




THREE SISTERS
mountain
village

SMITH CREEK

Area Structure Plan

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Smith Creek Area Structure Plan

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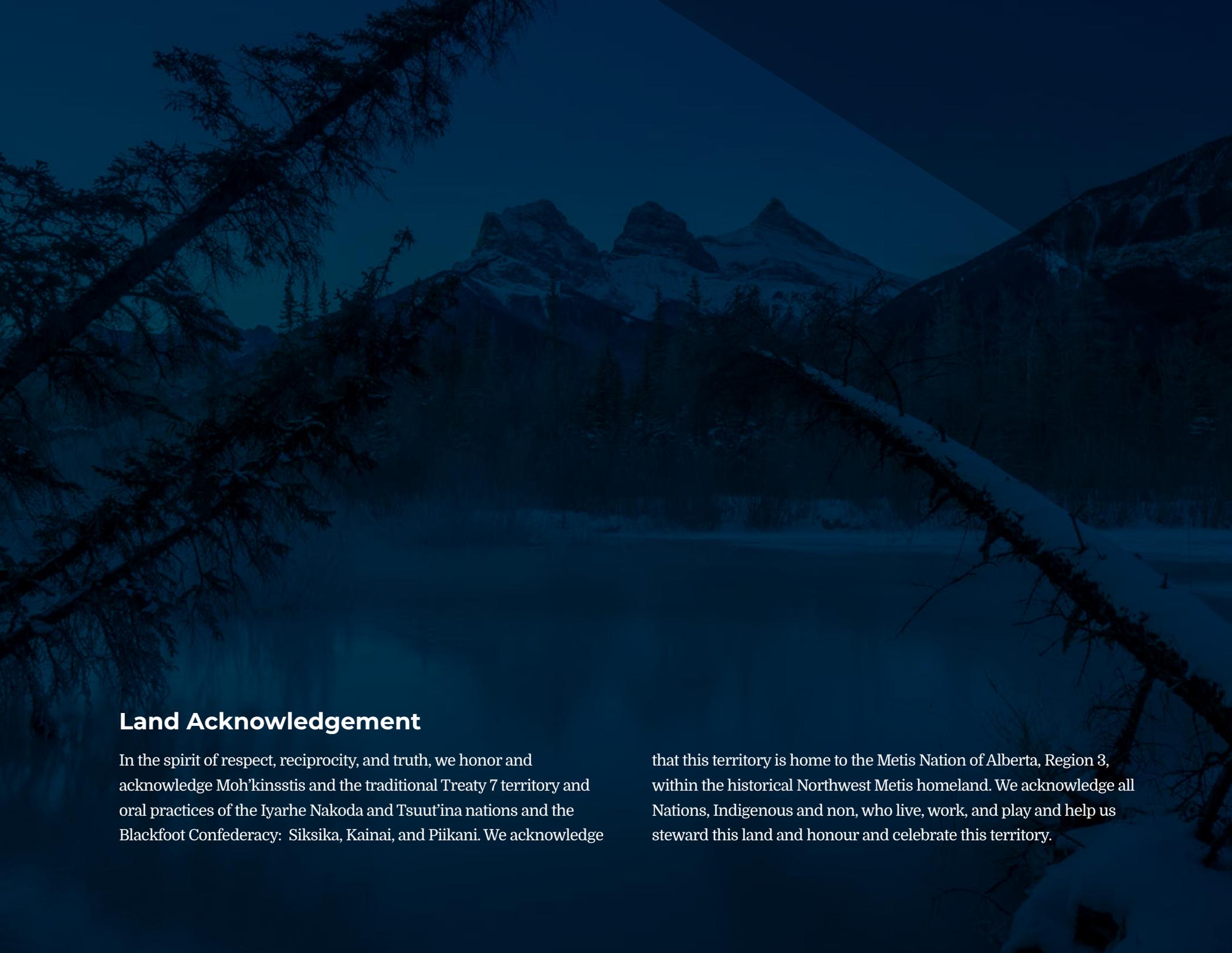
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Land Acknowledgement

In the spirit of respect, reciprocity, and truth, we honor and acknowledge Moh'kinsstis and the traditional Treaty 7 territory and oral practices of the Iyarhe Nakoda and Tsuut'ina nations and the Blackfoot Confederacy: Siksika, Kainai, and Piikani. We acknowledge

that this territory is home to the Metis Nation of Alberta, Region 3, within the historical Northwest Metis homeland. We acknowledge all Nations, Indigenous and non, who live, work, and play and help us steward this land and 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

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1.5 Plan Interpretation

1.6 Timeframe of the Plan

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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 land use, transportation, recreation, art and culture, socio-economic and environmental components in alignment with the vision for the lands.

To accomplish this purpose, the Smith Creek Area Structure Plan (ASP) establishes a flexible framework for future development consisting of an overall concept plan, land use areas, policy statements and implementation plan. The framework is intended to be concise, yet flexible enough to respond to changing market conditions and demands.

Consultation for the Smith Creek ASP occurred between 2015 and the fall of 2020. The engagement conducted for the Resort Centre amendment and Smith Creek ASP informed the writing of this ASP. After submission of the draft ASP document to the Town, further engagement was conducted and considered within a What We Heard report which documents how, when and why feedback was incorporated.

1.2 Planning Policy Framework

The Smith Creek ASP is consistent with the applicable goals and policy of the Town of Canmore 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 and pillars for the Smith Creek ASP, the objectives and policies herein recognize, complement and facilitate linkages to the objectives and policies contained in 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 619 (in recognition of the NRCB Decision #9103) of the *Municipal Government Act*.

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 a 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 studies, analysis or information shall be determined at the appropriate stage as determined by policy 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 Municipal Government Act. 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;
- ◆ Steep Creek Hazard Assessment;
- ◆ Municipal Fiscal Impact Assessment (MFIA);
- ◆ Socio-Economic Impact Assessment (SEIA);
- ◆ Commercial Market Needs Assessment Executive Summary;
- ◆ “What We Heard” Communications and Engagement Report

Please note that the What We Heard Report will be submitted at the end of the public engagement process upon resubmission of the draft ASP for final consideration by the Town of Canmore.



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 Mans 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

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 Three Sisters Creek, the Three Sisters Village ASP area. The designation of wildlife corridors was a requirement resulting from the NRCB decision and under the jurisdiction of the Province.



The NRCB Decision 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.

Although not part of the NRCB decision, Thunderstone Quarries Canmore Ltd. is an active rundle rock quarry operation located

immediately south of the Dead Man's Flats interchange and is 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 and is anticipated to occur within the next 15-20 years. Moving forward, this ASP, which is in alignment with Canmore's MDP, will provide direction to municipal applications within the Plan Area.

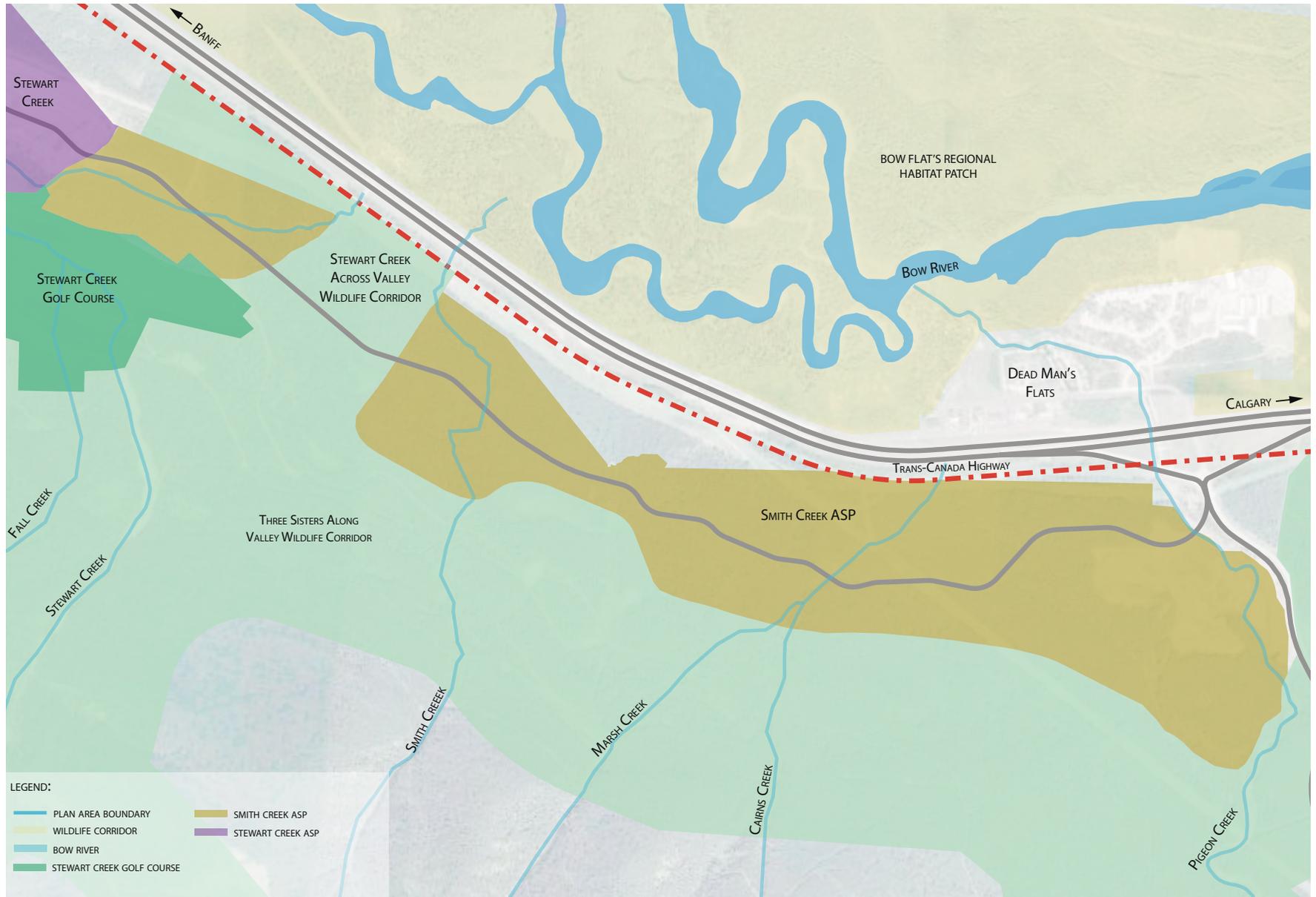
2.3 Natural Environment

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

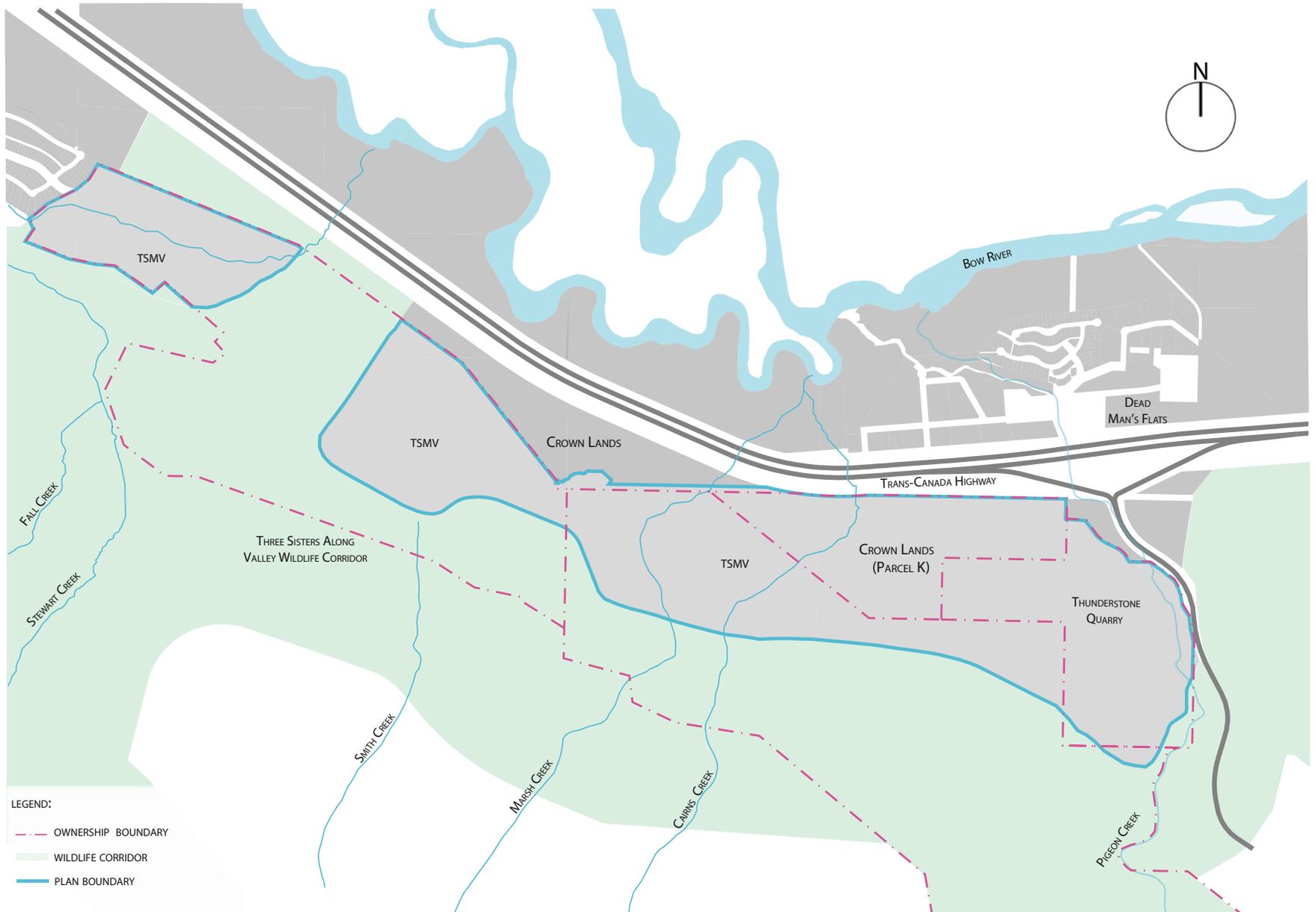
2.3.1 Terrain / Topography

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. Terrain within Smith Creek is mountainous and is characterized by glacial features and alluvial deposits as well as weathered bedrock.

Map 1 Context Map



Map 2 Ownership Map



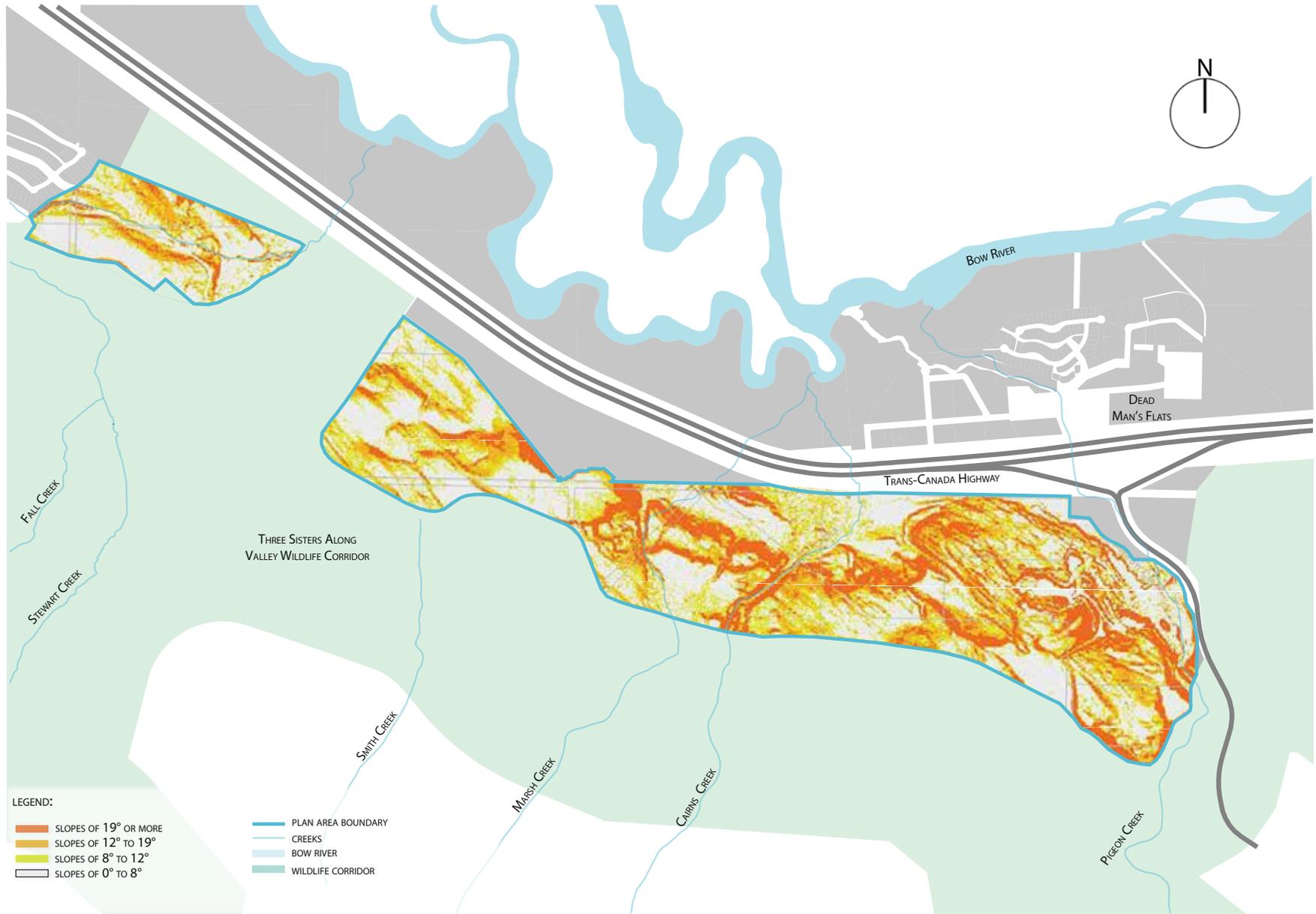
2.3.2 Wildlife and Wildlife Corridors

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. As a condition of its approval, the 1992 NRCB Decision required that wildlife corridors be provided to facilitate movement of wildlife through the Three Sisters area.

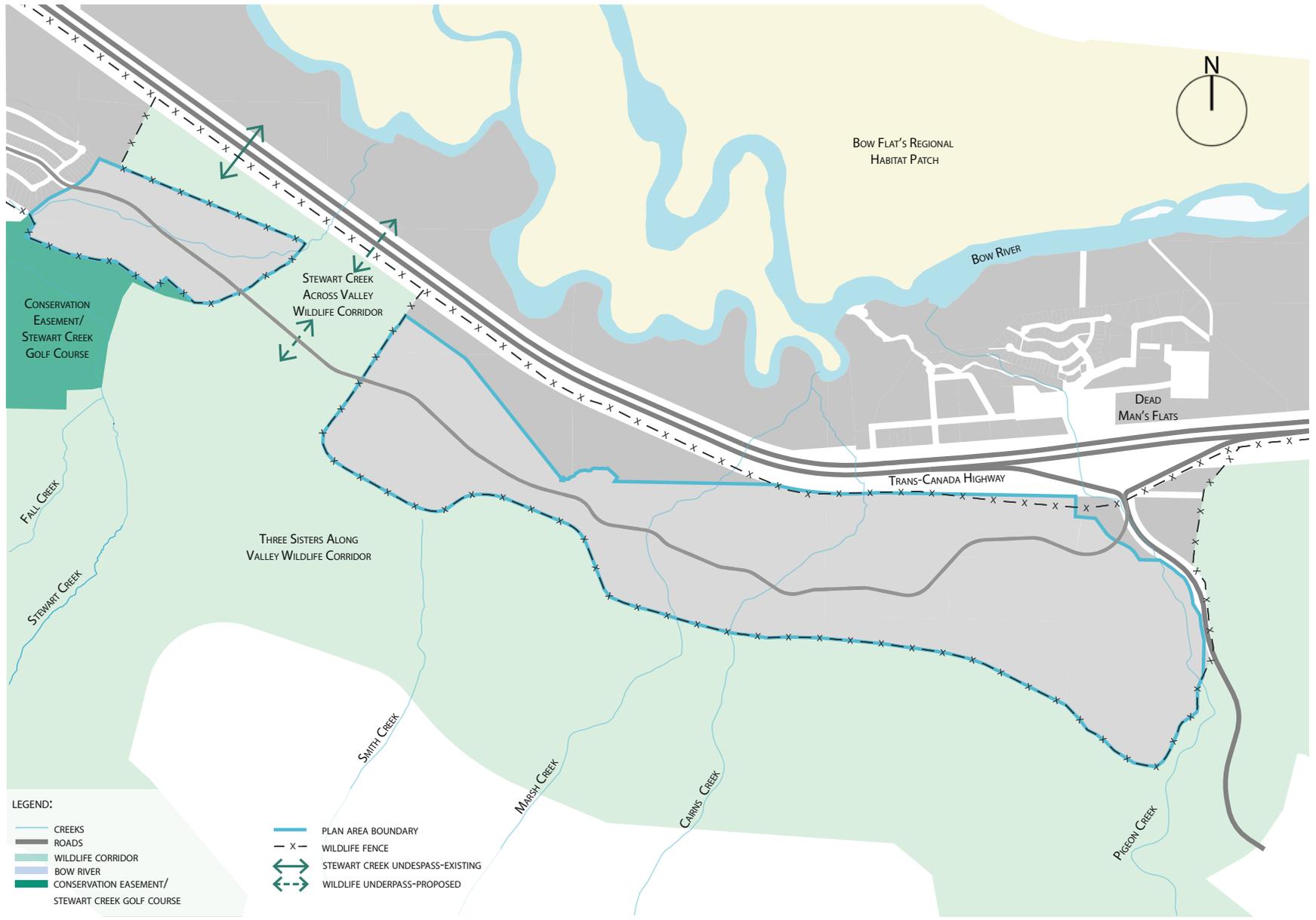
In 1998, preliminary wildlife corridors were identified on portions of lands owned by Three Sisters Mountain Village, including lands above Site 7 in Smith Creek. This corridor alignment was approved by the Province and connected to the “Along Valley” and “Across Valley” wildlife movement corridors to the west. In 2002, a joint study by Three Sisters Mountain Village, the Town of Canmore and the M.D of Bighorn evaluated the lands above Site 9 and proposed a corridor connecting the Wind Valley Habitat Patch to the Along Valley Corridor and the Bow Valley Habitat Patch east of the approved Along Valley Corridor. The 2002 proposed corridor resulted in a wildlife corridor “disconnect” because the 1998 approved wildlife corridors and the 2002 proposed corridors did not align along their northern boundary. The 2002 Wind Valley alignment was ultimately never approved by the Province but did appear on some maps.

The Smith Creek Corridor was approved in 2020 and its designation formalised the Plan Area for the Smith Creek ASP. The wildlife corridor (Map 4) serves to connect the previously approved 1998 Along Valley Corridor with 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 per the Smith Creek wildlife corridor approval.

Map 3 Slope Analysis Map



Map 4 Habitat Patches and Wildlife Corridors Map



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 (See 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 natural wetland area identified within Smith Creek Plan Area (Map 5).

2.3.5 Vegetation

The 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. In addition, a stand of old growth Douglas Fir exists towards the eastern portion of the Plan Area (Map 5).

2.3.6 Steep Creek Hazards

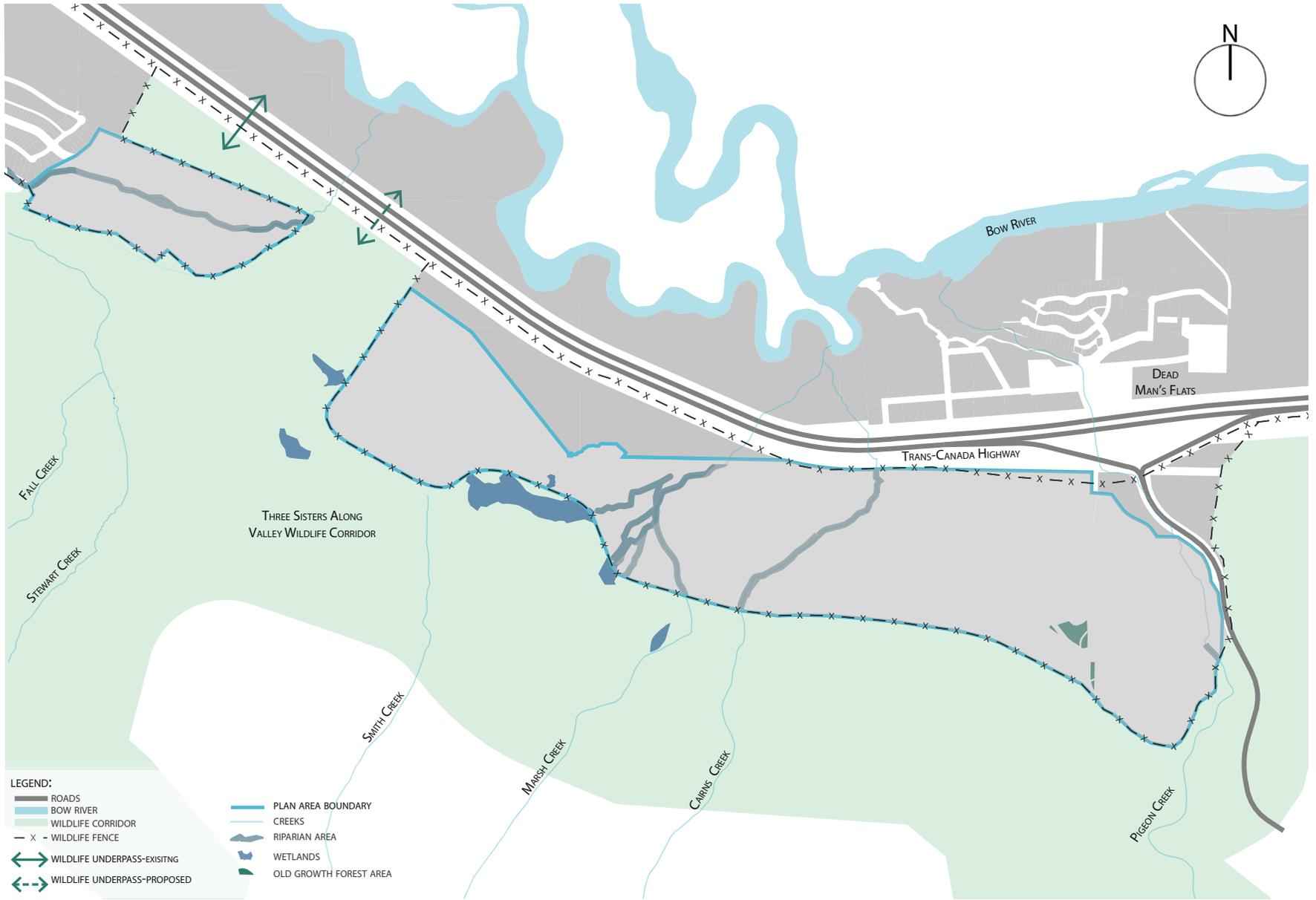
The Bow Valley is susceptible to various natural hazards, including debris flows and debris floods. Varying levels of steep creek hazards exist and provide a constraint to development, primarily associated with Stewart and Pigeon Creeks (Map 6).

2.3.7 Wildfire

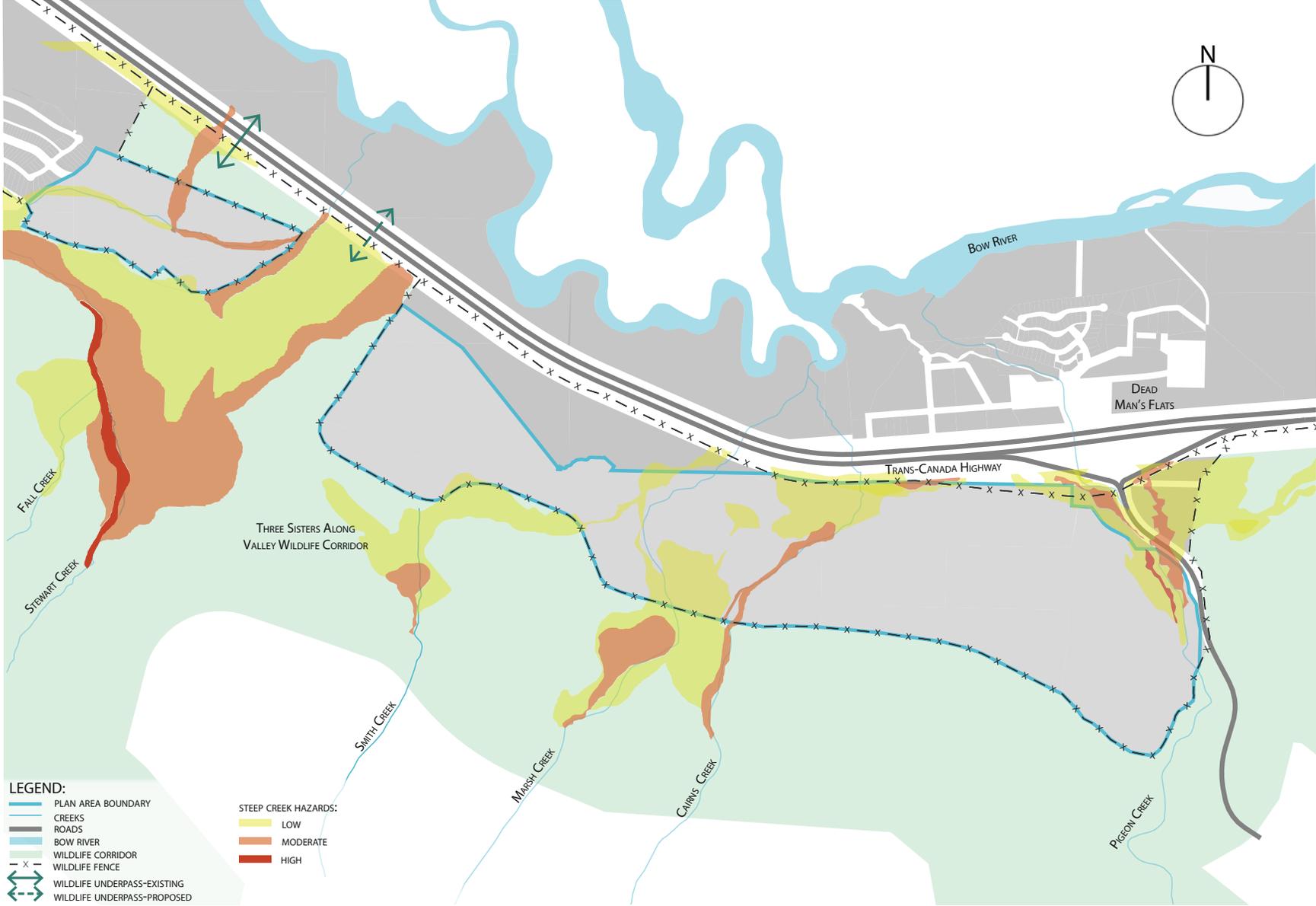
The Bow Valley has the potential for extreme wildfire events due to the nature of the vegetation and climate. The Wildfire Risk Assessment completed for Smith Creek has identified Low/Moderate wildfire hazard levels over the majority of the land within the Plan Area, with some pockets of High/Extreme hazard levels.

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.

Map 5 Environmental Constraint Map

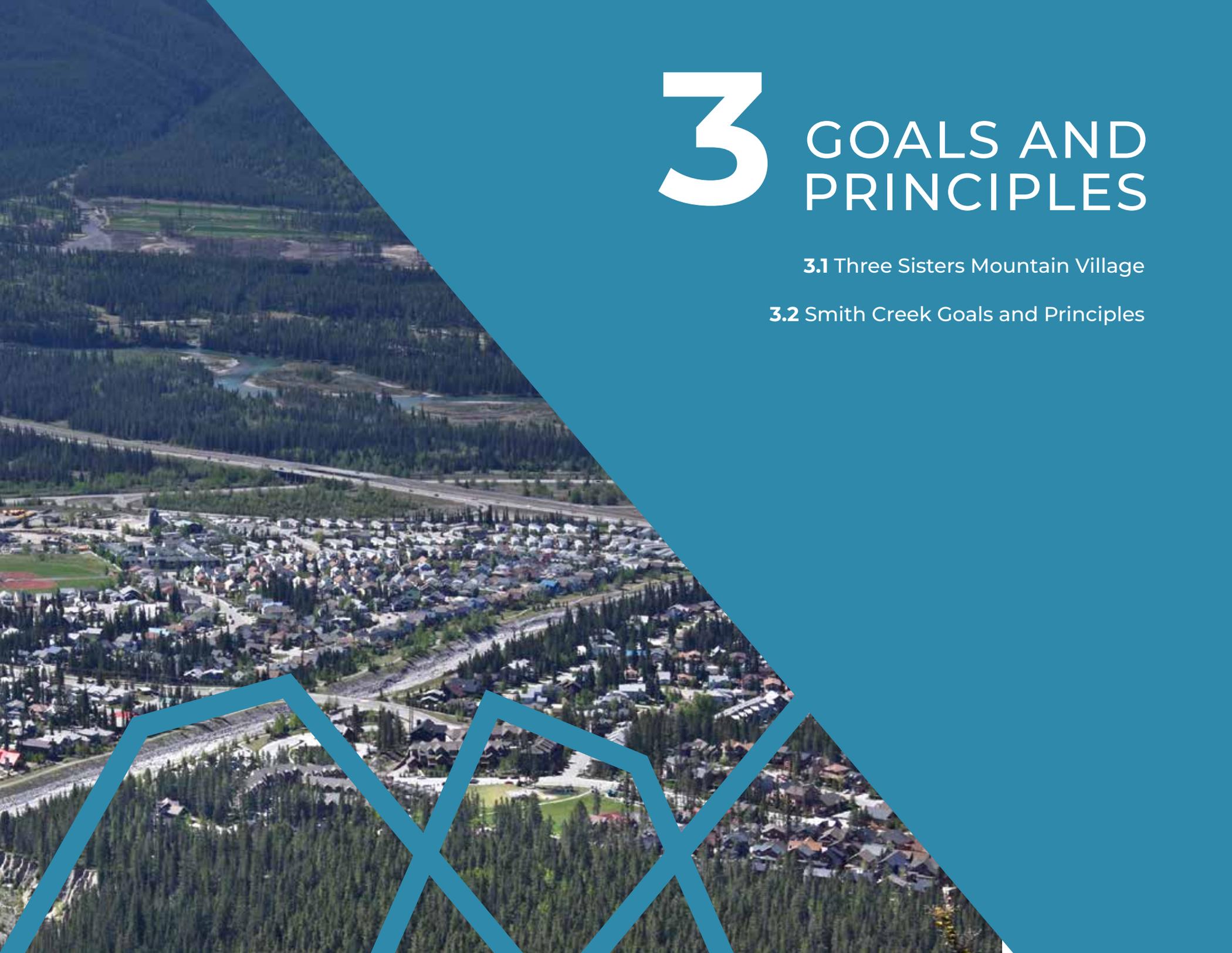


Map 6 Steep Creek Hazards Map



2.3.8 Undermining

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.

An aerial photograph of a mountain town, likely Three Sisters Mountain Village, showing a dense residential area with houses, a golf course, and a river. The image is partially obscured by a large teal graphic on the right side, which contains the text. The graphic consists of a large white number '3' and the words 'GOALS AND PRINCIPLES' in white capital letters. Below this, there are two sub-sections: '3.1 Three Sisters Mountain Village' and '3.2 Smith Creek Goals and Principles'.

3 GOALS AND PRINCIPLES

3.1 Three Sisters Mountain Village

3.2 Smith Creek Goals and Principles

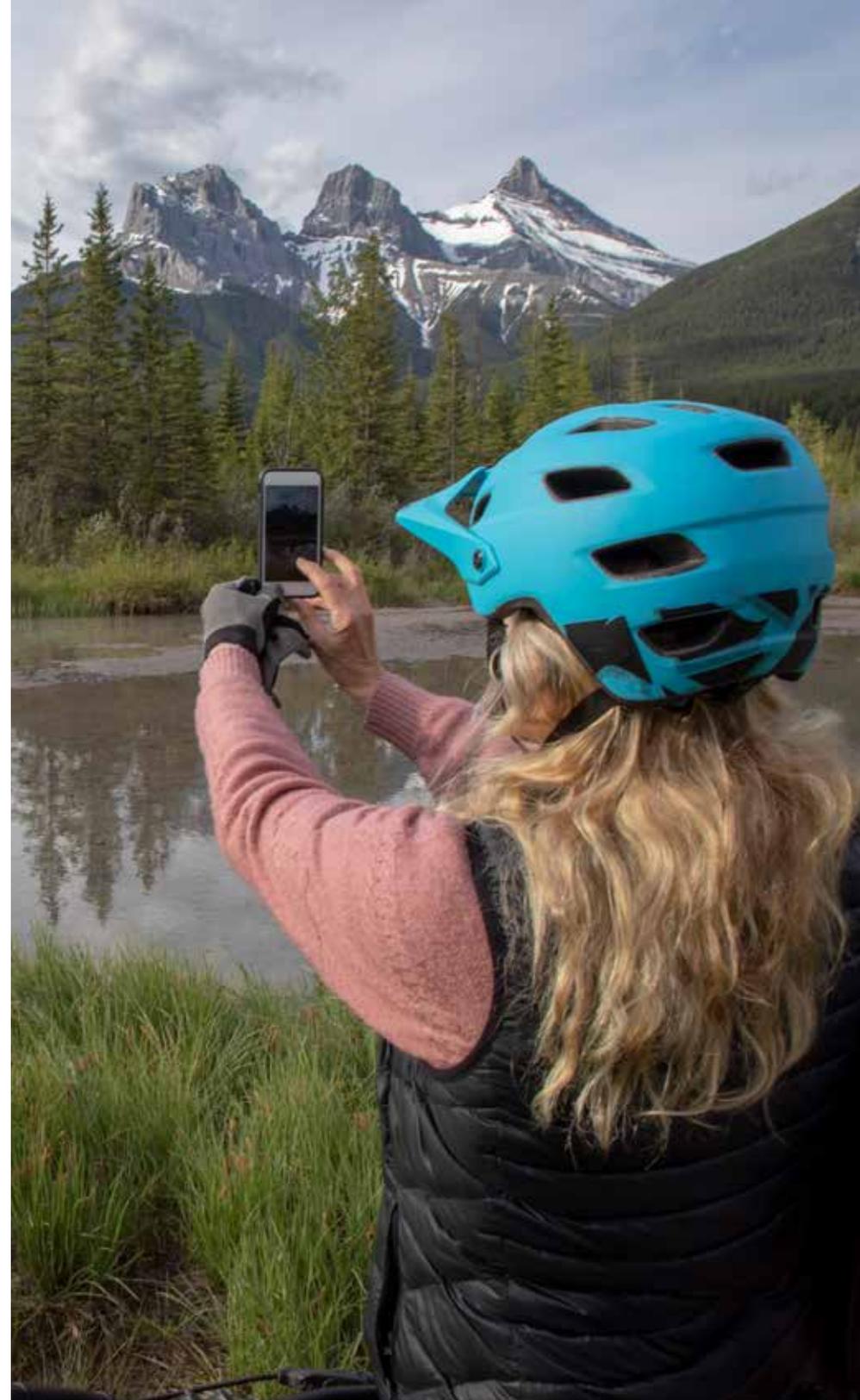
3 GOALS AND PRINCIPLES

3.1 Three Sisters Mountain Village

The ASP principles and goals are intended to serve as a guide for future redevelopment. 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, attractive, livable and functional and respect the 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 many and importantly, will provide dedicated areas where wildlife can move safely in corridors set aside just for them.

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

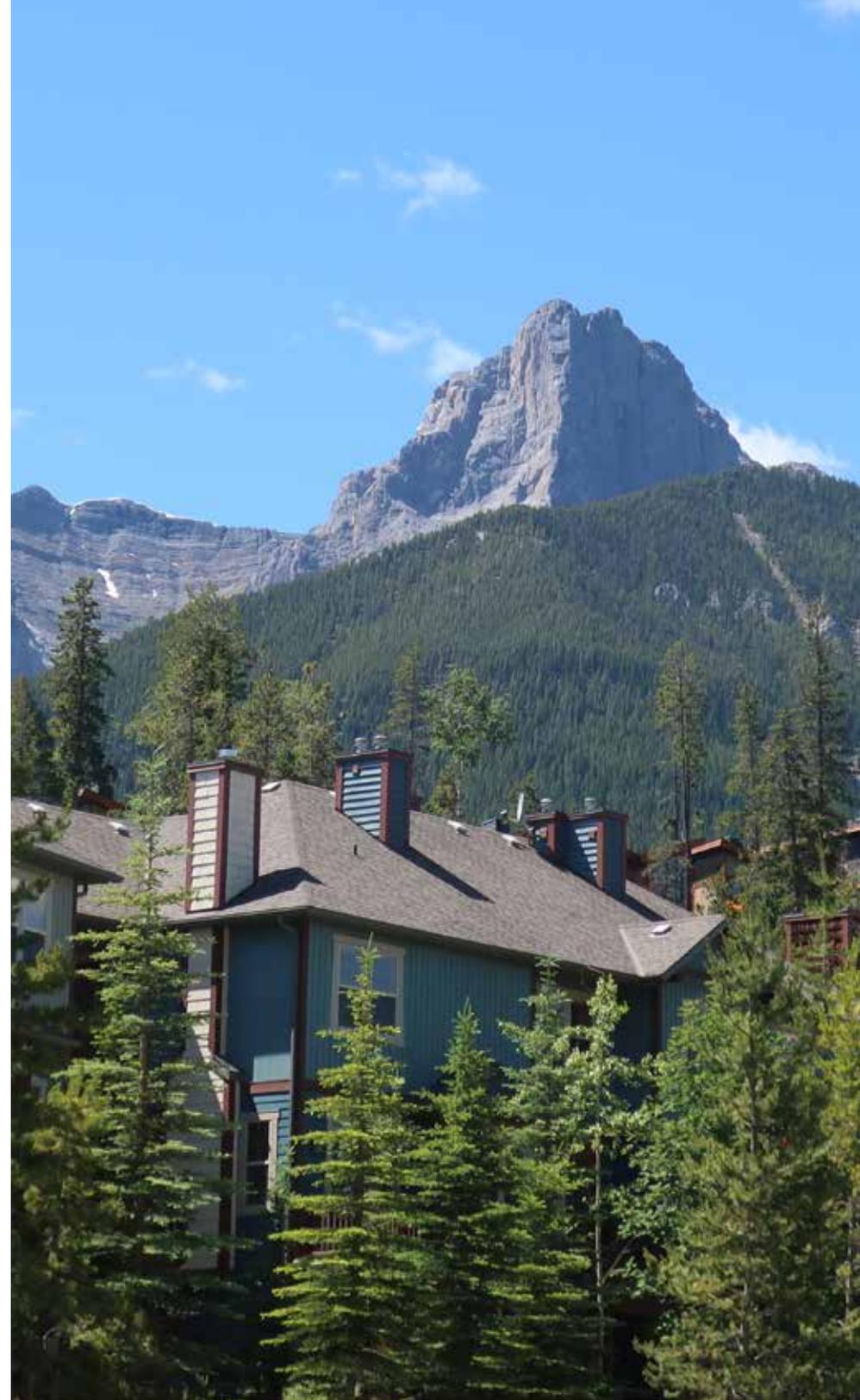


visitors to experience. Its neighbourhoods will share the principle tenants of inclusivity, sense of place, resiliency, design and economy. Three Sisters Mountain Village will positively shape the way Canmore and the community evolves.

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 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 developments support the Town's vision to be socially diverse, economically active and environmentally sustainable.

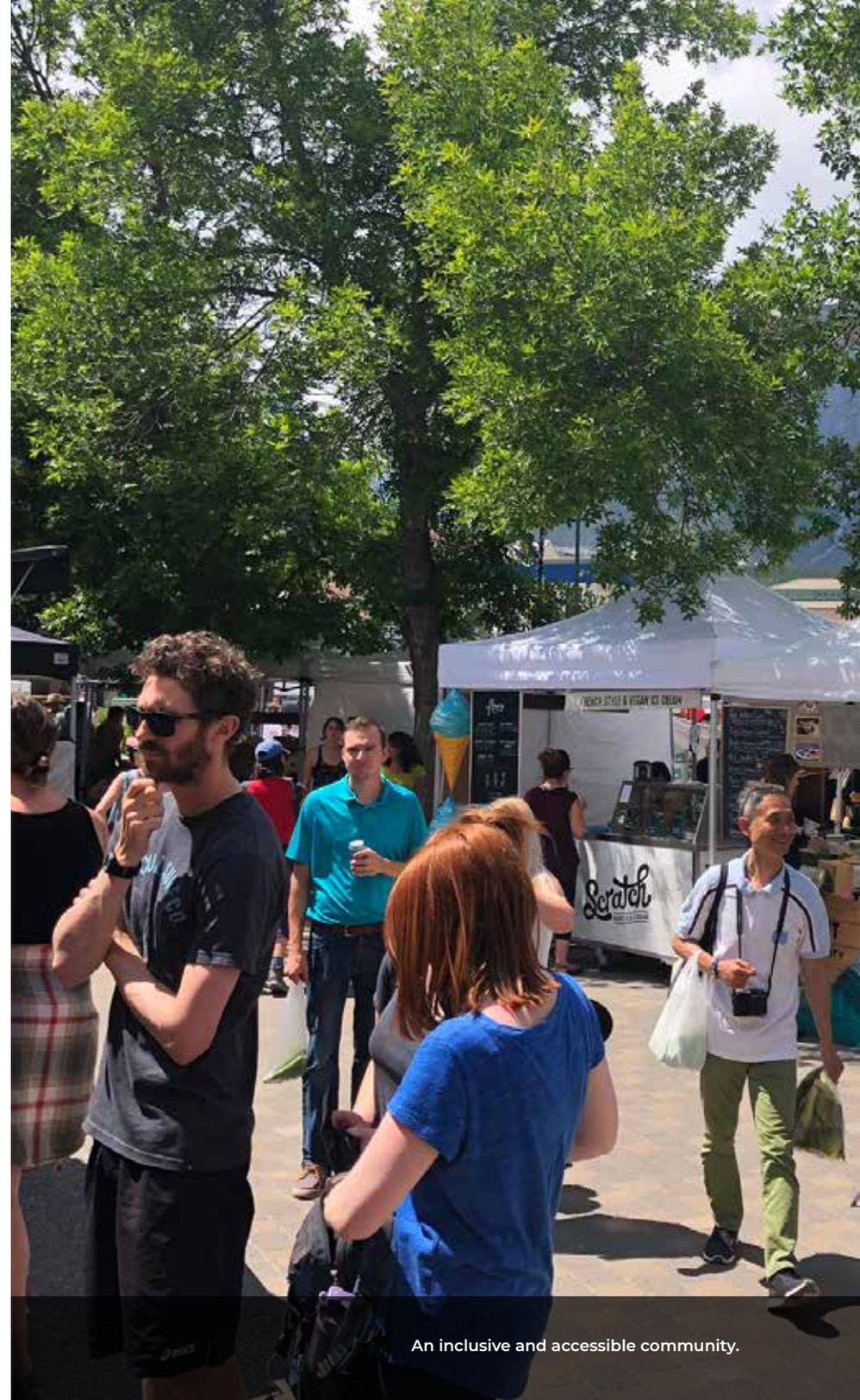


3.2.1 Inclusive

Smith Creek will be an inclusive and interconnected community. Anchored by its mountain surroundings, Smith Creek prioritizes residential development that will accommodate a variety of housing types and sustainable modes of travel. Smith Creek will offer diverse residential housing opportunities for a variety household types and tenures that is connected to surrounding areas via a network of complete streets and trails that provide the opportunity to travel by a variety of modes throughout the community.

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 requirement of both the built and natural environments. Development in Smith Creek will consider steep creek hazards and FireSmart measures to ensure development is safe and responsive to impacts of climate change. Communities will be respectful of wildlife and the surrounding environment by implementing the proactive measures outlined in the Environmental Impact Statement (EIS) and the recommendations of the Technical Working Group for Improving Human-Wildlife Coexistence in the Bow Valley.

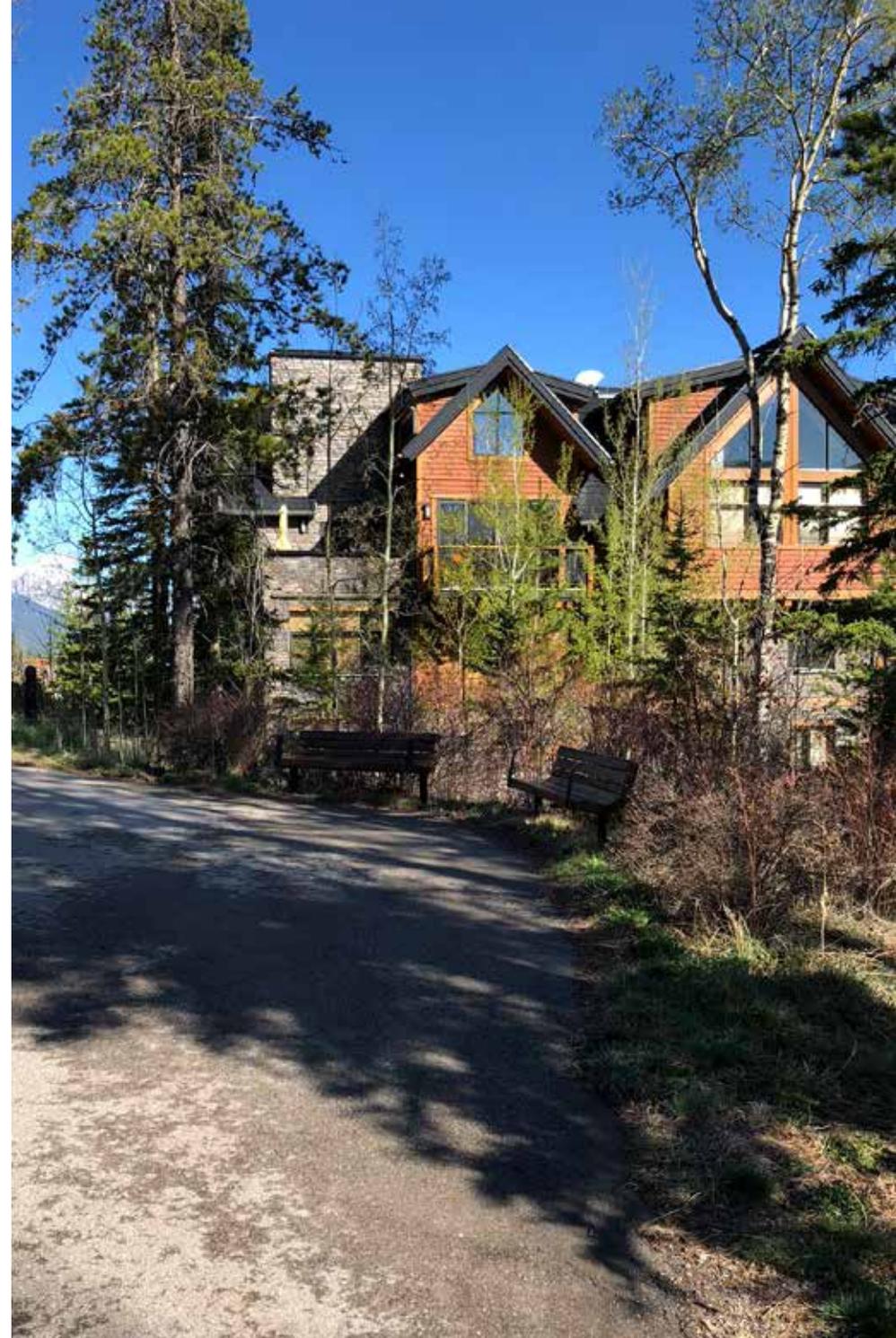
Wildfire, steep creek hazards and mining activities will also continue to be addressed by:

- ◆ Considering how community design respects the environment and establishing systems in response to the impacts of climate change;
- ◆ Implementing the recommendations and mitigations from the Environmental Impact Statement;
- ◆ Continuing to implement FireSmart approaches;
- ◆ Mitigating steep creek hazards to protect proposed and existing developments from the impacts of climate change; and
- ◆ Remediating any previous mining activities.

3.2.3 Sense of Place

Smith Creek uses the mountain backdrop and intentional community design to inspire residents to live, work and play within their neighbourhood. Centred around a central open space area, the design encourages the community to connect with one another and come together to experience the outdoors and the mountain lifestyle. Outdoor recreational opportunities are easily accessible through a network of trails throughout naturalized open spaces. A commercial area provides a place for residents to get their daily needs and potentially work close to where they have chosen to live. Smith Creek will provide:

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



Naturalised park spaces to linger and enjoy.



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

3.2.4 Design

Smith Creek will employ appropriate practices in neighbourhood design for the setting and location. The Smith Creek ASP encourages variety in design with a sensitivity to implementing slope adaptive guidelines and practices, incentivizing green buildings, while keeping consistent with Canmore’s authentic mountain character. Buildings will respond to the topography while balancing the technical requirements of building critical municipal infrastructure like roads and infrastructure are met.

De·sign

“a plan or specification for the construction of an object or system or for the implementation of an activity or process, or the result of that plan or specification in the form of a prototype, product or process.”

3.2.5 Economy

Smith Creek will be economically viable, vibrant, and will contribute positively to the town. Its commercial centre 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.





4

DEVELOPMENT CONSIDERATIONS

4.1 Managing Development on Sloped Lands

4.2 Managing Steek Creek Hazards

4.3 Managing Wildlife Risk

4.4 Mining Operations

4.5 Visual Landscape Design and Assessment

4 DEVELOPMENT CONSIDERATIONS

4.1 Managing Development on Sloped Lands

Many of the remaining undeveloped privately-owned lands within Canmore are on sloped land and mountainsides. Building in a mountainous environment presents unique challenges when designing development that is safe, economical and maintains the qualities of mountainous terrain that contribute to Canmore's natural beauty.

Mountainous environments topographically constrain the design of developments that contain some natural features that should be protected. A significant amount of analysis was done balancing the goals of sustainable development, transportation and infrastructure efficiency with the need to reduce terrain modification and retention of natural features within Smith Creek. This section outlines policies that address development within mountainous terrain and aims to create projects that reduce the impact on the natural environment.

Intent

- To ensure development proceeds in a safe manner meeting the technical requirements set out by the Alberta Building Code, Canmore's Engineering Design Community Guidelines (EDGC) requirements and encourage more alternative transportation choices with due concern for issues related to slope stability.
- To create opportunities for a variety of building forms that balance the goals of slope-adaptive design while 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. Naturally occurring slopes of 35% (19 degrees) or greater will be avoided for the placement of buildings and structures.
3. For development on slopes exceeding 15% (8 degrees), a geotechnical report may be required at the Development Permit 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. Development on sloped parcels should contribute to the mountain town character and consider opportunities to provide scenic views from the site.
6. Where applicable, buildings should be sited to identify and integrate unique or major natural landforms.
7. Major or unique natural features that are intended to be preserved must be identified at Development Permit submission.
8. Buildings are encouraged to be located to run parallel to site contours.
9. Development on slopes should support efficient construction and maintenance standards.

4.1.1 Retaining Walls

1. Where applicable, retaining walls higher than 4 metres or longer than 20 metres should be terraced or aesthetically broken up to avoid the appearance of one larger retaining wall.
2. A minimum step back distance of 1.2 metres between terraced retaining walls should be accommodated to facilitate landscaping, subject to geotechnical design considerations.
3. Alternative road standards and layouts that complement the existing topography may be explored where retaining walls are higher than 4 metres or longer than 20 metres are being considered.
4. Staged grading, and the development of smaller pads or terraces, is preferred to mass grading of an entire sloped parcel of land (Figure 1).



Figure 1

- Provide landscaping adjacent to retaining walls, 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).

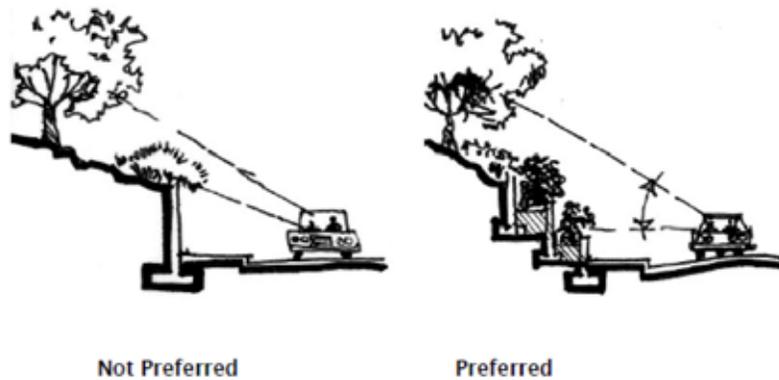


Figure 2

4.2 Managing Steep Creek Hazards

Varying levels of steep creek hazards exist within the Plan Area. The Town of Canmore and the Municipal District (MD) of Bighorn have assessed the hazard for Pigeon Creek and are working to identify and design the preferred mitigation option requiring land for a debris retention basin. While the Town of Canmore's preferred direction is passive mitigations such as avoidance of hazard areas, mitigation is allowed in accordance with the policy outlined in the Town of Canmore Municipal Development Plan to allow development in steep creek hazard zones.

Intent

- 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

- To address the risk of steep creek hazards of Pigeon Creek, cooperation between all stakeholders, including the Town, the M.D of Bighorn, the Developer, and the Province is required to pursue appropriate hazard mitigations for the protection of existing and new development. The area proposed for a debris retention basin for Pigeon creek is shown on Map 6.
- A Steep Creek Hazard Mitigation Report will be required to address steep creek hazards resulting from creeks at the time of Conceptual Scheme for those areas.

4.3 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 hazard and risk in and adjacent to Canmore and provides mitigation options for development on FireSmart principles.

Intent

- To promote wildfire risk management through the application of appropriate techniques and education for all new development within the Plan Area.
- To ensure recognition and active application of fire protection techniques for wildfire management in Smith Creek.

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.

¹Partners in Protection (2003). FireSmart: Protecting Your Community from Wildlife (2nd. Ed). Retrieved from <https://www.firesmartcanada.ca/resources-library/protecting-your-community-from-wildfire>.

4.4 Mining Operations

Portions of Smith Creek have 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 and AR114/1997. 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” to be used as of April 1, 2020.

Intent

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

Policy

1. Proposed Subdivision or development on undermined areas shall be undertaken in accordance with the Canmore Undermining Review Regulation, Alberta Regulation 34/2020 of the Municipal Government Act, as amended from time to time.
2. Proposed Subdivision or 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.

4.5 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 considers viewsheds and balances development considerations and initiatives to increase affordability in Canmore. The objective is to recognize the constraints of the landscape and the acknowledge the visibility of development within the Plan Area.

Intent

- To recognise that development will be visible from the Trans-Canada Highway 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 portions of the building that are visible will complement Canmore's mountain town character.

Policy

1. At Land Use Amendment, parcels that are visible from the Trans-Canada Highway will be identified.
2. At Land Use Amendment, parcels that are intended to create a visual identity for the resort from the Highway will be identified.

3. At Development Permit, Visual Assessments will be required on parcels that are four stories or higher.
 - a. Where development is not visible due to previous development approvals or tree cover, a Visual Assessment will not be required.
4. Visual Assessments shall identify:
 - a. How the architecture of the building complements or relates to the backdrop of the mountain landscape from a maximum of two high visibility points along the Trans-Canada Highway; and
 - b. Landscaping, building siting or materials that are proposed to complement the surrounding landscape.
5. 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. Larger development phases should be considered to allow 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.
6. Visibility of the Flex Commercial-Industrial District from the Trans-Canada Highway shall be permitted as the area is currently visible from the Highway and serves as a gateway to TSMV.
7. Landscaping will be used to minimize visual impacts from the Trans-Canada Highway.
8. 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 Flex Commercial-Industrial District

5.5 Bonusing Toolkit



5 NEIGHBOURHOOD FRAMEWORK

5.1 Key Design Principles Residential Focussed Development

Smith Creek will be a residential neighbourhood with a variety of building forms that will help improve the diversity of housing opportunities serving a range of household sizes and income levels. Locating these residential areas within easy access of transit, bike 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 alternative transportation forms will enable choices that lead to lower per capita GHG emissions for Smith Creek residents.

Complementing 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 character, 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. This will provide opportunities for economic diversification and support small businesses. It will help recognize the local character while recognising Smith Creek as a desirable place to live, establish roots, and experience and enjoy the mountains.

Prioritizes Active 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 by promoting walking, cycling and transit.



Respect for Wildlife and the Environment

The Smith Creek ASP contains policy specifically intended to mitigate the impact that development in the Plan Area would have on wildlife within Provincial wildlife corridors. A breadth of recommendations are made within the Smith Creek EIS to mitigate and monitor the development over time. An adaptive management plan will be put in place to monitor and report on the success of these mitigations and improve or adapt the mitigations.

Sustainable and Diverse Business Growth

The intent of commercial development within the Smith Creek Plan Area is to support diversified and sustainable economic growth 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 Flat 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 7) illustrates the proposed land use areas within the Smith Creek Plan Area.

Intent

- To develop the Smith Creek area in a unified and consistent manner which respects the local rocky mountain design aesthetic.
- To balance the Smith Creek development with respect to the natural environment.

General Policy

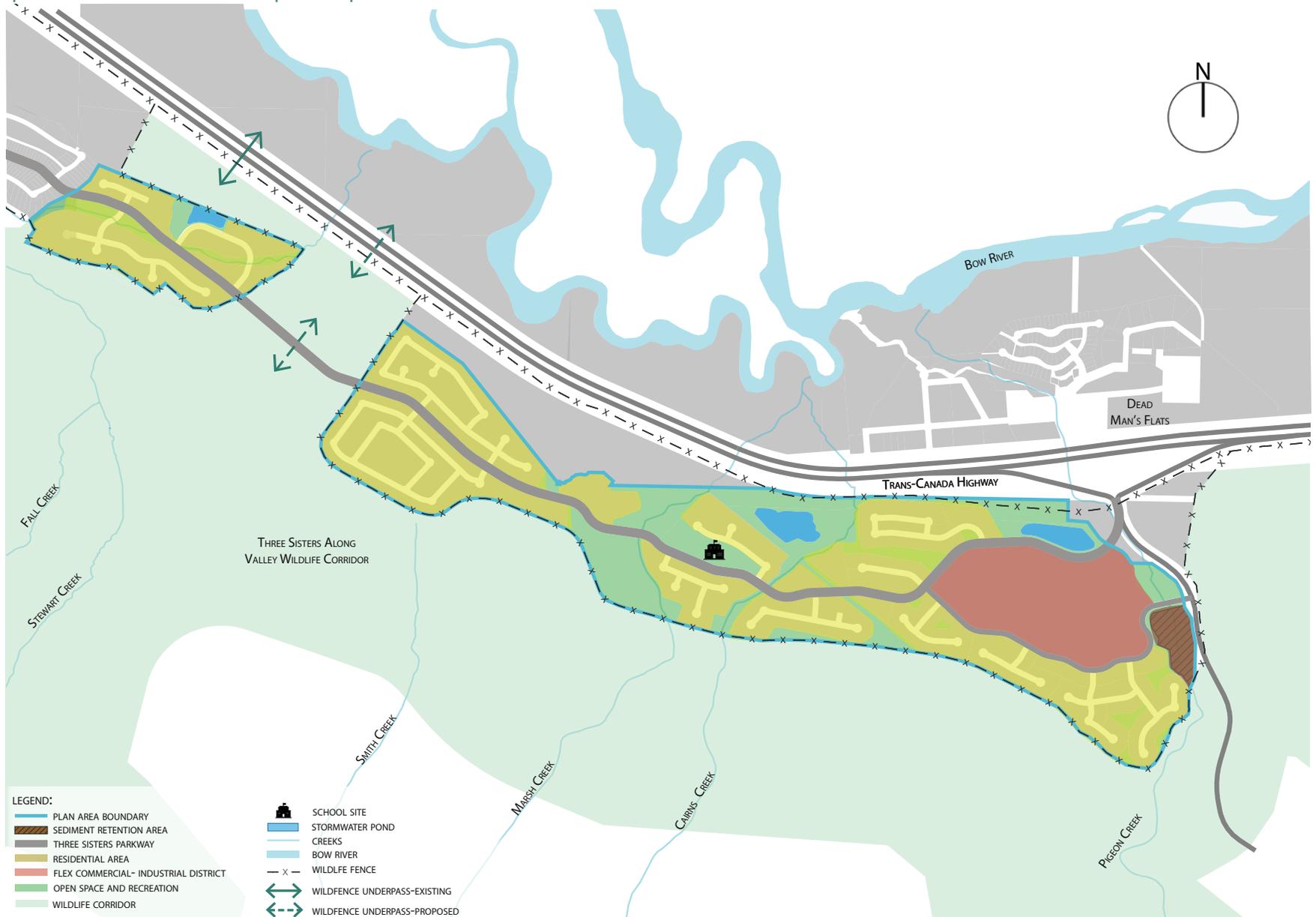
1. The Land Use Concept (Map 7) shall be considered conceptual when future planning applications are reviewed within Smith Creek. Boundaries of the land use concept and open space designations shown on the map are meant to be illustrative only and the boundaries may vary to accommodate planning, design or engineering considerations at more detailed stages within the planning process.

2. 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.
3. Building and site development concepts will be pursued that focus on minimizing disruption to the site and reduce resource usage.
4. Building design and construction materials shall be consistent with a mountain design aesthetic applied through architectural guidelines to be established and administered by the Developer.
5. Entry feature design and construction materials should be consistent with or complementary to existing architectural themes established within Three Sisters Mountain Village.

Table 1 Smith Creek Unit and Density Projections

Smith Creek Area Structure Plan			
Plan Area Unit Area	154 (ha) 830-1730		
	Min. (ha)	Max. (ha)	% of GDA
Residential	65 ha	70 ha	40-45%
	Min. Unit	Max. Unit	Min Max
<i>Low Density</i>	600	1250	60% 75%
<i>Medium Density</i>	200	500	25% 40%
Flex Commercial - Industrial	15 ha	25 ha	10-15%
Open Space	30 ha	35 ha	20-25%
Other (Roads, Infrastructure, etc.)	30 ha	35 ha	20-25%
Density - UPH	10	25	

Map 7 Land Use Concept Map



5.3 Residential Areas **I R S D E**

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 clustering of uses around transit stops, community nodes and commercial services enabling a compact, clustered sustainable community design that responds to its mountainous context.

Intent

- To develop the Smith Creek area in a unified and consistent manner which respects the local rocky mountain design aesthetic.
- To balance the Smith Creek development with respect to the natural environment.

Policy

1. Residential areas will generally be accommodated as shown on Map 7.
2. A minimum of 830 units and a maximum of 1730 units shall be accommodated within Smith Creek (Table 1).
3. 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-detached and semi-detached homes, townhomes, stacked townhomes, and apartments.

4. Low Density and Medium Density Residential Areas shall be developed within the areas designated Residential within the Plan Area at Land Use Redesignation.
5. Low Density and Medium Density Areas shall be determined at the time of at Land Use Redesignation based on the following principles:
 - a. Low Density Residential Areas shall include built forms such as single-detached, semi-detached dwellings and townhouses; and

- b. Medium Density Residential Areas shall include built forms such as townhomes, stacked townhomes, apartment buildings and seniors housing.
6. 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 adjacent to transit, commercial and mixed-use areas, and on sites that result in a lower degree of landscape alteration.
7. The provision of secondary suites should be encouraged within the Residential District in all building forms.
8. For townhomes, stacked townhomes and apartments “lock-off suites” will be encouraged within multi-residential developments and will:
- a. Maintain a minimum size of 23 metres squared and comprise no more than 35% of the total unit size;

- b. Provide separate entrance, bathroom, and cooking facility;
- c. May include shared laundry facilities; and
- d. No additional parking will be required for units with secondary suites to accommodate the suite.

5.4 Flex Commercial-Industrial District



The Flex Commercial-Industrial District will be an important focal point for the residents of Smith Creek and Dead Man’s Flats. It is intended to provide flexible spaces for Canmore businesses to locate and thrive. It will serve as a place for the community to access services and connect with one another.



Intent

- To create a flexible district to accommodate commercial, light industrial and institutional uses to support the diversification of Canmore's economy and increase the land base for business opportunities.
- To act as a Gateway into Smith Creek and the Town of Canmore.
- To allow for businesses already located within Canmore the opportunity to expand and grow within the town.
- To provide residents an area to address their daily needs and services in proximity to their place of residence.
- To create a diversified business district to provide employment opportunities for residents.

Policy

1. The Flex Commercial-Industrial District will generally be accommodated as shown on Map 7.
2. The Flex Commercial-Industrial District shall provide a mix of small to junior anchor format commercial uses in a comprehensively planned and designed commercial node subject to the following:
 - a. Small to medium format commercial uses accommodated in the area will be in the general range of 150m² to 1,000m² gross floor area; and

- b. Junior anchor retail stores or retail food stores will be accommodated in the general range of 1,000m² to 4,000m² gross floor area.
3. Commercial uses may include retail, personal service, grocery or supermarket, food and beverage, arts and entertainment and institutional uses.
4. Retail uses and personal services should contribute to a diverse mix of businesses focused on the provision of commercial goods and services geared towards residents.
5. Commercial frontages should be human-scaled and oriented towards the street.
6. The use of patios and outdoor eating areas for food and beverage uses to support local retail and services will be encouraged to create attractive spaces people want to spend time in, and to enliven public space beyond standard workday hours.



7. Public spaces should be designed with consideration for winter community design and maximize sun exposure.
8. Light Industrial uses are encouraged to locate within the Flex Commercial-Industrial District. Business and Light Industrial uses may include light manufacturing, warehousing and storage, research and development, laboratories, office, post-secondary education and indoor recreational facilities.
9. The primary intent of the Flex Commercial-Industrial District is for commercial uses, light industrial and businesses, however, live-work units, employee housing, residential or other compatible uses may be located above the ground floor.
10. Development in this district should be designed to display an attractive architectural standard and design that is distinctive, especially within areas visible from the Trans-Canada Highway.
11. The Flex Commercial-Industrial District should be designed to consider safe and comfortable vehicle and pedestrian access and circulation.
12. Linkages between the Flex Commercial-Industrial District and residential neighbourhood areas within Smith Creek should be provided considering a variety of transportation modes such as walking, cycling, and transit.
13. In order to create a friendly pedestrian-oriented environment within the Flex Commercial-Industrial District development one of more of the following may be proposed:

- a. Reduced parking requirements in areas served by transit;
- b. Utilize street parking wherever possible; and
- c. Consider shared parking for uses that have off-peak parking needs.

5.5 Bonusing Toolkit

Bonusing will be an important tool to incentivize development that achieves broader community benefit in alignment with Town of Canmore strategic priorities. The intent is to provide additional floor area setback and height in exchange for development integrating community benefits and amenities above and beyond legislative requirements outlined by the MGA, Alberta Building Code (ABC) or other sections of this Plan.

Intent

- To provide clear incentives to build affordable housing, preserve natural features and tree stands, incorporate green building design (above Alberta Building Code) and energy generation, and provide useful cultural and community amenities.
- To ultimately build a more sustainable, equitable and healthy community by incentivising development to incorporate elements that provide an environmental or social benefit to Canmore.

Policy

1. Items for which development incentives are granted are outlined in Table 2.
2. Base floor area ratios (FAR) for associated development parcels in the Plan Area are as follows:
 - a. Townhome sites will be 1.0 FAR;
 - b. Apartment sites will be 2.5 FAR; and
 - c. Flex Commercial-Industrial District will be 2.5 FAR.
3. Land use districts approved within the Plan Area should consider mechanisms to allow for the implementation of development bonuses without requiring relaxations and variances to accommodate the additional bonus floor area.
4. Developments participating in the bonus program for green building will be required to provide a Net Zero Feasibility Report at submission of the Development Permit to take advantage of density bonuses related to building performance.
5. Community Facilities provided as a part of this Bonus Toolkit must be accessible and be able to be used by the public (for a fee or otherwise). Demonstration of how this facility will be accessed by the public must be provided.
6. A mixture of different bonuses can be used to increase the density of the base district but will not exceed an additional 1.0 FAR per developable lot.
7. Perpetually Affordable Housing (PAH) units can be provided in a different building form than the proposed market units. i.e. single-detached dwellings could be proposed for market units and the PAH units provided could be proposed as townhomes, stacked-townhomes or apartments.
8. Where a PAH unit is being proposed in-situ on a multi-residential site, the total gross floor area committed to PAH should be bonused at a 1:1 ratio for a market unit within the same project. Associated bonus units will be excluded from the overall unit count, except for off-site levy considerations.
9. Height, density and setback variances should all be employed to ensure density transferred can be accommodated when a development protects major natural features.

6

OPEN SPACE AND RECREATION

6.1 Parks and Open Space

6.2 Allocation and Credit for Municipal Reserve Lands



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. The open space has both a recreational and ecological function contributing to 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 in both summer and winter. Recreational amenities include hiking and mountain biking trails for a variety of skill levels, overlooks, trailheads, parks and outdoor gathering places. 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. Trails are a highly desirable recreational feature for Canmore's residents. The comprehensive multi-functional trail network interconnects the developed areas throughout Smith Creek and provide connections to the regional trail systems.

6.1 Parks and Open Space

Intent

- To provide open space and recreation amenities to create more connected and healthy neighbourhoods.
- To provide open spaces and recreational amenities within the Plan Area to provide opportunities for recreation outside of the wildlife corridors.
- To provide a varied and diverse network of active and passive open space areas distributed throughout the Plan Area.
- To balance the built and natural environment by providing open spaces that respect the natural setting and sloped topography.

Policy

1. The area allocated to parks and open space shall be generally distributed throughout the Plan Area in accordance with Map 8.
2. Open Space Areas will accommodate an interconnected system of trails within the Plan Area.

3. Open Space will be multi-functional and act as zones of recreation and leisure and should contain amenities such as a school, picnic areas, washrooms, trail heads and where feasible, sports fields.
4. The location, size and configuration of Open Space and Recreation Areas will be determined at Conceptual Scheme in accordance with the provisions of the Municipal Government Act, the Municipal Development Plan, the Open Spaces and Trails Plan, and the Recreation Master Plan.
5. Native vegetation and natural drainage courses within Open Space Areas are encouraged to be preserved, where feasible.
6. Municipal Reserve (MR) dedications will be primarily devoted to achieve a larger centralised open space area focused on preserving more lands around riparian and topographical features. This recognises that the topography in Smith Creek is going to yield MR parcels that work with the undulating topography and retain the mountainous character of the area.
 - a. The Open Space area within the centre of the Plan Area where a school site is identified will be the secondary focus of the parks and open space MR 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 MR dedication.
7. Recreational amenities such as park facilities will be clustered and should provide opportunities for children of varying ages to play and recreate.
8. Playground facilities should be located within proximity to multi-family developments.
9. A mix of amenities such as off-leash dog parks, playgrounds, and a feature recreational amenity will be provided via MR or via a title transferred to the Town with a covenant ensuring the recreational use of the land in perpetuity. Smaller outdoor gathering spaces or viewing/vista spaces should be provided in appropriate locations and will be designed to look more natural in its mountain environment.
10. Off-leash dog parks should be centrally located and clustered with other recreational amenities.
11. Off-leash dog parks shall be completely enclosed and should be designed to prevent conflict between off-leash dogs and other recreational users.

6.2 Allocation and Credit for Municipal Reserve Lands

Municipal Reserve Lands (MR) will be provided in different locations and configurations for a range of public facilities and spaces, with consideration paid to slopes, natural features and the appropriate locations for municipal facilities and amenities.

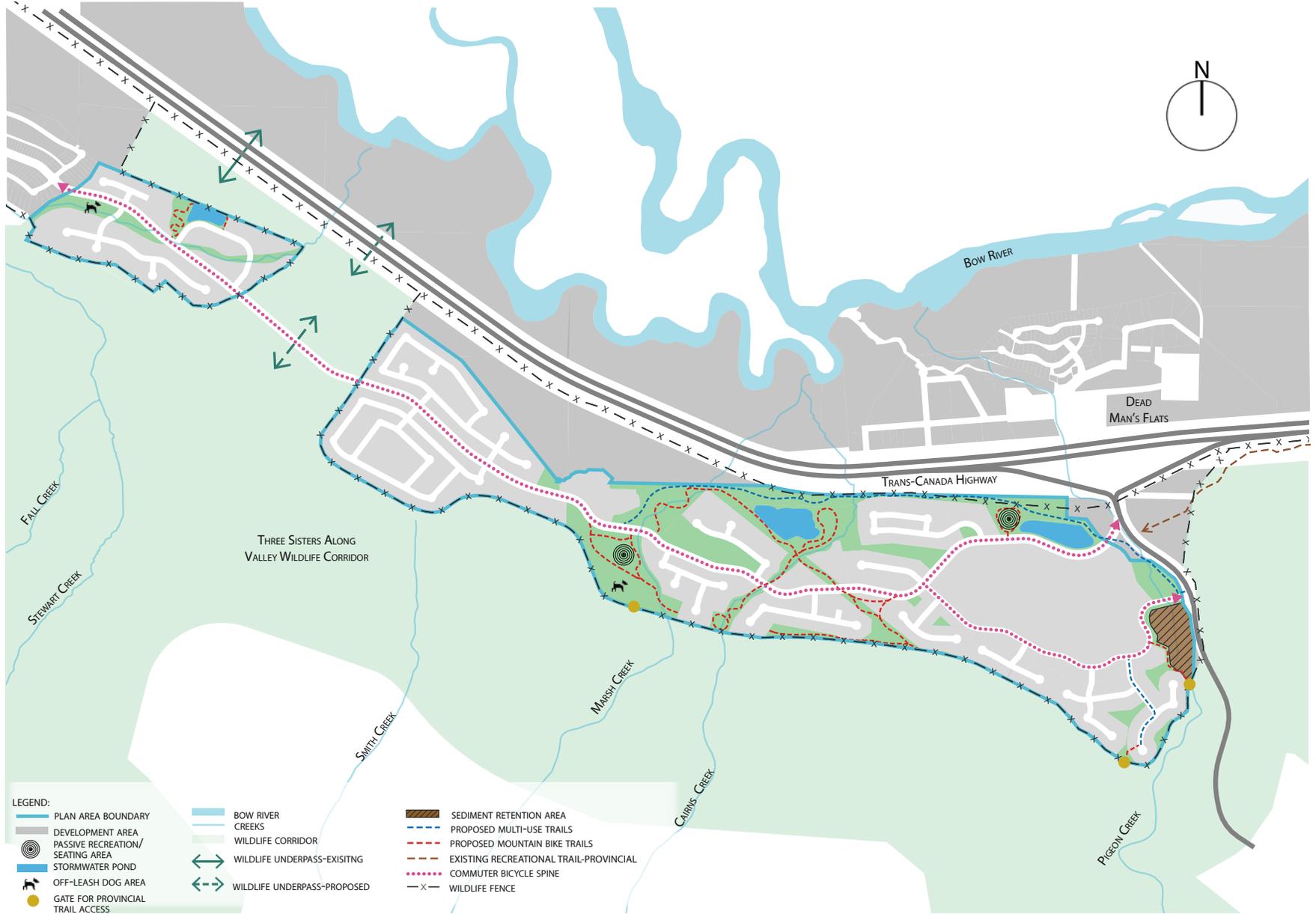
Intent

- To provide MR lands in different locations and configurations for a range of public facilities and spaces.

Policy

1. Up to a maximum 10% MR shall be designated per project phase, exclusive of any Deferred Reserve Caveats the developer chooses to utilize or defer to another portion of the Plan Area.
2. Town of Canmore policy PD-011 “Three Sisters MR” applies to lands within this Area Structure Plan. Where a conflict between the two documents exists, the Policy within this ASP shall apply.
3. Any MR used for the purposes of a school shall allow for integration of other community facilities and recreational amenities to support Smith Creek’s objective to create a complete community.
4. MR shall be credited for 100% of the area of land that allows for public access for the purpose of:
 - a. Parks and sporting fields;
 - b. Pedestrian focused walkways, trails and pathways;
 - c. Hardscaped plazas and amphitheatres;
 - d. Land for the purposes of municipal cultural, community or recreation facilities; and
 - e. Other such facilities mutually agreeable to the developer and the Town.
5. And 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 shall not be counted towards MR.
7. Where utilities are located beneath MR and the area above is programmatically still a park, trail or a pathway, that area shall be fully credited towards MR.
8. Lands used for maintenance facilities/storage or any other Town purpose related to operations shall be credited at 100% of the land area or purchased from the developer.

Map 8 Open Space Map



- LEGEND:**
- PLAN AREA BOUNDARY
 - DEVELOPMENT AREA
 - PASSIVE RECREATION/ SEATING AREA
 - STORMWATER POND
 - 🐕 OFF-LEASH DOG AREA
 - GATE FOR PROVINCIAL TRAIL ACCESS
 - BOW RIVER CREEKS
 - WILDLIFE CORRIDOR
 - ↔ WILDLIFE UNDERPASS-EXISTING
 - ↔ WILDLIFE UNDERPASS-PROPOSED
 - SEDIMENT RETENTION AREA
 - PROPOSED MULTI-USE TRAILS
 - PROPOSED MOUNTAIN BIKE TRAILS
 - EXISTING RECREATIONAL TRAIL-PROVINCIAL
 - COMMUTER BICYCLE SPINE
 - x- WILDLIFE FENCE

The background of the page is a photograph of two cyclists riding on a paved road. The cyclist in the foreground is wearing a white t-shirt and blue shorts, riding a yellow and black bicycle. The second cyclist is further ahead, wearing a white t-shirt and black shorts, riding a white bicycle. The road has white dashed lines and a white bicycle symbol painted on it. A large yellow geometric shape, consisting of several overlapping triangles, is overlaid on the right side of the image, partially covering the road and the cyclists.

7

TRANSPORTATION AND MOBILITY

7.1 General Policy

7.2 Three Sisters parkway

7.3 Secondary Roads

7.4 Pathways and Trails

7 TRANSPORTATION AND MOBILITY

Smith Creek will support a road network that is responsive to the mountainous terrain and emphasizes walking, biking and transit use within the Plan Area in accordance with Canmore's Integrated Transportation Plan. To achieve these targets a multi-modal transportation network must be paired with appropriate land uses and intelligent site design to make the choice to switch to an alternative modes of transport easy 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 development and slope adaptive development.

7.1 General Policy



Intent

- To encourage travel modes such as walking, cycling and transit by designing the road and pedestrian network to be safe, convenient and pleasant.
- To minimize potential conflicts between vehicular traffic and active modes with thoughtful site design.
- To provide high quality cycling connections to other areas of Canmore and surrounding communities.
- To ensure that the internal transportation system provides adequate emergency access and egress.

Policy

1. Detailed design of the transportation network shall be determined at the Subdivision application stage.
2. The transportation network will be designed and constructed in accordance with the Town of Canmore's Engineering Design and Construction Guidelines (EDCG).
3. Alternative road standards that assist in minimizing disturbance, i.e. decreasing the amount of paved surfaces and providing a more rural character 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 disturbance and impacts from erosion and sedimentation;
 - b. Utilizing pervious 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; and
 - f. Utilizing horizontal and vertical curve criteria that can be more responsive to changes in topography, as feasible.
4. The areas within the Smith Creek should be interconnected as well as connected to surrounding Canmore neighbourhoods via a network of roads, pathways, and trails so residents and visitors can easily access commercial and recreational amenities.
5. Provide a variety of access and mobility options, through a transportation network that encourages and supports active modes of transportation.
6. Implement strong wayfinding cues through signage and intuitive design.
7. Provide convenient, safe and connected pedestrian and cycling connections.
8. A commuter bicycle path alignment shall achieve an effective east-west linkage through the Plan Area and provide connections to the existing town-wide commuter bike path system.
9. Provide a commuter bicycle route near or along the centralized transit corridor to facilitate direct connections through the development and to provide connection to surrounding communities.
10. If commuter trails cannot be located within Open Space Areas and must be located along roadways, specific road cross-sections that may accommodate comfortable, safe pedestrian and cycling environments should be determined at the Conceptual Scheme stage.
11. Bicycle parking will be provided close to or within easy distance of key destinations.

12. Emergency access shall be provided, as development proceeds, linking the Plan Area to the lands to the West and to the Trans-Canada Highway and or the Three Sisters Parkway interchange, subject to Alberta Transportation approvals.
 13. Emergency access from individual development cells to the arterial transportation network (i.e. Parkway) shall be provided where a direct connection is not feasible.
2. The Parkway (i.e. east-west local arterial 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 Traffic Impact Assessment;
 - b. Shall incorporate a separate bicycle lane facility within the right-of-way;
 - c. Shall be integrated within the Plan Area to promote community connectivity, sense of place, and a variety of travel modes;
 - d. 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;
 - e. Should allow all-turns access where roadway capacity is not compromised and minimize all-turns access in other areas by encouraging the use of shared access where appropriate and right-turns access as an alternative;
 - f. 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
 - g. 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%.

7.2 Three Sisters Parkway

Three Sisters Parkway is the main arterial 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 pedestrian, cyclists and motorists and serve as the spine which transit will operate.

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, cycling, and pedestrian movement as well as automobiles.

Policy

1. The conceptual alignment of the Three Sisters Parkway is shown on Map 9.

3. Site access to the Three Sisters Parkway will be limited. Driveways should be consolidated to provide for safe access and egress.
4. Exceptions to this may be considered on a case-by-case basis in smaller areas if determined to be necessary at future development approval stages.
5. The Three Sisters Parkway shall be used to facilitate a transit route through Smith Creek.
6. Transit stops should generally be located within a 400 m walking distance of most residential areas within Smith Creek in order to encourage transit use.
7. Residential areas should have easy and direct pedestrian connections to transit stops through the use of multi-use pathways.
8. Transit service implementation and frequency will be determined by the Town of Canmore.

7.3 Secondary Roads

Secondary and local Roads will consider the natural environment and slopes when considering how to balance multi-modal objectives. Intelligent site design will be used to ensure safe and convenient access for pedestrians and cyclists on sloped sites, wherever possible.

Intent

- To equitably serve and balance the needs of pedestrians, cyclists, transit users and motorists by, reducing vehicle speeds and providing safe, comfortable environments for pedestrians and cyclists.
- To encourage flexible road layouts and road widths that complement the natural topography without compromising environmental, visual and public safety objectives.

Policy

1. Specific road alignment and cross-sections that accommodate comfortable and safe pedestrian and cycling environments, will be determined at the Conceptual Scheme stage.
2. The design of the internal road network should provide for the following:
 - a. Convenient connections and multiple route choices to origin/destination points within the Plan Area;
 - b. Interconnected pedestrian and cyclist systems within the Plan Area; and
 - c. Road connections that converge towards the Parkway area and Community/Transportation nodes.
3. The development of secondary 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.

4. 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.
5. Road design and alignment should preserve and/or enhance significant environmental features, e.g. split roads and one-way roads. Alternative road standards may be considered to accommodate special features on a site-specific basis.
6. Parking bays may be permitted in clustered development areas in order to accommodate topography and/or special environmental features.
7. Meandering or curvilinear sidewalks may be used to avoid long sustained grades.
8. One-way through-access driveways that exit onto a public road will be considered in order to accommodate site-specific conditions (Figure 3).

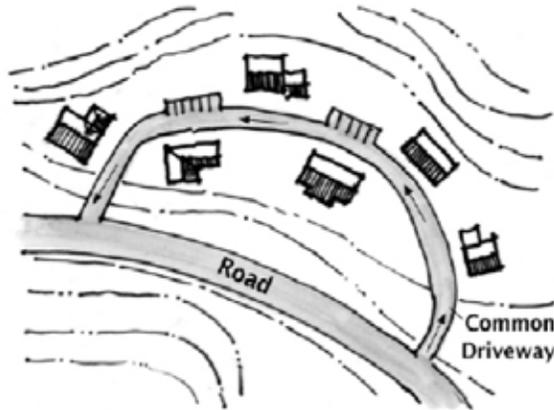


Figure 3

7.4 Pathways and Trails I R S D

Secondary and local Roads will consider the natural environment and slopes when considering how to balance multi-modal objectives. Intelligent site design will be used to ensure safe and convenient access for pedestrians and cyclists on sloped sites, wherever possible.

Intent

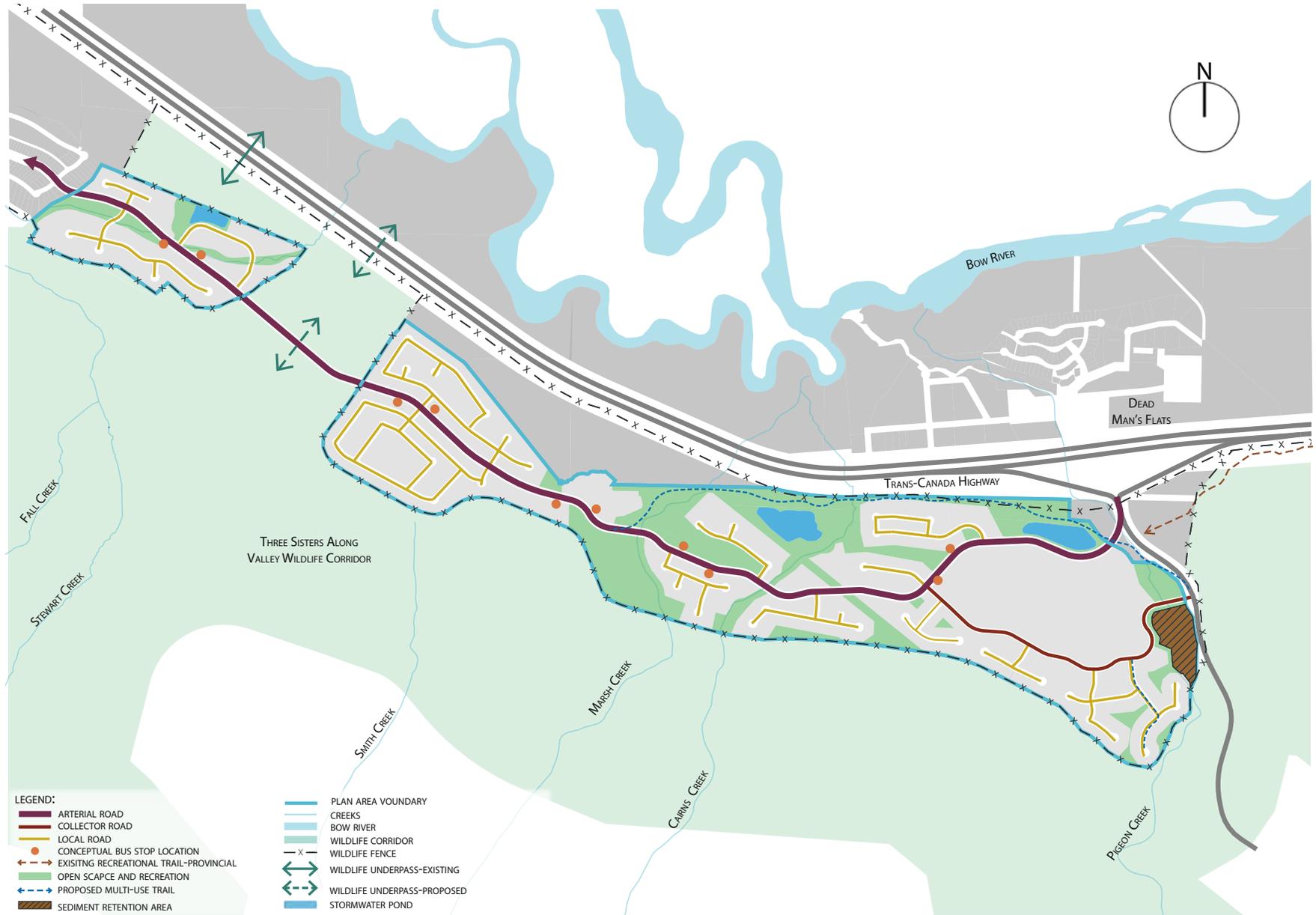
- To create a recreational trail system throughout Smith Creek that connects to the municipal, provincial and national trail network.
- To incorporate an east-west commuter transportation link through Smith Creek.
- To develop a well-designed trail network within the development area to provide opportunities for trail users outside of the wildlife corridor.

Policy

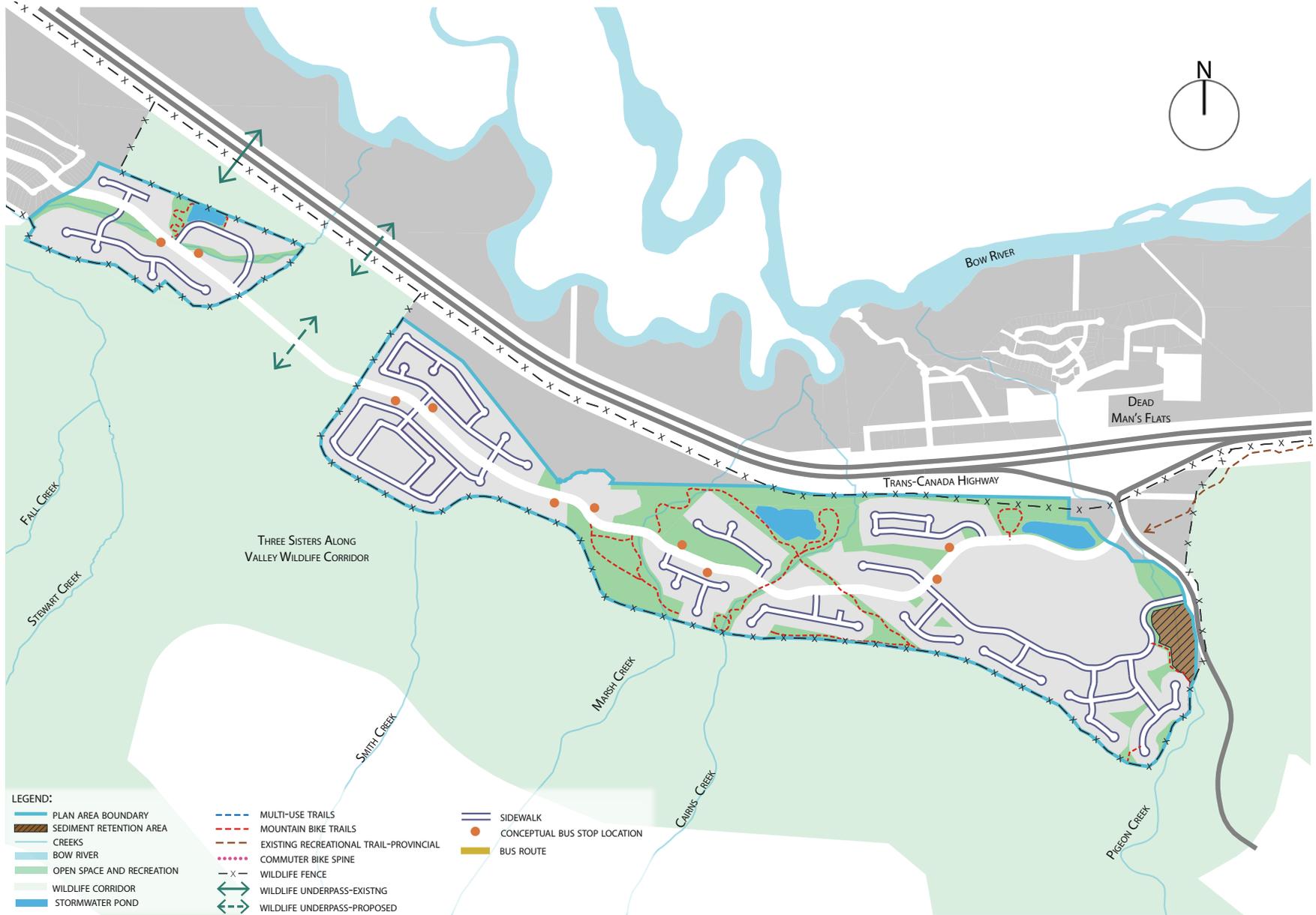
1. A comprehensive all-seasons pathway and trail network will be developed in Smith Creek to provide recreation opportunities for activities such as hiking, biking, walking, as well as provide commuter connections to regional trail systems.
2. Trail alignment and design should facilitate a hierarchy of trails that accommodate a variety of skill levels and diverse recreational needs.

3. The trail network shall offer recreational and interpretive experiences that take advantage of local terrain (i.e. steeper slopes), natural vistas and vantage points within open space areas adjacent to development.
4. Trails and pathways 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. Trail links will be provided from the Smith Creek trail system through wildlife corridors to existing and future regionally 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; and
 - 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.

Map 9 Street Network Map



Map 10 Multi-modal Transportation Map





8

HOUSING AFFORDABILITY

8.1 Perpetually Affordable Housing

8.2 Purpose Built Rental Housing

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

8.4 Employee Housing

8.5 Entry Level Housing

8.6 Accessory Suites

8 HOUSING AFFORDABILITY

Providing a range of affordable housing options, both market and below-market, across the continuum is essential to creating a healthy community. A major goal for Smith Creek is to encourage a diverse range of housing options to meet the needs of current and future residents of Canmore. This ASP encourages both market and non-market solutions to be leveraged to create housing for a broad range of both renters and buyers.

According to the 2019 Affordable Housing Needs Assessment, the current shortage is for smaller, affordable, purpose-built rental accommodation as well as affordable multi-family ownership housing. Current options such as townhouses and multi-residential units are technically affordable when amortized over a 25-year mortgage.

CMHC notes that “in Canada, housing is considered “affordable” if it costs less than 30% of a household’s before-tax income. A common misconception is that the term “affordable housing” refers only to rental housing that is subsidized by the government. However, it’s a very broad term that can include housing provided by the private, public and non-profit sectors. It also includes all forms of housing tenure: rental, ownership, as well as temporary and permanent housing. CMHC also uses the following housing spectrum to describe various types of affordable housing (Figure 4).

Generally, government and non-governmental organizations (NGOs) can address the forms of housing below “affordable rental housing”, and this is the case within Canmore. Affordable housing is a function of many things beyond just development of



The Housing Continuum (CMHC, 2020)

building forms including employment rates; average incomes; types of employment available; availability and cost of land which includes approvals costs; length of time of bringing land on-stream; financing costs; carrying costs; risk and level of service required for infrastructure design. Affordable housing remains a nationwide discussion, including in population centres much larger than Canmore such as Toronto, Vancouver and Calgary and in centres similar to Canmore like Banff and Jasper in Alberta or as far away as Niagara-on-the-Lake in Ontario. Universally, governments, builders, developers and housing providers all agree there is no single solution to the issue. It will take a team approach with some creative solutions and multiple sources of funding to tackle affordable housing above social housing forms on the spectrum of affordable housing.

Canmore, along with other similar centres experiencing challenges with provision of affordable housing often suffers from a lack of inventory in the market for both ownership and rental. With a limited inventory, combined with a limited land base, Canmore is acutely susceptible to seeing market responses to a limited inventory with both rental rates and ownership prices rising. As rental and ownership prices go up, people can find it very difficult to find affordable living in the community.

The Smith Creek ASP strives to provide for an availability of inventory, and diversification of building forms and tenures within its boundaries. Working with Canmore Community Housing Corporation (CCHC) to address the market housing sides of the housing continuum, Smith Creek ASP provides for a

variety of housing forms and focuses on the provision of middle housing forms like townhomes and apartments. This ASP also encourages affordable housing through flexible or reduced Land Use Bylaw requirements, ability to provide for transit access and encouraging walkability as methods to reduce the overall cost of living. Also included are policies on staff accommodation to provide opportunities and outline requirements for employee housing for those that work within Smith Creek and which will require the co-operation and collaboration of future businesses for successful implementation.



8.1 Perpetually Affordable Housing



Perpetually Affordable Housing (PAH) is a program offering affordable ownership and rental homes that include a range of housing types available to residents at or below market purchase prices and rental rates. PAH is currently restricted by occupancy, resale price and buyer or tenant eligibility criteria and is managed by the Canmore Community Housing Company (CCHC).

Intent

- To provide opportunities for Perpetually Affordable Housing units to be made available through units within Smith Creek.

Policy

1. A minimum of 10% of all multi-residential units within Smith Creek shall be provided as PAH (ownership or rental). Residential units for the purpose of this policy excludes Tourist Homes, Visitor Accommodation, and Employee Housing.
2. At Development Permit submission, the project should be compensated for its required PAH contribution through a bonus system outlined in Section 5.5 of this Plan.

3. Perpetually Affordable Housing units may be provided outside of the Smith Creek Plan Area to the mutual satisfaction of the Town and the Applicant.
4. Perpetually Affordable Housing units should meet current Town of Canmore Perpetually Affordable Housing Guidelines.
5. Perpetually Affordable Housing units will not be included in the overall unit count within any planning area, ASP or land use bylaw within Three Sisters.
6. At the sole discretion of the Town of Canmore, developers/builders can provide development lands or cash-in-lieu for PAH units.
7. PAH units must be acquired by CCHC within 12 months from building occupancy otherwise, the Developer is able to market the unit for sale at market prices.

8.2 Purpose Built Rental Housing

Canmore has experienced upward pressure on average rental rates and commonly low vacancy on rental housing stock. Encouraging market-driven purpose built rental is an important part of adding rental stock availability to the market for current and future Canmorites.

Intent

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

Policy

1. Concurrent processing of Land Use Redesignation and Development Permit applications to expediate the approvals process for purpose built rental developments could be undertaken.
2. Lock-off suites' in townhomes, or semi-detached buildings, could be considered if a separate entrance is provided, permitted they are committed to being long-term market rentals.

8.3 Employee Housing

Employee Housing is an important component of the housing mix to alleviate the housing pressures often felt in mountain towns and tourist-centric economies with limited access to developable land. Smith Creek intends to create different types of employee housing to adequately house workers generated by businesses in the Plan Area.

Intent

- To provide for the creation and maintenance of a range of Employee Housing forms 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. For Visitor Accommodation uses within the Plan Area, the provision of staff accommodation should be based on the following, with ability for the Town to consider developer-initiated alternatives. Visitor Accommodation Staff Accommodation housing requirements:
 - a. For visitor accommodation developments < 60 units: 1 bedroom / 10 units;
 - b. For visitor accommodation developments 60 –100 units: 1 bedroom / 8 units;
 - c. For visitor accommodation developments > 100 units: 1 bedroom / 6 units;

A maximum of 6 Employee Housing bedrooms with a shared access bathroom and kitchen facilities will be considered the equivalent of one residential unit.

2. Any future Employee Housing requirements adopted by Council must apply uniformly to all new commercial development throughout the Town and shall supersede other requirements contained within this Plan.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.

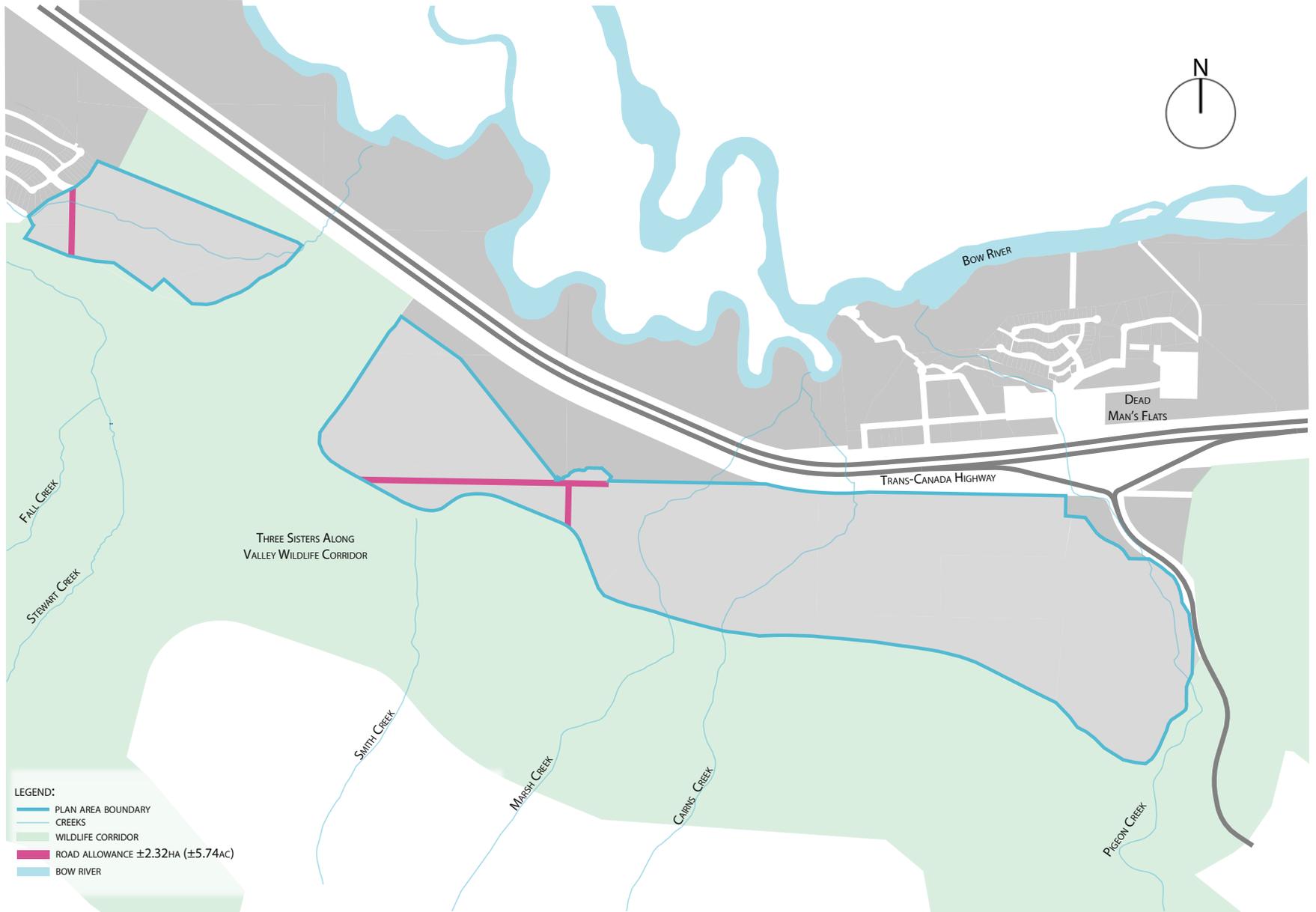
Policy

1. Where the Developer does not own road allowances (Map 11) 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 follow road closure procedures outlined in the Municipal Government Act and enable the Developer to develop and service the closed road allowance.



3. 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 PAH.
4. 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.
5. The Town of Canmore shall pay their portion of the servicing costs for the lands being provided to the Town.
6. Community Land requirements may be transferred from other Plan Areas and allocated to Smith Creek or other areas of Canmore.

Map 11 Community Lands Map



8.5 Entry Level Housing

Entry Level Housing includes home ownership and rental options provided at the lowest cost without any direct or indirect subsidies to an occupant. Providing market Entry Level Housing enables a wider demographic to live in Canmore. Entry-Level Housing also provides for alternatives for those residents whose income exceeds the maximum level established for Perpetually Affordable Housing.

Intent

- To provide a range of Entry-Level Housing options within Smith Creek.
- To provide directions to update the approach to Entry-Level Housing.

Policy

1. Strategies to meet the Entry-Level Housing requirements and achieve market affordable housing may include:
 - a. Provision of building forms that yield unit types in alignment with the criteria for Entry-Level housing like townhomes, stacked townhomes and apartments;
 - b. A variety of unit floor areas to meet the needs of different household sizes. For example, allowing for larger Entry-Level Housing units to accommodate 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 a standardization of unit construction and finishing of a modest quality, while maintaining a mountain architectural character through materiality; and
- f. Low maintenance, naturalized landscaping materials and plants that do not require irrigation.

8.6 Accessory Suites

Accessory Suites also help address affordability by providing rental housing opportunities as well as off-set the owner's housing costs.

“Suite Ready” refers to a secondary suite that is constructed to easily accommodate a suite that complies with Land Use Bylaw regulations and Provincial building and safety standards. By encouraging dwellings to be built suite ready, it reduces the cost and time of installing a legal suite at a later date.

Intent

- To enable Accessory Suites in all residential areas.
- To contribute to rental housing opportunities.

Policy

1. Accessory Suites shall be enabled in all single-detached, semi-detached and townhouse units in Smith Creek.
2. Where an Accessory Suite is allowed and not constructed at the initial Development Permit stage, dwellings are encouraged to be constructed as “suite ready” including:
 - a. A minimum ceiling height of 1.95 metres;
 - 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. Utility connections, such as plumbing and electrical for future installation of a kitchen and washrooms, are provided.

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. These sections align to their related engineering studies completed for the purpose for this ASP and these policies and the supporting reports will inform the technical basis for future planning and development applications.

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 should be to the satisfaction of the Town of Canmore based on utility servicing required for the Smith Creek area.
3. Utility rights-of-way, easements and public utility lots should be provided to accommodate municipal utilities where appropriate.
4. Utility rights-of-way and easements and public utility lots may be required to be pre-dedicated or registered across undeveloped land as determined necessary to facilitate

orderly and sequential development of land with the agreement of the developer.

5. Utility alignments will be determined only at the Subdivision application stage.

9.2 Water Distribution

Intent

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

Policy

1. The Plan Area shall be serviced with an approved potable water service. Map 12 shows the conceptual layout of the major components of the water distribution system, which generally follows the proposed road network.

2. The water distribution system should conform to the Town of Canmore Engineering Design Guidelines and Construction standards that are in effect at the time of construction, unless an alternative design is otherwise approved by the Town.
3. A more detailed analysis shall be undertaken during the Subdivision application stage to confirm the estimated water demand requirement, the size and capacity of the proposed water distribution system including the location of Pressure Reducing Valves (PRV's) and booster pumps, and any required upgrades to the Town's existing water supply/distribution system.

9.3 Sanitary Sewer

Intent

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

Policy

1. Major components of the sanitary sewer system are shown conceptually on Map 13.
2. Generally, development within the Plan Area should be connected to the municipal sanitary sewer system.

3. The sanitary sewer system shall conform to the Town of Canmore Engineering Design Guidelines and Construction Standards that are in effect at the time of construction, unless an alternative design is otherwise approved by the Town.
4. A more detailed analysis will be undertaken at 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.

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 to adequately and efficiently serve development in the Smith Creek Plan Area, while respecting and responding to sensitive environmental areas.

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 14. The system will be comprised of gravity mains, wet or dry ponds and emergency overland drainage courses should be planted and naturalized integrated into open spaces.
3. As part of the preparation of a Stormwater Management Plan, stormwater quality and quantity enhancement shall assess potential for infiltration and/or stormwater re-use, if such applications are permitted by the Province.
4. A more detailed analysis will be undertaken at the Conceptual Scheme and/or Subdivision application stage recognizing the general direction of the Canmore Stormwater Master Plan. This will include the final configuration of the stormwater infrastructure, as well as the locations and widths of the overland drainage easements. The design shall recognize the subalpine forest environment and freeze-thaw cycles during winters and demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the Plan Area.
5. The stormwater management system shall introduce mitigation measures where determined appropriate to address the potential impact of water quality of existing water courses. Oil/grit separators may be required where stormwater cannot be addressed by other means.
6. Stormwater ponds should be designed to accommodate for snow storage in the winter months..

9.5 Shallow Utilities

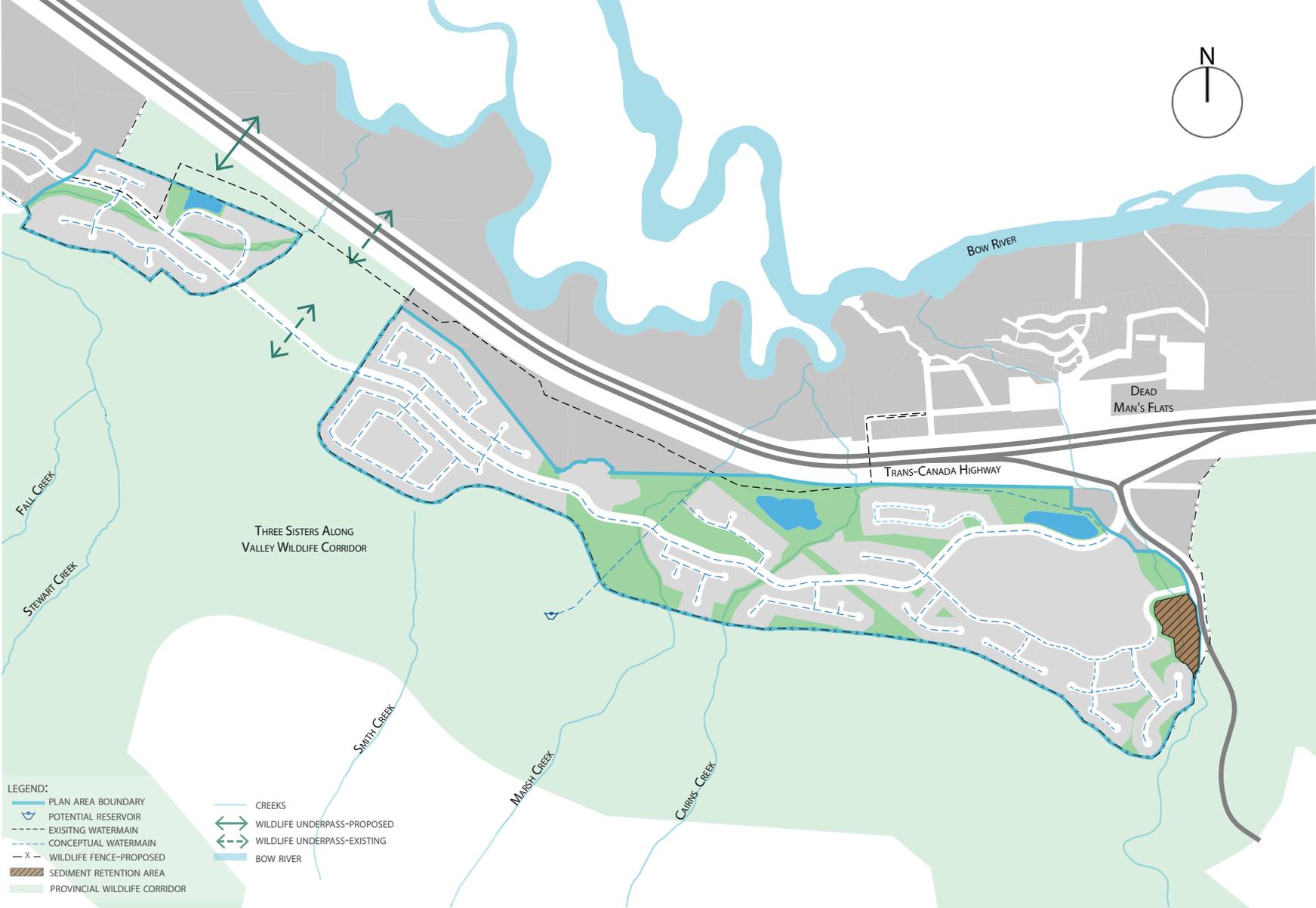
Intent

- To provide shallow utilities to adequately and efficiently serve development in the Smith Creek Plan Area.

Policy

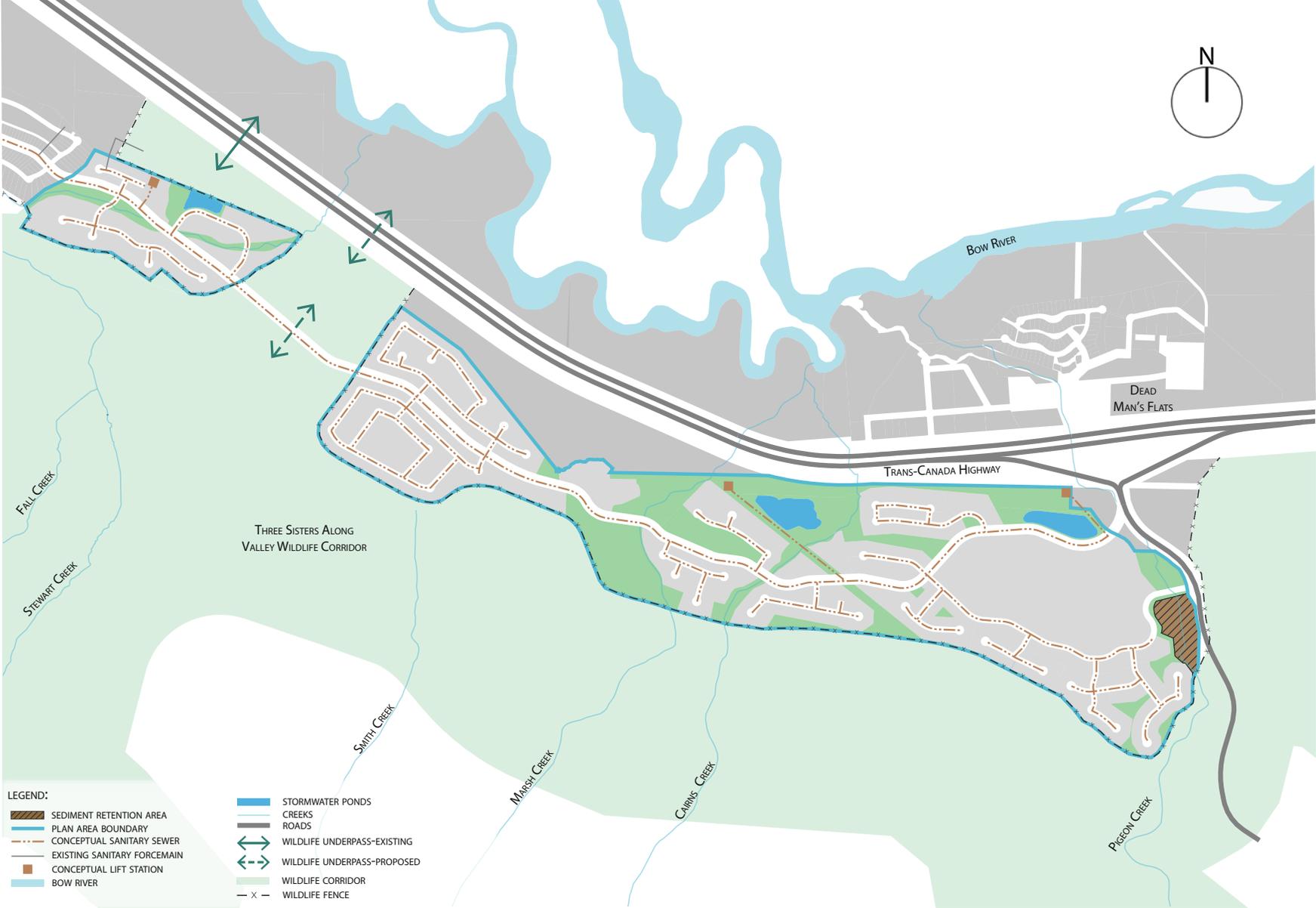
1. The location of all shallow utilities and the provision of rights-of-way and easements should be addressed to the mutual satisfaction of the Town of Canmore, the landowner, and the utility companies.
2. Utility rights-of-way and easements shall be provided to accommodate shallow utilities as deemed necessary to the mutual satisfaction of the Town of Canmore, the landowner, and the utility companies.

Map 12 Water Distribution Map



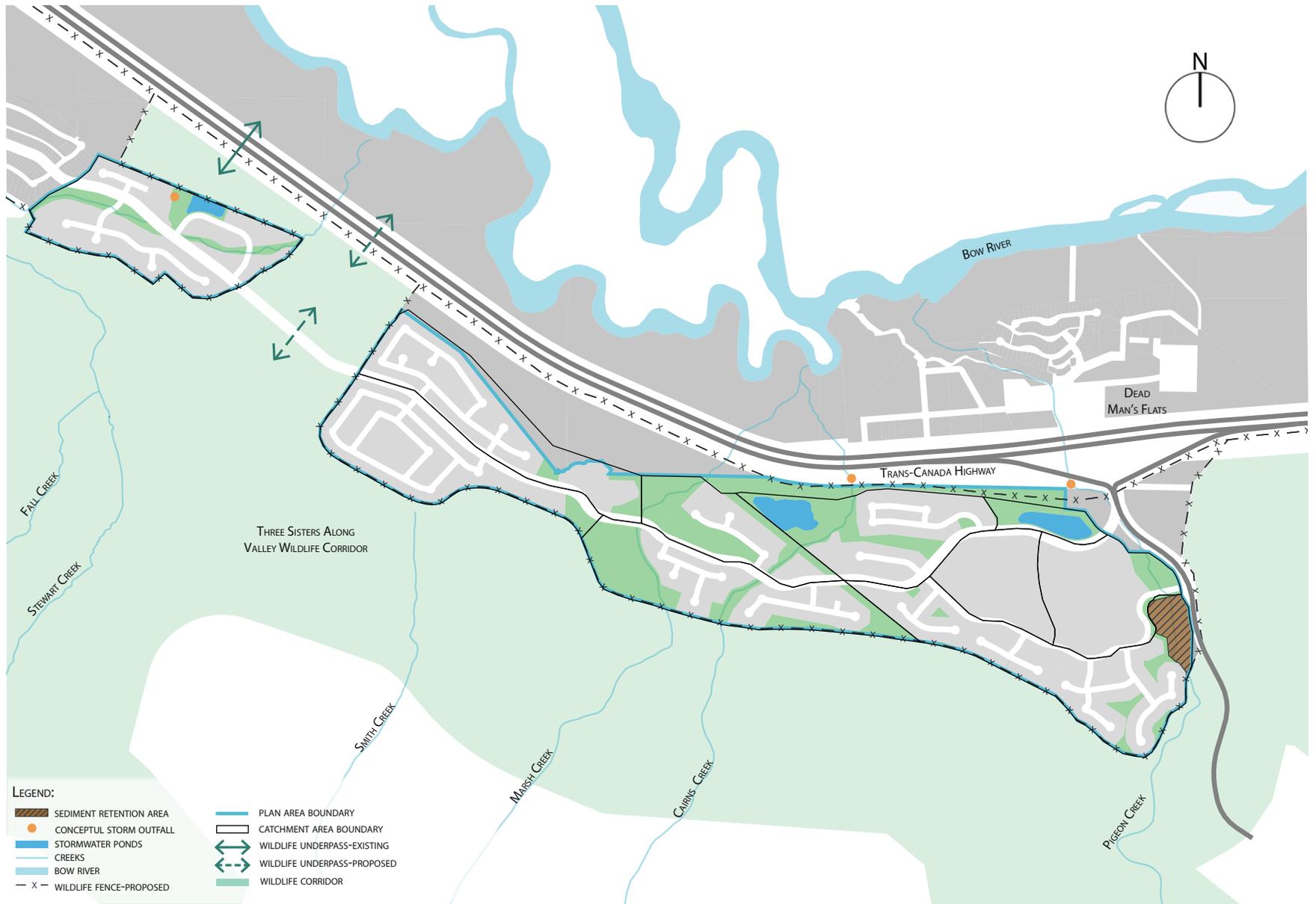
- LEGEND:**
- PLAN AREA BOUNDARY
 - ▭ POTENTIAL RESERVOIR
 - - - EXISTING WATERMAIN
 - . . . CONCEPTUAL WATERMAIN
 - x - WILDLIFE FENCE-PROPOSED
 - SEDIMENT RETENTION AREA
 - PROVINCIAL WILDLIFE CORRIDOR
 - CREEKS
 - ↔ WILDLIFE UNDERPASS-PROPOSED
 - ↔ WILDLIFE UNDERPASS-EXISTING
 - BOW RIVER

Map 13 Sanitary Sewers Map



- LEGEND:**
- SEDIMENT RETENTION AREA
 - PLAN AREA BOUNDARY
 - CONCEPTUAL SANITARY SEWER
 - EXISTING SANITARY FORCEMAIN
 - CONCEPTUAL LIFT STATION
 - BOW RIVER
 - STORMWATER PONDS
 - CREEKS
 - ROADS
 - WILDLIFE UNDERPASS-EXISTING
 - WILDLIFE UNDERPASS-PROPOSED
 - WILDLIFE CORRIDOR
 - WILDLIFE FENCE

Map 14 Stormwater Catchement Areas Map





10 ENVIRONMENT AND SUSTAINABILITY

10.1 Climate Change Adaptation and Mitigation

10.2 Wildlife Corridors and Human-Wildlife Interactions

10.3 Wildlife Fence

10.4 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 which are not specifically mentioned within this section but comprehensively examined, and help work towards targets outlined in the Town of Canmore's Climate Action Plan 2018..

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 on 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 and as a result of updates to the national and provincial building codes, buildings will be moving closer to Net Zero Energy Ready. 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 incentive 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 and unique setting. Building a resilient community is one of the building blocks that has guided the direction of this ASP and help mitigate and adapt to the impacts of climate change.

10.1.1 Sustainable Community Design



Sustainable community design can lead to healthier communities socially, economically and environmentally when approached thoughtfully with a climate resilience lens. Site redevelopment should strive to incorporate a range of sustainability practices such as, protecting natural areas and the biodiverse ecology that exists, and recognizing the vital role they play in adapting to the impacts of climate change.

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.

- ◆ Integrating mitigation, adaptation, and disaster risk reduction considerations into community design ie Steep Creek Hazard Mitigation and implementation of FireSmart standards.
- ◆ Evaluating onsite Steep Creek Hazards and mitigating hazards collaboratively with the Town of Canmore for new development and future residents.
- ◆ Creating a walkable and bikeable neighbourhood with diverse land uses and built forms, to reduce transportation-associated emissions and infrastructure and to reduce per capita GHG emissions.
- ◆ Focus on creating a multi-modal transportation system, including infrastructure for universally accessible active transportation, public transit, and electric vehicles.
- ◆ Enabling sensitive building site design through slope adaptive development policies, appropriate use of building forms by topography and bonusing for environmental, arts and culture, and affordable housing.
- ◆ New residential and commercial developments are incentivized to move towards Net-Zero Energy Ready buildings, and also encouraging new developments to be solar-ready and to incorporate green energy systems to meet local energy demand.
- ◆ Utilities are designed to facilitate energy conservation, efficiency, and enable the integration of alternative energy resources. This may include the future integration of renewable energy and geothermal technologies and systems.
- ◆ Mitigating the impact of new development on adjacent wildlife corridors and providing recreational opportunities onsite to provide the opportunity to recreate outside of the wildlife corridor.

- ◆ 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 enabling public art contributions, creating parks and meeting spaces.

10.1.2 Sustainable Site and Building Design

New building design and energy systems assist in offsetting GHG emissions associated with energy loss in new and existing buildings. Building designs should be resilient and responsive to climate change and its many impacts.

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 section 5.8.
2. Consider exemptions or relaxations from Canmore’s typical Mountain Architectural Guidelines in the Land Use Bylaw if they inhibit building performance as it relates to more efficient and sustainable building standards.
3. All residential buildings should be constructed to be “solar ready” at the Development Permit stage.

4. Multi-residential developments should incorporate shared parking stalls that have electric vehicle charging stations in both residential and commercial parking areas, further incentive provided in section 5.8.
5. Encourage innovative landscaping projects such as green roofs where appropriate.
6. Avoid multiple plantings of the same species or monocultures to prevent the potential spread of disease and to promote biodiversity.
7. Provide on-site recycling facilities.

10.2 Wildlife Corridors and Human-Wildlife Interactions

Designation of functional wildlife corridors within Three Sisters Mountain Village lands was a decision of 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 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 EIS. The corridors remain under Provincial jurisdiction and use within the corridor can only occur on Provincially designated trails.

Human activity in the corridor 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. Three Sisters Village will create recreational opportunities in the Indoor Recreation Area, Resort Recreation Amenity Area and onsite trails and parks to provide options that can reduce human activity in the adjacent wildlife corridors.

Intent

- To focus recreation activities within the development area to reduce impacts on the wildlife corridors.
- To mitigate the impact of development on existing Provincially approved wildlife movement corridors through the application of comprehensive wildlife mitigation strategies primarily aimed at limiting human use in and sensory disturbance on the wildlife corridors.
- To encourage collaboration between relevant stakeholders to implement a comprehensive wildlife mitigation strategy and 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 Provincial wildlife corridor decision shall be respected. No additional management approaches are 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. (Appendix I).
3. The Town of Canmore shall continue to work with adjacent jurisdictions and government agencies to cooperatively protect and maintain the functionality of wildlife corridors, including but not limited to monitoring, enforcement and education initiatives.

4. 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, or other relevant Provincial regulatory documents.
 - a. As with all Provincial regulations and requirements, it is the responsibility of the applicant to ensure they comply with Provincial requirements and seek the appropriate approvals.
5. Three Sisters Mountain Village 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.
6. Town Bylaws regarding attractant management and waste management shall apply to the Plan Area.
7. Developers and businesses operating within the Plan Area should incorporate WildSmart conservation strategies into their operating guidelines to educate employees and customers within to the Plan Area in accordance with Town of Canmore Bylaws.
8. Additional mitigation strategies within the Plan Area shall include:
 - a. A comprehensive, multi-functional trail network to provide users with an enjoyable and effective alternative to use of internal (pirate/illegal) trails in the corridor;
 - b. Designated off-leash dog park(s) and other amenities that provide a positive alternative to inappropriate behaviours within the corridor;
9. The items summarised in Table 49 within the EIS shall be implemented at the appropriate stage within the planning and development approval process and by the appropriate parties, as outlined within the table.
 - c. Attractant management, including landscaping, garbage, barbeques and birdfeeders will be enforced and implemented in accordance with the Town's Wildlife Attractant and Land Use Bylaws; and
 - d. Educational signs will be erected at gate entrances and trail heads informing users of responsible behaviours within wildlife corridors and presenting maps of designated trails through the corridors, to the satisfaction of the Province.

10.3 Wildlife Fence

1. A wildlife fence shall be erected along the perimeter of the Plan Area in phases in accordance with the Smith Creek Environmental Impact Statement (EIS).
2. 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.

3. A science-based monitoring program will be established in conjunction with development in the Plan Area as recommended in the Smith Creek ASP Environmental Impact Statement. Further details of the implementation of this Adaptive Management and Monitoring Program are outlined within the Implementation Section of this ASP.
4. The Town of Canmore shall work with relevant stakeholders, including the Developer and residents, to apply and enforce attractant management techniques as identified in the TSMV Environmental Impact Statement and/or Town Bylaws applicable throughout Canmore.



10.4 Preserve and Manage Water Resources

The Bow River basin and the creeks that feed it are important 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 loss of a natural wetland cannot feasibly be avoided, compensation will occur in accordance with the Water Act and the Alberta Wetland Policy.
3. To protect creeks in the Plan Area, setbacks will be in accordance with the mitigations outlined in the Steep Creek Hazard Assessment

A scenic landscape photograph of a river valley. In the foreground, a river flows through a lush green forest. A yellow raft with several people is visible on the river. In the background, there are large, rugged mountains with patches of snow. The image is partially obscured by a blue geometric overlay on the right side.

11 IMPLEMENTATION

11.1 Amendments to Municipal Development Plan

11.2 Environmental Impact Study Implementation

11.3 Conceptual Scheme and Land Use Amendments

11.4 Steep Creek Mitigation

11.5 Growth and Phasing

11 IMPLEMENTATION

11.1 Amendments to Municipal Development Plan

The Municipal Government Act requires that an ASP be consistent with the adopted policy within the Town of Canmore's MDP. As a result of the adoption of the Smith Creek Area Structure Plan, Canmore's MDP will require map amendments to reflect the approved land use concept. Maps 1 through 5 will be amended to the appropriate classification identified within the MDP.

11.2 Environmental Impact Study Implementation

The Environmental Impact Study has a number of 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 TSMV will begin work to detail the Adaptive Management and Monitoring Program and ongoing participation as a member of Roundtable on Human Wildlife Coexistence in the Bow Valley . For these programs (Adaptive Management and Monitoring) to be developed, the Conceptual Land Use Plan requires confirmation, through the adoption of this ASP.

Monitoring refers to the data on wildlife that will be collected as it relates to the development and the success of the mitigations proposed for the Smith Creek project within the EIS. The adaptive management section in the EIS outlines the approach to the mitigations or monitoring so they can be adjusted over time, if and when necessary. 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 the 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 to the developer, the Town, or the Province, depending on the situation. Potential adaptations include:

- ◆ Updating educational materials;
- ◆ 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 trail;
- ◆ Adapting the recreation opportunities offered on Town or TSMV owned land;
- ◆ Closing trails or adjusting when trails can be accessed within wildlife corridors (e.g., closure during winter or at nighttime, 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 refers to the data on wildlife that will be collected as it relates to the development and the success of the mitigations proposed for this development within the EIS. Monitoring needs to continue to evaluate success and the potential need for adjustments. 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/or 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.

Policy

1. The wildlife fence will generally be erected in phases as outlined within the Smith Creek Area Structure Plan EIS.
 - a. The wildlife fence construction shall be initiated at the time of construction of each phase of development within the Plan Area or as required by engineering or construction standards; and
 - b. A qualified professional will undertake the final design of the wildlife fence, including design at creek crossings, fence ends, outline high level 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.
2. Develop and implement an adaptive wildlife monitoring plan in accordance with the principles identified in the EIS. The plan should evaluate the efficacy of the fence for excluding large mammals from the ASP footprint and improve compliance with existing regulations in wildlife corridors.
 - a. Following ASP adoption and prior to Subdivision approval in Phase 1, details of the monitoring program will be developed in collaboration with the Government of Alberta (e.g., an Alberta Environment and Parks (AEP) biologist), the Town, and the Developer. It will identify specific metrics, targets, and thresholds for the wildlife monitoring program. The program should consider the recommendation as outlined in the EIS for Smith Creek.

11.4 Conceptual Scheme and Land Use Amendments

Intent

- Conceptual Schemes is a type of planning and development application that relates a Subdivision application to the development of adjacent 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 slightly as long as they are still in compliance with the rules of the land use district(s) approved for the area

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 (i.e. photos, illustrations and renderings) within this document. These images are meant to be illustrative only.
3. Conceptual Scheme and Land Use Redesignations will be done concurrently.
4. Conceptual Scheme boundaries will generally align to the phases identified in Map 14. Where appropriate, some phases may be combined for the purposes of comprehensive land use planning and efficiency in infrastructure design and construction.
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. This ASP serves as the guiding statutory document and incorporates relevant portions of the Settlement Agreement and Bylaw 1-98(DC). The policy and direction contained within this ASP shall be the primary consideration with respect to future planning approvals.

11.5 Steep Creek Mitigation

Intent

- To identify a path forward to mitigate existing and proposed development to the satisfaction of the Steep Creek Hazard policy.
- 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. In collaboration with the Town of Canmore, the Developer shall complete the mitigation program outlined within the Pigeon Creek Steep Creek Hazard Report in alignment with the development phasing timing, funding mechanisms and other criteria outlined and discussed with the Town of Canmore and the consultant.
2. The Developer shall complete the mitigation program outlined within the Smith Creek ASP Steep Creek Hazard Report for the creeks within the Plan Area.
3. Upon approval of the Steep Creek Mitigation Report, the Town shall amend the Land Use Bylaw to ensure alignment with the adopted Steep Creek Report for Pigeon Creek.
4. Upon implementation of the mitigations and any required reporting, the Town shall amend the Land Use Bylaw in alignment with the outcomes of the implemented mitigations and the report.

11.6 Growth and Phasing

Phasing and sequencing of the development across Three Sisters Mountain Village lands consider neighbouring servicing, the Environmental Impact Statement, municipal infrastructure, planning and provision, and phasing of public services and amenities.

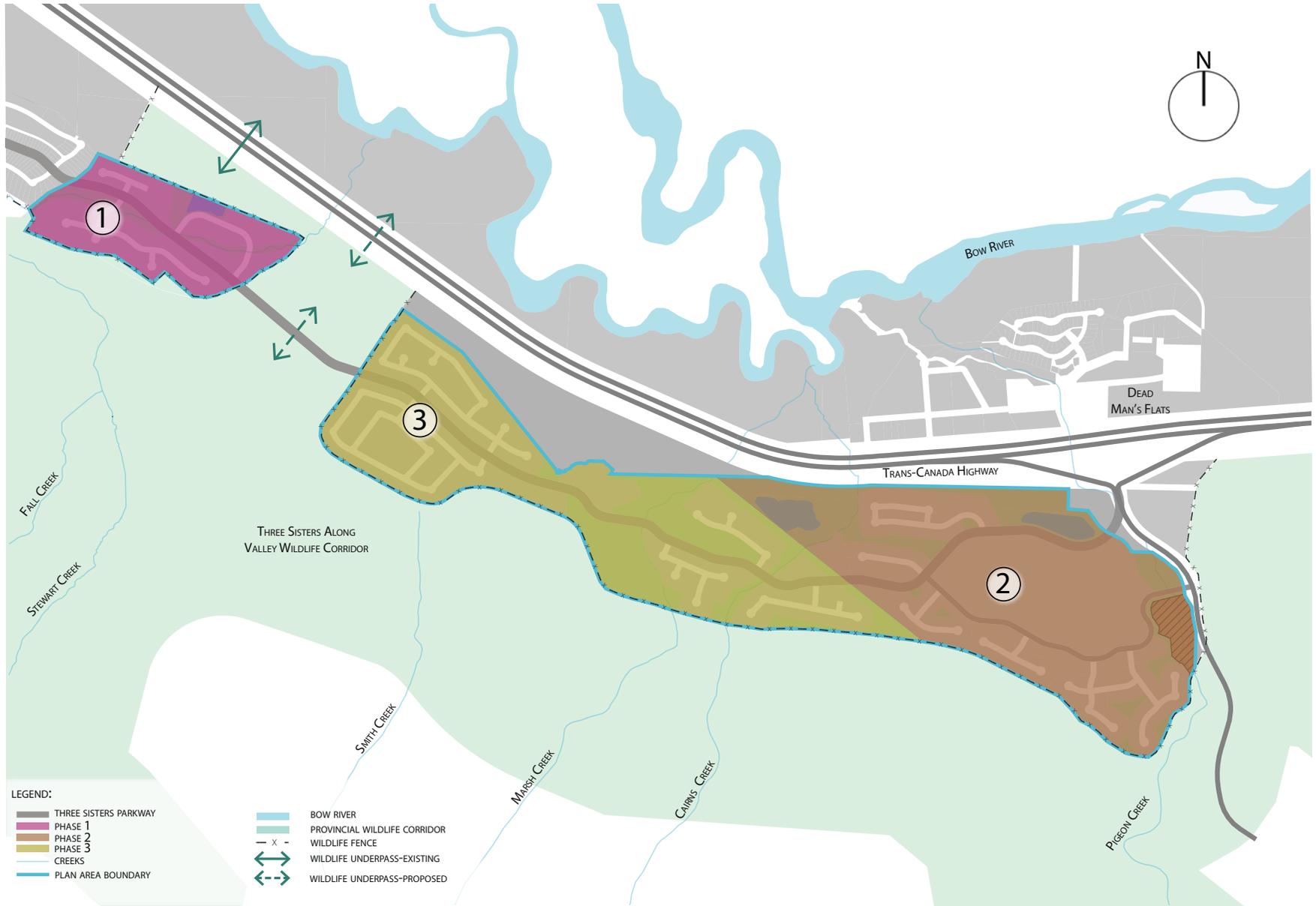
Intent

- 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 14.
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.

Map 15 Development Phasing Map



A scenic landscape photograph of a mountain road. The road is paved and curves through a lush green valley. In the background, there are dense evergreen forests and majestic mountains under a clear blue sky. A yellow geometric overlay, consisting of several overlapping triangles and lines, is positioned in the foreground and middle ground, partially obscuring the road and trees. The overall color palette is dominated by greens, blues, and yellows.

A

APPENDIX

A.1 Wildlife Corridor Application

A.2 Image Credits

A.3 Glossary

A.1 Wildlife Corridor Approval Letter



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 overdrive 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 delimiting 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 minimizing 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 NRCC, 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,

A handwritten signature in blue ink, appearing to read "Rick Blackwood".

Rick Blackwood
Alberta Environment and Parks

February 26, 2020

A.2 Image Credits

Pg 6 Three Sisters Entrance. Photo captured by QuantumPlace Developments Ltd.

Pg 11 Canmore Museum and Geosciences Centre, Retrieved from <https://www.cgenarchive.org/calgary-fuel.html>

Pg 24 Photo captured by Chris Ollenberger

Pg 25 Photo captured by Jessica Karpat

Pg 26 The Courtyard, Canmore, captured by QuantumPlace Developments Ltd.

Pg 27 Photo captured by Jessica Karpat

Pg 28 Three Sisters Entrance. Photo captured by QuantumPlace Developments Ltd.

Pg 32 Figure 1, Slope-Adaptive Guidelines, The City of Calgary

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

Pg 33 Figure 3, Slope-Adaptive Guidelines, The City of Calgary

Pg 38 Photo captured by Roam Transit

Pg 39 Photo captured by Jessica Karpat

Pg 44 Mixed-use building. Retrieved from <https://in.pinterest.com/pin/387028161721866927/>

Pg 45 Photo captured by Jessica Karpat

Pg 48 Winter Disc Golf in Three Sisters. Retrieved from <https://geoks.ca/2013/03/28/disc-golf-three-sisters-course/#jp-carousel-4446>

Pg 54 Photo captured by Jessica Karpat

Pg 62 Affordable Housing, Whistler, Retrieved from <http://www.whistlercentre.ca/2017/07/building-capacity-in-bcs-small-communities-for-affordable-housing/>

Pg 63 The Housing Continuum, CMHC

Pg 78 Photo captured by Jessica Karpat

Pg 84 People accessing the Taylor Lake hiking trail through a wildlife fence gate, Christopher Davis

Pg 93 Three Sisters Entrance. Photo captured by QuantumPlace Developments Ltd.

All other photos are purchased stock photography.

A.3 Glossary of Terms

CCHC Canmore Community Housing Corporation.

CAMBA Canmore Area Mountain Biking Association.

CMHC Canada Mortgage and Housing Corporation.

Coarse-grained are areas with a few big 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.

EDGC Engineering Design Community Guidelines.

EIS Environmental Impact Statement.

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 frequent storefronts, 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

Perpetual Affordable Housing (PAH) 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 document, is removed from the influence of the open real estate market. PAH units are not offered at market rates when ownership or tenancy changes, but remain at levels lower than the market would dictate. This means PAH units are controlled in such a way to make them perpetually affordable over a long period of time, or in perpetuity.

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.

PBR Purpose Built Rental

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.

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.

