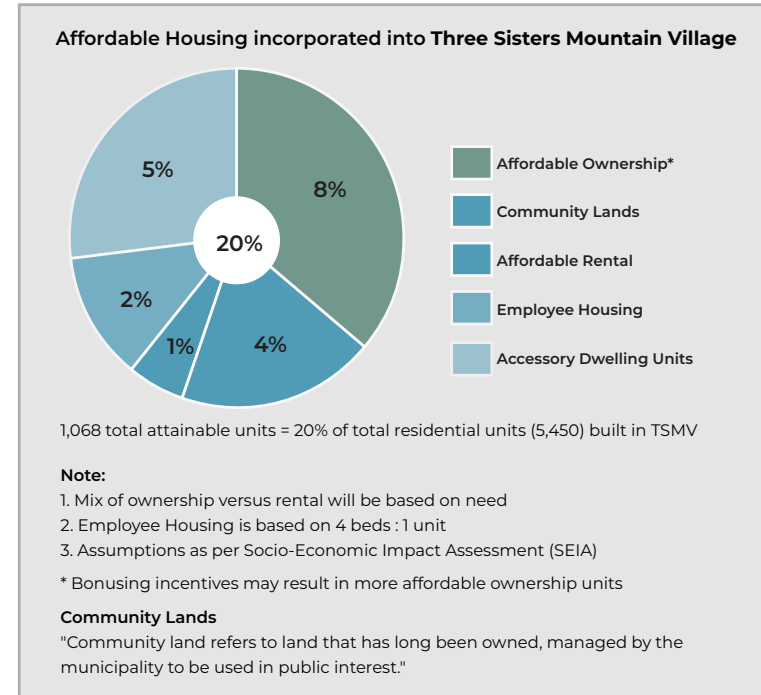


Figure 3



The Housing Continuum (CMHC, 2018)

SMITH CREEK HOUSING SPECTRUM

RENTAL HOUSING				HOME OWNERSHIP		
Affordable Rental	Employee Housing	Accessory Dwelling Units	Market Rental	Affordable Ownership	Entry-Level Housing	Market Ownership
Through the construction of market rental housing, 10% would be required to be provided as affordable rental. Also, potential to develop community lands in exchange for old road right of ways which would make it possible for an additional 100-200 units of affordable rental housing. Note: The proportion of affordable rentals and affordable ownership may vary. The mix will depend on need.	TSMV is currently required to only provide employee housing for any visitor accommodation units proposed. This is an estimated 55-100 beds TSMV has made a commitment to build 200 employee housing beds in The Gateway at Three Sisters (development in progress). TSMV has made another commitment to build up to 210 employee housing beds based on 1 bed/5000 sq. ft. of commercial. These commitments address employee housing for retail and restaurant development in TSMV and current need driven by existing commercial development within the Town.	Accessory Dwelling Units are self-contained living units on the same site, attached to or within a dwelling that is the primary use of the site.	A commitment to ensure market rental housing is built throughout Three Sisters Mountain Village providing a tenure mix that aligns with the "Bow Valley Region Housing Needs Assessment". A minimum of 200 units will be provided within Three Sisters Mountain Village and is on average, 25 units per phase. Some phases may provide more and others less.	10% of multi-residential units would be provided as affordable ownership units. These units would include a range of multi-residential housing types available to residents. Note: The proportion of affordable rentals and affordable ownership may vary. The mix will depend on need. * Bonusing incentives may result in more affordable ownership units	Entry Level Housing includes ownership opportunities provided at lowest market cost without any direct or indirect subsidies to a purchaser.	Ownership includes ownership at market prices. To encourage the development of a variety of building forms
TSMV 120-260 units	375-510 beds	130-280 units	200-600 units	230-400* units	569-700 units	2,700-4,850 units
SMITH CREEK ASP 100-200 units	28-40 beds	130-280 units	Refer Three Sisters Village ASP Housing Spectrum	40-90* units	40-90 units	800-1,750 units
Affordable Rental		Market Rental		Affordable Ownership	Market Ownership	

8.1 Affordable Housing

Affordable housing refers to affordable ownership and rental homes within a range of housing types available to residents at below-market purchase prices and rental rates. In Canmore, affordable housing is currently restricted by occupancy, resale price, has a buyer or tenant eligibility criteria and is managed by CCH or another agency.

Intent

- ◆ To require affordable housing units to be constructed within Smith Creek.

Policy

1. A minimum of 10% of all multi-residential units, regardless of tenure, within Smith Creek shall be provided as affordable housing. Residential units for the purpose of this policy excludes tourist homes, visitor accommodation and employee housing.
2. At Development Permit submission, projects shall be incentivized for affordable housing contributions through the bonusing system outlined in Section 5.7 of this Plan.
3. Affordable housing units may be provided outside of the Smith Creek Plan Area to the mutual satisfaction of the Town and the Applicant.

4. Affordable housing units should meet the Town of Canmore's Affordable Housing Guidelines.
5. At the sole discretion of the Town of Canmore, builders may provide development lands or cash-in-lieu for affordable housing units.
6. Affordable housing units must be acquired by CCH or another agency within 12 months from building occupancy otherwise, the Developer is able to market the unit for sale at market prices.

8.2 Market Rental

Canmore has experienced upward pressure on average rental rates and low vacancy rates on rental housing stock. Encouraging market rental housing is an important part of adding rental supply to the market for current and future residents of Canmore.

Intent

- ◆ To encourage the development of rental housing units in a variety of building forms.
- ◆ To encourage the development of market rental housing units on lands within the Smith Creek Area.

Policy

1. Concurrent processing of Land Use Redesignation and Development Permit applications to expedite the approvals process for market rental developments could be undertaken.

8.3 Employee Housing

Employee housing is an important component of the housing mix. Providing employee housing reduces the housing pressures often felt on hospitality and service sector workers in tourist-centric economies. Three Sisters Mountain Village intends to create different types of employee housing to house workers generated by hospitality, food and beverage and retail businesses.

Intent

- ◆ To provide for policies that support the development of employee housing to address affordable housing.
- ◆ To integrate employee housing units within commercial, mixed-use and residential areas.
- ◆ To provide for employee housing for both seasonal and full-time employees.

Policy

1. Commitments related to the increase of the supply of employee housing are outlined in Section 11.4.
2. For visitor accommodation uses within the Plan Area, shall be required to provide the following employee housing units:
 - a. For visitor accommodation developments < 60 units: 1 bedroom / 10 units;
 - b. For visitor accommodation developments 60–100 units: 1 bedroom / 8 units; and
 - c. For visitor accommodation developments > 100 units: 1 bedroom / 6 units.
3. A maximum of 6 employee housing bedrooms with a shared access bathroom and kitchen facilities will be considered the equivalent of one residential unit.
4. Any future employee housing requirements adopted by Council that applies uniformly to all new commercial development throughout the Town shall supersede other requirements contained within this ASP.

8.4 Community Lands in Exchange for Unowned Right-of-Ways

In order to allow for the orderly and efficient development of land within Smith Creek, unowned rights-of-ways will be comprehensively planned and serviced.

Intent

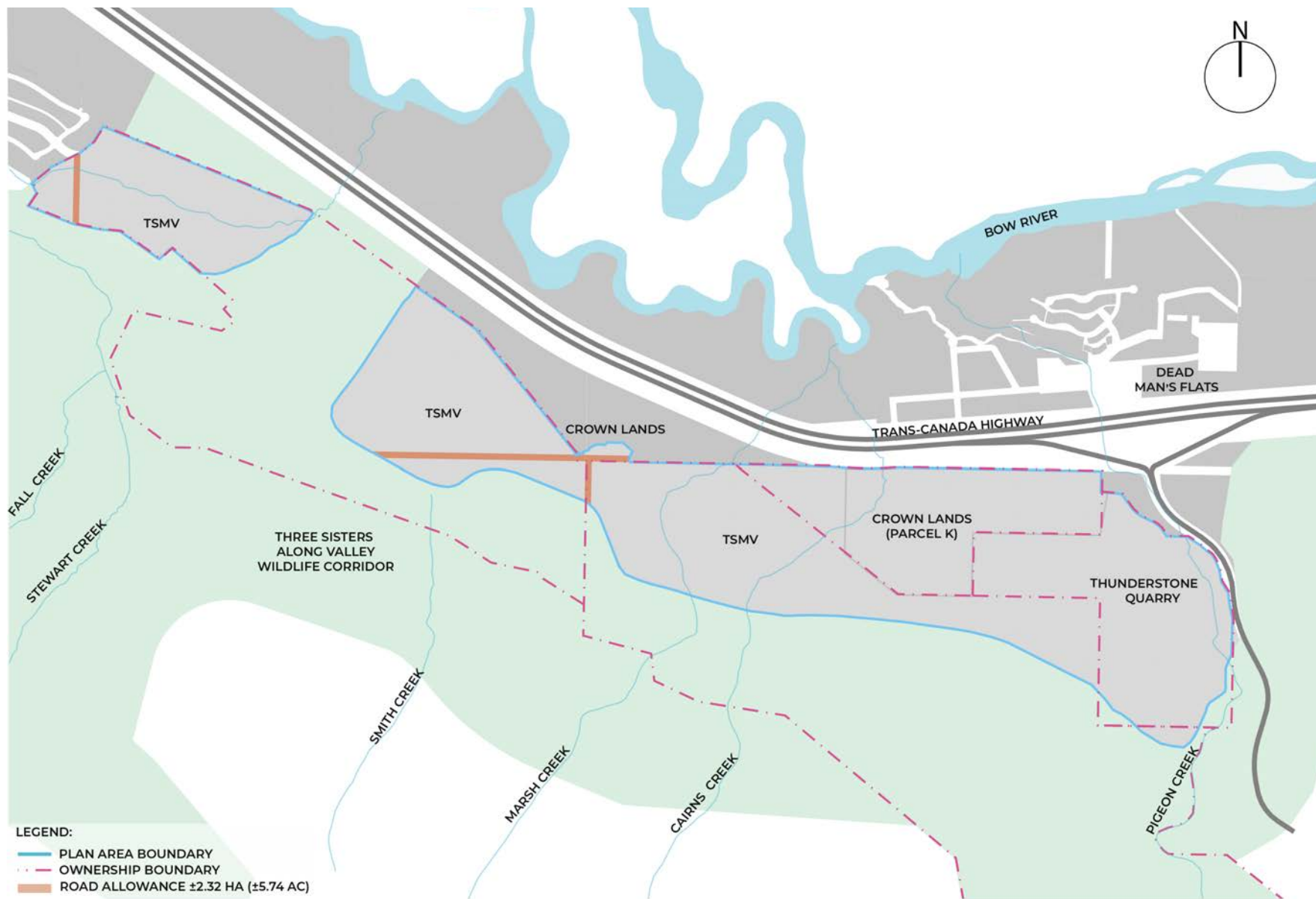
- ◆ To provide for the allocation and distribution of Community Land for municipal initiatives.

Policy

1. Where the Developer does not own road allowances (Map 14) that are located within Smith Creek that are proposed to be developed, the Developer will apply to close the government road allowances.
2. The Town will work through road closure procedures outlined in the MGA at the time of application.
3. The Town will enable the Developer to develop and service the closed road allowance, which will be subject to detailed review at the time of application.
4. In exchange, the Developer will transfer ownership of an equivalent area of developable land within the Plan Area to the Town to be used for AH once the road allowances are closed.
5. The total Community Land requirement for the Smith Creek Plan Area will be confirmed at the Road Closure application stage. The actual amount(s) and location(s) of Community Lands shall be finalized at the Subdivision application stage to the mutual satisfaction of the Developer and the Town of Canmore.
6. Community Land requirements may be transferred from other Plan Areas and allocated to Smith Creek or other areas of Canmore.
7. The Town of Canmore shall pay their portion of the servicing costs for the lands being provided back to the Town.



Map 14 Community Lands



8.5 Entry-Level Housing

Entry-Level Housing (ELH) includes ownership and rental opportunities provided at the lowest market cost without any direct or indirect subsidies to an occupant. Providing ELH enables a wider demographic to live in Canmore. ELH provides alternatives for those residents whose income exceeds the maximum level established for affordable housing under existing Canmore programs within a housing spectrum.

Intent

- ◆ To provide a range housing options within Smith Creek.
- ◆ To provide direction to update the approach to ELH.

Policy

1. Strategies to meet the ELH requirements and achieve attainable market housing may include:
 - a. Focus on missing building forms like townhomes, stacked townhomes and apartments;
 - b. Providing a variety of unit floor areas to accommodate both smaller and larger households and families based on the number of bedrooms provided;
 - c. Modest amenities that reduce costs of condominium or maintenance fees and address basic living needs;
 - d. Shared facilities such as laundry, indoor workspaces and parking to achieve maximum efficiency of space;
 - e. Buildings designed with standardized unit construction and modest quality finishes;
 - f. Maintaining mountain town architectural character through materiality; and
 - g. Low maintenance, naturalized landscaping materials and plants that do not require irrigation.
2. Smaller more compact units can be more attainable in a free market setting. Units may be encouraged to be within the following size ranges:
 - a. Apartments: a total gross floor area in the range of 28m² to 93m²;
 - b. Stacked Townhomes: a total gross floor area in the range of 83 m² to 149 m²; and
 - c. Townhomes: a total gross floor area in the range of 139 m² to 177 m².

8.6 Accessory Dwelling Units I R D E

Accessory Dwelling Units (ADUs) help address affordability by providing rental housing opportunities while offsetting owner's housing costs. 'Suite ready' refers to a building being constructed to easily accommodate a suite that complies with Land Use Bylaw regulations and Provincial building and safety standards. Encouraging buildings to be built 'suite ready' reduces the cost and time of installing a legal suite at a later date.

Intent

- ◆ To enable Accessory Dwelling Units in all residential areas.
- ◆ To increase rental housing opportunities.

Policy

1. ADUs shall be enabled in all single-detached, semi-detached and townhouse units in Smith Creek.
2. Where an ADU is allowed and not constructed at the initial development permit stage, units are required to be constructed as 'suite ready'. The minimum 'suite ready' requirements include:
 - a. A minimum ceiling height of 1.95 meters;
 - b. A direct exit from the secondary suites to the outdoors with the ability to provide lockable fire rated doors between the primary dwelling and the secondary suite;

- c. Fire protected walls and ceiling between the secondary suite and the main dwelling unit;
 - d. Configured to accommodate independent heating and ventilation systems; and
 - e. Roughed in utility connections, such as plumbing and electrical for future installation of a kitchen and washrooms.
3. No additional parking will be required for units with ADUs, if located within 350 metres of a transit stop.

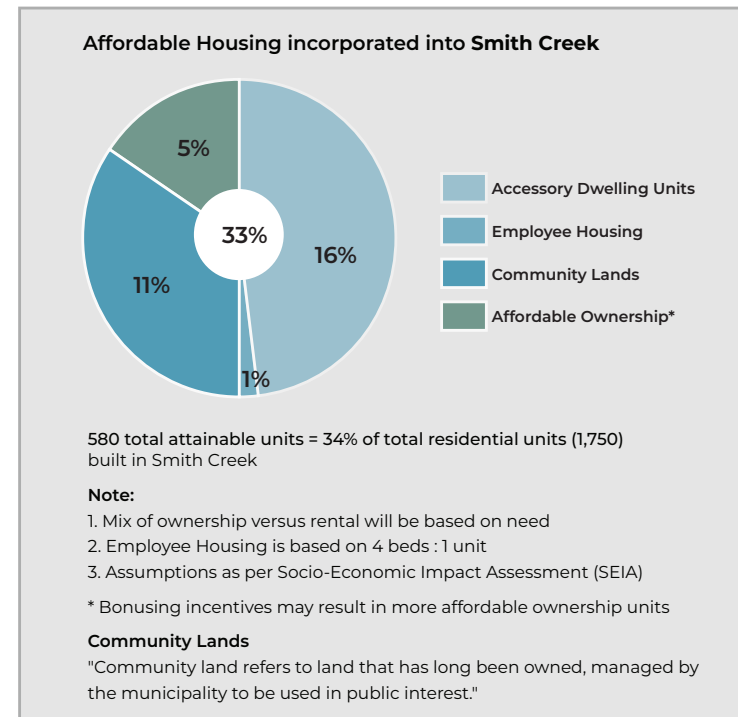


Figure 4

The background of the slide features a close-up photograph of a wet, circular manhole cover on a paved surface. The cover is highly reflective, showing numerous bright, out-of-focus light spots (bokeh) from the sun. An orange diagonal band cuts across the upper right portion of the image. In the bottom left corner, there are several thick, orange, overlapping geometric lines that form a series of interconnected triangles and polygons, resembling a stylized mountain range or a modern architectural pattern.

9

UTILITY INFRASTRUCTURE

9.1 General Policy

9.2 Water Distribution

9.3 Sanitary Sewer

9.4 Stormwater Management

9.5 Shallow Utilities

9 UTILITY INFRASTRUCTURE

Utility infrastructure is a key part of the development of every community. It allows the efficient delivery of water, electricity and natural gas, and the ability to effectively move storm and wastewater to treatment systems. This section aligns with the related engineering studies completed for this ASP. The policies and the supporting reports will inform the technical basis for future planning and development applications. The maps within this section also identify a sediment basin in alignment with the steep creek reports for the Plan Area.

Intent

- ♦ To allow for efficient infrastructure servicing in alignment with the Engineering Design and Construction Guidelines (EDCG).

9.1 General Policy

1. Development within the Plan Area shall be serviced with municipal water, sanitary sewer and stormwater utilities.
2. The alignment and capacity of water distribution and feeder mains, sanitary sewer feeder mains and trunks shall be based on utility servicing required for the Smith Creek area.
3. Utility right-of-ways, easements and public utility lots should be provided to accommodate municipal utilities where appropriate and in accordance with Section 662 of the *Municipal Government Act* (MGA).
4. Utility and road right-of-ways, easements and public utility lots may extend past the boundary of a current Subdivision application area into other areas of the ASP.
5. Utility alignments will be determined only at Subdivision and should generally conform to the road network to minimize land disturbance.

9.2 Water Distribution

Intent

- ◆ To provide a suitably designed water distribution system that adequately and efficiently serves the development requirements throughout the Smith Creek Plan Area.

Policy

1. The Plan Area shall be serviced with an approved potable water service. Map 15 shows the conceptual layout of the major components of the water distribution system, which generally follows the proposed road network.
2. More detailed analysis to confirm the estimate water demand requirements shall be undertaken at the Subdivision application stage. This analysis will consider the size and capacity of the water distribution system, Pressure Reducing Valve (PRV) and booster pump locations and any required upgrades to the Town of Canmore's water supply and distribution system. Some upgrades should be accommodated through the use of off-site levies.

9.3 Sanitary Sewer

Intent

- ◆ To provide a suitably designed sanitary distribution system that adequately and efficiently serves the development requirements throughout the Smith Creek Plan Area.

Policy

1. Major components of the sanitary sewer system are shown conceptually on Map 16.
2. Development within the Plan Area should be connected to the municipal sanitary sewer system.
 - a. Parks and open spaces may determine on a case by case basis whether municipal service connections are required.
3. A more detailed analysis will be undertaken at the Subdivision application stage to confirm the estimated sewage flow, size and capacity of the proposed sanitary sewer system and any required upgrades to the Town's existing sewer infrastructure. Some upgrades should be accommodated through the use of off-site levies.

9.4 Stormwater Management

A Stormwater Conceptual Drainage Plan was prepared for the Plan Area and provides for a network of stormwater facilities to manage storm drainage.

Intent

- ◆ To provide stormwater management that efficiently serves development in the Smith Creek Plan Area, while respecting and responding to sensitive environmental areas.
- ◆ To encourage Low Impact Development solutions to manage stormwater.

Policy

1. Developments within the Plan Area must be served by a stormwater management system including on-site facilities as needed.
2. Major components of the stormwater management system are shown conceptually on Map 17. The system will be comprised of gravity mains and wet or dry ponds, as well as emergency overland drainage courses that should be naturalized and integrated into the open spaces.
3. Stormwater ponds should be designed to accommodate snow storage in the winter months.
4. As part of the preparation of a Stormwater Management Plan, stormwater quality and quantity enhancements shall assess potential stormwater infiltration and/or re-use, if such applications are permitted by the Province.
5. Stormwater management systems should strive to treat stormwater runoff at the source.
6. A more detailed analysis will be undertaken at Conceptual Scheme to align the stormwater management system with the general direction of the Canmore Stormwater Master Plan and the Smith Creek Master Drainage Plan.
7. Stormwater management analysis at Conceptual Scheme will include the final configuration of the stormwater infrastructure, as well as locations and widths of the overland drainage easements.
8. The design of the stormwater management system shall recognize the subalpine forest environment of the Plan Area and will account for freeze-thaw cycles and demonstrate the site can be appropriately serviced.
9. The stormwater management system shall introduce mitigation measures where deemed appropriate to address the potential impact of water quality within existing watercourses.

10. Oil/grit separators may be required within private developments at the Development Permit stage where stormwater cannot be addressed by other means.
11. Encourage the development of stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions.
12. Naturalized methods, such as natural wetlands and bioswales, are encouraged to mitigate the effects of stormwater run-off into watercourses.

9.5 Shallow Utilities

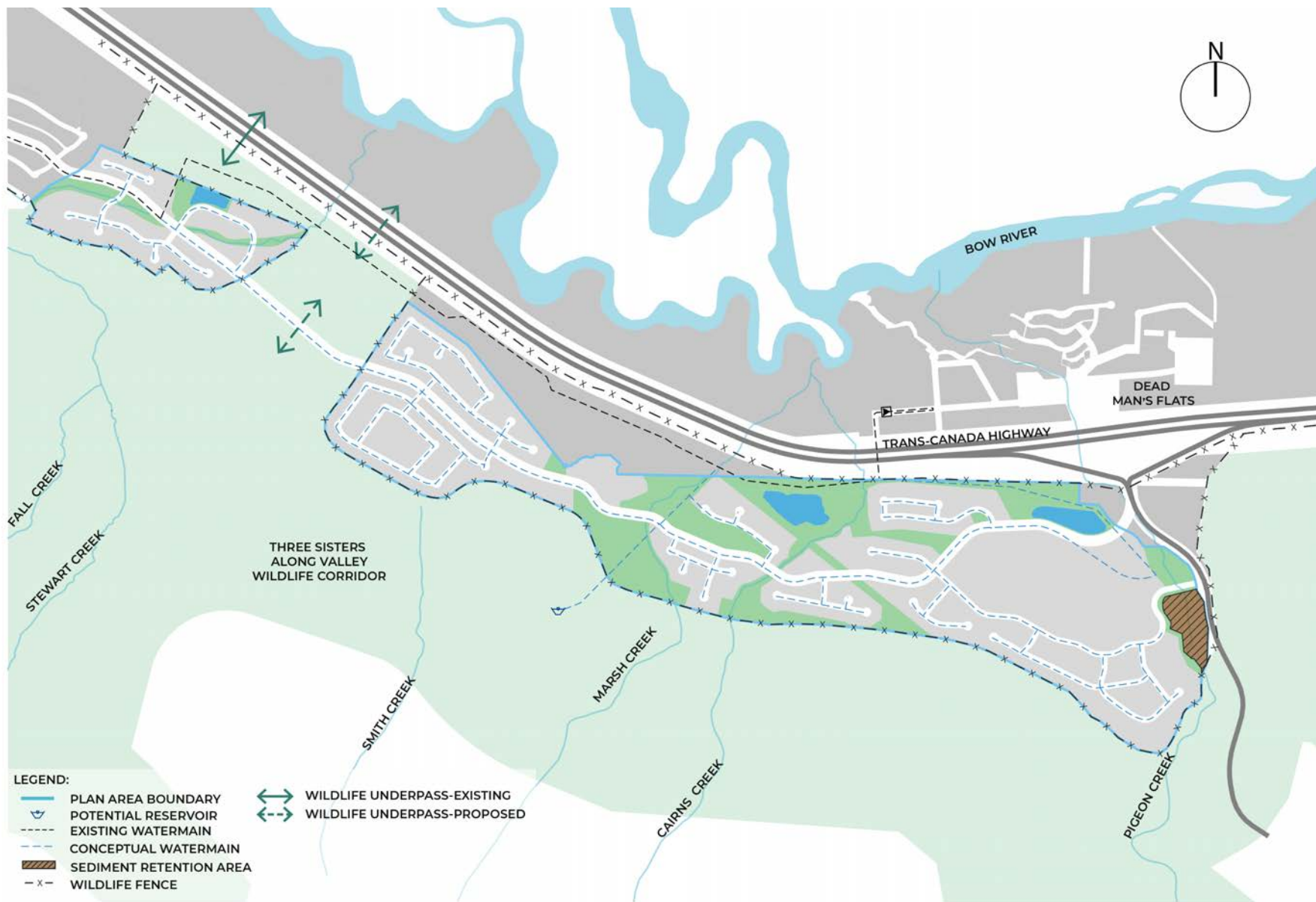
Intent

- ◆ To provide shallow utilities that efficiently serve development in the Smith Creek Plan Area.
- ◆ To consider use of common trench design to improve the efficiency of the road right-of-ways.

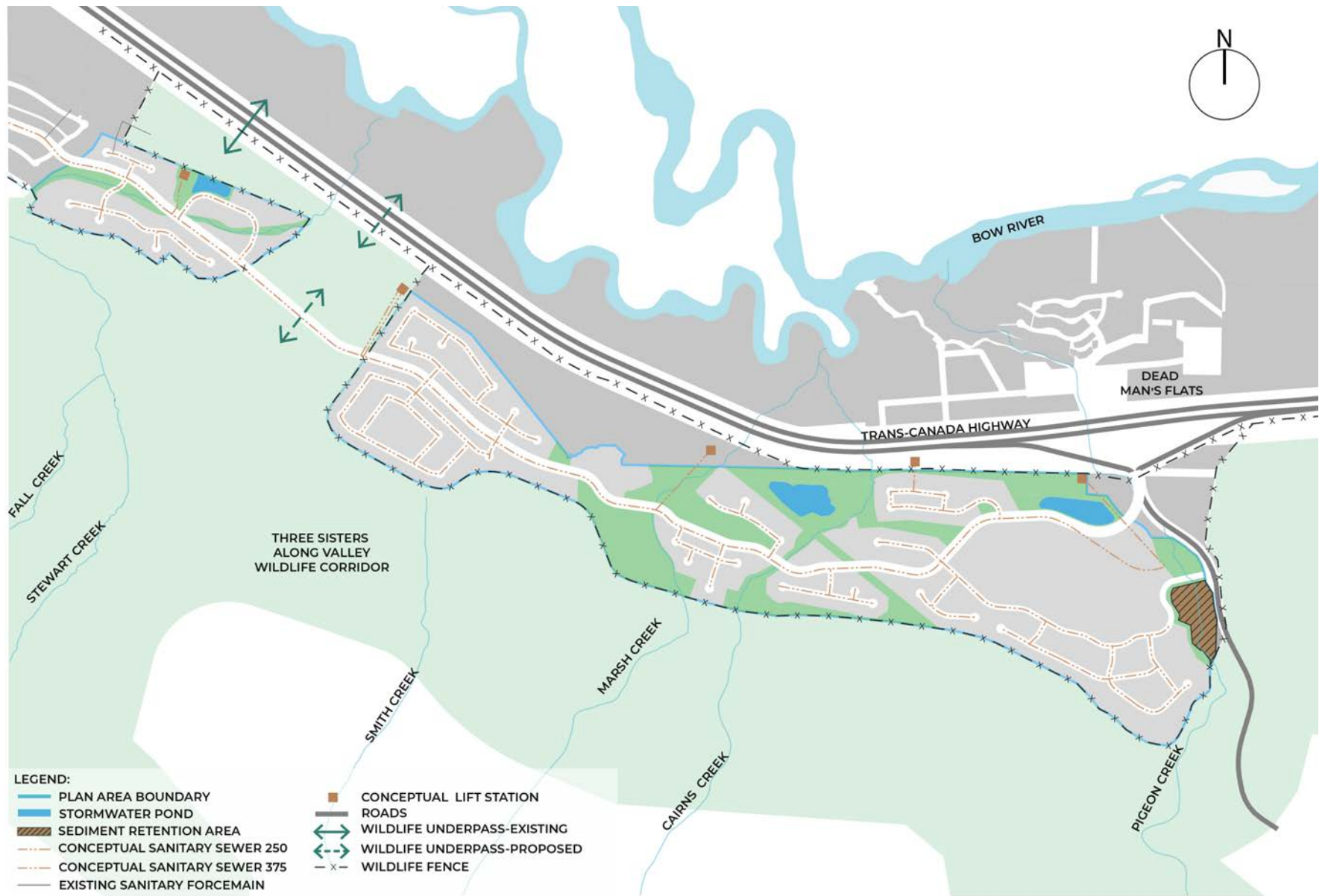
Policy

1. The location of all shallow utilities and the provision of right-of-ways and easements should be addressed to the mutual satisfaction of the Town of Canmore, the landowner and the utility companies.
2. Common trench design will be the preferred approach when working with shallow utility providers.

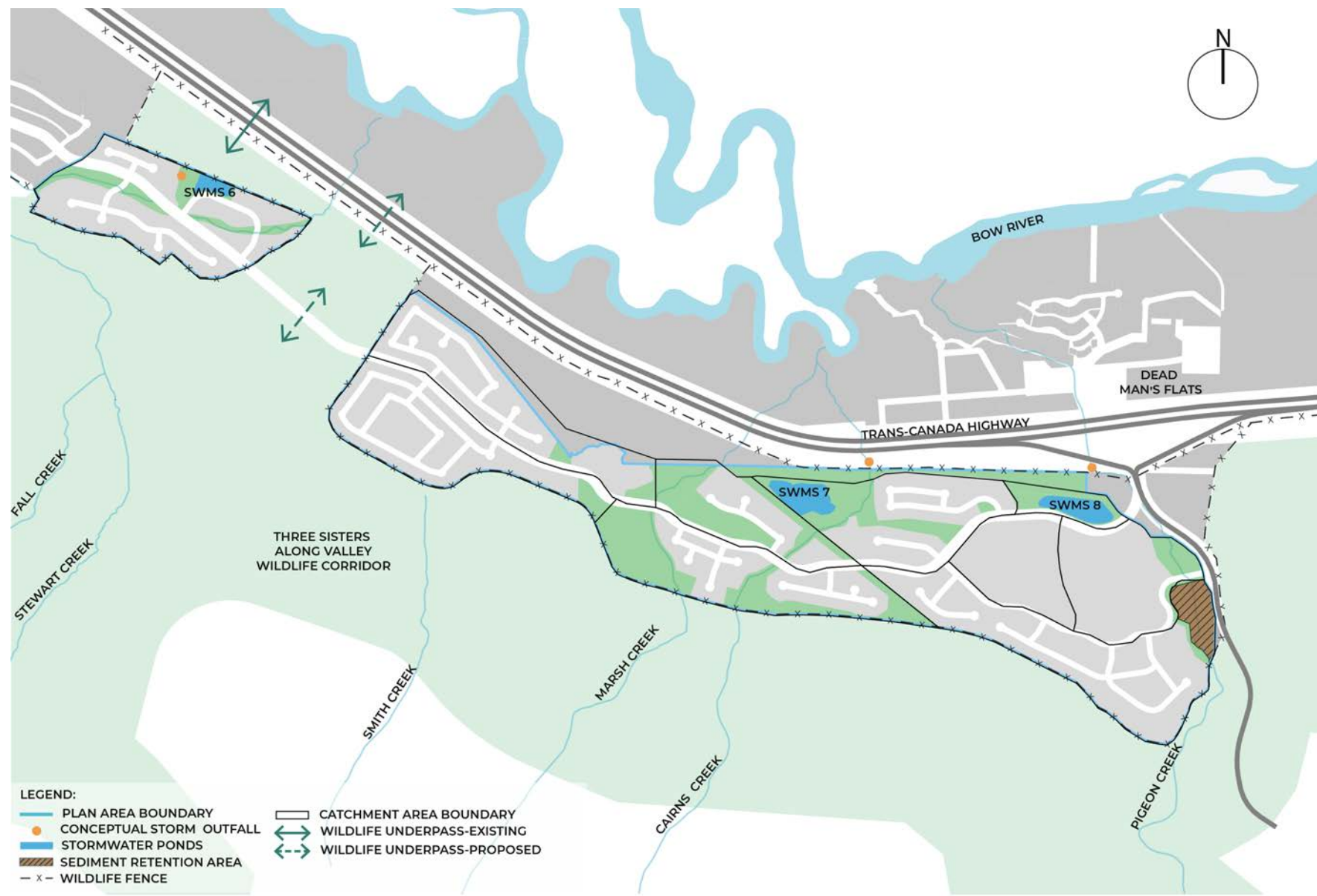
Map 15 Water Distribution



Map 16 Sanitary Sewer



Map 17 Stormwater Catchment Areas





10 ENVIRONMENT AND SUSTAINABILITY

10.1 Climate Change Adaptation and Mitigation

10.2 Sustainable Community Design

10.3 Sustainable Site and Building Design

10.4 Wildlife and Human-Use Management

10.5 Wildlife Fence Policy

10.6 Preserve and Manage Water Resources

10 ENVIRONMENT AND SUSTAINABILITY

Canmore has significant natural assets, wildlife and habitat diversity and many opportunities for outdoor recreation that contribute to community wellbeing. Protecting the environment while accommodating housing, employment and recreational amenities requires thoughtful planning to protect both ecological, wildlife and human health. Balancing the need for housing and development while mitigating the negative impacts on wildlife and the environment is key to building a resilient and sustainable community. The environmental objectives and policies that will guide development in Smith Creek include a comprehensive suite of policies proposed within the Smith Creek ASP. Many of these policies are not specifically mentioned within this section were comprehensively examined, helping to work towards targets outlined in the Town of Canmore's Climate Action Plan.

10.1 Climate Change Adaptation and Mitigation

Linking the concept of sustainable development to climate change provides an opportunity to address and promote long-term environmental change at a local, regional and national level. The Town of Canmore has established clear targets to reduce community and corporate emissions by 80% below 2015 levels by 2050 aligning to the Province of Alberta's Climate Leadership Plan. Greenhouse gas and carbon dioxide associated with the consumption of fossil fuels are the primary human contributions

to climate change. It is important that the Town and development industry work together to make a meaningful difference in climate change and mitigate future human impact on the environment. Rising temperatures, increasing frequency and severity of extreme weather events present social, environmental and economic consequences. As a result, adaptation is equally important to consider in response to climate change due to the greenhouse gases already present in the atmosphere as we attempt to mitigate further human impacts in the future.

Newly constructed buildings are becoming increasingly energy efficient. As a result of updates to the national and provincial building codes, buildings are already much more energy efficient than existing building stock and new buildings will be moving to net zero in subsequent building code updates as technology, trade training, materials and safety codes are updated. Today, all buildings constructed in the Town of Canmore are built to a more efficient standard than what is set out in the *Alberta Building Code*. Canmore and builders within Three Sisters Mountain Village have been early adopters of green building programs like BuiltGreen. In the upcoming years, the Federal government is targeting to have all new buildings achieve net zero energy ready by 2030. These changes will be implemented over the next ten years and will redefine what mountain architecture in Canmore will look like. The policies within this section forecast those changes and endeavours to meet those targets earlier.

The policies found throughout Smith Creek ASP aims to position Three Sisters Mountain Village as a partner in meeting Canmore's climate change objectives and targets through sustainable community design and building practices. The intent is to help mitigate the human impact of development on the environment while balancing the need for people to live, work and recreate in this beautiful setting. Establishing a resilient community is one of the building blocks that has guided the direction of this ASP, as well as to help mitigate and adapt to the impacts of climate change.

10.2 Sustainable Community Design



Sustainable community design can lead to healthier neighbourhoods socially, economically and environmentally when taking a thoughtful approach regarding climate.

Outlined below are ways that the community design and policies within this ASP help to create a resilient and safe neighbourhood for people, wildlife and the planet.

Adaptation Measures

- ◆ Orienting the street network to consider solar exposure while promoting street-oriented buildings.
- ◆ Protecting natural areas and the biodiversity that exists, recognizing the vital role they play in adapting to the impacts of climate change.

- ◆ Creating a walkable and bikeable neighbourhood to reduce transportation-associated emissions, investments in related infrastructure and per capita GHG emissions.
- ◆ Enabling sensitive building site design through slope adaptive development policies that combine appropriate building forms with the topography.
- ◆ Diversifying the Canmore economy by building flexible spaces where entrepreneurs can start and grow their business to serve the broader community.
- ◆ Fostering a community that cherishes arts, culture and the environment by promoting public art displays, creating inviting parks and encouraging meeting spaces.

Mitigation Measures

- ◆ Integrating mitigation, adaptation and disaster risk reduction considerations into community design (i.e. Steep Creek Hazard Mitigation and implementation of FireSmart standards).
- ◆ Evaluating Steep Creek Hazards for Smith, Cairns, Marsh and Stewart Creeks while being cognizant of the effects of climate change in the design of the mitigations for new development and existing residents.
- ◆ Incentivizing new multi-residential and commercial developments to move towards net zero energy ready buildings faster, encouraging new developments to be solar-ready and incorporate green energy systems to meet local energy demand.

- ◆ Focus on creating a multi-modal transportation system, including infrastructure for public transit and electric vehicles.
- ◆ Designing public utilities to facilitate energy conservation, efficiency and to enable the integration of alternative energy resources. This may include the blending of renewable energy and thermal technologies.
- ◆ Mitigating the impact of new development on adjacent wildlife corridors and providing trails and parks onsite; allowing for the opportunity to recreate outside of the wildlife corridor.

10.3 Sustainable Site and Building Design

Building designs should be resilient and responsive to climate change, they should be sensitive to the local climate and reduce the energy required for heating and cooling. Energy conservation measures also indirectly improve air quality. The Town of Canmore's Land Use Bylaw requires new buildings be built to standards above the *Alberta Building Code* and as a result this ASP focuses on moving the standard closer to Net Zero Energy Ready by incentivizing development.

Policy

1. Encourage energy efficient building construction for multi-residential and commercial development through the provision of density bonuses or other incentives for energy efficient construction beyond *Alberta Building Code*, as outlined in the Bonusing Toolkit (Section 5.6).
2. Exemptions or relaxations from Canmore's Mountain Architectural Guidelines in the Land Use Bylaw may be considered if they inhibit building performance as it relates to more efficient and sustainable building standards.
3. At Development Permit, all residential buildings should be constructed to be "solar ready".
4. Multi-residential developments should be encouraged to incorporate some shared parking stalls with electric vehicle charging stations in both residential and commercial parking areas.
5. Encourage green roofs, purple pipe rainwater reuse systems and LIDs where appropriate and when building and plumbing codes permit.
6. Avoid multiple plantings of the same species (monocultures) to prevent the potential spread of disease and to promote biodiversity.
7. On-site recycling and organics collection services and facilities shall be provided.
8. Rideshare programs will be enabled to operate in the Smith Creek Plan Area. Public street parking spaces will be allocated for rideshare programs within the Plan Area.
9. Landscapes should be designed utilizing native plant material for low requirements for watering and energy used for maintenance purposes.

10. Where feasible in Municipal Reserve or Environmental Reserve areas, consideration shall be given to retention of existing trees and protected during construction. It is acknowledged that lodgepole pine stands may not be suitable due to blowdown and FireSmart considerations.
11. Informal, naturalistic planting should be used adjacent to wildlife corridors, habitat patches, riparian corridors and streetscapes with naturalized planting schemes.
12. WildSmart and FireSmart planting principles shall be incorporated.
13. For programmed outdoor spaces, both sunny and shaded areas should be provided.
14. Plant material, berms and hard landscape elements should be used to offer privacy screening between residents as well as to screen views to service areas, surface parking, parking structures and utilities.
15. Site variation and grading required to achieve slope-adaptive development and architecture should be taken up with terraced landscaping, utilize retaining walls with planted areas or through the use of planted beaming.

10.4 Wildlife and Human-Use Management



Designation of functional wildlife corridors within Three Sisters Mountain Village lands was a decision made by the Province of Alberta to ensure the corridors satisfy the requirements set out in the 1992 NRCB Decision. The impact of development on the functionality of the wildlife corridor is addressed through the Smith Creek Environmental Impact Statement (EIS) and appropriate mitigation strategies are identified within the report. According to the decision from Alberta Environment and Parks (AEP) dated February 2020, the finalized wildlife corridors facilitate “the safe passage of wildlife to enable ecological processes, and additional management approaches are not needed outside of the delineated corridors including buffers, setbacks or layering of uses, and that the proposed corridor stands on its own for land requirements.”

Wildlife corridors are designed to provide movement for wildlife, while enabling development to proceed in alignment with the mitigations and adaptive management approaches within the Smith Creek EIS. The corridors remain under provincial jurisdiction and use within them can only occur on provincially approved trails. The Province is responsible for any wildlife incursions into developed areas.

Human activity within these designated areas is a key issue impacting wildlife corridors and requires cross-jurisdictional cooperation between the Province, the municipality and the Developer.

This section aims to address human-use within the corridor by supporting a comprehensive mitigation plan, where all parties can work together to support and promote stewardship in the Bow Valley. Smith Creek has identified lands within the Plan Area that will include trails, parks and other recreational amenities that can reduce human activity in the adjacent wildlife corridors.

Intent

- ◆ To focus on recreation activities within the development area to reduce impacts on the wildlife corridors.
- ◆ To establish a framework of policies focused on implementing the mitigations outlined in the Smith Creek EIS to mitigate the impact of development on existing provincially approved wildlife movement corridors through the application of a comprehensive wildlife mitigation strategy focused on human-use management.
- ◆ To encourage collaboration between relevant stakeholders.
- ◆ To participate in ongoing initiatives to limit negative human-wildlife interactions in the Plan Area and adjacent wildlife corridor.

Policy

1. Provincial wildlife movement corridors are identified on Map 4.
 2. The Province is responsible to maintain and manage wildlife corridors, including any necessary enforcement.
 3. The requirements and responsibilities for long-term management of the wildlife corridors adjacent to the Plan Area shall be governed by the relevant provisions and definitions of the *Wildlife Act* and/or other relevant provincial regulatory documents.
 4. The provincial wildlife corridor decision shall be respected as outlined in Appendix A.1.
 5. It shall be the responsibility of the applicant to ensure compliance with all provincial requirements and seek the appropriate approvals.
 6. The primary mitigations outlined within the Smith Creek EIS are:
 - a. Education;
 - b. Attractant management;
 - c. Creating a space for recreation within the Plan Area; and
 - d. A wildlife fence.
- A complete list of the mitigation strategies is outlined within Table 50 within the Smith Creek EIS and shall be implemented at the appropriate point within the planning process and by the appropriate parties, as outlined.
7. To address uncertainty in the efficacy of the mitigations outlined within the Smith Creek EIS, a Monitoring and Adaptive Management Plan is required. Further details are provided in Section 11.1.

8. Monitoring will be used to determine whether any adaptation to the mitigation is required.
9. The Town and Three Sisters Mountain Village shall continue to work with adjacent jurisdictions and government agencies to cooperatively protect and maintain the functionality of wildlife corridors (e.g., monitoring, enforcement and education initiatives) as outlined in Appendix A.1.
10. Three Sisters Mountain Village or their designate, along with the Province and the Town of Canmore will work together to address issues related to Wildlife and Human-Use Management regarding wildlife corridors.
11. Three Sisters Mountain Village or their designate, shall participate as a member of the Technical Working Group for Improving Human-Wildlife Coexistence in the Bow Valley to develop and support initiatives regarding wildlife conflict and co-existence.
12. The Town and Three Sisters Mountain Village will work together to update attractant management bylaws if and when required (or similar).
13. Builders and businesses operating within the Plan Area should incorporate Bow Valley WildSmart conservation strategies into their operating guidelines to educate employees and visitors within the Plan Area.

10.5 Wildlife Fence

1. A wildlife fence shall be erected along the perimeter of the Plan Area in phases in accordance with the Smith Creek EIS.
2. The Town of Canmore shall maintain the wildlife fence. Timing of when the Town will take over the management of this piece of infrastructure is addressed in Section 11.1.
3. Access points to Provincially designated trails above the Along Valley Wildlife Corridor will be facilitated only through clearly designated and Provincially approved gated entry points. Gates and signs will be used to demarcate the corridor at access point locations to the sole satisfaction of the Province.
4. Adaptive management will be implemented if monitoring of mitigation indicates that changes to proposed mitigation outlined within the Smith Creek EIS are required. Adjustments to future mitigation that may be applied, if required, at future planning stages or development phases include:
 - a. Working with the Province to close trails within the wildlife corridor;
 - b. Adjustments to design elements that could influence sensory disturbance (e.g., lighting, noise reduction and operating hours);
 - c. Working with the Town to make adjustments to the recreational amenities offered within the Plan Area;

- d. Working with the Province, Town and other relevant agencies to increase and/or update wildlife education methods and materials; and
 - e. Adjusting the fence design.
5. Adaptive management does not apply to the conceptual land use, development footprint or proposed building forms identified within this Plan Area.
6. After all other adaptive management options are exhausted, if the fence proves to be an ineffective mitigation for the effects of the development as described in the Smith Creek EIS then, the location and/or use of the wildlife fence as a mitigation may be reconsidered.
- a. If movement or removal of the wildlife fence is required, the Developer shall be responsible for the cost; and
 - b. If movement of the fence is required, any gross acres of additional lands rendered undevelopable as a result of fence movement shall be subject to Section 664.2 of the MGA.



10.6 Preserve and Manage Water Resources

The Bow River basin and the creeks that feed it are crucial to the Bow Valley ecosystem. It is important to protect and reduce impacts on the Bow River and to respect existing creeks while balancing the need to design and build safe communities.

Intent

- ◆ To protect and establish setbacks from riparian areas and wetlands in alignment with Provincial regulations and guidelines.

Policy

1. Use the Provincial guidelines “Stepping Back from the Water: A Beneficial Management Practices Guide for New Development Near Water Bodies in Alberta’s Settled Region” as a guideline for the identification of riparian areas and development of management options to determine waterbody setback distances.
2. Where a natural wetland cannot feasibly be avoided, compensation will occur in accordance with the *Water Act* and the Alberta Wetland Policy.



11 IMPLEMENTATION

11.1 Environmental Impact Statement

11.2 Conceptual Scheme and Land Use Amendments

11.3 Transportation

11.4 Affordable Housing

11.5 Steep Creek Mitigation

11.6 Growth and Phasing



11 IMPLEMENTATION

11.1 Environmental Impact Statement

The Environmental Impact Statement (EIS) has several recommendations outlining how development can proceed, most of which will be addressed within the planning and development process or are currently addressed within Town of Canmore municipal bylaws or within provincial regulations.

After ASP approval, Three Sisters Mountain Village will begin work to detail the Adaptive Management and Monitoring Program. For these programs (Adaptive Management and Monitoring) to be developed, the Conceptual Land Use Plan requires confirmation, through the adoption of land use concept of the Plan Area (Map 8).

Monitoring refers to the data on wildlife that will be collected as it relates to the project outcomes and the success of the mitigations proposed for this development within the EIS. The identification of metrics, targets and thresholds within the Adaptive Management Plan will allow for the evaluation of the data against expected outcomes. Adaptation is not always necessary, and if monitoring indicates that the predictions of this EIS are met, no adaptation would be required. If monitoring identifies important deviations from the predictions of the EIS (e.g., targets not met or

thresholds exceeded), then adaptation would be explored.

The adaptation applied would depend on the type and cause of the deviation from EIS predictions and may need to be applied by the Developer, the Town or the Province, depending on the situation. Potential adaptations include:

- ◆ Implementing or increasing habitat improvements within wildlife corridors or habitat patches;
- ◆ Increasing enforcement;
- ◆ Opening new trails or consolidating existing trails to create a more desirable route;
- ◆ Adapting the recreation opportunities offered on Town or TSMV owned land;
- ◆ Closing trails or adjusting when trails can be accessed within wildlife corridors (i.e., closure during winter or at night-time, or other seasonal closures);
- ◆ Adjusting fence construction design or changing the fence end design on the northwest side of the ASP footprint;
- ◆ Examining timed or guided entry into the corridors; and
- ◆ Other solutions as deemed appropriate to address the identified concern.

Monitoring needs to continue to evaluate the success of the mitigations and the potential need for adjustments. Monitoring should cease when uncertainty about the effects of the Project and associated mitigation has been resolved. The decision to stop monitoring could be made at any time with the approval of the Province or at the conclusion of the development. The Province and the Town may choose to continue monitoring at their discretion, but the Developer's responsibility would end after the project is completed at full buildout and the Developer has incorporated any adaptations that may be required.

Intent

- ◆ To identify areas of Developer, Town, Provincial and mutual responsibility in mitigating development impacts on wildlife corridors adjacent to the Plan Area.
- ◆ To proactively implement an Adaptive Management and Monitoring Plan in alignment with the Smith Creek Area Structure Plan EIS.

Policy

1. Prior to approval of the Conceptual Scheme for Phase 1, a wildlife underpass for the Trans-Canada Highway shall be approved by the Province.
2. Prior to construction commencing in Phase 1, the wildlife underpass shall be constructed.
3. The wildlife fence associated with the Plan Area will be erected in its entirety as outlined within the Smith Creek Area Structure Plan EIS.
 - a. The wildlife fence construction shall be initiated at the time of construction of the first Phase of development within the Plan Area;
 - b. A professional wildlife biologist will undertake the final design of the wildlife fence, including design at creek crossings, fence ends, and outline performance standards (construction and performance as a piece within a suite of mitigations) and evaluate the design to confirm that it is consistent with the principles described in the EIS; and
 - c. The wildlife fence design will balance ASP objectives considering the design of fence gates along multi-use pathways (e.g., sustainable transportation).
4. The Monitoring and Adaptive Management Plan for Three Sisters Mountain Village shall be developed prior to the first Conceptual Scheme approval in compliance with the Smith Creek EIS and in accordance with the following parameters:
 - a. The Monitoring and Adaptive Management Plan shall focus on the potential effects of the project;
 - b. The adaptive management plan creates a mechanism to evaluate if and when an additional action may be required in response to monitoring;
 - c. Monitoring shall evaluate the performance of the mitigations as outlined in the Smith Creek EIS;
 - d. The Adaptive Management Plan will set thresholds for the performance of the mitigations and include setting performance standards for the wildlife fence; and

- e. The thresholds defined to represent mitigation efficacy shall be drawn from the conclusions of the Smith Creek EIS.
5. The Town of Canmore shall take over maintenance of the wildlife fence when the performance parameters outlined within the Monitoring and Adaptive Management Plan are met or when the last area of land is subdivided and transferred to the Town through the Construction Completion Certificate (CCC) and Final Acceptance Certificate (FAC) process at subdivision.
 6. At subdivision, a mechanism to provide the Town of Canmore access to maintain the fence shall be determined.
 7. Prior to the first Conceptual Scheme approval, the Town, Province and Three Sisters Mountain Village shall establish a mechanism to coordinate cross-jurisdictional matters regarding the implementation of the mitigations defined in the Smith Creek EIS as discussed in Appendix A.1.
 8. Coordination of cross-jurisdictional matters between the province, the Town of Canmore and Three Sisters Mountain Village will focus on:
 - a. The design and construction of the wildlife fence;
 - b. Any proposed adaptations in response to monitoring data;
 - c. Enforcement;
 - d. Establishment of new trails, location of gates, closing of unsanctioned trails or setting new restrictions within the wildlife corridor;
 - e. Matters related to human-wildlife co-existence; and
 - f. Input from the Technical Working Group for Improving Human-Wildlife Co-existence (or similar).
 9. Monitoring shall commence prior to construction within the first Conceptual Scheme area. Monitoring will conclude when the last area of land is subdivided and the Developer has incorporated any adaptations that may be required to the sole satisfaction of the Province.
 10. After development completion, the Province or the Town may choose to continue monitoring wildlife corridors at their discretion.
 11. The Town shall work with the Province to undertake an education and enforcement campaign over the first five years that the fence is in place. This will maximize efficacy of fencing and education in achieving compliance with trail use, off-leash dog use and seasonal closure regulations within wildlife corridors. Three Sisters Mountain Village will contribute to education efforts.

11.2 Conceptual Scheme and Land Use Amendments

A Conceptual Scheme is a type of planning and development application that relates land use to a future Subdivision application to the development of adjacent subject areas in alignment with the statutory policy contained within an ASP. The intent is to align the anticipated future subdivision referred to as a “Conceptual Scheme” with approved land use districts and designation of road rights-of-way.

The Conceptual Scheme is adopted by resolution of Council at the same time as land use amendments. Future subdivision plans then align to the Conceptual Scheme and may only change if they remain in compliance with the rules of the land use district(s) approved for the area.

Intent

- ◆ To identify and establish processes and items to be addressed at future planning application stages.

Policy

1. The maps and policy described in this Area Structure Plan shall be affected by amendment to the Town of Canmore Land Use Bylaw through the redesignation of the lands.
2. The policy contained within this document shall supersede any interpretation derived from graphic images (e.g., photos, illustrations and renderings) within this document. Images are meant to be illustrative only.
3. Conceptual Scheme and Land Use Redesignations will be done concurrently.
4. Conceptual Scheme areas should generally align to the phases identified in Map 18, unless otherwise specified in policy.
5. Standard land use districts contained within Canmore's Land Use Bylaw should be used where appropriate.
6. Direct Control Land Use districts should only be used in accordance with the rules outlined within Canmore's Land Use Bylaw.
7. Future land use redesignations within the plan area shall be made with respect to the direction outlined within this ASP. The direction contained within this ASP shall be the primary consideration with respect to future planning approvals.
8. Conceptual Schemes shall provide Land Use approval for approximately 5 years of proposed buildout and can contain multiple phases intended for Subdivision.
9. Subdivision applications should account for approximately 3 years of developable land supply.

11.3 Transportation

The Smith Creek ASP focuses on creating a complete neighbourhood with a sustainable transportation network (walking, biking and transit) to support the multi-modal targets modeled within the Transportation Impact Assessment (TIA). The multi-modal transportation network is outlined within Map 13. The mode shift is supported by several on-site and off-site improvements identified within Map 19 (Appendix A.3). These are triggered by Mobility Assessments done within Conceptual Schemes per Appendix C.1 within the TIA.

Intent

- ◆ To identify areas of Developer, Town and mutual responsibility in meeting the Town's Integrated Transportation Plan (ITP) objectives.
- ◆ To proactively monitor how development is meeting the intended modal-split targets and level of service targets within the Plan Area.
- ◆ To proactively monitor progress towards modal-split and level of service targets outside the Plan Area.
- ◆ To provide a mechanism to monitor and evaluate how the development corresponds with the intended modal-split targets within the TIA.
- ◆ To provide a framework for the Town and Three Sisters Mountain Village to work together to monitor, evaluate and plan and adjust infrastructure and transportation demand management tools in response to how the development corresponds with the intended modal split targets and level of service targets.
- ◆ To identify triggers for improvements to be conducted within and outside of the Plan Area as development progresses.

Policy

1. The Town of Canmore shall establish a program for data collection and traffic monitoring to assess if travel behavior and traffic volumes are aligned with long term mobility objectives.
2. The Town of Canmore will work with Three Sisters Mountain Village to determine the transportation monitoring program associated for the development at the time of Conceptual Scheme.
3. The Town of Canmore shall be responsible for operational maintenance of a complete street and multi-use pathway network in a manner that will encourage year-round walking, biking and transit use (Map 13).
4. The Developer shall provide a Mobility Assessment at each Conceptual Scheme phase to assess existing multi-modal performance within the Plan Area against the intended targets within the TIA.
5. Mobility Assessments should demonstrate the following:
 - a. Predicted road volumes;
 - b. An assessment on how the development is performing against the intended modal-split objectives.
 - c. On-site and off-site infrastructure, transit frequency and service and initiatives needed to support modal-shift and level of service targets;
 - d. Triggers and timing for off-site infrastructure improvements; and
 - e. The responsibility for costs mechanisms for collecting those costs and implementation.

6. Where a Mobility Assessment indicates that:
 - a. The development is performing as predicted or better, the predicted infrastructure within the TIA may be delayed; or
 - b. The development is not performing as intended (i.e. level of service and capacity), the need for infrastructure improvements or other mitigations may need to be completed ahead of schedule or new mitigations applied.
7. The recommendation of the Mobility Assessment shall be undertaken in a manner that proactively ensures that the level of service and capacity targets are met.
8. The Mobility Assessment may adjust the mode share targets based on the Conceptual Scheme phase, the land uses proposed, the progress of the development and data collected.
9. Infrastructure improvements predicted for Three Sisters Mountain Village and the Developer's and Town's contributions to those improvements are identified within the TIA in Appendix C.1. A map is provided in Appendix A.3.

11.4 Affordable Housing

Affordable Housing commitments will be implemented on lands within Smith Creek. These commitments and strategies are intended to be implemented at appropriate times to make a positive impact on housing affordability and identified socio-economic issues related to the development of Smith Creek and Three Sisters Village.

Intent

- ◆ To outline when certain housing commitments will be implemented to positively address housing affordability across the Three Sisters Mountain Village community.

Policy

1. A minimum of 375 Employee Housing beds shall be developed within Three Sisters Mountain Village. In Smith Creek, prior to Phase 3, a minimum of 28 employee housing beds shall be constructed.

11.5 Steep Creek Mitigation

New development must address steep creek hazards in accordance with accepted reports submitted in support of this ASP. For Smith Creek, this requires strategy and mitigation of risks associated with the potential for future flooding present with all creeks located within the Plan Area.

3. Mitigations shall be constructed prior to the commencement of construction of each subdivision within the ASP.

Intent

- ◆ To identify a path forward to mitigate existing and proposed development in alignment with the Town's MDP and Land Use Bylaw.
- ◆ To direct updates to the Land Use Bylaw and other municipal documents in accordance with the Steep Creek Reports and mitigations completed as development progresses.

Policy

1. Mitigation will be designed in detail at Concept Scheme and through detailed risk analysis based on land use and building types finalized at that time.
2. Upon completion of all offsite mitigation requirements (outside of private development parcels that will be built upon), the hazard zones of the Land Use Bylaw will be updated in accordance with Town policies, at the time of construction of the subdivision.

11.6 Growth and Phasing

Phasing and sequencing of the development across Three Sisters Mountain Village lands consider TIA, the EIS, the efficient extension of municipal infrastructure, planning and provision, and phasing of public services and amenities.

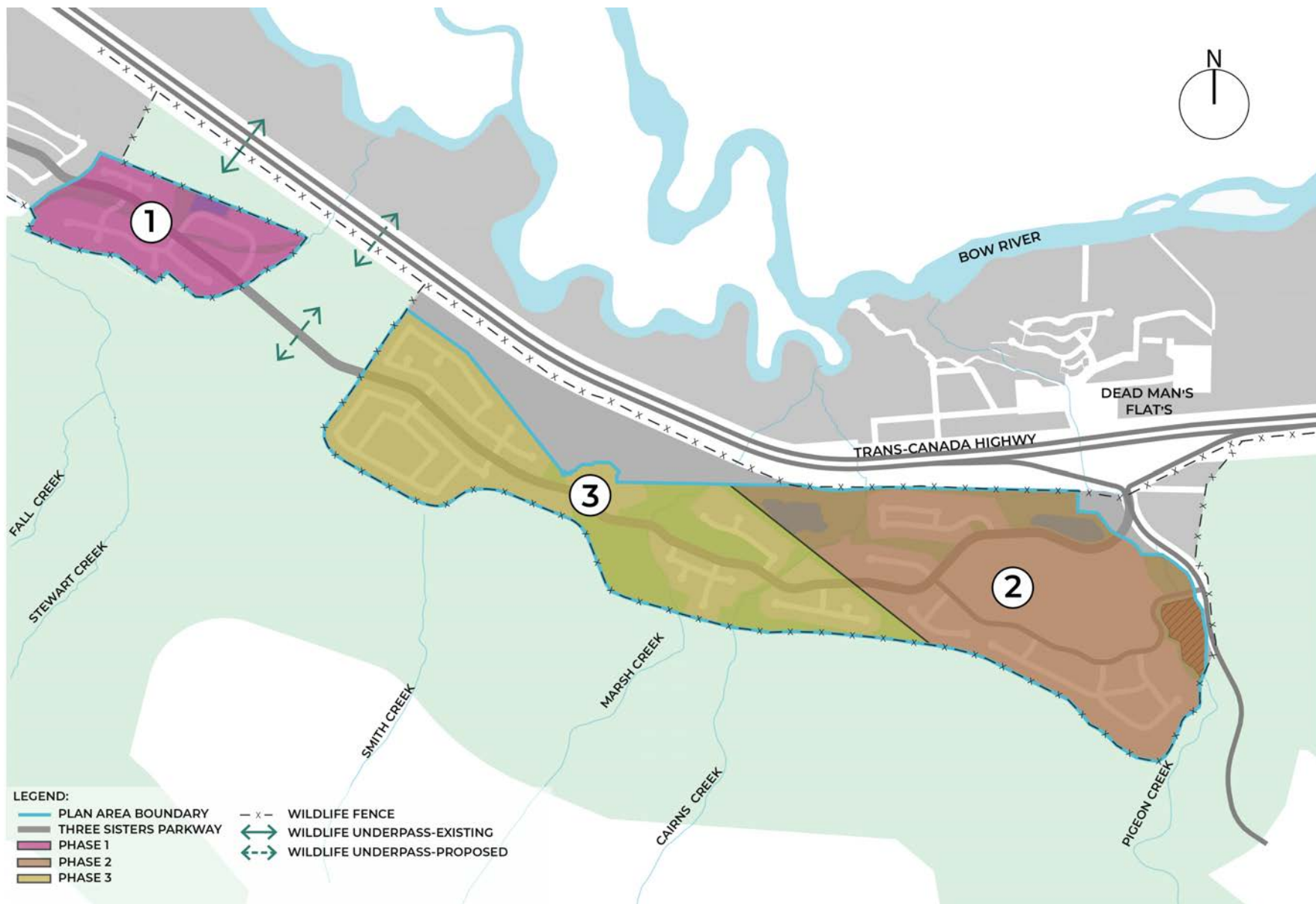
Intent

- ◆ To identify a logical sequence for the development of the Plan Area in alignment with MDP and ITP objectives, logical sequencing of infrastructure and the recommendations of supporting documents for the Plan Area.

Policy

1. The conceptual phasing plan for Smith Creek is identified on Map 18.
2. Phases in this ASP may overlap or commence concurrently with phases in Three Sisters Mountain Village ASP Plan Areas as long as they are in alignment with policy.
3. Development of future phases will proceed in accordance with the Monitoring and Adaptive Management Plan in accordance with the Smith Creek EIS.
4. Development within this ASP shall occur in a sequence that reflects the availability of the required utility infrastructure and roadways and in accordance with this ASP.
5. Prior to proceeding with Phase 3, the majority of commercial phases shall be generally complete.

Map 18 Development Phasing



A scenic photograph of a mountain road. In the background, a large, rugged mountain peak rises above a dense forest of evergreen trees. A paved road curves through the landscape, flanked by green grass and more trees. A road sign with the text 'MAXIMUM 50' is visible. A large yellow geometric shape, resembling a stylized 'A' or a series of overlapping triangles, is overlaid on the right side of the image, partially obscuring the landscape and the text.

A

APPENDIX NON-STATUTORY

A.1 Wildlife Corridor Approval

A.2 Bonusing Incentives Example

A.3 Transportation Infrastructure

A.4 Glossary of Terms

A.5 Image Credits

A.1 Wildlife Corridor Approval



Decision: Three Sisters Mountain Village Properties Ltd. Smith Creek Wildlife Corridor Application February 26, 2020

I. Introduction

This is the decision of Alberta Environment and Parks ("AEP"¹) regarding the Three Sisters Mountain Village Properties Ltd. ("TSMVPL"²) designation proposal, dated January 28, 2020, for a Smith Creek wildlife corridor.

This decision is made pursuant to Condition 14 in Appendix C of the Natural Resources Conservation Board decision referred to below.

a. NRCB Decision

On October 9, 1991, Three Sisters Golf Resorts Inc. filed an application (# 9103) with the Natural Resource Conservation Board (the "NRCB") for approval to develop a recreation and tourism project on the present site in the Bow Valley and adjacent lands within the Wind Valley. In November 1992, the NRCB released its Decision Report³ on the application in which it approved Three Sisters Resort Golf Resorts Inc.'s tourism and recreation based project to be developed on Three Sister's private lands in the Bow Valley but did not approve development in the Wind Valley.

The NRCB decision was provided subject to several conditions, including Condition 14 in Appendix C, page C-4 which required the following:

"Three Sisters shall incorporate into its detailed design, provision for wildlife movement corridors in as undeveloped a state as possible, and prepare a wildlife overuse conditioning plan, both satisfactory to Alberta Forestry, Lands and Wildlife".

The NRCB's decision was authorized by the Lieutenant Governor through Order in Council 8/93 dated January 6, 1993. This gave AEP the authority to evaluate the design of the wildlife corridor as proposed by TSMVPL to ensure functional wildlife movement. This authority has been delegated to Rick Blackwood under Ministerial Order 10/2020 dated February 25, 2020.

b. History/Background

Since 1992, TSMVPL (and its predecessors in ownership) have developed the overall Three Sisters property and wildlife corridors near to that development in stages. On February 10, 1998, AEP issued a letter in which it approved the multi-species wildlife corridors generally along the south and western boundary of Three Sisters Resorts land (currently referred to as the "1998 Along Valley Corridor"). The approval was informed using basic criteria for the identification of wildlife corridor of a linear nature of sufficient width that was unencumbered as much as possible by development, minimized impassible topographical features, and consisted of adequate vegetation to provide hiding and thermal cover requirements of wildlife. The remaining portion starting approximately 100 m east of the east boundary of Sec 11 Twp 24 Rge 10 W5th and eastward into the Wind Valley and on the west flank of Pigeon Mountain leading to the G8 Legacy wildlife underpass at Dead Man's Flats remained to be approved.

Subsequently, some western portions of the 1998 approved corridors that were proposed to be generally within future golf course lands (such as Mineside) were thought not to function properly due

to issues with width, location and being bounded by development on both sides of some along valley corridor elements and discussions were held with the developer to improve corridor function and adjust developable area to be only on one side of a new and widened along valley south of the future Resort Centre lands of Three Sisters. On May 20, 2003, AEP (as it was then) approved a revised corridor alignment on a western portion of the previously approved corridor, resulting in a wider corridor. A 35m-wide buffer around the west and south sides of the Resort Centre lands outside the corridor was mutually agreed to between the developer and the Town of Canmore to provide for fire thinning and a potential public trail around the Resort Centre lands. This 2003 approval now forms the major western portion of the existing approved wildlife corridor, and has been since protected via a Conservation Easement around the 2004 Resort Centre ASP lands.

In the following years after the approval of the realigned and expanded western portion of the corridors, development of the existing Three Sisters Mountain Village continued generally north and east of the existing Stewart Creek Golf Course. A second golf course (Three Sisters Creek Golf Course) received a Development Permit within the 2004 Resort Centre ASP lands, and construction was initiated but not completed due to the global financial crisis that began in 2007/2008 and the receivership of a previous American based owner that occurred as a result.

Work on the eastern portion of the along valley corridor also continued, and in 2002, a report (Wind Valley Wildlife Corridor Study) recommended wildlife corridors for the eastern portion of TSMVPL lands, Thunderstone lands and crown lands on the basis of approximately two years of wildlife studies. Ultimately, these corridors were not agreed to by all of the various landowners. One factor in the disagreement was that the 2002 proposal resulted in a significantly disjointed connection with the approved 1998 along valley corridor (historically referred to as "the disconnect"). Subsequent to the 2002 Wind Valley study, the G8 Legacy wildlife underpass was installed east of Dead Man's Flats in 2004, facilitating wildlife movement under the Trans-Canada Highway east of Dead Man's Flats to the habitat patch around the Bow River.

Significant changes have occurred in the Bow Valley since the NRCB initially rendered Decision No. 9103 regarding the Three Sisters development. These changes include ongoing population growth in the Bow Valley, the formation of the Bow Corridor Ecosystem Advisory Group (BCEAG) (1995), the designation of significant protected areas (i.e. Bow Valley Provincial Park (2002, OC 424/02, Canmore Nordic Center Provincial Park (2002, OC 426/02), and Bow Valley Wildland Provincial Park (2010, OC 268/10), the creation of wildlife underpasses at Stewart Creek (1998) and Dead Man's Flats (2004), and more recently the recommendations for coexistence with wildlife of the Bow Valley Roundtable (2018). In many instances, these changes have resulted in positive outcomes for wildlife. The following actions in particular must be thought of when considering corridors in the Bow Valley:

- Creation of Wildlife Underpasses beneath the TransCanada Highway at Stewart Creek and Dead Man's Flats
- The formation of the Bow Valley Wildland Park creating protected lands to the south and north (across Highway #1) of Three Sisters developments
- The proliferation of recreational pursuits in the Bow Valley (e.g. hiking, biking, dog walking, running)
- The formation of BCEAG and subsequent release of Guidelines for Wildlife corridors for lands outside of NRCB approvals (last updated in 2012). The 2012 BCEAG guidelines are viewed as guidance and information, as they outlined a framework of patches and corridors in the Bow Valley, but they are specifically not applicable and cannot be stipulations to any lands containing "projects for which approvals have been previously granted by the Natural Resources

¹ References to AEP include its predecessor departments previously having responsibility for evaluating wildlife corridor designs proposed by TSMVPL pursuant to the NRCB decision report.

² References to TSMVPL include all predecessors

³ Specifically Approval No. 3 of the Natural Resources Conservation Board granted in 1992 in the matter of an Application by Three Sisters Golf Resorts Inc. to construct a recreational and tourism project in the Town of Canmore (Application #9103) (the "NRCB Decision")

Conservation Board (NRCB) prior to July 1999 (e.g., *Three Sisters Mountain Village*)” (taken directly from *Wildlife Corridor and Habitat Patch Guidelines for the Bow Valley, Updated 2012*)

- The creation of the Bow Valley WildSmart program to help educate and inform residents and visitors on ways to mitigate wildlife human conflicts in the Bow Valley
- The Town of Canmore passing *Wildlife Attractant Bylaw 2017-10* last updated on August 26, 2019 and *Recyclables and Waste Disposal Bylaw 2016-11* last updated January 1, 2019 which provides for improved wildlife human interface considerations on a town wide basis
- Finally, more recent developments resulting in additional positive impacts for wildlife include:
 - o the land exchange north of the Wind Valley underpass completed between the MD of Bighorn and the Province of Alberta,
 - o the 2018 report “Human-Wildlife Coexistence: Recommendations for Improving Human-Wildlife Coexistence in the Bow Valley”
 - o The proposed Seebe Wildlife Overpass (now confirmed in Alberta Transportation’s Capital Plan with construction planned for 2021)

On January 26, 2017, QuantumPlace Developments Ltd., on behalf of Three Sisters Mountain Village Properties Ltd., submitted an application to AEP seeking its approval of the remaining eastern portion of the wildlife corridor, within the lands known as Smith Creek. The AEP decision on this proposal was denied on June 26, 2018, on the basis of concerns regarding:

- The width of the cross-valley Stewart Creek corridor width
- The width of the wildlife corridor on the eastern edge of the Smith Creek property, given the discontinuous slopes in this area, south of the Thunderstone quarry.

Since that time, TSMVPL and AEP staff have worked on identifying a suitable wildlife movement corridor that would be considered satisfactory to AEP taking into account comments and feedback received from the public during the 2017 application process, additional data and analysis since 2017 regarding wildlife use, newer work like the 2018 report “Human-Wildlife Coexistence: Recommendations for Improving Human-Wildlife Coexistence in the Bow Valley” and TSMVPL working to address AEP concerns identified in the 2017 application. TSMVPL submitted a formal submission for approval consideration by AEP as a culmination of two years of work on January 28, 2020 that provided a proposal that built on the work of their 2017 application along with an evaluation undertaken by Golder Associates Ltd. also dated January 28, 2020. The January 28, 2020 application is the subject of this document.

II. Wildlife Aversive Conditioning Plan

The NRCB Decision also required TSMVPL to prepare a wildlife aversive conditioning plan to the satisfaction of AEP. However, the *Wildlife Act* generally prohibits threatening or harassing wildlife, which precludes TSMVPL from undertaking wildlife adverse conditioning.

Instead TSMVPL proposed developing a Wildlife Human Interaction Prevention Plan (the “WHIPP”) in lieu of an adverse conditioning plan. The WHIPP was approved in February 1999. It was later revised with further approval from AEP on September 14, 2004.

Since that time, many of the initiatives undertaken via 2004 WHIPP are more properly addressed within the work regarding the understanding of co-existence with wildlife in the Bow Valley which culminated in the 2018 report “Human-Wildlife Coexistence: Recommendations for Improving Human-Wildlife Coexistence in the Bow Valley” combined with Town of Canmore Bylaws implemented town-wide such

as the Town’s *Wildlife Attractant Bylaw 2017-10* last updated on August 26, 2019 and *Recyclables and Waste Disposal Bylaw 2016-11* last updated January 1, 2019.

On review of the WHIPP, it is acknowledged that many of its initiatives overlap with Bylaw 2017-10 and 2016-11 and other initiatives in the region for managing human-wildlife interaction. AEP encourages TSMVPL to be involved in these initiatives, including actively participating in the ongoing discussions related to the “Human-Wildlife Coexistence: Recommendations for Improving Human-Wildlife Coexistence in the Bow Valley” as a roundtable member and incorporating recommendations applicable to private property owners into future designs and plans.

Accordingly, AEP is satisfied that TSMVPL has complied with Condition 14 regarding a wildlife aversive conditioning plan. Therefore, my decision will consider the remaining requirement with respect to developing a detailed design for wildlife movement corridors.

III. Wildlife Corridor Background

One of the reasons people live, recreate, and invest and create businesses in the Bow Valley is because of the nature and wildlife viewing experiences this area offers. With the increase in human activities there have also been adverse effects to the wildlife and their habitat. Increasing residential, commercial and industrial development plus tourism and recreational activity in the Bow Valley has led to degradation and fragmentation of wildlife habitat, as well as the displacement of wildlife from habitat in the Bow Valley. The designation and ongoing management of wildlife corridors is an attempt to reduce these adverse effects, largely by providing natural spaces for wildlife to live and travel in a manner that includes minimal disruption by humans or their pets.

Wildlife corridors will ideally enable movement amongst individuals and subpopulations by providing movement opportunities for breeding adults, and dispersing juveniles seeking territories, and wandering individuals during daily movements and seasonal migrations. Corridors function at scales ranging from large regional corridors, to small local corridors that link patches of local habitat. The TSMVPL Smith Creek wildlife corridor and other adjacent corridors (existing and proposed) are localised corridors that form part of the larger network of wildlife corridors in the Bow Valley that link habitat areas.

The proposed TSMVPL Smith Creek corridor connects the existing approved 1998 wildlife corridor with the existing Wind Valley Habitat Patch, and provides linkage to the G8 Legacy Wildlife underpass. The primary purpose of the wildlife corridor as identified in the NRCB Decision report is to ensure that the TSMVPL development would be built in a way that ensures wildlife movement is enabled along the valley as a primary goal (east to west) and across the valley as a secondary goal (north to south).

In my view, having regard to the NRCB decision and relevant scientific literature, a wildlife corridor will generally be considered satisfactory if it can fulfill the following purposes in the Bow Valley:

- Allow wildlife to access important seasonal habitats in order to meet year round life requirements within the Bow Valley;
- Reduce the potential for negative wildlife/human conflicts by providing safe movement options around developed portions of the valley, thereby minimizing wildlife movement through human development within the Bow Valley.
- Delineate boundaries of Bow Valley’s wildlife corridors.
- Allow for dispersal of young from their natal areas to other areas in order to establish new home ranges

IV. Summary of the Three Sisters Mountain Village Properties Ltd. Smith Creek Wildlife Corridor Application dated January 28, 2020

Three Sisters Mountain Village Properties Ltd. has proposed the Smith Creek Wildlife Corridor with the following attributes:

- The Smith Creek “Along Valley Corridor” encompasses lands that lie east to west approximately 2.5 km through TSMVPL’s Smith Creek lands. This includes approximately 258 acres (104 ha) on the south side of lands known as Site 9, and another 127 acres (51 ha) and 27 acres (11 ha) within lands known as Site 7 and 8, respectively, for a total of approximately 412 acres (166 ha) of private land (including lands belonging to Thunderstone Quarry outside of Site 9 that TSMVPL was able to obtain permission to include in their January 28, 2020 proposal, noting that Thunderstone Quarries is not subject to NRCB Decision No. 9103 nor required to provide wildlife corridors from their land holdings) proposed to be dedicated as wildlife corridor⁴. The proposed corridor connects the existing 1998 wildlife corridor east of Smith Creek with the existing Wind Valley Habitat Patch in the west and the existing Bow Flats Habitat Patch through the G8 Legacy wildlife underpass at Dead Man’s Flats.
- The additional land on Sites 7/8 in this proposed corridor also addresses a portion of land on Site 7 that was considered a potential disconnect in previous wildlife corridor planning documents (i.e. 1998 Approved Along Valley Corridor and unapproved 2002 Wind Valley corridor). The northern border of the corridor now consists of a single smooth edge without any disconnects. The border was also adjusted to encompass a large fen wetland complex on the TSMVPL lands.
- The application also proposes to realign the Stewart Creek “Across Valley Corridor” approximately 300 m to the east, to a drainage which is a natural movement corridor for wildlife and centering the corridor on the location of a proposed new wildlife underpass across the TransCanada Highway. The Stewart Creek “Across Valley Corridor” realignment is proposed as an option, subject to Alberta Transportation and other appropriate regulators approving a new wildlife underpass beneath the TransCanada Highway. If approved, the existing location of the Stewart Creek “Across Valley Corridor” with the exception of the existing crossing structure and generally adjacent Province of Alberta owned lands, would revert to developable lands not needed for wildlife purposes. The existing Stewart Creek crossing structure and connection would remain as a secondary crossing.

V. Decision Making Process

An extensive process has been undertaken to review the TSMVPL application, in regards to ensuring the proposal satisfies the requirements set out in the NRCB 1992 Decision, including significant work in the last two years to discuss potential improvements to the 2017 application.

My review has been informed in part by the following recommendation set out in the NRCB Decision with respect to wildlife corridors:

Appendix D, page D-5 Recommendations to Alberta Forestry, Lands and Wildlife: It is recommended to Alberta Forestry, Lands and Wildlife that locations for wildlife corridors be legally designated and that in determining their locations and widths, primary corridors should not be narrower than 350 m except in unusual circumstances, that widths and locations be reviewed with the full range of species that may make

⁴ Reference should be made to my comments regarding a potential land exchange (as referred to in TSMVPL’s submission) following the Conclusion section of this decision. However, consideration of potential land exchanges did not form part of my evaluation of their corridor design.

use of them in mind, that corridors be located to allow movement across adjacent properties, that measures such as bundling road, utility line and pathway crossings be adopted, and that corridors correspond with known movement routes of the animals.

The intent of the review of the TSMVPL Smith Creek wildlife corridor is to ensure that the proposed corridor will delineate a wildlife corridor in Smith Creek that specifically identifies the corridor location satisfying the 1992 NRCB Decision. The corridor will be designed to facilitate the safe passage of wildlife in order to enable ecological processes, such as movement, foraging, etc., at levels reflecting persistent over generations and sustainable human-wildlife interactions. Finally, the intent is that additional management approaches are not needed outside of the delineated corridors including additional buffers, setbacks or layering of uses, and that the proposed corridor stands on its own for land requirements.

My evaluation of the application is grounded on ensuring that the above mentioned purposes of wildlife corridors will be achieved over the very long term (decades and even centuries). The development will be a permanent part of the landscape and therefore the wildlife corridors must be able to support the full range of natural wildlife movement for decades to come.

Three Sisters Mountain Village Properties Ltd. has provided the following documents as part of its proposal:

- Three Sisters Mountain Village Smith Creek Wildlife Corridor Submission	January 28, 2020
- Evaluation of the Smith Creek Wildlife Corridor – Golder	January 28, 2020
- Smith Creek Wildlife Corridor shapefile	January 28, 2020

In making my decision I reviewed all materials provided by TSMVPL, and a multitude of publicly available scientific (peer-reviewed) and technical (non-peer reviewed) reports regarding wildlife corridors and wildlife habitat use, particularly those directly related to the Rocky Mountain ecosystem. I also referred to materials provided by residents and interested parties through letters, emails, public input sessions and meetings attended by AEP, and public open houses organized by Three Sisters Mountain Village Properties Ltd. in 2017 and 2018 as a part of their Area Structure Planning process or through other means.

VI. Evaluation Process

Despite their intuitive appeal and widespread implementation, scientific understanding of how to optimize corridor design and quantify their functionality is not a black and white issue. One of the most contentious variables in corridor design relates to width (Beier et al 2008). Following my review of the published literature, it was determined that to identify satisfactory wildlife corridors general corridor principles and criteria needed to be identified. These principles form the fundamental rules that represent what is desirable and were used to generate criteria for rendering a decision on wildlife corridors. Principles were identified developed from scientific literature, guiding documents, and expert opinion. It is noted, given the variable landscape, that deficiencies may exist relative to the corridor principles and criteria. Where deficiencies exist, functionality will be maintained through other management approaches (e.g. human use management, habitat enhancements). It must be noted that these principles are specific to the Bow Valley and may not be applicable to other corridor development. It is important to note that even with the establishment of corridors, wildlife may continue to move throughout the urban community (i.e. urban green spaces) as is currently seen in the Town of Canmore. Important green spaces will continue to provide opportunities for both people and wildlife.

Wildlife Corridor Principles and Criteria Developed by AEP for the evaluation of TSMVPL's submission:

- Corridors are designed to provide movement for wildlife, while enabling human development to proceed which is in keeping with the 1992 NRCB decision. This principle has been followed and demonstrated by the approval and development of existing phases of Three Sisters since the NRCB decision was rendered.
 - The boundaries of Three Sister wildlife corridors will be delineated to provide consistent direction for and allow for future land-use development applications, recreational planning and other activities.
- Corridors are designed to maintain the most direct, unimpeded route, while avoiding human disturbance.
 - Corridors will be delineated to provide as straight a path as possible, and to the extent possible not contain significant human impediments or presence, and/or present mitigation strategies to manage human use.
 - As the intent of corridors is to provide security for wildlife, nodes of public use (e.g. campgrounds, facilities, trail heads, etc.) within corridors are generally not aligned with this purpose. Crossings of corridors are recognized as sometimes needed for utilities, transportation, communications, trails, access, etc. and such crossings should ideally be bundled together where reasonably possible.
- Corridors that are shorter are more effective than longer corridors as wildlife are able to move efficiently from one habitat patch to the next. Longer corridors should generally be wider to provide more efficacy for wildlife movement. Topographic constraints: Corridors and patches should not include topographical barriers that would block movement. Corridors should be designed for year round function and not be hindered by adverse environmental condition (e.g. deep snow, impermeable vegetation, larger waterways).
 - Topography can impact the effectiveness of wildlife movement through corridors. Flatter areas are preferred by most wildlife species and corridors will be delineated to include flatter areas (below 25° slope) for all portions of corridor. Species exhibit a range of slope preferences, and the 25° slope target was chosen based on local technical studies and literature. Due to the varying topographical nature of the Bow Valley, no specific limits will be identified. However a principle to include as much flatter or gently sloped terrain as reasonably possible was identified, along with respecting the NRCB's recommendation that corridors correspond with known routes of animals.
- Where possible, corridors should include existing natural habitat features, such as wetlands, licks, or other known wildlife sites.
- Corridor Width: The optimal corridor width is a function of how animals respond to the boundary of the corridor. The NRCB recommended a 350m minimum width for primary corridors. Wider corridors should be better than narrower corridors but how much wider has not been clearly demonstrated by science. Optimal corridor width is a function of how animals respond to the boundary of the corridor. Wolf behavioural response to disturbance can be used to guide corridor width that should accommodate other species.
 - Wolf behavior responded to human activity at 400m (Rogala et al. 2011). Therefore, achieving an average corridor width of 600m (400m plus 200m) should ensure functioning corridor effectiveness of at least 50%. This also indicates that corridors less than 400m wide may not function effectively for wildlife movement for all species, and 400m was a desired minimum width for corridors.

- In some cases, due to logistic or other constraints, it may not be possible to achieve the average widths referenced above. Where deficiencies exist, functionality will be maintained through other management approaches (e.g. human use management, habitat enhancements).
 - Management strategies (e.g. human use within corridors, vegetation management) will be required to be outlined to improve movement through mitigation where it is not possible to achieve the desired corridor structure. Considerations should be given to management actions that will improve corridor function, in areas where topography is steeper, or where corridor width is constrained.
 - Vegetation modification, through the thinning and delimbing of trees, can also influence wildlife behavior, by altering vegetative habitat, in the area closest to occupied structures. This could create a filtering effect of certain species using the corridor, and increasing wildlife conflict in other species. The Town of Canmore has a long history of incorporating wildlife corridors with FireSmart to achieve a combination of desired outcomes (i.e. Peaks of Grassi).

VII. Decision

I have determined that the January 28, 2020 TSMV Wildlife Corridor proposal is Satisfactory to AEP, as required by Condition 14 in Appendix C of the 1992 NRCB decision No. 9103.

While I have determined the proposal to be satisfactory I have also made a number of additional recommendations to TSMVPL with respect to certain actions that I feel would serve to even further support and enhance the functionality of the proposed corridor and address potential issues with respect to human-wildlife interaction in the Bow Valley. I am pleased that TSMVPL has confirmed that they accept these recommendations and that they have committed in writing to implementing each of these recommendations within the next 24 months. AEP and TSMVPL recognize that if completion of these recommendations cannot be successfully completed within this timeframe, both agree to continue to work collaboratively to bring them to completion as quickly as possible. The recommendations that TSMVPL has made a commitment to satisfy are:

- The creation of habitat enhancements within the Smith Creek wildlife corridor as agreed to by TSMVPL and AEP that provide for wildlife and/or FireSmart considerations for the community;
- TSMVPL to support the implementation of initiatives as applicable to private property owners outlined within the 2018 "Human-Wildlife Coexistence: Recommendations for Improving Human-Wildlife Coexistence in the Bow Valley" report, and participate as a roundtable member to develop and support the groups initiatives regarding wildlife conflict and co-existence education for residents and visitors to TSMVPL properties, and ongoing participation in local WildSmart initiatives to the satisfaction of AEP.
- Ongoing coordination of FireSmart planning with the Town of Canmore, Alberta Agriculture and Forestry, and AEP as may be proposed within wildlife corridors adjacent to ongoing and future Area Structure Plans on lands owned by TSMVPL.
- A detailed plan outlining the development of crossing structures and fencing to the satisfaction of AEP, which should consider the recommendations of Clevenger and Huijser 2011 or suitable alternatives to the satisfaction of AEP for both Highway 1, and Secondary Highway 742 (Three Sisters Parkway)

The current satisfactory approval with the TSMVPL Smith Creek Corridor proposal is predicated upon the Stewart Creek "Across Valley Corridor" realignment, subject to Alberta Transportation and other appropriate regulators approving a new wildlife underpass beneath the TransCanada Highway. If approved, the existing location of the Stewart Creek "Across Valley Corridor" with the exception of the

existing crossing structure and generally adjacent Province of Alberta owned lands, would revert to developable lands not needed for wildlife purposes. If the Stewart Creek "Across Valley Corridor" is not agreed to by the appropriate regulators, the existing cross-valley corridor would be maintained in perpetuity, and the along valley corridor would connect to the existing 1998 approved corridor, subject to further discussions with TSMVPL and other regulators.

The TSMVPL proposal aligns with the Wildlife Corridor Principles and Criteria identified above and contains several positive aspects to maintain wildlife movement. TSMVPL has also indicated their commitment to carry out the recommendations identified above to further support and enhance the ongoing functionality of the corridor. It is noted that no development is planned to the south of the corridor, as that area has been designated as Bow Valley Wildland Park (which was not present in the initial NRCB decision #9103). Further, I find that the TSMVPL proposal has addressed the two deficiencies identified in the AEP June 26, 2018 decision letter in the following manner:

- 1) The proposed cross valley corridor (New Stewart Creek) averaged 610m with measurements taken at the southern edge, the middle and northern edge of the corridor, and the narrowest point being 401m. This addresses a noted deficiency in the AEP's Three Sisters decision letter (June 26, 2018), whereby it recommended that "A corridor that is approximately 400m wide on average, and no less than 350m at its narrowest point, would be better able to achieve the purposes of this corridor." It should also be noted that this cross-valley corridor will be extended to the west, along the Powerline ROW, to include the currently existing wildlife underpass. This will add some width to this corridor and additional ability for wildlife to cross Highway 1.
 - a. In a letter provided leading up to the 2018 decision (Clevenger and Ford, pers comm. 2016) indicated that wildlife species will most likely adapt and use the new crossing, provided that it is designed appropriately. The proposed crossing should be similar to the current Stewart Creek underpass beneath the TransCanada and designed as a large mammal species underpass generally as described in Clevenger and Huijser 2011.
- 2) The eastern end of Smith Creek property is an important area for wildlife movement. The previous Three Sisters decision letter (June 26, 2018) identified this area as a deficiency in the proposal, due to the discontinuous steep slopes potentially limiting wildlife movement through the area. The decision further recommended that the width be increased by another 50 to 100m (to an average of 400m to 450m below slopes). This extension would require corridor being placed on lands outside of Three Sisters property, which is outside the scope of the NRCB decision. Further, it is noted that slopes greater than 25 degrees occur throughout the Bow Valley. The width of the 2017 proposal near this series of discontinuous slopes, averaged 740m. The corridor proposed by TSMVPL in their January 20, 2020 submission increased by 25-39m from the 2017 submission. Importantly, the demonstration of wildlife use of the area by data in the newest Golder report, indicate that wildlife are able to navigate the slopes, and do not represent a total barrier to wildlife movement. This corridor proposal combined with TSMVPL commitment to habitat enhancements, human use management, and education, provide a satisfactory resolution to achieve wildlife movement through this area and addresses the deficiency of the previous decision. Further:
 - b. Scientific and technical literature indicates that terrain below a 25 degree slope is preferred by most species. However there is no minimum width for corridors beyond a lower slope. Data on wildlife movement in the immediate area show utilization of areas and slopes exceeding 25 degrees in the area of discontinuous slopes south of the Thunderstone Quarry. The proposed corridor largely consists of flatter areas, with only 11% of the corridor occurring on slopes greater than 25 degrees. The wildlife use of the area is most likely a function of discontinuous slopes, numerous trails and old roads, and the presence of a power line right-of-way; that enable use and movement through area, despite the presence of slopes.

- c. The eastern end of Smith Creek property is an important area for wildlife movement. It connects the Bow Valley and the Wind Valley, and enables safe passage through the G8 Wildlife Underpass. Wildlife movement is additionally impacted in this area by the Thunderstone Quarry operations, Banff Gate resort, the Kananaskis Gun and Archery club and several recreational trails. Ongoing initiatives have occurred to improve wildlife movement potential including management of the Kananaskis Gun and Archery range, the land exchange with the MD of Bighorn to preserve habitat on the north side of the G8 Legacy underpass, and increased management of recreational use within wildlife corridors.

My decision also evaluates the entire proposal alignment with the above mentioned principles and evaluates the functional nature of the proposed wildlife corridor. The proposal describes fencing as a key strategy in the management of the corridor. AEP's evaluation will focus on corridor delineation outside of fencing mitigation such that the corridor delineation is considered sufficient without the use of fencing. A wildlife fence has been proposed as a mitigation solution to reduce both human wildlife conflict and minimize human use and disturbance within the corridor. AEP agrees that management of human activity is a key item to ensure wildlife corridor functionality. There is no one solution to preventing human-wildlife conflict and minimising human effects in the corridors. A fence alone will not prevent all wildlife issues, but it is acknowledged that fencing has been an effective tool in other areas of the Bow Valley and in North America. There needs to be an inclusion of attractant management, as well as education and enforcement by many parties. Fencing can be effective at limiting conflict with wildlife, but the social impacts of fencing could lead to some challenges to implementation within the community and education and enforcement by many parties will be key. Both wildlife and humans will cross the fence at some point and understanding what to do in these cases will be necessary. As discussed above, TSMVPL has committed to align with the 2018 report "Human-Wildlife Coexistence: Recommendations for Improving Human-Wildlife Coexistence in the Bow Valley" as applicable to private land owners and I further recommend that TSMVPL become an active member with Bow Valley WildSmart in helping to improve coexistence with wildlife.

Width:

- The average width of the entire along valley Smith Creek corridor is 789m, and at minimum is 635m, which aligns with the recommendation of the above Wildlife Corridor Principles.
- The minimum width of the Pigeon corridor leading to the G8 Legacy underpass was found to be 352m in between the Thunderstone Quarry and the Banff Gate Resort. While this portion occurs on lands outside of TSMVPL ownership, it is noted here as it part of the system of corridors that connect to enable wildlife movement. Consideration will be given to opportunity to placing further restrictions on any future human development within or adjacent to this portion of the corridor on the east side of George Biggy Sr. Road (i.e. trails, trail nodes, leases, etc.), and management efforts will focus on existing disturbances, like those that have been achieved with the Kananaskis Gun and Archery Club.

Slope:

- Generally speaking, slope by itself is not considered to be an impermeable barrier to wildlife movement, however, lower topography is preferred for wildlife corridors (based on energetics of movement). Assuming all variables being equal (e.g. forage availability, refuge, water), wildlife (with exception of sheep) tend to prefer to travel on flatter topography
- The along valley portion of the corridor averages 405m below a perceived slope line of 25 degrees (as determined by AEP). This should provide wildlife with enough areas of lower topography to traverse the corridor in addition to the well documented use of by wildlife of the discontinuous sloped area.
- Overall, 89% of the TSMV proposed corridor occurs on slopes below 25 degrees

- There are areas of greater topography, both above the across valley corridor, as well as to the south of the Thunderstone Quarry. Wildlife movement data show significant use of these areas despite topography, providing evidence of suitability for movement.
- Further these areas have been identified as areas for habitat enhancements, as well as limits on recreation development, to mitigate the risks for wildlife.

Wildlife features:

- The inclusion of known fen wetlands including one large fen is an important contribution to the wildlife corridor. Water features are of known value to wildlife, and could be of importance on their own (i.e. Birds, long-toed salamander, western toad). In my opinion, retaining the corridor to include all three known wetlands, including the large fen that makes the along valley corridor 'bump', is of significant value to wildlife.
- In an evaluation of available wildlife data, there is a high degree of wildlife use and features within the proposed corridor. Observations of bear, wolves, cougar, elk and mule deer all occur in proposed corridor, with greater frequency than the surrounding proposed developable area.

Comparison to previous corridors:

- The proposed corridor adds both width and lower topography than previously approved corridor (1998) within the area known as Site 7. The proposed corridor adds an average of 287.5m from the previously approved corridor with the majority of this addition occurring on shallower slopes.
- In comparison to the 2002 proposed Wind Valley corridor, the proposed corridor follows the general pathway, but the proposed Smith Creek corridor is an approximately 50-75m further south and as such is wider than what was considered in 2002.

Directness of corridor:

- The corridor is largely straight with few bends or turns, thus largely in alignment with the Wildlife Corridor Principles.
- There is a large bump-out to incorporate a large fen wetland, and this is supported as wildlife are most likely drawn to the fen

Human infrastructure:

- Ideally, wildlife corridors are designed for wildlife, and will have limited human development within. It is recognized that the public will also want to experience the corridor through recreational trails. Human use and infrastructure must be carefully managed so as to minimize impacts on wildlife. The human use management of the corridor may be more important than the delineation of the corridor itself, and so the proposed fence along with education and enforcement by many parties will be important going forward.
- Numerous designated and undesignated recreational trails currently occur within the corridor. To ensure the success and functionality of the corridor for wildlife these trails should not be maintained and special consideration must be given to which trails will remain and which will be removed. The final delineation of the wildlife corridor in this area will help in any future trail planning process to work to ensure that any future trail identification and/or development helps to support the key intent of the wildlife corridor as the first priority.
- Human use must be managed into the corridor. Recreational trails should be designated after planning considerations and access to the corridor should be managed to limit designated access to identified entry/exit locations to prevent the construction or use of undesignated trails like has occurred south and west of the Peaks of Grassi.
- The Three Sisters Parkway will eventually be built through this area, cutting across the Stewart Creek Across Valley corridor. Fencing alongside this road and a crossing structure for wildlife will need to be built to ensure appropriate wildlife movement along the Stewart Creek cross valley corridor, to the satisfaction of AEP with consideration for the recommendations within Clevenger and Huijser 2011, or similar.

VIII. Conclusion

TSMVPL's application has several positive aspects and we appreciate the extensive work that has been done to date that built on the high quality of work that AEP identified in the 2017 submission. When considering the improvements that have occurred within the Bow Valley over the last 25 years on the basis of wildlife and habitat protection, there is reason to be optimistic for wildlife now and in the future. The recent land exchange to improve wildlife movement through the G8 Legacy wildlife underpass, the proposed highway fencing and overpass by Seebe, and the release of the 2018 report "*Human-Wildlife Coexistence: Recommendations for Improving Human-Wildlife Coexistence*", newer Town of Canmore Bylaws implemented town-wide such as the Town's *Wildlife Attractant Bylaw 2017-10* last updated on August 26, 2019 and *Recyclables and Waste Disposal Bylaw 2016-11* last updated January 1, 2019 in the Bow Valley are all acting cumulatively to improve the ability of wildlife to navigate the Bow Valley. This proposal is satisfactory from my perspective and will formally complete the system of wildlife corridors related to Three Sisters and add to habitat patches in the Bow Valley. My reasons for this decision and suggestions for improvement are outlined in Section VI. Based on this review, AEP is satisfied with the corridors proposed by TSMVPL and formally submitted on January 28, 2020. Future work can now focus on the management of the corridor by many parties for the benefit of wildlife (e.g. Habitat enhancements, trail closures) and AEP will engage with the Town of Canmore, recreational planners, fire protection and TSMVPL representatives to ensure appropriate mitigation and planning to enable effective corridor design and management. While this decision represents an end to the formal process of delineating wildlife corridors related to Three Sisters as per the NRCS, it also is a beginning to the collaborative and cooperative process to manage these corridors. Finally, the approval of this corridor proposal provides a path forward for TSMVPL to develop their land base, and maintain a wildlife corridor. Further to this decision TSMVPL has committed to carrying out the following recommendations within 24 months of this decision. As referenced earlier, AEP and TSMVPL recognize that if completion of these recommendations cannot be successfully completed within this time frame, both agree to continue to work collaboratively to bring them to completion as quickly as possible

- The creation of habitat enhancements within the Smith Creek wildlife corridor as agreed to by TSMVPL and AEP;
- A detailed plan outlining the development of crossing structures and fencing to the satisfaction of AEP, which should consider the recommendations of Clevenger and Huijser 2011 or suitable alternatives to the satisfaction of AEP for both Highway 1, and Three Sisters Parkway.
- TSMVPL to support the implementation of initiatives as applicable to private property owners outlined within the 2018 "*Human-Wildlife Coexistence: Recommendations for Improving Human-Wildlife Coexistence in the Bow Valley*" report, and participate as a roundtable member to develop and support the groups initiatives regarding wildlife conflict and co-existence education for residents and visitors to TSMVPL properties, and ongoing participation in local WildSmart or similar initiatives to the satisfaction of AEP.
- Ongoing coordination of FireSmart planning with the Town of Canmore and AEP as may be proposed within wildlife corridors adjacent to ongoing and future Area Structure Plans or subdivisions on lands owned by TSMVPL.

IX. Post-script with respect to Potential Land Exchanges with TSMVPL

My decision has been made solely on my consideration of the merits of the submitted design, independent of any consideration of the potential ability on the part of AEP to acquire lands currently owned by TSMVPL or other parties. Having said that, I do wish to comment on the fact that in their submission TSMVPL has expressed an interest in acquiring Crown lands identified as Parcel K (27.93

ha/69.01 acres), Parcel C1 (4.87 ha/12.05 acres), a portion of Parcel U2 (area to be determined), and DLO 021340 current under assignment to TSMVPL. In my view this is not an unreasonable position on the part of TSMVPL, particularly given that some of the lands that they have included in their submission are outside of TSMVPL's own lands (see for example the discussion above with respect to the Thunderstone Quarries). I understand as well that TSMVPL is also proposing having the Province potentially acquire TSMVPL private property already within existing approved and proposed corridors.

I note that the concept of providing some form of "remedial action" for lands lost to development through land exchange or purchase was supported within the NRCB Decision. I recognize as well that the Province may be well positioned to ensure the ongoing functionality of portions of the corridor if they were to be transferred to and managed by the Crown and that a transfer to the Crown might help to carry out the recommendation of the NCRB that corridors be legally designated. With this in mind, AEP is receptive to exploring the possibility of a land exchange with TSMVPL. A land exchange would be based on fair assessment and valuation of both Crown Lands and TSMVPL lands being proposed for exchange and would follow the Government of Alberta's normal land exchange process, including any requirements for First Nations Consultation.

Sincerely,



Rick Blackwood
Alberta Environment and Parks

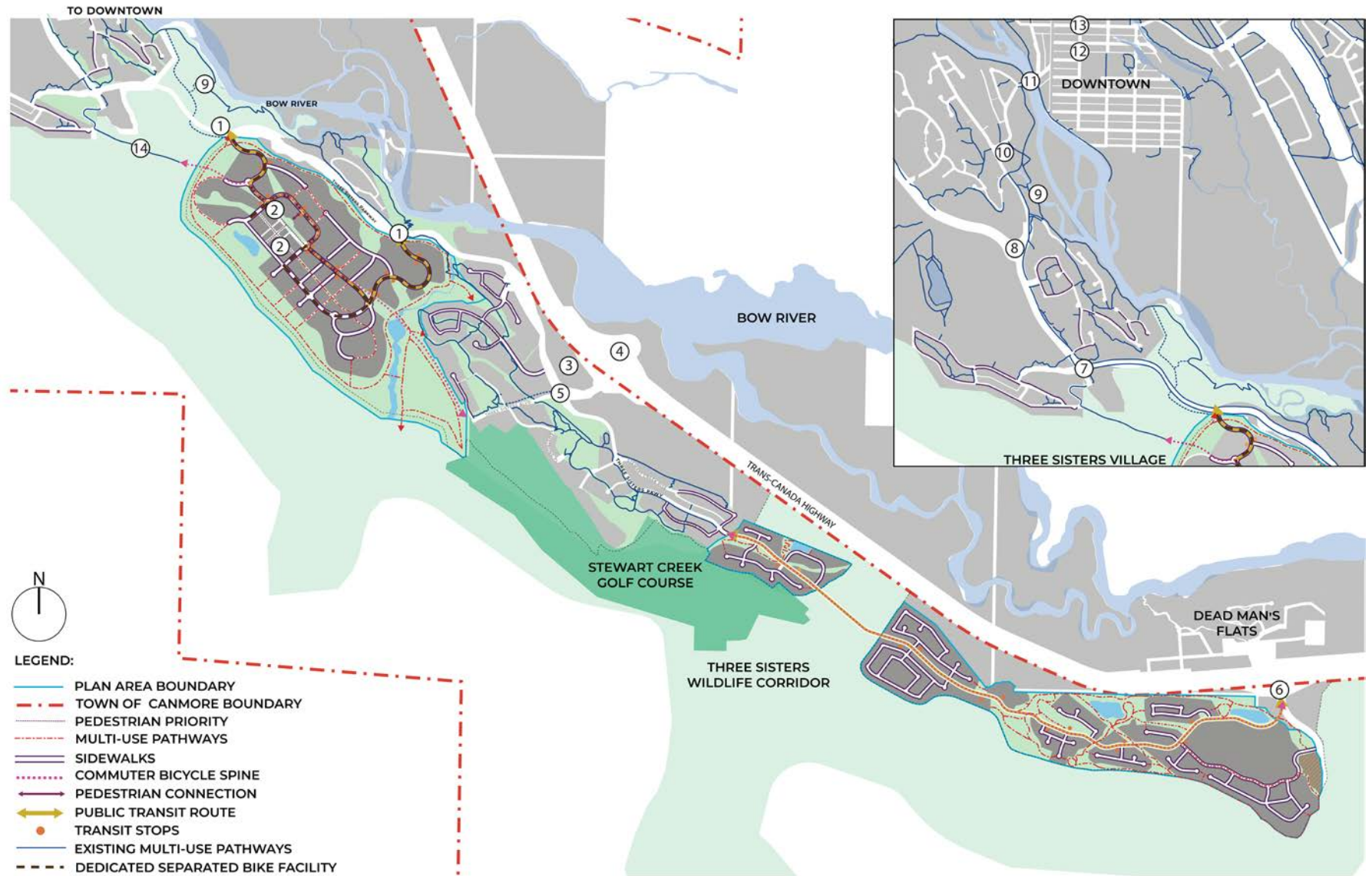
February 26, 2020

A.2 Bonusing Incentives Example

Feature	Incentive Amount	Incentive Type	Description
Socio-Economic and Cultural			
Required Affordable Housing	4 to 1	Ratio for GFA replacement within the same DP Application	Gross Floor Area (GFA) from affordable housing unit(s) can be added to another section of the building/lot for GFA for a market unit at a 4:1 ratio. This applies to units that are built to satisfy the required 10% affordable housing contribution.
Additional Affordable Housing	1 to 1	Ratio for GFA replacement within the same DP Application	GFA from affordable housing unit(s) can be added to another section of the building/lot for GFA for a market unit at a 1:1 ratio. This only applies to units that are built above the required 10% affordable housing contribution.
Publicly accessible privately owned and maintained amenity	Up to 10%	Percentage of FAR Bonus Potential	Dog run, playground, sitting area, basketball court, pickle ball court, community garden etc.
Public art onsite or installed within MR or other public space	Up to 10%	Percentage of FAR Bonus Potential	Public art is incorporated onsite or in adjacent MR or right-of-ways and meets the definition of public art per the Cultural Master Plan.
Publicly accessible privately owned cultural amenity spaces or meetings spaces	Up to 10%	Percentage of FAR Bonus Potential	Space that is created for cultural sharing and incorporates indigenous arts, activities and practices or reuses and adapts historical resources such as Canmore's mining history. Meeting space that is created or set aside for Community-Based and Non-Profit Organizations.
Energy and Heat Power Generation			
Renewable energy produced by ground source heat pump, solar photovoltaic, or other micro combined heat and power systems derived from renewable energy	25 -100%	Percentage of FAR Bonus Potential	Incorporates (geothermal) ground source heat pump systems, solar photovoltaic, or micro combined heat and power systems for energy (heat and electricity) generation and/or storage or other feasible technologies as they become available. To be eligible for bonusing at least 25% of the building(s) total energy and greenhouse gas (GHG) emissions must be offset by on-site renewable energy systems. For each corresponding percentage of the building's total energy and GHG emissions that the renewable energy system offsets (above 25%), it will receive the equivalent percentage of FAR Differential for bonusing. Total energy (heat and electricity consumption) and total greenhouse gas emissions (all on-site emissions produced through combustion and off-site electricity emissions) associated with the building and on-site renewable energy GHG emissions reductions will be determined through preliminary energy modeling by a qualified Energy Advisor at Development Permit.
Energy Efficiency and Carbon Sequestration			
Natural Features	1 to 1	Ratio for GFA replacement within the same DP Application	Area of land (GFA) that is being retained for natural features that is developable and not in a setback area, can be replaced at a 1:1 ratio for GFA on the same development lot for market units.
Low Impact Development (LIDs)	Up to 10%	Percentage of FAR Bonus Potential	Incorporates rain gardens, bioswales, green roofs, etc. Incentivization would commence if the LIDs implementation increases on site stormwater retention by 25% or more.
Electric Vehicle (EV) Charging Stage 1	Up to 10%	Percentage of FAR Bonus Potential	Up to 15% of total vehicle stalls onsite are EV ready.
Electric Vehicle (EV) Charging Stage 2	10-20%	Percentage of FAR Bonus Potential	Up to 30% of total vehicle stalls onsite are EV ready.
20 - 90% more efficient building(s) than Alberta Building Code	20-90%	Percentage of FAR Bonus Potential	The townhouse Part 9 building(s) and/or multi-residential and commercial Part 3 building(s) will meet a minimum standard of 20% higher energy efficiency than the current Building Code to be eligible for bonusing. For each corresponding percentage above 20% that the building achieves, it will receive the equivalent percentage of FAR Differential for bonusing. This would be proven through an Alternative Energy Efficiency Opportunity Assessment, energy modeling report, or equivalent by a qualified Energy Advisor consultant at Development Permit.
Building(s) achieves Net Zero Energy	100%	Percentage of FAR Bonus Potential	The townhouse Part 9 building(s) and/or multi-residential and commercial Part 3 building(s) meet the current Canadian Green Building Council (CaGBC) Zero Carbon Building - Design guidelines (or equivalent net zero rating system) to achieve net zero energy. Must be determined by a qualified Energy Advisor consultant at Development Permit.

A.3 Transportation Infrastructure Map

Map 19 Town and Three Sisters Mountain Village Off-Site Improvements



A.3 Transportation Infrastructure Map Legend

	Location	Improvement	Project Funded By
1	Three Sisters Parkway / Three Sisters Village Access	Roundabout or signalized	Developer Funded
2	Shared Parking in Village Core	Shared Parking	Developer Funded
3	Intercept Parking Lot in Stewart Creek	Intercept parking lot	Possible Town and Developer Project
4	Three Sister Parkway / Highway 1 Ramps	Roundabout	To Be Decided (may include province)
5	Three Sisters Parkway / Three Sisters Boulevard	Roundabout or intersection modification and signalized	Developer Funded
6	Dead Man's Flats Connection	Modification	Developer Funded
7	Three Sisters Parkway / Peaks Drive and Three Sisters Drive	Intersection modification and signalized	Developer Funded
8	Three Sisters Drive / Three Parkway and Spray Lake Road	Roundabout	Off-Site Levy
9	Bow River Pathway Corridor	Dedicated cycling and pedestrian space	Off-Site Levy
10	Three Sisters Drive / Rundle Drive	Roundabout	Off-Site Levy
11	Bow River Bridge Corridor	ROW modification to 2 traffic lanes, 2 bike lanes and pathway	Off-Site Levy
12	8th Avenue / 7th Street	Roundabout	Off-Site Levy
13	8th Avenue / 8th Street	Convert to all-way-stop-control	Off-Site Levy
14	Transmission Line Pathway to Three Sisters Drive	Dedicated Cycling and pedestrian space	Developer Funded

* Refer Map 19 Town and Three Sisters Mountain Village Off-Site Improvements

A.4 Glossary of Terms

Affordable Housing (AH) refers to both equity and rental housing units that, through a variety of restrictions such as those imposed through a restrictive covenant, option to purchase, a land lease, or other means, is removed from the influence of the open real estate market. AH units are not offered at market rates when ownership or tenancy changes, but remain at levels lower than the market would dictate. This means AH units are controlled in such a way to make them affordable over a long period of time.

ASP Area Structure Plan.

CCH Canmore Community Housing.

CMHC Canada Mortgage and Housing Corporation.

Coarse-grained are areas with some larger buildings per block and limited access.

Conceptual Scheme is a plan for a proposed multi-parcel subdivision and how it relates to: existing and future parcels; future subdivision and development of adjacent areas; access; servicing; and; Municipal and Environmental Reserves (MR/ER).

CTA Canmore Trail Alliance.

Debris Flows is a moving mass of loose mud, sand, soil, rock, water and air that travels down a slope under the influence of gravity.

Debris Floods are geological phenomena in which water-laden masses of soil and fragmented rock rush down mountainsides.

Density means the number of dwellings, visitor or resort accommodation units on a site expressed in units per acre or hectare, or alternatively as the site area required per Dwelling Unit.

Development Permit means a document issued by a Development Authority which authorizes a development and includes the plans and conditions of approval.

EDCG Engineering Design and Construction Guidelines issued by the Town of Canmore.

EIS Environmental Impact Statement by Golder Associates (2020).

Entry-Level Housing, Multi-Unit Residential means a multi-unit residential development with unit sizes ranging from 28 m² to 84 m² GFA.

ER Environmental Reserve.

Fenestration refer to the arrangement of windows and doors on the elevations of a building.

Fine-Grained are areas with small blocks in close proximity, each with many buildings with many buildings (sometimes with store fronts) and minimal setbacks from the street. Also, as there are more intersections, traffic is slower and safer.

Fence means a vertical physical barrier constructed to provide visual screening or to prevent unauthorized access or both.

FireSmart means resources and programs designated to empower the public and increase the community resilience to wildfire across Canada.

Floor Area Ratio (FAR) means the numerical value of the gross floor area of the building(s) located upon a lot divided by the lot area. Parking structures or portions of buildings used for parking are not included in the calculation of gross floor area.

Frontage means the boundary of a lot which abuts a street.

GHG Emissions Green House Gas emissions.

ITP Integrated Transportation Plan.

Land Use Redesignation means a change to the land use district on a parcel of land.

MDP Municipal Development Plan.

MGA Municipal Government Act.

Missing Middle Housing means multi-unit housing that falls between single detached homes and tall apartment buildings like townhomes, courtyard housing, tiny Home communities, stacked townhomes, low-rise and mid-rise apartments, triplexes, fourplexes. They provide diverse housing choices and generate enough density to support transit and locally-serving commercial amenities.

Mixed-use allowing more than one type of use in a building or a set of buildings. This can result in a combination of residential, commercial, industrial, office, or institutional uses.

MR Municipal Reserve.

Natural landscaping means the incorporation of native vegetation or local materials on a site and does not include hardscaped materials.

NGO Non-Governmental Organization

NRCB Natural Resource and Conservation Board

Parking Area means a portion of land, or of a building set aside for the parking of motor vehicles or bicycles as approved by the Development Authority.

Pedestrian Pathway means a sidewalk, trail or other linear development or system designed to accommodate a variety of non-motorized modes of travel including but not limited to walking and riding bicycles.

Pedestrianized Close street to traffic, making it accessible only to pedestrians.

Resort means a comprehensively planned and operated development offering recreational, educational, cultural, convention and conference facilities, together with Visitor Accommodation, in a location chosen for the unique qualities and attributes of its natural physical setting. Appropriate uses within a resort could include, but are not limited to: Visitor Accommodation, private residences, Convention Facilities and conference facilities, indoor and outdoor Athletic and Recreational Facilities (e.g., golf courses, riding stables, tennis courts, health spas), retail and personal service facilities and other uses suitable to the location and compatible with adjacent land uses.

Single Loaded Road means where development is on one side of the road only.

Sustainable means whereby as a community we integrate our social, economic and environmental activities in ways that will enable us to meet the needs of the current generation without compromising the ability of future generations to meet their own needs.

Subdivision means the division of a parcel of land by a legal instrument.

TSMV Three Sisters Mountains Village.

TSMVPL Three Sisters Mountains Village Properties Limited.

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Pg 33 Figure 1, Slope-Adaptive Guidelines, The City of Calgary

Pg 33 Figure 2, Slope-Adaptive Guidelines, The City of Calgary

Pg 38 Photo captured by Jessica Karpat

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Pg 68 The Housing Continuum, CMHC

Pg 84 Photo captured by Jessica Karpat

Pg 91 People accessing the Taylor Lake hiking trail through a wildlife fence gate, Christopher Davis

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