



Creating Dynamic Possibilities for Banff's Future



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AREA REDEVELOPMENT PLAN HIGHLIGHTS

The Vision FOR THE BANFF RAILWAY LANDS ARP

The Banff Railway Lands Area Redevelopment Plan (ARP) sets forward a bold, integrated vision for the heritage train station lands. The Plan is both environmentally and economically sustainable and designed to support the protection and enhancement of Banff National Park's status as an UNESCO World Heritage Site.

This vision stands on the shoulders of past government and community-led initiatives to advance mass and active transit, restore wildlife corridors and celebrate the Park's history and culture.

This ARP provides the real estate and infrastructure to create the land use planning framework for governments and private operators to form public-private-partnerships. It is a first essential step to bring into reality decades-old dreams of Banffites, Albertans, Canadians and governments. The plan includes:

- » Creating an arrival centre for integrated, multi-modal, low carbon, green transit systems
- » Enhancing the Fenlands Indian Grounds Wildlife Corridor
- » Developing an authentic Rocky Mountain Parks railway heritage destination and community hub

Collectively, these components will:

- » Authentically restore Banff's heritage in an ultra-low-density plan that supports people and wildlife movement
- » Support purposeful travel by weaving together sustainability, education, and extraordinary experiences
- » The Plan the impact of personal vehicles degrading the environment and enhance visitor experience
- » Help Banff National Park become North America's first net-zero emissions community by 2035

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Supporting purposeful travel through the LEVEF sustainability model

The ARP supports purposeful travel by creating a heritage destination and gateway to Banff. It integrates sustainability for people and wildlife movement, education around local history and culture, and extraordinary experiences. It is a plan that deepens the connection to the Park with the Town. In the past, a healthy ecosystem and tourism in Banff National Park were seen by some as competing priorities – enhancements to one would come at the expense of the other. The result was often maintaining the status quo which, in the face of rising visitation, has led to erosion of both the environment and visitor experience. This problem’s solution, pioneered by leading sustainable destinations such as Zion National Park, Utah and Zermatt, Switzerland, is to employ a “Lower Each Visitor’s Environmental Footprint” (LEVEF) sustainability model.

The Plan is a “Back to the Future” reimagining that will create a sense of place that infuses the journey with purpose and a greater respect for the natural environment. It relies upon the LEVEF sustainability model to create an **Eco-Transit Hub**; a multi-modal, sustainable transportation centre that supports the coexistence of **people and wildlife** movement. The plan rehabilitates and builds habitat for wildlife corridors. It

restores and transforms the historic Banff Train Station area to be a destination and hub for movement to the Town’s and Park’s points of interest.

“The adoption of this ARP will establish a framework for restoring the relevance of the train station and its adjacent lands as Banff’s transportation hub. It is an opportunity to preserve heritage, reduce vehicle congestion, facilitate a new era of trail connectivity and transportation solutions, and enhance the overall west entry to Banff.”

– Gord Lozeman, Executive Chair, Banff Lodging Company



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The Banff Railway Lands supports the *Canada National Parks Act's* first priority, "the maintenance or restoration of ecological integrity." The Plan also addresses the impacts of high visitation, as identified in the report, *Defining A Way Forward*, which was released by the Canadian Parks and Wilderness Society, Southern Alberta Chapter in 2020. At issue is, "With millions of people visiting some parks each year, the impacts of "over tourism" are becoming more acute and intense."

Town of Banff Planning Process

We're seeking the Town of Banff's approval of the Railway Lands ARP. Further, we'll be looking to the Government of Alberta, Canada Infrastructure Bank, Transport Canada, Parks Canada, and other agencies for support and approvals on new transit initiatives. These include shuttle systems and aspirational projects such as aerial transit from the Town to Norquay's base and Calgary Airport to Banff passenger rail.

Liricon thanks CP Rail for their support and partnership in this vision.

The Banff Railway Lands ARP and its supporting appendices spans approximately 500 pages of policies, research and analysis. More details are to be available at banffecotransithub.ca.



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"We recognize that one approach does not fit all and that, only by working together, can we help identify approaches to visitation that will support an environmentally and economically sustainable future for the Park."

– Bill Fisher, Chair, Expert Advisory Panel on Sustainable Visitor Movement in the Bow Valley in Banff National Park

Plan Benefits

Underlying the ARP are three key innovative, holistic strategies that balance and enhance both human and ecological dimensions of Banff National Park and the Town of Banff. The elements of the ARP celebrate Rocky Mountain Parks heritage, and provide an environmental gain both within the ARP Plan Area and across Banff National Park. This integrated vision revitalizes the Banff Railway Lands as the gateway to Canada's flagship national park.

1 CREATING an arrival centre for integrated, multi-modal, low carbon, green transit systems

that address the impact of personal vehicles degrading the Town of Banff's and Banff National Park's ecosystem and visitor experience. The arrival centre is both environmentally and economically sustainable and an efficient use of land. The Eco-Transit Hub arrival centre will include:

- » intercept parking
- » a shuttle service
- » a rental centre for micro and self-propelled transit
- » a terminus for an aspirational potential project for aerial transit from the Town to Norquay's base
- » services that support passenger rail.

These flexible transit systems will:

- » reduce the negative impact of personal vehicles on the Park
- » accelerate moving Banff National Park to net zero emissions
- » increase visitor safety
- » tie into regional transportation networks, including walking and cycling paths.

The arrival centre can serve as a platform in the future for the Town of Banff and Parks Canada to optimize transportation networks through reservation systems and demand management, including access restrictions and demand pricing.



The ARP's emphasis on mass transit, including providing free parking, the creation of free community spaces and venues, and supporting active transportation throughout the Park, fosters a just, equitable, safe, accessible and healthy National Park visitor experience.

2 ENHANCING the Fenlands Indian Grounds

Wildlife Corridor within the Plan Area through restoration of a fragmented and partial brownfield site. This rehabilitation provides an environmental gain, including creating a 5.2 hectare (ha) contiguous protected conservation area covering approximately two-thirds (63 per cent) of the Plan area north of the railway tracks. For future consideration, there is the opportunity with partners to further restore the Fenlands Indian Grounds Wildlife Corridor outside of the Plan Area by removing and restoring the Fenlands Trail parking lot and creating a wildlife underpass north of Forty Mile Creek.

3 DEVELOPING an authentic Rocky Mountain Parks Railway Heritage destination and community hub

that offers dining and hospitality opportunities, as well as accessible cultural, social, entertainment, and interpretation venues. Pedestrian-focused open spaces will celebrate and promote the history of the site's railway legacy, its landscapes and Indigenous connections in new open spaces and buildings. In partnership with CP Rail, existing cultural heritage buildings will be conserved. A highly walkable environment is proposed and it will integrate new and old buildings and landscapes. An iconic, authentic, yet modern environment will be created to emphasize scenic views and accommodate Banff's four million annual visitors.

"If this project is realized, Banff will be the leader in Canada for responsible tourism, if not the world. This will become a place Canadians can become even more proud of, and it will contribute to creating a community that is even more fantastic to live in. This is a once in a lifetime opportunity for Banff. We must do whatever we can to ensure this project happens – it's that important."

– Michael Mendelman, CEO, Banff Hospitality Collective

The Site

"Canada's Train Station": This ARP is for the 17.4 ha site located within the Town of Banff limits. It includes the heritage station building, associated station grounds, and adjacent lands that have mostly been previously disturbed. The zoning is the CR (Railway Lands), including the Canadian Pacific Railway right-of-way, the train station, PS (Public Service) and RSC Land Use Districts immediately adjacent to the south of the CR District.

The development of the Canadian Pacific Railway linking the country is the single most important project in Canada's history. The railway's defining physical achievement was its construction through the Rocky Mountains. Rocky Mountain tourism was started by the CPR when it built the first Banff (Bankhead) Train Station in 1885. The current station was built in 1910 and is federally designated.

"If we can't export the scenery, we'll import the tourists." – W.C. Van Horne, CPR President 1886

Later that year the Federal Government formed what would become Banff National Park, Canada's flagship national park. The Banff Train Station is "Canada's Train Station".

Proponents

The ARP's projects are being advanced by Banff locals Jan and Adam Waterous through their ownership of Liricon (short for Liam, Riley, Connor – Jan and Adam's three sons' names), The Waterous' are also the leaseholder of the Banff



Train Station Railway Lands, and the Norquay Ski and Sightseeing Resort.

The transit, environmental, and cultural projects within the Plan Area are being undertaken at Liricon's sole expense, maximizing the value for money for governments should they wish to leverage this platform for additional initiatives. Norquay and Liricon's stewardship of these lands is designed to protect and enhance Banff National Park for future generations.

Philosophy

The ARP's design philosophy addresses past transportation and environmental mistakes in the Plan Area and across the Park. The Plan is sensitive to the surroundings, so that the end product will be highly functional and innovative yet looks like it has always been in place. When visitors learn the project is new, we expect the question – "why was this not done sooner?" The components will be seamless, the design will be intuitive and be in keeping with what visitors expect in a national park.

This best-in-class, integrated eco-transit hub marries environmental protection with a welcoming and gathering destination fitting for Canada's flagship national park. Taken together, the ARP components create a green transit laboratory and research and development model for other Canadian communities to create low-carbon transit systems to fight climate change that also improve the quality of every day



Photo Credit: PC007196: "Can. Pac. Depot, Banff, Alberta." University of Alberta Libraries

life. The ARP initiatives will help to ensure that Banff National Park is a source of national pride and enjoyment today and for future generations.

Equity and Inclusion

The ARP's emphasis on mass transit, including providing free parking, the creation of free community spaces and venues, celebrating Indigenous culture and supporting active transportation throughout the Park, fosters a just, inclusive, equitable, safe, accessible and healthy national park visitor experience.

Communities

Key cornerstones of the ARP support directives of statutory planning principles, which were established in advance of the Plan's inception. These include policies for the urban design and environmental attributes of the site. The core directions established for this land and for the Station in this ARP are to be influenced by the contributions provided by the local and Indigenous communities throughout the project's public consultation process.

A Research Based Approach

The Banff Railway Lands ARP, which creates an Eco-Transit Hub, has been designed in consultation with leading experts (including transportation, low carbon systems, wildlife, heritage, and urban design) using science, research and data, and is based on feedback from the Town of Banff, the Province of Alberta and Parks Canada.

The projects supported by the ARP are designed to support the Town of Banff's and Parks Canada's own priorities on mass transit, wildlife corridors, and cultural heritage to strengthen these environmental and visitor experience initiatives.

"Stantec 2016 Town of Banff Transportation Study Recommendations:

1. The Town should take the next steps towards developing intercept lots including:
 - a. Monitoring the use of the Fenlands parking lot

- b. Working with CP to establish the potential for expansion
 - c. Working with Parks Canada on the concept of expanding the Fenlands lot
 - d. Working with Parks Canada on the concept of a new park and ride lot along Banff Avenue
2. Preliminary design work should be undertaken to further explore the options of:
- a. Conventional mass transit
 - b. Aerial mass transit”

VISITOR AND RESIDENT TRANSPORTATION EMISSIONS

Banff National Park’s visitor and resident transportation CO₂ emissions total 105,000 metric tons/year, of which 96 per cent are from visitors and four per cent from residents. Sixty-two per cent of emissions occur outside of the townsite and 38 per cent occur within the townsite (Layzell et al, 2020). For comparison, these emissions are 63 times higher per visitor relative to Zion National Park, Utah which has similar visitation to Banff National Park (Zion has 4.5 million visitors/year vs. Banff National Park’s 4.2 million/year). Clearly the status quo is not working.

CONGESTION DEGRADING VISITOR EXPERIENCE

Vehicles are degrading the visitor experience in Banff National Park, with 30 per cent of visitors cutting their trip short due to congestion and crowding, and 20 per cent of visitors not returning for the same reason. Further, 38 per cent of visitors believe that local authorities should do more to address congestion and crowding (Pavelka et al, 2019).

ZION NATIONAL PARK

Zion National Park, like Banff, has a central valley where most visitors congregate, and this leads to increased congestion. More than 20 years ago, Zion created a shuttle-only service to points of interest. By combining intercept parking and a “hop-on, hop-off” service, Zion became the global leader in national park mass transit.



ZERMATT, SWITZERLAND

For more than 50 years, Zermatt, Switzerland’s most sustainable mountain community, has had a unified, multi-modal transportation system, including passenger rail, intercept parking, aerial transit and shuttles. This seamless transit system, serving visitors and residents alike, allows guests to enjoy a large pedestrian zone in the centre of town.

WHY GLOBAL MODELS FOR SUSTAINABILITY WORK

The core magic of both Zermatt and Zion is they have each created integrated transit systems. Once visitors reach a central arrival hub, they no longer need a personal vehicle.

TECHNOLOGY FURTHER REDUCES EMISSIONS

Zion and Zermatt’s integrated transit systems are low-carbon relative to personal vehicles. However, there is an opportunity to further reduce emissions by applying technology that is in the process of becoming more commercially available, including hydrogen powered trains and electric buses. Should Banff adopt a similar model, leveraging new technology will help Banff National Park reach net-zero emissions.



PLATFORM FOR PUBLIC-PRIVATE-PARTNERSHIPS TO ENHANCE BOTH ECOLOGICAL INTEGRITY AND VISITOR EXPERIENCE

The Banff Railway Lands ARP provides the opportunity for governments and the private sector to work together to form public-private-partnerships to advance various aspirational projects including, but not limited to:

- » Developing Calgary Airport to Banff passenger rail
- » Creating shuttle-only service to points of interest within the Town and Park
- » Establishing reservation systems and dynamic pricing to manage access and demand to points of interest
- » Enhancing the Fenlands Indian Grounds Wildlife Corridor
- » Restoring Rocky Mountain Parks heritage railway buildings

These partnerships can help support Banff National Park Net-Zero 2035, a grassroots initiative to make Banff National Park North America's first net-zero emissions community. More information can be found at banffnationalparknetzero2035.ca.

GOALS to Support Three Key Strategies

1 Reduce Vehicle and Visitor Impacts Through Integrated, Innovative Mass Transit Systems

- » Create an integrated, innovative multi-modal mobility model to address the environmental and visitor experience impact of vehicles on the Town and Park. This new model will contribute to both greater ecological integrity and visitor experiences inspired by leading, "best-in-class" environmentally sustainable communities and national parks like Zermatt, Switzerland and Zion National Park, Utah. Develop a "Best Practices Per Visitor" system by following the "Lower Each Visitor Environmental Footprint" (LEVEF) sustainability model.



- » Provide the option of governments and private operators to form public-private-partnerships that create seamless transit alternatives so that once visitors arrive, whether by personal vehicle or train, they realize that when they are in Banff National Park they do not need personal vehicles to move throughout the destination
- » Increase visitor safety, particularly during the winter months, through mass transit offerings
- » Enhance the pedestrian experience by returning the Banff Railway Lands to its historic role as the National Park's arrival centre and transit hub
- » Develop opportunities to encourage visitors to walk, cycle, take shuttles, and mass transit to visit points of interest in and around the Town and Park
- » Create a national model to showcase innovative, environmentally friendly mass transit
- » Support vehicular tourism to be replaced with active and mass transit
- » Construct innovative, ecologically-friendly, adaptable and scalable transportation options including:

• Intercept Parking

- Intercept parking for approximately 1,060 vehicles: 410 new stalls in North Arrival Lot located just north of the tracks (integrated into existing 170-stall Fenlands Recreation Centre lot), 490 existing stalls in South Arrival Lot south of tracks



Banff Eco-Transit Hub – Intercept Parking, Shuttle Centre, Potential Passenger Rail Visitor Services, Aspirational Aerial Transit

- Approximately 280 stalls and 660 for summertime and wintertime ARP demand respectively, providing approximately 620 and 240 summertime and wintertime intercept stalls available for free for Town and Park visitors with potential to add further 300 stalls within designated parking footprint (and maintain 5.2 ha Norquay Conservation Area)
- Intercept parking allows the Town of Banff and Parks Canada the option to develop vehicle management systems
- Centralized intercept parking supports the option of shuttle-only service to points of interest, which creates the opportunity to reclaim personal vehicle parking lots adjacent to the points of interest

• Shuttle Centre

- Located on north side of tracks in new 410-stall intercept lot, this will initially have 4 bus parking bays but can be expanded within the same designated Shuttle Centre footprint
- Connected to south side by improved pedestrian level crossing at Norquay Road

• Visitors Services to Support Aspirational Passenger Rail from Calgary Airport to Banff

- Visitor services transit and buildings to support an aspirational passenger rail system from Calgary Airport
- Calgary Airport Banff Rail (CABR) system would run on dedicated line that will ensure dependable service and allow high frequency schedule
- Potential for alternative energy driven train system, in particular hydrogen powered locomotives

- CABR system requires integrated transit terminus in Banff to be successful so that once passengers arrive in Banff they do not require a personal vehicle to move through the destination

• Micro Transit Pavilion

- This Pavilion will provide diverse mobility options, including self-propelled and micro-transit rental options (i.e. bicycles, strollers, wheelchairs, and electric scooters, as well as bike storage)
- E-transit micro-mobility, such as electric scooters, has potential to reduce fossil fuel consumption and accelerate emissions reductions and reduce congestion that electric vehicles do not

• Visitor Services and Cultural Institutions Pavilion

- The Visitor Services component will provide support services to facilitate vehicle-free movement through the Town and Park
- Traveler services include tour companies, shuttle service options, hotel baggage services, “Grab ‘N’ Go” refreshments for shuttle riders, cyclists and pedestrians
- The Pavilion offers spaces for exhibitions curated by Banff institutions

The existing Norquay Site Guidelines (2011) state that Parks Canada must “Consider the potential of authorizing a tramway/gondola from Town of Banff to the ski area. Parks Canada will work with Norquay and the Town of Banff to outline the approach for assessing the feasibility of such a lift, process, and responsibilities. It is anticipated that Norquay will need to take the lead on the initiative.”



• **Terminus for Aspirational Aerial Transit from Station to Norquay Base**

- Iyethka Wiyâbi* Gondola would transport all Norquay guests from Town to Base. (The Gondola path travels across base of Stoney Squaw Mountain). (Iyethka Wiyâbi is Stoney for “Stoney Women”)
- Gondola provides an ecological gain, superior to twilight road closure, by removing all Norquay guest vehicles from Cascade Wildlife Corridor
- Norquay’s 900-stall parking relocated to Train Station, existing 900 parking stalls at Norquay base are reforested and returned to Parks Canada
- Gondola provides revenue stream to ensure multi-decade economic sustainability of free intercept parking, wildlife habitat restoration, and off-site improvements
- Gondola is unlikely to increase visitation to Banff National Park but will split gondola market with the Sulphur Mountain Gondola (Pavelka, 2019)
- Town to Base Gondola is not a Norquay Summit Gondola, which was not approved by Parks Canada in 2019
- Town to Base Gondola would address Parks Canada’s primary issues with Norquay Summit Gondola proposal
- Summit Station and Visitor Centre outside and above Norquay’s lease, proposal restricted access on access road, regulations only provide for potential Town to Norquay Base Gondola, Gondola terminus requires approval in Town of Banff ARP

- Norquay will only be able to make specific, comprehensive proposal to Parks Canada for a Town to Base Gondola following an approved ARP

2 Restore Fenlands Indian Grounds Wildlife Corridor and Habitat

- » Enhance the Fenlands Indian Grounds Wildlife Corridors and biodiversity habitat north of the tracks within the Plan Area from its existing condition of being a fragmented and partial brownfield site. Steps to enhance wildlife movement and habitat include:
 - Improve Primary Fenlands Indian Grounds Wildlife Corridor (runs east-west between the Fenlands Recreation Centre and the TransCanada Highway) by extending the existing sand dune south
 - Guide animal travel on the east side in the Plan Area around the Recreation Centre by extending the sand dune south about 20 metres and utilizing vegetation to further enhance the landform acting as a natural constraint to movement
- » Improve Secondary Fenlands Indian Grounds Wildlife Corridor (runs east-west between the Fenlands Recreation Centre and the CP Rail tracks)

*All Indigenous names are ideas that will be considered through further Indigenous consultation.

- Remove barriers bisecting the area, including non-permeable wildlife fences and CP Rail buildings and Railway works materials and install a wildlife permeable fence along the southern perimeter adjacent to the tracks
- Minimize the impact of the additional parking by creating high density tree pods and screening from the Norquay Road
- Enhance both corridors by increasing the ease of wildlife movement and permeability in the Plan Area by clearing natural and legacy debris under the forest canopy
- » Enhance Fenlands Indian Grounds Corridor
 - Restore wildlife habitat east of the sand dune, approximately 5.2 ha or almost two-thirds (63 per cent) of the Plan Area north of the tracks, (the “Norquay Conservation Area”), which is the highest value habitat given it is a contiguous part of the corridor, and is situated furthest from the high human use area of the Norquay Road and Fenlands Recreation Centre and contains the ecologically sensitive Whiskey Creek
 - This will be the largest parcel ever conserved and rehabilitated by a private operator in the history of the Town of Banff and be five times larger than the new 410-stall intercept lot
- Achieve a net reduction in the disturbed area by restoring and reforesting within the preserved and rehabilitated area the approximately 0.5 ha that are either currently occupied by the working CP Rail yard or treeless area on the site of former United Dairies farm or have been cleared by Fortis to construct their power lines. Since the new 410-stall lot will occupy approximately 2.3 ha (requiring the removal of 1.7 ha of currently forested area), the restored and conserved habitat to new disturbance ratio will be approximately four to one
- » Opportunity to further enhance the Fenlands Indian Grounds Wildlife Corridors north of the tracks outside of the Plan Area
 - For future consideration, building upon enhancements to the corridor within the Plan Area, there is the opportunity with partners for further restoration of the primary corridor outside of the Plan Area in the area between the Fenlands Recreation Centre and TransCanada Highway
 - Removing and restoring the Fenlands Trail Parking Lot and creating a wildlife underpass north of Forty Mile Creek would increase wildlife movement at corridor scale and larger regional Bow Valley corridor networks (Clevenger et al., 2021)



“The pandemic has reinforced an expectation that the global tourism industry will recover with a stronger emphasis on destination sustainability and a balancing of resident and community interests in all facets of planning and economic development.

Liricon’s vision is bold, far reaching and seeks to support people and wildlife movement, support sustainability objectives, and, develop a multi-modal transportation system that aspires to see Banff become North America’s first net zero emissions community by 2035.”

– Darren Reeder, Executive Director of the Banff and Lake Louise Hospitality Association and Leslie Bruce, CEO, Banff and Lake Louise Tourism

3 Enhance Railway Heritage and Rocky Mountain Parks Town Character for Visitor Services and Community Hub

- » Develop the area as a destination for four million visitors within an arrivals/reception/services centre that includes dining when arriving or waiting to depart
- » Transform the Train Station to supplement Banff’s existing social and special event spaces
- » Celebrate Rocky Mountain Park railway heritage and Indigenous connections
- » Contain development within the legislated growth cap on commercial development for the Town of Banff framework (Railway Lands commercial square footage less than 3 per cent of existing commercial retail and accommodation square footage in Town)
- » **Heritage station/railway buildings**
 - Principal components include:
 - The in-situ Banff Train Station
 - Railway Heritage District – Historic Cultural Exhibits with food and beverage destinations situated in park-like setting to celebrate historic Queen’s Willows

- Partnership with CP Rail to preserve buildings that celebrate the railway’s pivotal role in the early development of the Rocky Mountain Parks
- Includes rescued, relocated and restored historic buildings which are currently in locations inaccessible to the public, have been vacant for decades and falling into disrepair
- Together with the Banff Station Master’s House and Banff Ice-House the structures will form a precinct along the south side of Railway Avenue. Each restored building with curated exhibitions and artifacts tracing CP Rail’s history in the development of Banff National Park with ancillary food and beverage
- Rolling stock and steam locomotive
 - For celebrating and interpreting the Dominion Train heritage
- Historic Ticket Booths
 - Will flank the train platform entrance for Information from Parks Canada and Banff and Lake Louise Tourism
- » **Plaza and Amphitheatre Community Hub**
 - A 300-seat amphitheatre adjacent to the restored CP Rail Gardens will be designed for everyday use and large gatherings
 - The amphitheatre will be given an Indigenous name pending further Indigenous consultation
 - A plaza will be developed and used as a sheltered square encompassing the outdoor public space, that will include:
 - Congestion-free gathering place for festivals, concerts, aboriginal culture and special events
 - First major public amenity in Banff since Cave and Basin pool opened in 1914 (and closed in 1994)
 - An Indigenous name pending further Indigenous consultation
 - Visitor Services and Cultural Institutions Pavilion complementing the character of the Station Baggage Area and facing the plaza

- Cultural Institutions component will include small satellite locations including the Whyte Museum and Banff Centre to showcase and promote current exhibitions on main campuses

» Residential District

- Medium density residential serves as a transition from adjacent lower density residential neighbourhood to the south to the principal commercial district
- Supports residential expansion to provide housing to Railway Lands workers

Banff Management Plan 2022 – Strategies

“Banff National Park reveals the majesty and timelessness of the Rocky Mountains and embodies the intrinsic value of natural landscapes: a place where nature comes first and where people can experience, learn about and be moved by it on its own terms. Setting a global example for other protected areas, the park plays an important role in maintaining regional biodiversity and addressing climate change. It is a place where there is respectful space for a diversity of people, perspectives, knowledge and cultures, and where park objectives are achieved through innovative, tried-and-true approaches.”

The ARP provides visitors and residents a public gathering place to learn about the Park’s history through the Railway Heritage District and the importance of natural landscapes through the restored Fenlands Wildlife Corridor. The ARP sets a global example by supporting the potential Calgary Airport – Banff Rail project, recognized internationally by the G20’s Global Infrastructure Hub for its leadership in ESG infrastructure. The ARP creates a unique public gathering place that welcomes diverse visitors and residents in an inclusive and accessible environment. The ARP’s multi-modal transit hub will reduce the need for personal vehicles to experience the Park, helping to address climate change. The ARP’s multi-modal transit hub is innovative for Canadian national parks but is a tried-and-true approach in U.S. National Parks like Zion in Utah and European mountain towns like Zermatt,

Switzerland. The ARP supports all nine key strategies of the Banff Management Plan 2022.

1. Conserving natural and cultural heritage

- a. Creates 5.2 ha conservation area
- b. Restores iconic CP Railway Rocky Mountain Park heritage buildings, as well as the Banff Train Station

2. True-to-place experiences

- a. Creates Railway Heritage District details central role that CP Railway played in the development of the Park
- b. Provides free-of-charge, welcoming, accessible public amenity areas

3. Strengthening Indigenous relations

- a. Celebrates Indigenous connections to Banff by adopting Indigenous names for major ARP components (names to be confirmed through further Indigenous consultation)
- b. Welcomes Indigenous cultural presentations by adopting Indigenous names for performance venues

4. Connecting with Canadians

- a. Showcases curated exhibits and artifacts focus on key aspects the role the railway and the development of Banff National Park
- b. Creates a multi-modal transportation hub impressing visitors that a national park can serve as a “green transit laboratory” for the rest of Canada

5. Managing development

- a. Utilizes a LEVEF sustainability model
- b. Creates a 5.2 ha conservation area through restoring a brownfield site

6. Regional connectivity and landscapes

- a. Creates a multi-modal transportation hub to support the public-private partnerships to provide mass transit and active transit options
- b. Enhances the Fenlands Wildlife Corridor including creating a 5.2 ha conservation area

7. Climate change and adaptive management

- a. Creates a multi-modal transportation hub that supports a variety of mass and active transit options and thereby reduce the use of personal vehicles and their emissions
- b. Serves as a platform that supports the Banff National Park Net-Zero 2035 initiative's work to transform the park into North America's first net-zero community and thereby be a national showcase on how to reduce emissions

8. Moving people sustainably

- a. Develops a multi-modal transportation hub that incentivizes high occupancy modes of transport and supports disincentives for private personal vehicles.

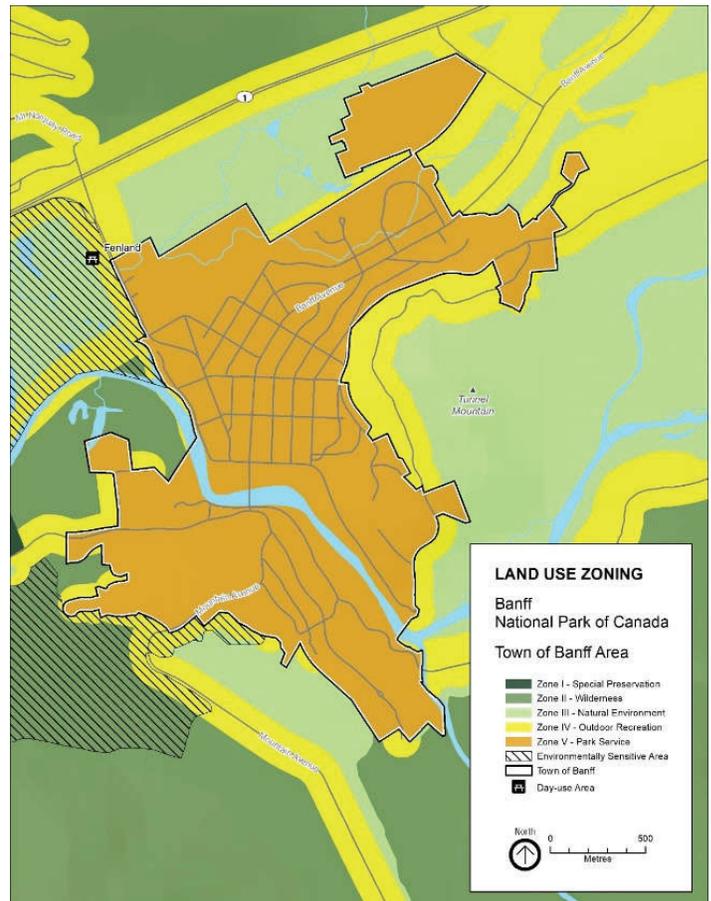
- b. Creates a central visitor arrival centre that serves as a staging area for sustainable visitor and vehicle management components

9. Park communities

- a. Creates a multi-purpose visitor service and heritage learning centre and public open spaces to welcome tourists to the Town and Park
- b. Develops a multi-modal transportation hub to facilitate sustainable travel in the Park that communicates that when in a national park you move through the destination differently

Banff Management Plan 2022 – Zoning

The ARP conforms to the zoning, Zone IV – Outdoor Recreation, and Zone V Park Services: As defined in the Management Plan: Zone IV or outdoor recreation areas are limited areas capable of accommodating broad range of opportunities for understanding appreciation and enjoyment of the Park's heritage values and related essential services and facilities, in ways that impact the ecological integrity of the Park to the smallest extent possible, and whose defining feature is direct access by motor vehicle. Park management plans may define provisions for limiting private motorized access and circulation. In Banff, this zone includes the Trans-Canada Highway corridor and railway, day use areas, ski areas, and Lake Minnewanka. Zone V or Park Services areas are those where visitor services and support facilities are concentrated. In the case of Banff National Park, these areas include the Town of Banff and the Village of Lake Louise. This plan does not contain any changes to Zone V which comprises about .07 per cent of the Park.



Source: Banff National Park Management Plan 2022

A – Banff Train Station and Platform Zone, with associated site features and Railway Station Plaza

A – Existing Train Station Building

The historic train station building is to be used for transportation connections and circulation, visitor information, convenience retail, restaurants, ticketing, baggage handling and office.

B – Mountain Park Railway Architecture Zone, with relocated Heritage Buildings

- » B.1 CPR Historic Building
- » B.2 CPR Historic Building
- » B.3 CPR Historic Building
- » B.4 CPR Station Banff Master House
- » B.5 CPR Historic Banff Ice House
- » B.6 CPR Ticket Kiosks

C – Pavilion Zone, inspired by Mountain Park Architecture

- » C.1 Micro-transit Pavilion | Open Air Gondola and Gift/Rental Shop
- » C.2 Plaza Pavilion | New Building
- » C.3 Station | Restaurant
- » C.4 Pavilion | Restaurant
- » C.5 Water Tower Feature and Lookout

D – Historic Landscape Areas and Features

- » D.1 Queen’s Willows
- » D.2 CPR Gardens and Spruce Allée
- » D.3 CPR Historic Rolling Stock

E – Medium Density Residential



- Existing Buildings
- Proposed Buildings
- Relocated Buildings