



WHAT WE HEARD REPORT

Banff Railway Lands DRAFT Area Redevelopment Plan

SEPTEMBER 2023



Banff
STARTS HERE

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Land Acknowledgement

The lands on which Banff sits have been the sites of natural abundance, ceremony and culture, travel and rest, relationship building, and trading for Indigenous Peoples since time immemorial. Banff is located within Treaty 7 Territory and within the Metis Nation of Alberta Region 3. We acknowledge this land as the traditional territories of the five Alberta First Nations that signed Treaty 7, including the Kanai (Blood), Siksika (Blackfoot), Piikani, Tsuut'ina Nation, and the Stoney Nakoda (comprised of the Chiniki, Bearspaw, and Wesley Nations).

The Town of Banff owes its strength and vibrancy to these lands and the diverse Indigenous Peoples whose ancestors' footsteps marked this territory. We call upon our collective honoured traditions and spirits to work together toward improving Banff for today and future generations.

Executive Summary

Introduction

This What We Heard Report is a summary of community engagement activities that have taken place to support the development of the draft Banff Railway Lands Area Redevelopment Plan (ARP).

Beginning in 2019, Liricon initiated a robust, four-year communication and engagement plan based on best practices. **In fact, Liricon managed the most extensive engagement process ever led by a private enterprise in Banff.** This plan involved three stages, and in each phase the goal was to gather information from as many people as possible to inform the various elements of the ARP.

In April 2023 Liricon and the Town agreed that Liricon expand engagement by making its draft ARP accessible to the public at banffecotransithub.ca. This was the first time the ARP was available for public review up until then. Liricon conducted additional community engagement to gather input once the public could read the ARP in its entirety.

The What We Heard Report is a public document that will be shared with the Town and made public, to help illustrate Liricon's deep commitment to clarity, transparency, and due process.

Liricon hosted face-to-face meetings, high-traffic public events, initiated media relations activities, and executed social media and advertising campaigns throughout this period.

Liricon estimates the total number of people engaged in this four-year process includes:

- Over 1500 Banff residents who have provided input through four surveys
- 131 people spent about 15 minutes each discussing the ARP at face-to-face engagement sessions (2019)
- Approximately 200 people attended the 3 public meetings with Liricon at the train station
- Approximately 3000 people follow ARP social media channels
- More than 300 Banff residents have signed up for the ARP newsletter
- More than 50 individuals and organizational leaders (representing hundreds of Bow Valley Residents) have provided letters of support for the ARP
- More than 65% of the population is aware of the proposal to advance the ARP
- **More than 80% of community members surveyed agree Banff Town Council should support the plan.**

We also noted consistent themes were voiced throughout this four-year engagement process, including the need to address congestion in the town and throughout the park and the financial sustainability of the aspirational projects referred to within the ARP. In addition, common topics beyond the scope of the ARP focused on proposed passenger train services between Calgary and

This plan involved three stages:



1. DISCOVER: focus on raising awareness of the ARP and its core elements and gather initial reaction to the vision/plan



2. EXPLORE: focus on gathering input/reaction to the ARP and its core elements



3. REVEAL: focus on sharing the final draft of the plan, what we heard in reaction to its core elements and how community input shaped the ARP.

Banff, and aerial transit to Mt. Norquay.

It should also be noted that while the ARP was under development, significant public engagement occurred regarding the Banff National Park Management Plan 2022, the Banff Pedestrian Zone on Banff Avenue, a visioning process for tourism, entitled Lead Tourism for Good, the initiation of an Expert Advisory Panel on Moving People Sustainably in the Banff Bow Valley (with recommendations published), and the launch of consultation for the Banff Community Plan.

CHANGES TO THE DRAFT ARP RESULTING FROM DISCUSSIONS WITH PARKS CANADA AND THE TOWN OF BANFF

The preliminary draft of the Area Redevelopment Plan has evolved significantly alongside the communications and engagement process. While community input has been more focused on the need to address congestion, and the overall vision of the project, Parks Canada and the Town of Banff have provided direct commentary into the plan.

Major changes

1. Enhanced Fenlands Wildlife Corridor: Added 5.2 hectares of rehabilitated area by reducing number of parking stalls on north side from about 2,000 to approximately 600.
2. Railway Heritage District: Removed the relocation of CP Rail train stations not currently on site and owned by Liricon.
3. Railway Avenue as a shared street.
4. Passenger train and aerial transit: Made clear the ARP provision of passenger rail services and gondola terminus are aspirational since passenger train services and aerial transit require additional approvals beyond the jurisdictional scope of the municipality.

Also removed:

1. Parking east of the dune.
2. A potential pedestrian bridge over the rail tracks from the Spruce Allée.
3. RV parking south of Railway Avenue.

WHO WE ENGAGED

In conjunction with developing the ARP, Liricon prepared the ARP for review by the Town of Banff and Parks Canada. Our target audience was comprised of the following groups:

- General population of Banff National Park and the town of Banff
- Localized residents near the train station (Squirrel Street, Rabbit Street, Cougar Street, Big Horn Street, Elk Street)
- Localized residents near congested zones (Middle Springs, Valley View, Cave Avenue, Glen Avenue)
- Indigenous Peoples, including the Stoney Nakoda First Nations and the Blackfoot Confederacy
- Banff & Lake Louise Tourism
- Banff Lake Louise Hospitality Association
- Banff Centre
- Environment organizations (Bow Valley Naturalists, CPAWS, Y2Y)
- Roam Transit
- Association for Mountain Parks Protection and Enjoyment (AMPPE)
- Canadian Rockies Public Schools
- Banff Seniors Society
- Banff Residents Against Paid Parking and Bear Street business concerned with limited spaces
- Banff Housing Corporation
- Banff Childcare Society
- Whyte Museum
- Banff Net Zero 2035

INDIGENOUS CONSULTATION

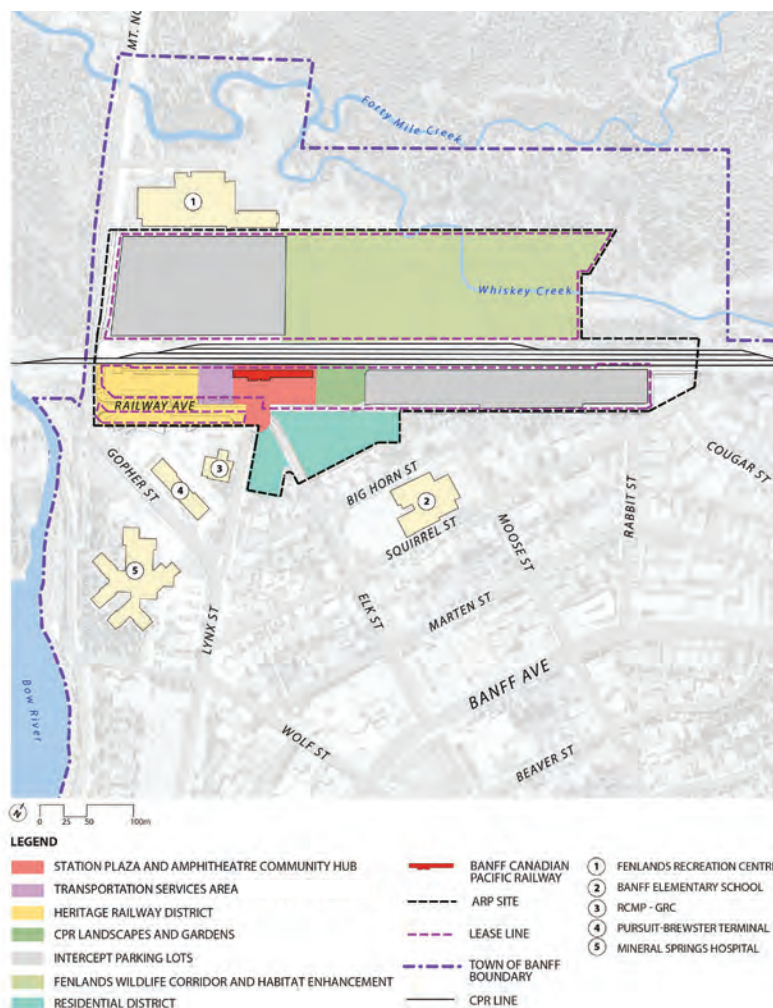
As part of the Town of Banff's Indigenous Commemorative Framework, there is a deep commitment to achieving reconciliation with Indigenous Peoples through a renewed, government-to-government relationship based on the recognition of rights, mutual respect, understanding, cooperation, and learning.

Consistent with the Town of Banff's planning process, Administration coordinated and led all consultation with Indigenous communities relating to the ARP. Liricon has been an enthusiastic and active participant in this process and has so far attended two consultation sessions with the Blackfoot

Confederacy and leadership from the Stoney Nakoda First Nation. This is just the beginning of long-term relationships that will support Indigenous tourism experiences, celebrate the contributions and rich cultural history of Indigenous Peoples, and offer invaluable learning opportunities to local and visiting populations.

CONCLUSION

This What We Heard Report is a summary of Liricon's communication and engagement approach, and includes key themes and how they have helped inform the development of the ARP.



Engagement and communications overview

Beginning in 2019, Liricon initiated a robust, four-year communication and engagement plan based on development best practices. In fact, Liricon managed the most extensive engagement process ever led by a private enterprise in Banff. This plan involved three stages, and in each phase the goal was to gather information from as many people as possible to inform the various elements of the ARP. The What We Heard Report is a public document that will be shared with municipal officials, to help illustrate Liricon's deep commitment to clarity, transparency, and due process. It showcases the extraordinary consultation that occurred with the authorities who have regulatory jurisdiction over this area and the public. This plan involved three stages:



1. DISCOVER: focus on raising awareness of the ARP and its core elements and gather initial reaction to the vision/plan



2. EXPLORE: focus on gathering input/reaction to the ARP and its core elements



3. REVEAL: focus on sharing the final draft of the plan, what we heard in reaction to its core elements and how community input shaped the ARP.

In phases 1 and 2, Liricon hosted face-to-face meetings, high-traffic public events, initiated media relations activities, and executed social media and advertising campaigns. This work was critically important to ensure the local community was aware of, consulted and engaged in the development planning, and that decision-making about the core elements of the plan remained well-informed. This consultation has helped shape the ARP into its current form.

A summary of the execution of this plan, which evolved in response to community dialogue and audience input, was shared with the Town of Banff at each phase and, can be found below.



PHASE 1: DISCOVER 2019-FEB 2021

The purpose of the Discover phase was to raise awareness of the ARP and seek preliminary reaction from the local community on the overall idea and concepts in the first draft of the ARP. The primary form of communication at this phase was traditional face-to-face communications, where community members were invited to have longer conversations about the project, ask questions, and were encouraged to provide feedback on the key topics considered as part of the first draft. To complement face-to-face engagement, we developed a website and collateral materials that made the ARP more accessible to key audiences. All materials developed in this phase included a strong call to action for residents to help inform the plan and provide their input. The full summary of communication tactics in the Discover phase included:

1. Development of the banffecotransithub.ca website
2. Launch of social media channels on Facebook and Instagram
3. Conceptual drawings and illustrations that showed the site in context to its surroundings
4. Digital engagement through online and in-person surveys
5. Four high-traffic information booth sessions, open houses at the train station, parking lot grand opening
6. More than 40 one-on-one meetings with community leaders and residents
7. A visual executive summary of the ARP and its core elements
8. Newspaper ads to raise awareness across the Bow Valley
9. Media relations to raise regional awareness
10. Project video including architectural renderings and project overview.

1. Development of the banffecotransithub.ca website

To complement these engagement activities and accommodate the digital audience, the Banff Eco Transit Hub website was created during the Discover phase. This helped create quick awareness of the ARP, improving accessibility to the information and provided context on the ARP site and the broader vision for the Banff Eco-Transit Hub concept. This is a robust website, where residents can also read all research informing the plan and review news related to the vision.



2. Launch of social media channels on Facebook and Instagram

Liricon created Instagram and Facebook accounts to share details about engagement activities and encourage public input. These social media tools were used to attract other influential accounts in the Bow Valley and help spread the word about engagement activities during each phase of the project. These channels further shared news stories focused on the ARP, encouraging readers to learn more and better understand the development process and why it is so important to engage and share feedback on the draft plan.

The Facebook account currently has over 2,200 followers while Instagram has approximately 620. Liricon continued to update this online community throughout the three-phase communication and engagement approach.





3. Conceptual drawings and animations that showed the site in context to its surroundings

To help residents understand the project, conceptual drawings were prepared by Liricon's architect to showcase how the site could be enjoyed once development is completed. These illustrations are used widely on the website, in collateral materials, and in advertisements.

4. Digital engagement through online and in-person surveys

In June 2019, Liricon's first online survey was shared through social media and with organizations in Banff to pass along to employees and members, including the Banff Lodging Company, Banff Centre for Arts and Creativity, Banff & Lake Louise Tourism, and the Banff Lake Louise Hospitality Association. The survey was "educational" defining each aspect of the ARP before inviting respondents to rate the value of each aspect of the ARP, with possible answers ranging from "Significantly adds value" to "Will not add value." Full survey results can be found in the appendices.

We received 792 comments, with three core themes emerging:

- Reduce congestion (312 comments)
- Improve the visitor experience (94 comments)
- Protect wildlife and the environment (94 comments)

Beyond these core themes, comments concentrated on housing, history and heritage, safety, economy, and other "generally for" or "generally against" statements.

To supplement Liricon's survey, Joe Pavelka, a Professor with Mount Royal University who specializes in destination management, was engaged to complete additional third-party research to further explore themes related to congestion.

On June 29, 2019, 122 residents and 206 visitors participated in this survey to get a better understanding of challenges facing the Banff townsite. Findings align with Liricon's own survey, showing wide-spread support for intercept parking and increased public transit to lower congestion while encouraging a more car-free Banff.



This survey shows community perception of value around core themes of the ARP.



Making Banff's downtown a car-free zone:

- For Banff residents, 90% of respondents agree that being able to walk, cycle, or take shuttles around town will enhance the visitor experience, and 88% report the intercept parking lot to be a good addition in dealing with the broader congestion problem in Banff.
- 76% of visitors surveyed said that making Banff car-free is a good idea and 87% believe that making Banff a place to walk, cycle and take shuttles will enhance the visitor experience, and 87% believe intercept parking is a good component of a broader traffic congestion solution.

Congestion in and around the townsite

- 87% of residents believe that vehicle congestion is a problem in Banff.
- 71% of residents believe that enhanced bus services will be a solution, but 91% agree that a long-term solution is required.
- For visitors, 82% said congestion is a major problem and 84% believe a comprehensive transportation system – beyond enhanced bus services – is required to address challenges.

Finding long term solutions to congestion is key

- 86% of residents agree that Banff needs to look to bold and innovative long-term solutions to address the issue.
- 79% of visitors surveyed agree that long-term bold solutions are required.

From June 20 to July 5, 2019, Advanis, a national polling firm, was contracted to carry out Canada-wide polling. The survey tool was developed by Planvision Consulting Ltd. and then modified by Advanis to accommodate telephone and online polling.

This involved input from:

- 1308 Albertans
- 400 Banff residents
- 1400 participants from the rest of Canada

Data was collected in two ways: Local residents randomly surveyed via telephone and Canadians outside of Banff were randomly contacted through a hybrid of telephone and online polling.

KEY FINDINGS:

Crowding:

- A considerable proportion of Canadians believe Banff National Park is overcrowded with reports indicating that 65% of Albertans have avoided the park during peak periods because of perceptions of overcrowding.

Intercept Parking:

- There was strong support for implementing an intercept parking lot in Banff that is free of charge and located close to the downtown core. Results indicated that 90% of Banff residents and 94% of the rest of Canada see a benefit in this element.

Aerial Transit:

- Data shows general support of a gondola from the base of the Railway Lands to Mt. Norquay. Results indicated that about 85% of respondents from outside of Banff supported aerial transit compared to 62% of Banff residents.

Passenger Rail:

- There was strong support across the board for a dedicated passenger rail line from Calgary airport to Banff with 93% of local residents and about 92% of respondents from the rest of Canada indicating support.

Responding to Community Needs

In Spring 2017, Liricon began the planning and approval process with the Town of Banff and Parks Canada to build an intercept parking lot at the Banff Train Station.

In February 2019, Banff Town Council approved the Terms of Reference for the ARP. In April, construction commenced and the lot opened in September 2019.

According to the Town of Banff's Summer Transportation Overview 2022, between 2019 and 2022 peak intercept lot occupancy increased from 65% to 100%.

No tax dollars were used to build the intercept parking lot. Liricon provides it free of charge to the Town of Banff to operate the lot.



5. Four high-traffic information booth sessions, open houses at the train station, parking lot grand opening

In the summer and fall of 2019, Liricon advertised and hosted four full-day, high-traffic information booth sessions as well as two open house events at the historic train station. Both of these formats allowed for longer conversations about the vision for the project and an opportunity to provide background on the core aspects of the ARP. Liricon received generally positive comments demonstrating support for the plan. Booth placements leveraged existing community events that did not disrupt the daily routines of residents and visitors. Locations included the Banff Farmers Market (two occasions), Nesters Market, and the Fenlands Banff Recreation Centre (Banff Yoga Festival). The open houses included a presentation, question and answer format and an extended reception where locals could view presentation boards and speak to project proponents, Jan and Adam Waterous.

From these conversations, four primary themes emerged:

- Congestion is an issue (38 comments)
- Relieving congestion; adding multi-modal transportation and more parking will improve the visitor experience (29 comments)
- Economic benefits and questions related to taxation (16 comments)
- Wildlife benefits and environmental considerations (15 comments)

Beyond these core themes, comments concentrated on safety, housing, history and heritage, and other “general for” or “generally against” statements.



Jan and Adam Waterous and Andre Quennville, GM Norquay, meet with locals to talk about the ARP.

Here's a summary of the event dates and locations:

- Wednesday, May 22, 2019: Banff Farmers Market
- Saturday, May 25, 2019: Nesters Market
- Sunday, May 26, 2019: The Fenlands (Banff Yoga Festival)
- Wednesday, May 29, 2019: Banff Farmers Market
- Friday, September 13, 2019 Intercept Lot Grand Opening
- December 9, 2021: Education session at Banff Train Station

6. More than 40 one-on-one meetings with community leaders and residents

Liricon met one-on-one with 20 community leaders representing mid to large sized organizations as well as engaged residents to share the initial concepts of the ARP, hear their comments and concerns and engage in discussion about key elements of the plan and the community engagement process. Meetings were conducted with people holding senior positions at some of the largest organizations and employers in the Bow Valley, including SkiBig3, Canadian

Mountain Holidays, Banff Hospitality Collective, Banff Caribou Properties, Banff Centre for Arts and Creativity, Parks Canada, Pursuit, Bow Valley Chamber of Commerce, and more. Jan and Adam Waterous also presented to community groups and associations, including the Rotary Club.

Through these conversations Jan and Adam Waterous heard support for the plan and received advice on how to work with Parks Canada. At this stage, Liricon did hear questions related to passenger rail and aerial transit, and about whether Parks Canada would approve a plan that involved a potential passenger train and gondola.

7. A visual, executive summary of the ARP and its core elements

Two pieces of collateral were developed in this phase of the engagement process: a fact sheet summarizing the project, and a business card-sized promotional piece that directed residents to the website and survey. These were useful takeaways used during in-person engagements to create awareness, educate people about the ARP, and drive them to sources where they can find more information.



8. Newspaper ads

To help reach a local audience, Liricon placed ads in both the Rocky Mountain Outlook and the Bow Valley Crag & Canyon newspapers. These ads helped raise awareness and promote upcoming engagement opportunities.



9. Media relations, including interviews and articles in the Globe and Mail, CBC, Calgary Herald, Rocky Mountain Outlook, Crag and Canyon, Mountain FM, and more.

Jan Waterous is the primary spokesperson for the ARP. She is always available to media and in this phase participated in several interviews with local, regional, and national outlets to share an overview of the project and report on resident input so far.

For more extensive media coverage visit: <https://banffecotransithub.ca/news/>



10. Project video including renderings from Liricon's architects and project overview

A multi-channel approach is necessary to reach all audiences today. While some residents will read the ARP cover to cover, others rely on video storytelling as a primary source of information. For this reason, Liricon developed two videos to help residents understand this development proposal:

- An 11-minute video that showed all aspects of the plan was made available on banffecotransithub.ca
- A three-minute video that shared the vision and highlights of the conceptual development plan to be used on Liricon's social platforms



PHASE 2: EXPLORE FEB 21-JULY/23

Following the Discover phase, Indigenous consultation was initiated by the Town of Banff. Also, broad community engagement was paused to allow Liricon and the Town of Banff to refine the ARP based on correspondence to the Town from Parks Canada.

The purpose of the Explore phase was to further engage in consultation that would raise awareness of the revised ARP and gather additional feedback that Liricon may have missed in Phase 1. In April 2023 Liricon and the Town agreed that Liricon expand engagement by making its draft ARP accessible to the public at banffecotransithub.ca. Because the public now had access to the ARP in its entirety, in May Liricon launched an extensive public engagement campaign to gather additional input.

We anticipated input would emerge as a result of changes to the draft ARP – particularly a notable shift that would see the removal of the aerial tramway and CPR passenger rail station from the character areas and conceptual plan area, instead becoming “aspirational” projects to be considered at a later approvals stage beyond the jurisdictional scope of the municipality. These changes were made in direct response to feedback provided by Parks Canada.

Summary of communication tactics in the Explore phase:

1. Initiation of consultation with Indigenous Peoples
2. Connection with ambassadors and third-party validators
3. Community skating rink established as part of Eco-Transit Hub
4. Social media awareness campaign

5. Collateral materials to improve accessibility of ARP
6. E-newsletter launch
7. Major website redevelopment
8. Media relations, including interviews on Mountain FM and articles in the Rocky Mountain Outlook.
9. Ad campaign to raise awareness of final stage of engagement by proponent
10. Mailbox drop to every Banff resident with a post office box
11. Letter writing campaign
12. Educational event on Sustainable Transportation alignment with community vision
13. Overwhelming response through community survey designed to assess support for the ARP
14. Surveys by Banff Lake Louise Tourism that reinforce the need for a sustainable transportation hub

This was an intense communication period, with an exceptionally high engagement level (e.g., community survey data based on nearly 1,000 responses) yet no new themes emerged in the Explore phase.

1. Initiation of consultation with Indigenous Peoples

As part of the Town of Banff's Indigenous Commemorative Framework, there is a deep commitment to achieving reconciliation with Indigenous Peoples through a renewed, government-to-government relationship based on the recognition of rights, mutual respect, understanding, cooperation, and learning.

Consistent with government-to-government protocols, Administration coordinated and led all consultation with Indigenous

communities relating to the ARP. Liricon has been an enthusiastic and active participant in this process and has so far attended two consultation sessions with the Blackfoot Confederacy and leadership from the Stoney Nakoda First Nation. This is anticipated to be the initiation of enhancing opportunities to explore and build long-term relationships that will support Indigenous tourism experiences, celebrate the contributions and rich cultural history of Indigenous Peoples, and offer invaluable learning opportunities to local and visiting populations.

On June 17, 2021, the Town of Banff and Liricon hosted the Kainai-Blood Tribe of the Blackfoot Confederacy onsite at the Banff Train Station for a smudging ceremony and information sharing session. Among other things, the discussion focused on the potential for true-to-culture Indigenous tourism experiences. This project was an opportunity to integrate interpretive and educational opportunities about the Blackfoot people and their traditional territory, and a chance to offer locals and visitors a broad understanding of Indigenous history and culture. The project team expressed a hope to work closely with the Blackfoot Confederacy to ensure educational opportunities are authentic,



Randall McKay, Manager, Strategic Initiatives + Special Projects with the Town of Banff leads an Indigenous consultation session with Jan and Adam Waterous and members of Liricon's communication team.



valuable, and align with objectives towards reconciliation.

On October 8, 2021, the Stoney First Nation joined Town of Banff and Liricon at the Banff Train Station to engage in consultation on the draft ARP.

Four key themes emerged from that meeting:

- Stoney First Nation welcomes the opportunity to revive a partnership with Banff businesses
- They are supportive of initiatives to address traffic congestion and reduce emissions
- The Banff Eco-Transit Hub presents naming opportunities that would provide an immediate Stoney connection to Banff for visitors
- Stoney Nakoda should be consulted in the event of an archaeological dig to ensure proper recognition of Stoney Nakoda artifacts

2. Ambassadors and third-party validators

Early in the Explore phase, Liricon identified a network of local ambassadors and third-party validators that will embody the “what’s in it for residents” aspects of this project, and by doing so, help to increase awareness of the plan and its benefits.

Along with small business owners and participants from the retail and hospitality sectors, these ambassadors represent a cross-section of the community, aligned with the values of the ARP and acted as positive spokespeople by attending in-person meetings, proactively sharing information on social media, writing letters to the editor, and discussing the ARP with their peers.

Responding to Community Needs

3. Community skating rink established as part of Banff Eco-Transit Hub

In 2021, the Town of Banff found themselves without a space to house the community skating rink. The previous location at the Banff high school was no longer an option and a plan to build one on Bear Street was rejected by Council.

With plenty of space at the Banff Train Station, along with requisite parking, Liricon presented the opportunity to the Town as a means to demonstrate the location's future viability as an important community hub. By including information about the ARP at the rink, this was also an opportunity to bring people to the site and further inform them about the redevelopment plan and many of its key elements.



4. Social media awareness campaign

With an overarching goal to increase awareness of the ARP and opportunities to provide feedback, in 2021 Liricon set a goal of growing their follower base on Facebook and Instagram with specific personas of those who they were targeting feedback from.

The content focused on sharable, saveable, consumer-generated content divided into two content pillars aligned with the ARP, with information shared as infographics, polls, stories, reels, and live videos.

In 2023, social channels continued to be used to encourage people to learn more about the ARP, highlight the existing video explaining the vision, and encourage people to provide input via surveys.



5. Collateral materials to improve accessibility of ARP

To help community members who will not read the 175-page ARP, Liricon developed easy to understand, quick to read, overview documents that outline the core elements of the new draft of the ARP.

Also, in 2022-23, three key guiding documents were released:

1. Banff National Park of Canada Management Plan (2022)
2. Expert Advisory Panel on Moving People Sustainably in the Banff Bow Valley (2022) by Parks Canada
3. Lead Tourism for Good: 10 Year Vision for Tourism in Banff and Lake Louise (2023)



Because many the key findings and recommendations in these documents aligned with elements in the ARP, print materials were created to showcase the ARPs connection to the higher level vision for the community. Liricon also ran a full page ad in the Rocky Mountain Outlook twice to illustrate alignment with the findings from the Expert Advisory Panel.

6. E-newsletter launch

Starting in June 2023, people that visited the Eco-Transit website and anyone that filled out surveys were given the opportunity to subscribe to a newsletter to receive updates regarding the ARP. At the time this Report was published, over 325 people signed up to receive the newsletter. The newsletter has focused on higher-level updates and includes suggestions on how people can show their support for the ARP. As the approval process begins, it will also inform readers about what is happening, where they can learn more, and how they can participate.

7. Website redevelopment

To reflect the changes that had been made to the ARP, the banffecotransithub.ca website underwent a major redevelopment to make it easier for residents and visitors to review the ARP in the form that worked best for them. This included the option to review fact sheets focusing on specific elements of the project, the executive summary, or the full report.

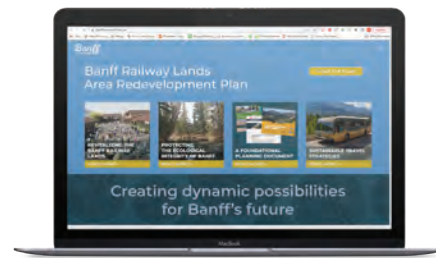
In May 2023, the revised ARP was added to the website for public review. The document is downloadable, allowing for easy access and review.

The website was also updated to include short, concise blog posts to highlight key elements of the ARP:

1. Revitalizing the Banff Railway Lands
2. Protecting the Ecological Integrity of Banff

3. The ARP as a foundational planning document
4. Sustainable travel strategies within the ARP

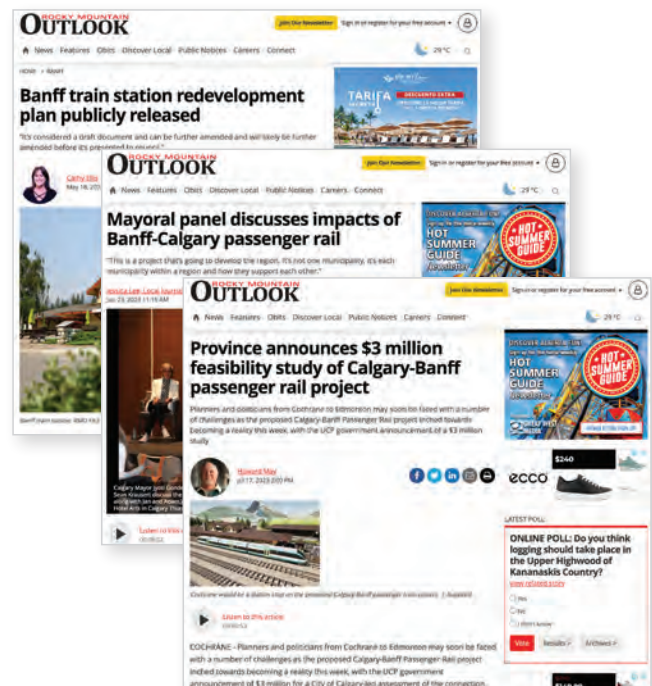
This new website home page shows the enhanced user experience:



8. Media relations, including coverage in Rocky Mountain Outlook, CTV News, the Calgary Herald, and interviews on Mountain FM, and more.

Once the ARP was made public in April 2023, Jan Waterous was available for interviews with media. Elements within the ARP also garnered attention by regional news outlets.

For more extensive list of media coverage visit banffecotransithub.ca



9. Ad campaign to raise awareness of final stage of engagement by proponent

Starting in May 2023, Liricon ran a full-page spread in the Rocky Mountain Outlook for three consecutive weeks. These focused on high level messaging, and were designed to inform the community on the Banff Railways Lands draft ARP, encourage them to visit the website, take the survey to provide feedback, sign up for the newsletter, and consider writing letters to local and federal government representatives. Based on circulation, these ads reached an estimated 24,000 people.



10. Mailbox drop to every Banff resident with a post office box

To further raise awareness, an informative brochure was delivered to all post office boxes in Banff at the end of May 2023. The flyers included additional information on the ARP, and encouraged readers to learn more about the proposed redevelopment on the website. Approximately 1,400 flyers were delivered.



11. Letter writing campaign

During the May 2023 communications campaign, a primary call to action was to write letters voicing opinions to elected Town councillors and the Mayor, the federal Minister of Environment and Climate Change, and the Parks Canada Agency superintendent. More than 50 support letters were received to the Town—many from organizations representing hundreds of Bow Valley voices. While many of these letters will have been mailed directly to the Town of Banff, several are included in the appendices of this report.

“Our 241 member businesses look forward to seeing more sustainable, creative, privately led projects that have very real community building aspects to them, while providing a variety of ways to live, work and enjoy our beautiful Bow Valley.”

– Ian O'Donnell, Executive Director
Bow Valley Builders & Developers Association

“Issues such as intercept parking have been on the books for over 40 years and congested traffic and sustainability are urgent and growing concerns. Being located in a national park offers an opportunity to do things right for the future.”

– Donna Livingstone, CEO
Whyte Museum of the Canadian Rockies

"The proposed Railway Lands Area Redevelopment Plan would bring value to our community by providing sustainable transportation, traffic relief, enhance accessibility, and community well-being. ... It would ensure that residents have better access to essential services, education, healthcare, and employment opportunities, improving their quality of life."

– Ebony Rempel, CEO
YWCA Banff

12. Educational event on Sustainable Transportation alignment with community vision

On June 8, 2023, Liricon hosted an event at the train station to update community members who have expressed interest in the project and next steps on the latest version of the ARP. Hosted by Andre Quenneville, Norquay GM, the session involved a panel who could shed insight on the importance of green transportation hubs in creating sustainable communities. This fireside chat included:



- Bill Fisher, Chair, Expert Advisory Panel on Moving People Sustainably in the Banff Bow Valley (2022) by Parks Canada
- Leslie Bruce, President and CEO, Banff & Lake Louise Tourism
- Jan Waterous, Managing Director, Liricon

The event was attended by approximately 50 guests and included a cross-section of the community. For about 10 minutes, each speaker discussed their unique perspective regarding the ARP followed by a 30 minute question and answer period. Key components of the discussion were included across social media platforms.

Key themes discussed:

- Traffic to Banff and popular destinations within the park is having negative impacts on the environment and visitor experience
- The need for private investment to advance public initiatives to address traffic and congestion in Banff national Park, especially with regards to day-trippers
- Collaboration between organizations is key to managing increased visitor numbers and create a long-term vision based on sustainability and both visitor and resident experience

"Collaboration - private and public - is the only way we can address transportation challenges..." — BILL FISHER

13. Overwhelming response through community survey designed to assess support for the ARP

To understand the level of support for the ARP, and to determine whether the community wanted to see the ARP advance through the Town's regulated review process, Liricon invested in the execution of two statistically significant surveys conducted in the spring and summer of 2023. Liricon received approximately 1,000 responses to these community surveys:

1. A long-format survey developed by Liricon that aimed at informing residents about core aspects of the ARP. This was designed to directly address misperceptions that the ARP includes a gondola terminus and passenger rail projects (804 responses).
2. A telephone survey and a short-format intercept survey conducted by a reputable third-party research firm, Advanis, to determine public opinion regarding whether the ARP is supported by residents and whether it should be heard as a bylaw by Council (190 responses).

The Advanis surveys (phone and short-format intercept) concluded that 65% of Banff residents are aware of plans to redevelop the Banff Railway Lands and train station and 80% agree that Council should support the plan. Results showed that 88% of residents said Council should hear the plan. The statistically valid and significant total sample size was 804 respondents via phone survey, online survey, and "on the street" interviews. Note, that as an important comparison to understand the scope of feedback, the Town of Banff's own Resident Satisfaction Survey results include input from 350 people.

804 people surveyed

80% agree that Council should support the plan

88% of participants think Council should hear the plan

The long-format survey launched in May 2023 and received 191 responses:

83% support the vision of the ARP

87% believe the Railway Lands need to be restored and redeveloped

Only 12% of respondents feel the Railway Lands should be left as-is with no additional restoration or development.

AWARENESS

Unaided Awareness

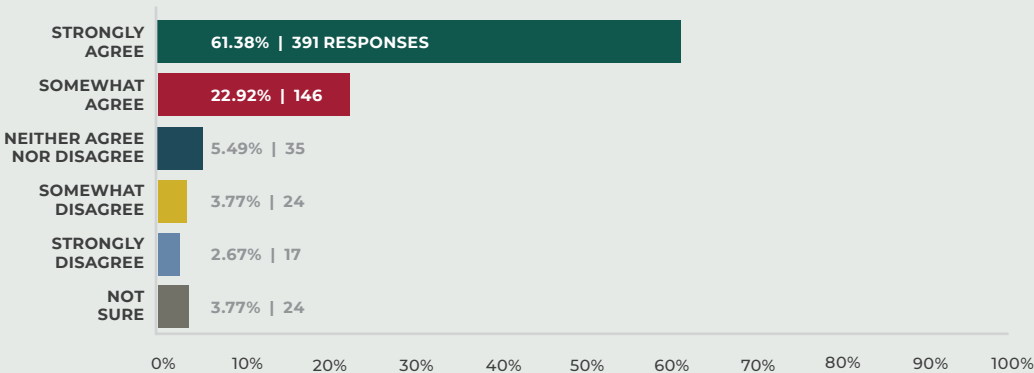
Are you aware of any plans to redevelop the historic Banff Train Station and railway lands?



SUPPORT

Do you agree or disagree that Banff Town Council should support this plan?

637 Responses.

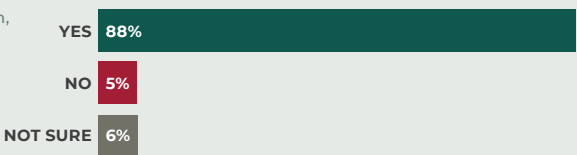


PROCESS: SHOULD COUNCIL HEAR THE PLAN?

Which of these two statements do you agree with the most?

Town Council should hear the Plan. If they approve the Plan, the Minister will have the opportunity to approve it or not.

Town Council should not hear the Plan, which would then terminate the Plan.



14. Surveys by Banff Lake Louise Tourism that reinforce the need for a sustainable transportation hub

Each year, Banff & Lake Louise Tourism (BLLT) conducts Summer and Winter surveys to gauge visitor satisfaction in the destination. Surveys typically receive about 2,000 completed responses from regional, national, and international visitors.

In the Summer 2022 Visitor Experience survey, BLLT identified parking availability as the lowest rated experience for visitors. The survey also showed that the increase in shuttle services and Roam transit options was helping to alleviate pain points associated with limited parking. With one respondent saying: *“the only thing I had to complain about was about the parking.”*

Other comments from the BLLT survey:

“More parking. More shuttles. More up to date info regarding current parking and process for certain sites.”

“Shuttles to Calgary is a challenge. It’s the main airport for all Banff visitors. There should be more cost-effective options.”



PHASE 3: REVEAL SEPTEMBER 2023

Purpose

The What We Heard Report is a summary of community engagement activities that have taken place to support the development of the draft ARP. In each phase, the goal was to gather information from as many people as possible to inform the various elements of the ARP. The What We’ve Heard Report is a public document, shared with municipal officials, to help illustrate Liricon’s deep commitment to clarity, transparency, and due process.

What we heard key themes:

Parking

Given the high percentage of respondents in favour of advancing the ARP to the approval stage, many comments supported the need for additional parking to reduce the number of cars in the town and throughout the park.

Taxation and financial sustainability

Several survey respondents indicated concern that the elements contained within the ARP would require considerable public funding and have a negative impact to Banff’s tax base.

Many comments surrounded the approval process for the proposed train and aerial transit.

What changed as a result

The Area Redevelopment Plan has evolved significantly alongside the communications and engagement process. While community input has been more focused on the need to address congestion, and parking and the overall vision of the project, approving authorities including Parks Canada and the Town of Banff have provided direct input on the plan.

Major changes

1. Enhanced Fenlands Wildlife Corridor: Added 5.2 hectares of rehabilitated area by reducing number of parking stalls on north side from about 2,000 to approximately 600.
2. Railway Heritage District: Removed the relocation of CP Rail train stations not currently on site and owned by Liricon.
3. Railway Avenue as a shared street.
4. Passenger train and aerial transit: Made clear the ARP provision of passenger rail services and gondola terminus are aspirational since passenger train and aerial transit require additional approvals

beyond the jurisdictional scope of the municipality.

Also removed:

1. Parking east of the dune.
2. A potential pedestrian bridge over the rail tracks from the Spruce Allée.
3. RV parking south of Railway Avenue.

Next steps

TOWN OF BANFF PROCESS FOR APPROVAL

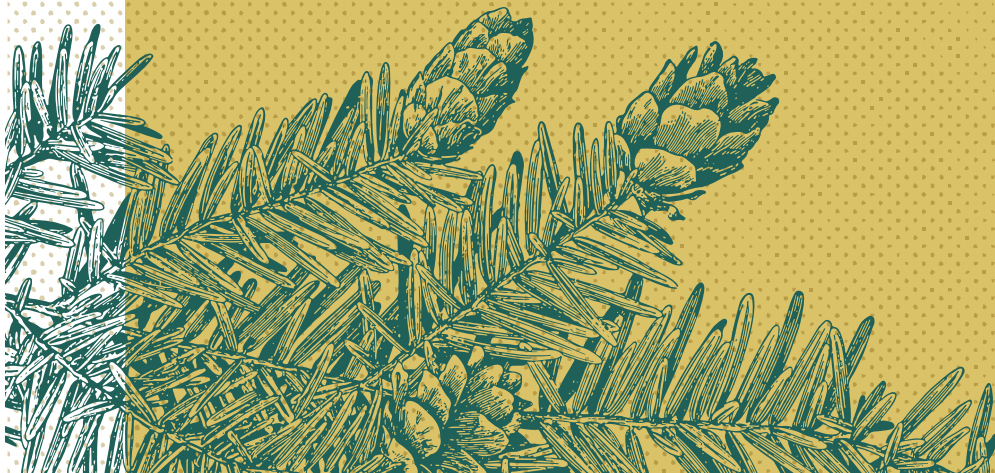
The ARP is a planning document. Liricon is now advancing the ARP to Banff Town Council to begin the approval process that will include review by elected officials as well as the appropriate committees. Once the Committees have reviewed the ARP, it will be submitted to Banff Town Council to continue the review and approval process. Once complete, Banff Town Council will determine whether to recommend the ARP to the Minister of Environment and Climate Change for further approvals.

Appendices:

| | |
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| 1. Community Engagement Plan | 24 |
| 2. ARP Communications Engagement, April 2023 | 27 |
| 3. July 2023 Survey Data | 32 |
| 4. June 2023 Survey Data | 75 |
| 5. Banff Starts Here 2022 | 108 |
| 6. Banff EcoTransit Hub Vision 2021 | 123 |
| 7. What We Heard Report 2019 | 126 |
| 8. Planvision National Survey 2019 | 151 |
| 9. Letters of Support 2023 | 170 |

Appendices:

1. Community Engagement Plan



OUR ENGAGEMENT PRINCIPLES



Accessible and inclusive: strive to understand the needs of the community and use a range of engagement techniques and approaches to make it easier to ‘hear’ input and make certain everyone can participate fully.



Transparent: Be clear as to why we are seeking input, the extent to which the community can influence a process, how input will be used to inform decision-making, and report back on the feedback collected and how it will (or why it won’t) be integrated.



Trustworthy: Establish trust with community members through meaningful engagement processes that support relationship building; with trust residents will be more likely to participate and provide input proactively.



Informed: Ensure that information and education is a key component of every engagement process; the more informed community members are, the better the conversation and input.

BACKGROUND

- The ARP includes intercept parking, a potential gondola to Mt. Norquay, and the possibility of a passenger rail with a link to Calgary, its International Airport, and other municipalities enroute.
- The development concept as approved through the ARP will also enable the creation of on-site public amenities such as the restoration of the gardens, Queen’s Willows, CP gardens, and Railway Heritage Plaza.
- The ARP is aligned with the Town’s 2019-2022 Strategic Priorities: Improving Active Routes & Transportation; Nurturing A Model Environmental Community; and Preserving Cultural Vibrancy.

OBJECTIVE

- **Satisfy the Town of Banff’s requirements for community engagement and seek community buy-in for the ARP.**

WHAT WE WANT TO ACCOMPLISH:

- Provide adequate opportunities for the community to comment on the DRAFT ARP
- Establish effective methods of communication between the community and Liricon Capital
- Inform the community on the progress of project activities
- Assess known or perceived community concerns and requests
- Gather input to accommodate the community’s interest in the decision-making process
- Explain technical activities and findings in an understandable/jargon-free format.

And finally:

- Provide community input via a ‘what we heard’ report to Liricon’s planning team, so the ARP DRAFT can be appropriately refined

- Provide a ‘what we heard’ report to Council (publicly available).

TARGET AUDIENCE / STAKEHOLDERS

| | |
|--|--|
| General population of Banff | Localized residents near Train Station (Squirrel St., Rabbit St., Cougar St., Big Horn St., Elk St.) |
| Localized residents near congested zones (Middle Springs, Valley View, Cave Ave., Glen Ave.) | Town of Banff administration and council |
| Parks Canada / Banff National Park field unit | Banff & Lake Louise Tourism |
| Banff Lake Louise Hospitality Association | Environment Organizations (Bow Valley Naturalists, CPAWS, Y2Y) |
| Banff Childcare Centre | ROAM Transit |
| Banff Hospitality Collective | Association for Mountain Parks Protection & Enjoyment (AMPPE) |
| Banff Elementary School | Banff Seniors Society |
| Banff Residents Against Paid Parking and Bear St. businesses concerned with limited spaces | Banff Heritage Corporation |
| Banff Housing Corporation | Banff Childcare Society |

Timeline

- Draft ARP to TOB for review by planning May 6
- Feedback from TOB to Liricon by May 15
- Four-week community engagement to begin mid-May and conclude in early June
- TOB First Reading of ARP: June.

CORE THEMES FOR FEEDBACK



CONGESTION



VISITOR
EXPERIENCE



WILDLIFE AND
ENVIRONMENT



HOUSING



SAFETY



ECONOMY



HISTORY AND
HERITAGE

EXPLORE – Engagement approach

Develop Communication collateral to share the story of the project and its benefits

- Display and information booth (which may be used in engagement pop-ups)
- Website – <https://banffnorquay.com/banff-eco-transit-centre> (materials and online survey)
- Newspaper ads in RMO and Bow Valley Crag & Canyon to raise awareness of engagement and post upcoming sessions
- Rocky Mountain FM interview
- Social media presence (Facebook and Instagram)
- Fact sheet-one-pager outlining the development initiative and the planning process
- Concept drawings and illustrations
- Community feedback/question sheet (hard copy of survey)
- Business card-sized promotional piece that points to website/survey.

Four methods for engagement

1. **Host pop up information booths to gather insights to shape the ARP recommendations at events/locations where the community is most likely to engage**
 - 4 to 6 convenient session times in mid-May to early June
 - Staffed by 2 to 4 Liricon team members depending on estimated crowd size at each location
 - Back drop information board and additional communications collateral
 - Staff actively capture feedback on sticky notes and post publicly.
2. **Online engagement portal (preferred direction is to host on Liricon's www.banffeco-transithub website) with survey to gather input to share ARP recommendations**
 - Opportunity to share more widely for feedback
 - Explore samples from other organizations/destinations (e.g., best practices in New Orleans, New Zealand etc.)
 - Share access to the survey through key stakeholder communications channels (Town of Banff, BLLHA, BLLT, etc.)
 - Results to summarized in 'what we heard' report.
3. **Individual meetings with key influencers and Jan/Adam Waterous**
4. **Community-based meetings (focused on groups that are already active)**

REVEAL – Opportunities to share findings

Publish What We Heard Report, including:

- Project Overview
- Engagement and communications overview
- What we asked
- Summary of input – key themes
- Verbatim comments
- How feedback will be incorporated into the project (including feedback that cannot be used and why)
- Estimate of the number of people engaged
- Survey summary
- How tactics were promoted
- Next steps.

Update project website with content

- Share engagement activity details and survey, post engagement activities, new proposal documents, research & science, news & media.

Town of Banff website - <http://banff.ca/index.aspx?NID=1028>

- Update based on key project milestones
- Ensure any reports or council presentations are publicly available in a timely manner
- Post engagement activities.

Social media toolkit

- Create social media presence for Liricon and the project
- Draft tweets promoting engagement activities and provide to key social media influencers including @Banff_Town, @ROAMtransit, @MtNorquay
- Set up of a YouTube channel to host video content.

Media relations

- Regular updates related to project as they arise.

Banff

STARTS HERE



The Banff Eco-Transit Hub is about creating a heritage destination and gateway to Banff that integrates sustainability, education, and extraordinary experiences while enhancing and protecting Banff National Park's status as an UNESCO World Heritage Site.

THE OBJECTIVES:

- Develop a transportation hub for integrated, multi-modal, low carbon, green transit systems
- Create a sense of place that infuses the journey with purpose, forging stronger connections between cultures and deeper respect for the natural environment
- A back to the future reimagining of the Banff railway lands as a new community hub and inclusive destination

The Vision:

This bold, forward-thinking vision is based around three innovative strategies that balance and enhance the human and ecological dimensions of the National Park and the Town of Banff.

REINVIGORATE the railway lands and restore the Banff train station and grounds to its former prominence as a landmark destination and gathering place for residents and visitors.

REDUCE vehicle congestion, carbon emissions, and environmental impacts through the integration of a range of mobility options to destinations within Banff and the National Park.

PRESERVE, ENHANCE, AND REHABILITATE disturbed areas of the site to sustain biodiversity and protect the natural environment.

A research-based approach

The Eco-Transit Hub has been designed in consultation with leading experts in the areas of transportation, low carbon systems, wildlife, heritage, and urban design. Based on feedback from the Town of Banff, the Province of Alberta and Parks Canada, this vision aligns to the goals and objectives of municipal, provincial, and federal priorities on cultural heritage and learning, mass transit, and the protection of wildlife corridors. This Hub:

- » **Addresses visitor and resident transportation CO₂ emissions** that are 63X higher per visitor relative to Zion National Park, Utah which has similar visitation to Banff National Park (Layzell et al, 2020).
- » **Provides a vastly improved visitor experience.** Decreased congestion and crowding increases visitors' length of stay and enhances the ways they interact with the town and greater environment.

This Hub is based on leading global examples of communities who have solved these same issues with technology and innovation.



This execution of this vision will require the full use of the 17.4-hectare (43-acre) site located in the Town of Banff, within the CR Railway Lands Land Use District, including the Canadian Pacific Railway right-of way, the train station, and Public Service and RSC lands immediately adjacent to the south of the CR District.

THE BANFF ECO TRANSIT HUB WILL:

1 | **REDUCE VEHICLE IMPACTS BY SUPPORTING AN INTEGRATED, ENVIRONMENTALLY FRIENDLY MASS TRANSIT SYSTEM**

- » Visitor Services and Cultural Institutions Pavilion
- » Parking for approximately 900 vehicles
- » A shuttle centre with five bus parking bays
- » Micro Transit Pavilion to support all mobility options from bicycles to strollers
- » Terminus for potential aerial transit to the Norquay Ski and Sightseeing base



2 | **RESTORE FENLANDS INDIAN GROUNDS WILDLIFE CORRIDOR AND HABITAT**

- » Restore, repair and preserve a high value habitat of about 15.5 acres. This is the largest parcel ever conserved and rehabilitated by a private operator in the history of the Town of Banff and will be five times larger than the new 400 stall parking lot
- » Concentrate parking areas, thereby creating a 15.5 acre conservation area
- » Enhance wildlife movement and habitat by removing barriers, installing wildlife fencing, guiding animals east of the redevelopment area, and working in partnership to build a wildlife underpass North of 40 Mile Creek

3 | **ENHANCE BANFF'S STATUS AS A UNESCO WORLD HERITAGE SITE, CELEBRATE RAILWAY HERITAGE, AND CREATE A DIVERSE AND INCLUSIVE COMMUNITY HUB**

- » **A 300 seat storytelling venue as well as an interpretive gathering space** to celebrate the deep traditions of Canada's First Nations as well as arts and culture
- » **Visitor Services and a Cultural Institutions Pavilion** to house satellite locations for the Whyte Museum and Banff Centre
- » **The Railway Heritage District** with historical cultural exhibits within food and beverage destinations
- » **A medium-density residential district to provide housing for residents and staff**

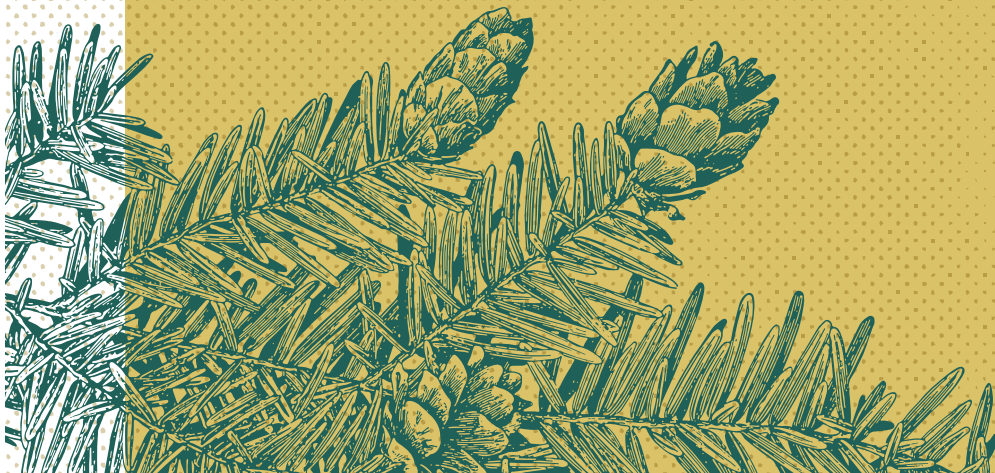


The Banff Eco Transit Hub vision is being advanced by Norquay Mystic Ridge Ltd., the leaseholder of the Banff Train Station Railway Lands and Norquay Ski and Sightseeing Resort which is owned by long-time Banff locals, Jan and Adam Waterous.

Banff is located within Treaty 7 Territory and the Métis Nation of Alberta Region 3. We acknowledge this land as the traditional territories of the five Alberta First Nations that signed Treaty 7, including the Kanai (Blood), Siksika (Blackfoot), Piikani, Tsuut'ina Nation, and the Stoney Nakoda (comprised of the Chiniki, Bearspaw, and Wesley Nations).

Appendices:

2. ARP Communications Engagement, April 2023





A different perspective.

ARP Communications: 2023 Engagement

April 3, 2023

Background: What are we missing stage?

This project represents transformational changes that would help governments meet sustainability goals. It's aligned with the Banff Management Plan 2022, the findings of the Expert Advisory Panel on Moving People Sustainably in the Banff Bow Valley, and Lead Tourism for Good: 10-Year Vision For Tourism in Banff and Lake Louise Plan. BUT... we're missing something, because there is a major barrier to advancing this plan at the local and federal level. This stage of planning/engagement will allow us to uncover and overcome hidden barriers.

There is support for ARP redevelopment in principle from both Parks and the TOB:

There is a need to:

1. Better understand audience points of view related to ARP elements
2. Build a community of champions for rail services from Calgary to Banff
3. Build bureaucratic support for the ARP in Ottawa
4. Give mayor and council confidence that they can bring the ARP forward.

GOALS

1. Create greater understanding of the ARP to help people get comfortable with next steps (ARP first reading)
 - Define “aspirational” in a way that makes sense for people
 - Further clarify some of the queries we have heard from stakeholders regarding its various components; impact on traffic congestion, wildlife mitigations, heritage, conformance to the regulatory framework, among others. In doing so we hope that most if not all, of these questions will be answered to the community’s satisfaction before the ARP is brought forward to Council for first reading.
 - OUTCOME: reshape the ARP story (8 years, will lead to a transformational change)
2. Gain support for the ARP in Ottawa (next phase)

Better understand audience points of view related to ARP elements (local)

Step 1: Host 2 focus groups:

Format:

- Share an overview of ARP
- Hear reactions
- Discuss perceived gaps in facts and understanding in the community
- Hear input on how to build support in the community

Step 2: Build an engagement plan to hear input on what Liricon might be missing with regard to key elements of the ARP

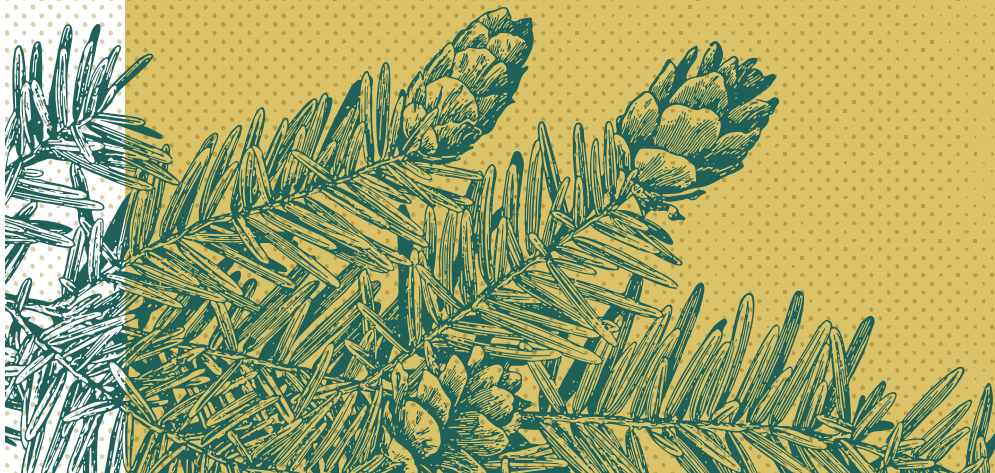
Step 3: Create updated collateral to educate community members on the final ARP content

Step 4: Host additional information sessions at the train station to hear direct input from those most engaged in the vision

Step 5: Survey the community to truly assess perceptions and support for the ARP

Appendices:

3. July 2023 Survey Data



Banff Survey

July 31, 2023



ADVANIS

for



LIRICON CAPITAL
SUSTAINABLE THINKING®



Summary

Awareness: The majority of Banff residents surveyed are aware of plans to redevelop the historic Banff train station and railway lands.

- Unaided, 65% are aware of the plan.
- Aided (i.e., after being told of the plan), this percentage increased slightly to 68%.
 - 68% among those surveyed randomly via phone.
 - 67% among those surveyed non-randomly via "on the street" interviews or the open online link.

Support: The majority of Banff residents surveyed agree that the Town Council should support the plan (80%).

- 65% among those surveyed randomly via phone.
- 84% among those surveyed non-randomly via "on the street" interviews or the open online link.

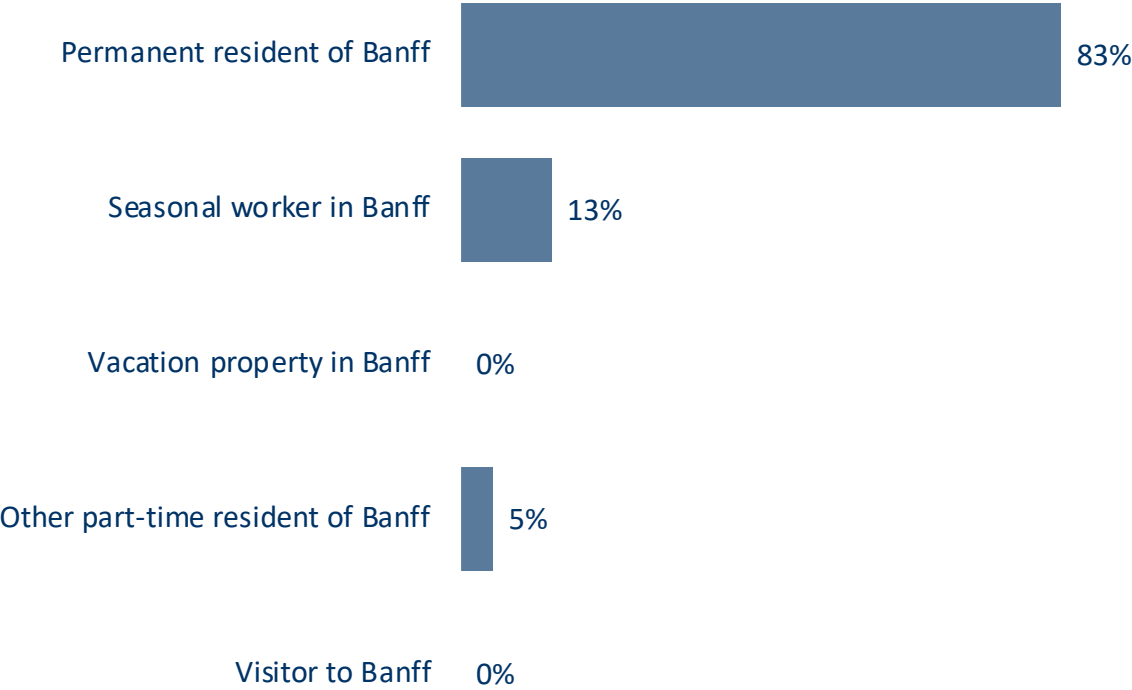
Process: The vast majority of Banff residents surveyed think Town Council should hear the plan (88%).

- 84% among those surveyed randomly via phone.
- 89% among those surveyed non-randomly via "on the street" interviews or the open online link.

Data collected in June and July, 2023 via random phone survey and non-random online survey and "on the street" interviews. Total useable sample size of 804 (181 random and 623 non-random). Please see full methodology explanation below the results.

Type of Resident

Which of the following descriptions best applies to you?

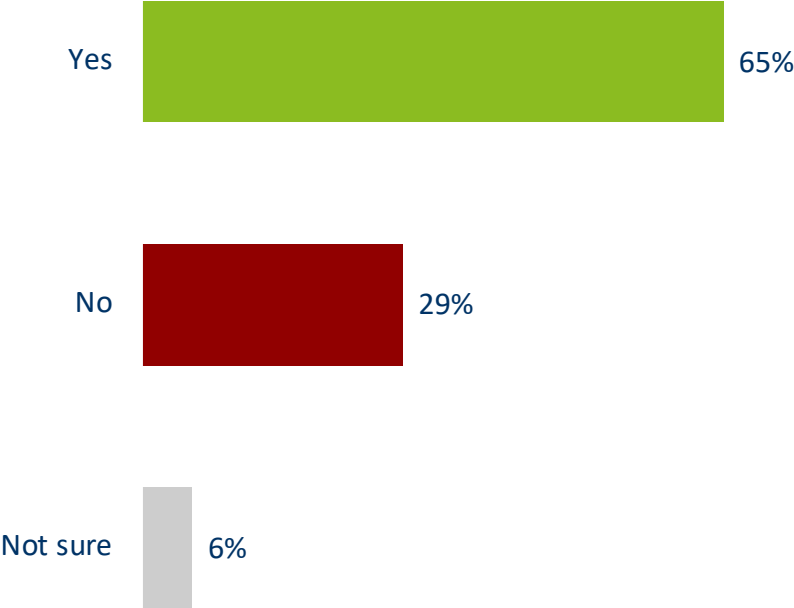


Which of the following descriptions best applies to you?

| | Total | NET Random (Phone) | NET Non- Random (In- person & Online) |
|-----------------------------------|-------|-----------------------|--|
| Permanent resident of Banff | 83% | 90% | 81% |
| | 644 | 161 | 483 |
| Seasonal worker in Banff | 13% | 9% | 14% |
| | 98 | 17 | 81 |
| Vacation property in Banff | 0% | 0% | 0% |
| Other part-time resident of Banff | 5% | 2% | 5% |
| | 36 | 3 | 33 |
| Visitor to Banff | 0% | 0% | 0% |
| Base | 778 | 181 | 597 |

Unaided Awareness

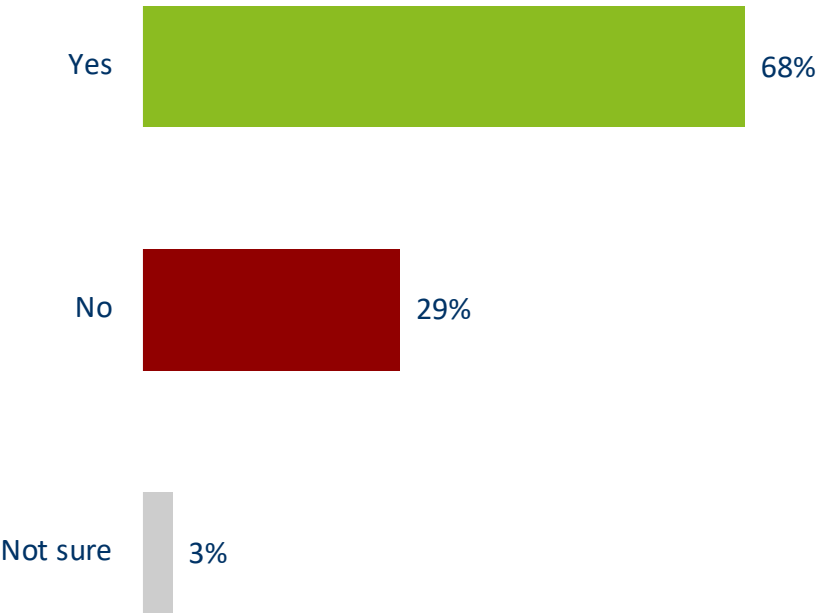
Are you aware of any plans to redevelop the historic Banff train station and railway lands?



| Are you aware of any plans to redevelop the historic Banff train station and railway lands? | | | | |
|---|-------|--------------------|-------------------------------------|--|
| | Total | NET Random (Phone) | NET Non-Random (In-person & Online) | |
| Yes | 65% | 65% | 65% | |
| | 515 | 116 | 399 | |
| No | 29% | 33% | 28% | |
| | 239 | 62 | 177 | |
| Not sure | 6% | 2% | 7% | |
| | 46 | 3 | 43 | |
| Base | 800 | 181 | 619 | |

Aided Awareness

[Is this the plan that you had heard of / Have you heard of this plan] before this survey?



| [Is this the plan that you had heard of / Have you heard of this plan] before this survey? | | | | |
|--|-------|--------------------|-------------------------------------|--|
| | Total | NET Random (Phone) | NET Non-Random (In-person & Online) | |
| Yes | 68% | 68% | 67% | |
| | 537 | 122 | 415 | |
| No | 29% | 30% | 29% | |
| | 235 | 56 | 179 | |
| Not sure | 3% | 2% | 4% | |
| | 29 | 3 | 26 | |
| Base | 801 | 181 | 620 | |

[Is this the plan that you had heard of / Have you heard of this plan] before this survey?
Weight: Weight by Age, Gender
Filters: Use record in analysis or exclude?: INCLUDE: did via online/intercept and not phone OR via phone and not online/intercept
Base Size: 801

Support

Do you agree or disagree that Banff Town Council should support this plan?



- NET Agree

■ NET Disagree

■ Strongly agree

■ Neither agree nor disagree (neutral/don't care)

■ Strongly disagree
- Neither

■ Need More info

■ Somewhat agree

■ Somewhat disagree

■ Not sure / need more information

Support by Sample Source

| Do you agree or disagree that Banff Town Council should support this plan? | | | |
|--|-------|-----------------------|---|
| | Total | NET Random (Phone) | NET Non-Random (In-person & Online) |
| NET Agree | 80% | 65% | 84% |
| Neither | 6% | 6% | 6% |
| NET Disagree | 11% | 24% | 7% |
| Need More info | 4% | 5% | 4% |
| Strongly agree | 56% | 38% | 61% |
| Somewhat agree | 24% | 27% | 22% |
| Neither agree nor disagree (neutral/don't care) | 6% | 6% | 6% |
| Somewhat disagree | 5% | 7% | 4% |
| Strongly disagree | 6% | 17% | 3% |
| Not sure / need more information | 4% | 5% | 4% |
| Base | 803 | 181 | 622 |

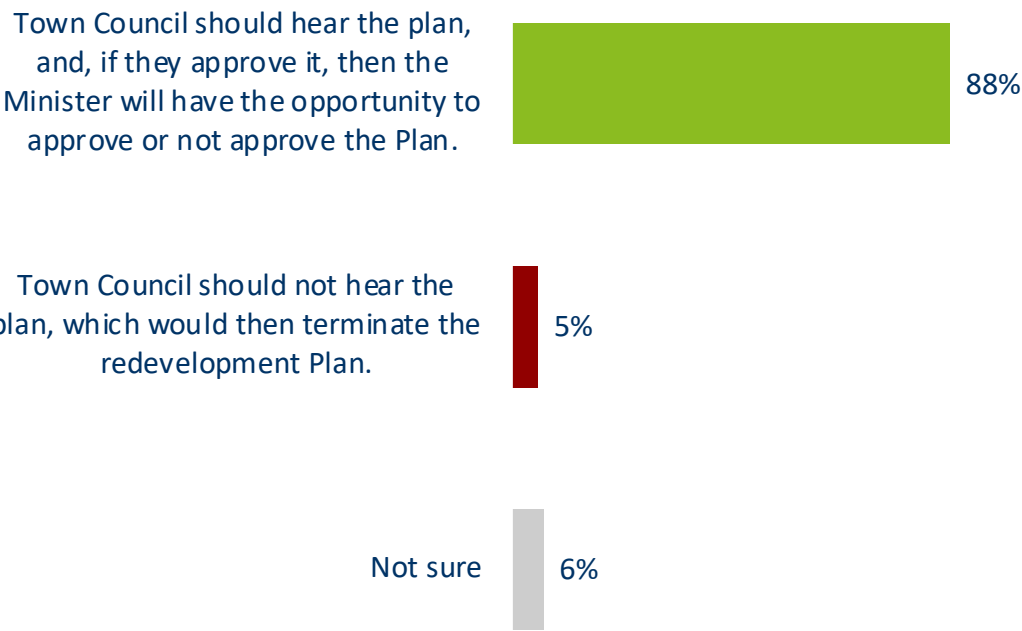
Do you agree or disagree that Banff Town Council should support this plan?

Weight: Weight by Age, Gender

Filters: Use record in analysis or exclude?: INCLUDE: did via online/intercept and not phone OR via phone and not online/intercept

Process: Should Council hear the plan?

Which of these two statements do you agree with the most?



| Which of these two statements do you agree with the most? | | | |
|---|------------|--------------------|-------------------------------------|
| | Total | NET Random (Phone) | NET Non-Random (In-person & Online) |
| Town Council should hear the plan, and, if they approve it, then the Minister will have the opportunity to approve or not approve the Plan. | 88% 702 | 84% 153 | 89% 549 |
| Town Council should not hear the plan, which would then terminate the redevelopment Plan. | 5% 41 | 11% 20 | 4% 21 |
| Not sure | 6% 51 | 4% 8 | 7% 43 |
| Base | 794 | 181 | 613 |

Which of these two statements do you agree with the most?
Weight: Weight by Age, Gender
Filters: Use record in analysis or exclude?: INCLUDE: did via online/intercept and not phone OR via phone and not online/intercept
Base Size: 794

Respondent Profile

Age

- Shift collected relatively more 18-34 via non-random intercept/open link (first row in table).
- Advanis collected relatively more 65+ via random phone survey (fourth row in table).
- These are weighted percentages; that is, they reflect the 18+ population proportions in Banff (per Statistics Canada).

| Which of the following age categories applies to you? | | | |
|---|-------|--------------------|-------------------------------------|
| | Total | NET Random (Phone) | NET Non-Random (In-person & Online) |
| 18 to 34 | 40% | 32% | 42% |
| | 316 | 59 | 257 |
| 35 to 54 | 33% | 35% | 33% |
| | 303 | 74 | 229 |
| 55 to 64 | 14% | 13% | 14% |
| | 90 | 20 | 70 |
| 65 or older | 13% | 20% | 11% |
| | 84 | 28 | 56 |
| 18 to 24 | 12% | 6% | 14% |
| | 89 | 10 | 79 |
| 25 to 34 | 27% | 26% | 28% |
| | 227 | 49 | 178 |
| 35 to 44 | 18% | 23% | 17% |
| | 171 | 49 | 122 |
| 45 to 54 | 15% | 13% | 16% |
| | 132 | 25 | 107 |
| 55 to 64 | 14% | 13% | 14% |
| | 90 | 20 | 70 |
| 65 to 74 | 9% | 10% | 8% |
| | 59 | 17 | 42 |
| 75 or older | 5% | 9% | 3% |
| | 25 | 11 | 14 |
| Base | 793 | 181 | 612 |

Gender

These are weighted percentages; that is, they reflect the 18+ population proportions in Banff (per Statistics Canada).

| What is your gender? | | | |
|----------------------|-------|--------------------|-------------------------------------|
| | Total | NET Random (Phone) | NET Non-Random (In-person & Online) |
| Man | 54% | 57% | 53% |
| | 393 | 98 | 295 |
| Woman | 46% | 43% | 47% |
| | 391 | 82 | 309 |
| Non-binary | 0% | 0% | 0% |
| | | | |
| Base | 784 | 180 | 604 |

Which of the following age categories applies to you?
What is your gender?
Weight: Weight by Age, Gender
Filters: Use record in analysis or exclude?: INCLUDE: did via online/intercept and not phone OR via phone and not online/intercept

Methodology

Survey Duplication

30 of the 203 people who completed the random phone survey had previously completed the non-random online and/or in-person survey (indeed, four people completed all three surveys).

To avoid counting the same person's answers twice, we have excluded all 30 of these people in the above analysis.

| Had you already completed a survey about this topic in June or July, either an online survey or an in-person survey? | | |
|--|-------|------------|
| | Count | Weighted % |
| NET Yes | 30 | 14% |
| No [just on phone] | 173 | 86% |
| Yes - online AND in-person [and phone] | 4 | 2% |
| Yes - online [and phone] | 19 | 9% |
| Yes - interviewed in-person [and phone] | 7 | 4% |
| Base | 203 | |

Had you already completed a survey about this topic in June or July, either an online survey or an in-person survey?
Weight: Weight by Age, Gender
Base Size: 203

As an aside, only 2 of these 30 people changed their mind as to whether Council should support the plan between the time that they did the online survey and then the phone survey.

Only 1 of these 30 people changed their mind as to whether Council should *hear* the plan.

| And did you give the same answer in that survey as you did with me just now when you were asked... [Base: Already completed a survey about this topic] | | |
|--|--|---|
| | ...whether you think that Banff Town Council should support this plan? | ...whether you think that Town Council should hear the plan or not? |
| Yes | 80%* 24 | 87%* 26 |
| No | 7%* 2 | 4%* 1 |
| Don't know / Can't remember | 13%* 4 | 9%* 3 |
| Base | 30* | 30* |

And did you give the same answer in that survey as you did with me just now when you were asked... [Base: Already completed a survey about this topic]
Weight: Weight by Age, Gender
*Caution, small base (<=50).

Data included in our analysis

- We exclude 22 of the 30 completes collected via the phone from people who said they'd done the survey before, for the reasons shown in the table below.
 - We exclude 8 of the online survey completes and use their answers from the phone, for the reason noted below.
 - We exclude 7 of the online/intercept completes for the reason noted below.
- 804 people only did the survey once via online/intercept or the phone: these people comprise the total sample size for our results. That said, not every one of these 804 completed all questions, so the base sizes for the analyses are show beneath each question's results.

| Use record in analysis or exclude? | Total | NET Random (Phone) | NET Non-Random (In-person & Online) |
|--|-------|--------------------|-------------------------------------|
| EXCLUDE: person didn't give personal info on phone so we can't identify their online complete, so will use online complete and ignore phone complete | 1% | 4% | 0% |
| | 7 | 7 | |
| EXCLUDE: can't find phone complete's incentive info in SM incentive info, so we'll use online complete and ignore phone complete | 2% | 7% | 0% |
| | 15 | 15 | |
| EXCLUDE: we CAN find phone complete's incentive info in online incentive info, so we'll ignore the online complete | 1% | 0% | 1% |
| | 8 | | 8 |
| EXCLUDE: manual review of online and intercept completes shows that these people showed up twice; kept just one of their records | 1% | 0% | 1% |
| | 7 | | 7 |
| INCLUDE: did via online/intercept and not phone OR via phone and not online/intercept | 96% | 89% | 98% |
| | 804 | 181 | 623 |
| Base | 841 | 203 | 638 |

Combining random and non-random data

For most questions in the survey, combining the non-random and random data doesn't require an explanation because the results collected each way are so similar.

However, for the question about support, the results differ somewhat more, particularly among permanent residents. So, we call out these differences here to be transparent. Comparing the first two columns in the table below:

- A much larger percentage of permanent residents recruited non-randomly and completing the survey via "on-the-street" interviews and the open link *strongly agree* that Town Council should support this plan.
 - A much larger percentage of permanent residents recruited randomly via the phone *strongly disagree*, and a correspondingly lower percentage *strongly agree*.
- However, in both cases, the **majority** of respondents do agree that Council should support the redevelopment plan, **so we have reported the combined result in our summary**.

| Do you agree or disagree that Banff Town Council should support this plan? | | | | | | | |
|--|-----------------------------|-------------------------------------|--------------------------|-------------------------------------|-----------------------------------|-------------------------------------|--|
| | Permanent resident of Banff | | Seasonal worker in Banff | | Other part-time resident of Banff | | |
| | NET Random (Phone) | NET Non-Random (In-person & Online) | NET Random (Phone) | NET Non-Random (In-person & Online) | NET Random (Phone) | NET Non-Random (In-person & Online) | |
| NET Agree | 64% | 84% | 75%* | 79% | 100%* | 88%* | |
| Neither | 7% | 5% | 0%* | 13% | 0%* | 9%* | |
| NET Disagree | 24% | 8% | 25%* | 3% | 0%* | 0%* | |
| Need More info | 6% | 3% | 0%* | 5% | 0%* | 3%* | |
| Strongly agree | 39% | 62% | 27%* | 54% | 29%* | 64%* | |
| Somewhat agree | 24% | 22% | 48%* | 26% | 71%* | 24%* | |
| Neither agree nor disagree (neutral/don't care) | 7% | 5% | 0%* | 13% | 0%* | 9%* | |
| Somewhat disagree | 6% | 4% | 12%* | 2% | 0%* | 0%* | |
| Strongly disagree | 18% | 3% | 13%* | 1% | 0%* | 0%* | |
| Not sure / need more information | 6% | 3% | 0%* | 5% | 0%* | 3%* | |
| Base | 161 | 483 | 17* | 81 | 3* | 33* | |

Do you agree or disagree that Banff Town Council should support this plan?

Weight: Weight by Age, Gender

Filters: Use record in analysis or exclude?: INCLUDE: did via online/intercept and not phone OR via phone and not online/intercept

*Caution, small base (<=50).

Target Population, Weighting, and Data Collection Methods

- **Target population:** residents of Banff aged 18 or older: permanent residents (80% of responses); seasonal workers (12%); and other part-time residents (8%).
- **Weighting:**
 - Sample data is weighted to age and gender within Banff to match population proportions from Statistics Canada.
 - Since we showed that we could combine the random and non-random data and still come to the same overall conclusions, we weighted the full data set.
- **Data collection:**
 - Non-random: June X-July 30; n=638, but used 623 of these to avoid duplication across data collection sources
 - open link (anyone with the link could complete the survey, and as many times as they wish)
 - in-person intercept surveys ("on the street") completing the same online survey but on a tablet with an interviewer from Shift Consulting (these people may or may not have completed the online survey at a different time)
 - we were able to identify three people who completed the online/intercept survey more than once; we kept only one of their responses (the first survey they completed)
 - Random: July 17-26; n=203, but used 181 of these for a margin of error of +/- 7.3% at a 95% confidence level
 - phone survey with an interviewer from Advanis
 - sample included both landline and cellphone numbers
 - at the end of this survey, we asked respondents if they had completed the survey before online/in-person; if they had, we did not double-count them; instead:
 - we kept their phone complete if we could identify their online complete (so we could exclude their online response)
 - we kept their online complete if we could not match their phone and online completes (and ignored their phone complete)

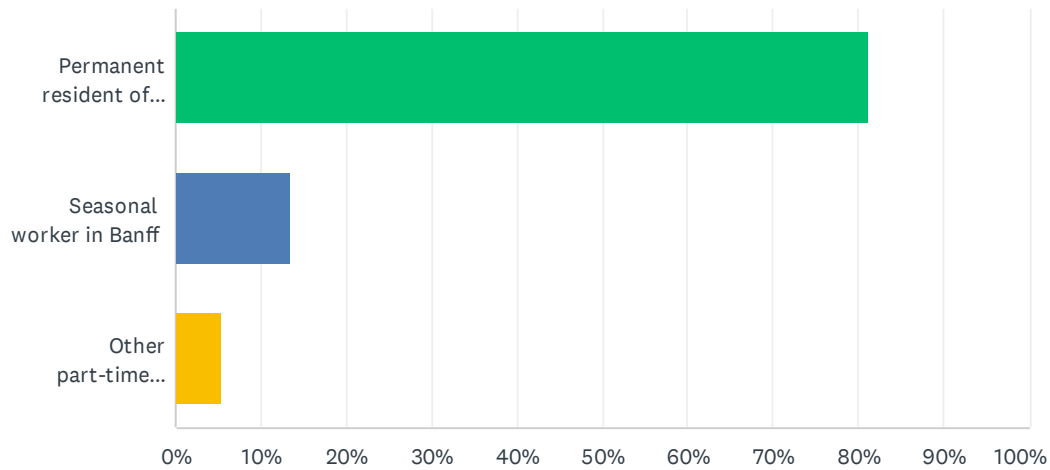


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Q1 Which of the following descriptions best applies to you?

Answered: 611 Skipped: 27



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Permanent resident of Banff | 81.18% | 496 |
| Seasonal worker in Banff | 13.42% | 82 |
| Other part-time resident, please specify below | 5.40% | 33 |
| TOTAL | | 611 |

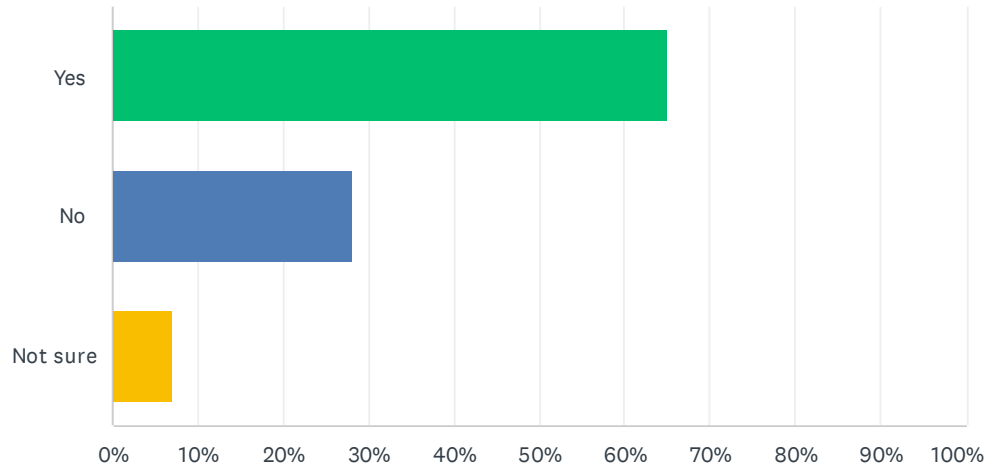
Q1: Which of the following descriptions best applies to you?

- Other (please specify)
- Permanent resident of the Bow Valley for over 30 years
- citizen
- I work in canmore
- working holiday who intends to stay longer in Banff
- Permanent resident of Canmore, work in Banff full time.
- Temporary resident
- Lived and worked in Banff for 31 years
- Born in Banff
- Live in Lake Louise
- Canmore resident working in banff
- Resident of Canmore
- Canmore resident working in banff
- Permanent resident of Canmore
- Live in Canmore, part time job in Banff
- Co-op
- Work permit with LMIA
- 2 year visa
- Full time temp resident
- Citizen of canada
- I live in cochrane.
- I am Ukrainian, I came under the CUAET program, I work as a housekeeper at the Fox Hotel, Banff on a permanent basis with a work permit. I live at 407 Beaver St, Banff, AB
- CO-OP
- Practicumer
- Under LMIA
- TFW
- Work permit hoder
- Work visa, applying for PR soon
- Permanent resident Canmore; work in Banff
- IEC visa

- TFW Lmia work permit
- Open Work Permit.
- Work permit
- Work permit
- Full time foreign worker
- 2 years in Banff, just applied for PR
- 2 year visa
- Canmore resident
- Permanent resident of Canmore
- Permanent resident of Canmore
- Full time worker and resident with permit and visa
- LMIA
- Live in Canmore work in Banff
- Full time employee in Banff, Permanent resident of Canmore
- Resident of Canmore
- Canmore resident
- work in Banff, but live in Canmore
- I live in Canmore but work full time in Banff
- Full time worker in Banff, Canmore resident
- Full-time employee in Banff
- Live in Canmore, work in Banff
- Vacation homeowner in the Bow Valley
- Permanent resident of Canmore but operate a charity that runs programs in Banff
- Working on my pr
- Live in Canmore
- Permanent worked in Banff
- Address is in BC but working for a Banff business full time as well
- Work full-time in Banff
- I work in Banff but live in Canmore
- Canmore resident working in banff

Q2 Are you aware of any plans to redevelop the historic Banff train station and railway lands?

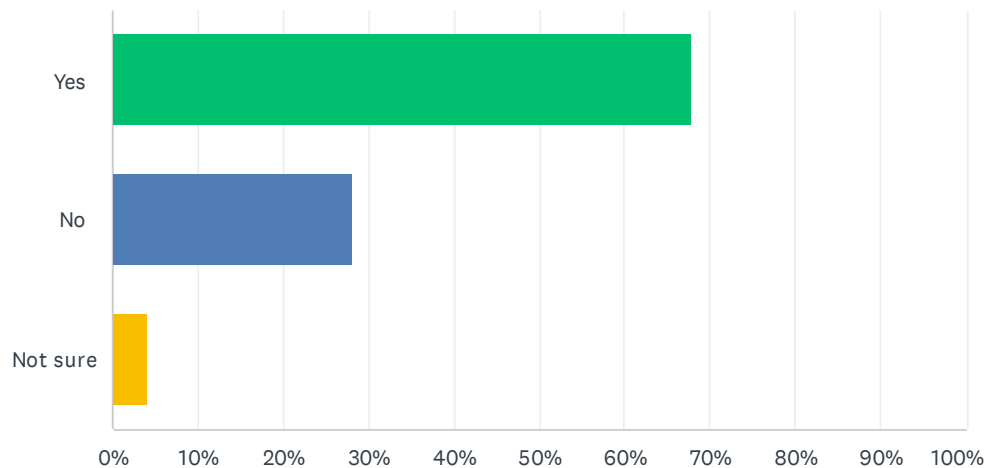
Answered: 634 Skipped: 4



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 64.98% | 412 |
| No | 28.08% | 178 |
| Not sure | 6.94% | 44 |
| TOTAL | | 634 |

Q3 There is a plan to redevelop the Banff train station and railway lands. This plan describes creating a Transit Hub where visitors would leave behind their car and experience the Town's and the Park's destinations other ways, like on foot, bikes, scooters, or taking shuttles to popular destinations. Had you heard of this plan before this survey?

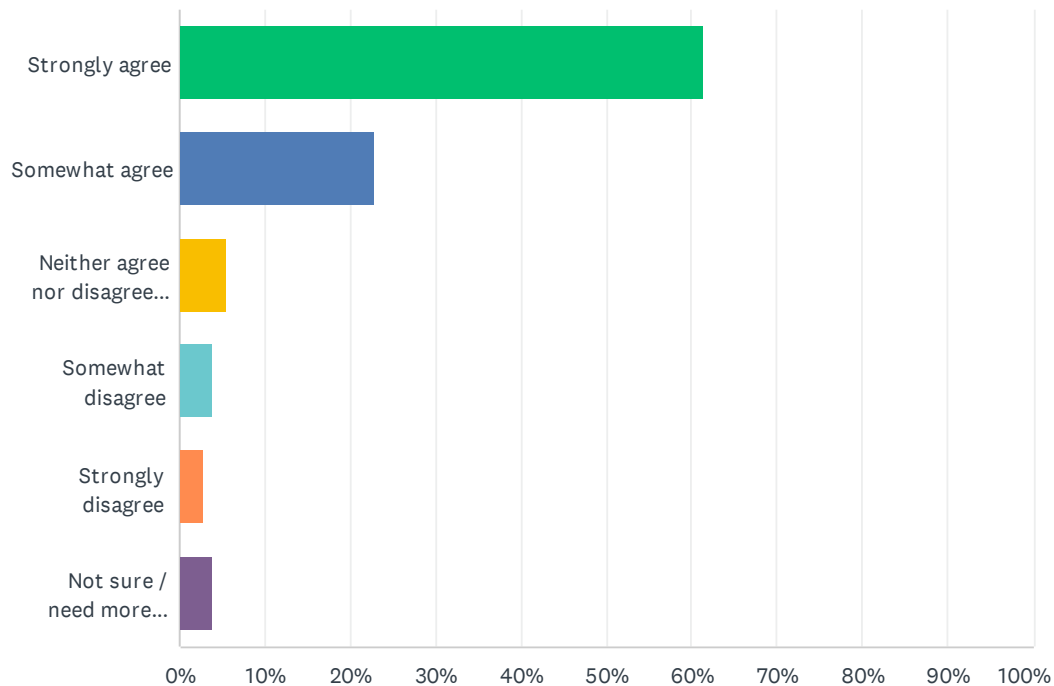
Answered: 635 Skipped: 3



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Yes | 67.72% | 430 |
| No | 28.19% | 179 |
| Not sure | 4.09% | 26 |
| TOTAL | | 635 |

Q4 Given the description of the plan to redevelop the Banff train station and railway lands, do you agree or disagree that Banff Town Council should support this plan?

Answered: 637 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Strongly agree | 61.38% | 391 |
| Somewhat agree | 22.92% | 146 |
| Neither agree nor disagree (neutral/don't care) | 5.49% | 35 |
| Somewhat disagree | 3.77% | 24 |
| Strongly disagree | 2.67% | 17 |
| Not sure / need more information | 3.77% | 24 |
| TOTAL | | 637 |

Q5: Do you have any feedback about the plan to redevelop the Banff train station and railway lands that you'd like to share?

- Get the train from Banff to Calgary going!
- It appears that the plan has the opportunity to increase use of transit and divert cars prior to entering the townsite. This would be a benefit to help alleviate current congestion issues.
- I like the plan and think it will work well
- This will really help to cut down on carbon foot print and make travelling much easier for everyone.
- Being in Banff is already expensive, how much would it cost to rent the bike, scooters, etc...
- The redevelopment of these lands could be a positive. But, I am not convinced that the plan will have the support required from all levels of government. So many hoops to go through and then you have to convince the public that they can leave their cars behind. As the most recent traffic survey (July 22-23) - people want to go to play in the park - ie paddle boarding, biking, skiing, picnicing, hiking etc. Going on a train and then a bus would be inconvenient and logistically difficult. Solve this problem and then you have a more viable product. Nope
- Need more information
- Hopefully there will be a locals discount to encourage locals to properly explore the town, so they can further fall in love with its magic!
- Would be great to see Rocky Mountaineer use the Station instead of the siding.
- Don't feel this is the area to stage a hub
- I think that the reconstruction of a public place like the one mentioned above would be very useful for the population of Banff and would attract more tourists to the town
- It goes without saying that the consideration of the wildlife should be of paramount importance
- cheap prices
- Redeveloping the Banff train station and railway lands should benefit not just tourists but also the locals and the Banff Park itself. And during the process, hopefully no more disturbances in wildlife more than what it is happening now.
- Better parking
- Would be good to decongest the roads also making crossing times for pedestrians quicker
- It is really difficult for local residents who do not own a personal vehicle to travel in and out Banff due to its remote location. There are currently insufficient public transport links between Banff and Calgary, so this will be hugely beneficial for locals too.
- Great idea
- Get it done!

- I think this would be a great initiative that would help drastically reduce our carbon footprint which should be a priority for a town operating within a National Park. Additionally it could help solve the labour shortage as employers could start looking at hiring from Calgary, Morely and other communities along the rail system.
- It makes sense to use the lands as a hub that will assist in alleviating the congestion experienced in peak season. It will create a more welcoming entrance into town as well as a traffic hub to reduce traffic within the townsite. Love the idea to reduce the private vehicles driving in the area!
- No
- Ongoing government support is important as highly unlikely that it can fanatically support it self
- I would like town worked on reducing traffic in town. Especially on the other side of the bridge.
- I worry about the expense that will fall on the residents. I worry about bringing more people in the townsite, even without cars - specifically fay trippers. More people mean more infracstructures (larger public washrooms, larger transit hubs, more Town of Banff staff, larger town hall.
- I believe it would give easier access to our visitor and limit the amount of cars in town.
- I am not in favour of a train coming to Banff. I believe that it will be negative for the community. I believe that the town of Banff should be given the lease for the train station lands, that the town of Banff should develop the remaining available parking spots and should run Roam intensely from our new lots. Instead, we seem to have a very wealthy corporation and their veiled objectives mixed in with this needed development. These spots are being held over the community in a way that will only benefit the town if the pockets of Liricon are lined. I believe that Liricon is at the root, a selfish family that is using its position to try to make Norquay a major financial success. If they truly cared about the community, the value of the train station parking would be turned over to Banff. Furthermore, if you look at the development plan, it's easy to see the the train station is intended to become a place of interest in the community that will require the parking, so instead of gaining spots, Liricon will need many or all of the spots for their arrival centre and gondola terminal. This will permanently take these spots that are needed for Banff and will allocate them to Liricon's financial benefit. We as a community have always been white washed by Liricon; given survey questions that make you feel like an idiot if you don't agree, only given gradients of positive responses etc. additionally our town politicians/employees all seem to be eating out of Liricon's hands like little birds. How is it that not one person has not said "hey, the town should just have this lease" and the need of a satellite parking lot should be decoupled from

a private corporation and it's interests!" Anyway, I see you for what you are: a corporation looking to maximize profit.

- Need to improve road service at the same time to make it work
- Liricon needs full support for this initiative.
- Just keep historical aspect
- Get it done!
- Make sure to remain environmentally conscious
- Best of luck
- Banff has a great opportunity to support this vision of transforming transportation in Banff. Redevelop the Banff train, is very good idea, we can get more tourists get attraction to see openly Banff and also we can control pollution from vehicles. I think there should be another public open house, similar to the open house held for the train station parking lot. I have been a while since I have read the plan it would be nice to go through it again and speak to people about it. I have lived here since 1991. I have always been concerned about too many vehicles, especially when visiting the town and other sites in the park. There has to be a balance struck and, in travelling to many places around the world have found many great examples of management, but the best was in the USA, in particular, Zion National Park and the Grand Canyon. This kind of project has been done successfully before. Banff is long overdue for getting ahead of this issue while maintaining access through proper management and coordination with all constituents. I am throwing my full support behind this initiative this plan will positively impact Banff - visitors and residents, and provide improvement and activation to an underutilized area
- There's so much car congestion in town, this is a great idea! Guests arriving at the train station are constantly surprised there are little in the way of passenger trains coming into the town. Need to keep with the mountain-like architecture so a new complex doesn't look out of place to the rest of the town
- As long as it can avoid wildlife railway death
- Great idea
- Great idea THERE ARE TOO MANY REASONS TO ELUCIDATE THEM EVERYWHERE, GLOBALLY, THERE IS AN IMPROVEMENT ON THE TRAIN TRANSPORTATION. IT IS THE FUTURE WAY TO MOVE AROUND ESPECIALLY IN SMALL TOURISTIQUE VILLAGE WHERE PARKING IS VERY LIMITED TRAIN AND BUS ARE REPLACING CARS i Excellent and comprehensive plan that will benefit the health and wellbeing of the community and visitors Hope it works
- no
- I think it's a good idea that would lead to fewer cars in town.

- Town should be in vol with Development
- Yes i think a train line to Calgary from Banff would be very useful
- Not at this time
- It would be great for the environment
- Keep up the good work
- Not sold on the gondola piece I agree all plans Norquay is trying to do. Also Norquay can help creat pedestrians path from train station to downtown which people can walk safely without worrying about traffic, that would be great. It's an under utilized space that could be helpful to accommodate ever increasing demands to visit Banff in a meaningful way I'm concerned with the scale of the development, the emphasis on railway lands and the precariousness these plans put on the Town of Banff - for parking, as well as development expectations. Banff is already too impacted by visitation and by building more, we know they will come and we will probably increase the problems/ not diminish them. Plus, I do not support the high speed rail or gondola proposals that Liricon has put forward in the past.
- I just want to protect wildlife.
- Would be great for helping Banff go car-free A wedge application to be followed by trains and gondolas. Banff needs to reduce traffic by reducing commercial projects, new business licences and properly enforcing the commercial cap. People who can't walk- then what ?My concern is elderly and people that cannot walk ... if they can't drive maybe give them an electric scooter Make it safe and make it clean
- Do it...
- I live in Middle Springs. Summer traffic jams are very troublesome when an emergency occurs.
- None
- I think the transition to rail is an important part of Banff's future (and its past). It would be an exciting opportunity that has many positive reverberations in all sectors.
- No :)
- I hope it gets approved soon for the residents sake
- Great idea. Hope the Town and Parks get onboard!
- Not at this time I'm concerned that if the train station parking becomes the main parking for the town, then the town will become hostage to a private owner's decisions and prices. I think it's dangerous without assurances to the town that the transport hub won't become a source of leverage against future development in other parts of the town Town Council and their support is irrelevant No problem developing with TOB boundary as per TOB development guidelines

- Great idea. Very exciting!! I think this is wonder. All my life I've been hearing about a train to Calgary and never had it happened. Plus the added transit hub will help with much needed traffic control and give some relief of the 100 and 200 blocks on Banff ave. The overcrowding of the town needs to move more people efficiently through public transit and in other visitor friendly ways like walking and biking. Train to airport is a very good idea. A bridge to cross a major railroad & highway not, would need to be done near the Timberline. I think as long as it is planned thoughtfully it can be a really great enhancement to the area and address some of the issues we have with overcrowding and traffic. There should be some more innovative ways to connect from the train station to other places in town. More green development and also anything to help reduce traffic congestion between train station and downtown. Also, avoid gondola up to Norquay!
- No
- Access and Egress - the traffic circle will need a lot of refinement. more alternatives to cars on the road please. I think it is a brilliant idea and will eliminate many of the vehicles that travel to Banff for tourism and for work, by providing a wonderful means of transportation other than driving.
- Nothing at this time
- I think it would be great, especially with the amount of tourist who are now coming. The train station was, in its elegant past, an attraction onto itself. It was a vibrant active place and could be that again.
- Make it nice
- If they go forward with the plan I hope they keep the interests of locals as priority. It's very helpful to reduce the traffic. Intercept parking is the inevitable future of the Town of Banff. By all accounts the ARP, is the most comprehensive and well thought out approach to the intercept parking in Banff's history. It is notable that of all the reports/studies on traffic, parking, vehicular congestion in Banff over the years, that the municipality did not recognize the opportunity presented by the railway lands – now being advanced by a private landowner (lessee). Opportunities like this do not come along very often and Mayor and Council, and all levels of government have a duty to take this ARP, and the whole project, very seriously.
- not yet. Get the train service from Calgary approved and start construction first, then redevelop based on the train service needs. This plan needs to be implemented soon. As evidenced by the popularity of the parking lot built east of the train station, if people have an alternate mode of transport, they will use it. Congestion needs to be alleviated so that people can enjoy the area, not circle endlessly searching for a parking spot. I take Road to Banff and love it.

- designated entrance lane to keep flow of traffic going as it always builds up entering banff
Being a world wide destination it would make sense to have a train between Calgary and Banff This a good idea for me
- I don't like EV road vehicles
- No I'm sorry I haven't any feedback or advice
- No
- It is a good idea so the traffic won't build up in tourist destinations I think it should be a good idea. It can boost businesses in Banff such as bike rentals and the guests can maximize their time in the town.
- None Would be great if we can redevelop the railway station and also if we can make a parking lots and more over if we can schedule passengers train from banff to calgary there will be lots of people will take the advantage of it also the visitors who mainly for Gondola,cave, fairmount and the rimrock and also for rock climbing and skiing will be helpful for them to avoid the private cars and searching for parking lots I think redeveloping the train station would give more ways to visitors to know more about the heritage and history of the railway and also know more about the town in particular.... I like if the plan help with town traffic and current tourism. But not if it means to increase number of visitors. Yes, too many cars in town from visitors, it's a problem for locals to find a parking place, also making traffic jams in this small town. They should also limit tourists, too much for natural, animals and locals. That's why they should limited cars and tourists. It's better stop them somewhere close too town, train station parking place is good, but probably not enough for tourists.
- the plan si good
- it will be nice for the comunity A higher frequency of lower cost trains would help immensely. Not needing to pay \$140 to go to Calgary and back would increase tourism
- I think this would be a good idea
- It's is nice for tourist Hope there will be no restaurant/dining outlet in that area so we can prevent wild animals (and our pets too) from eating the human food residue.
- What are the benefits for locals?Perhaps wider paths or more paths for bikes/scooters from the station to make it safer and not mix with car traffic on the road
- I think it's a great idea to redevelop that land and use the building
- destroying the land That it should not be owned/developed by Liricon as a vehicle to prop up their separate, failing business (Mt Norquay)
- That would be great to ease the traffic congestion during pick tourist months.
- Yes

- maybe more walking approaches from different directions, because sometimes I walk on stones.
- Not sure
- Sounds like a great idea
- Hi
- Use the land for more housing development More of Ebikes or Escooters will be helpful for locals and tourists Focus on affordable housing, or even enough housing. Increasing tourist volumes with additional parking will result in a population growth from service jobs. We are already at close to zero rental availability as it is. I would hope this plan is being looked at in conjunction with more than moratoriums on B&B's as a quick bandaid solution to the ongoing housing crisis. Thank you for your time.
- Nothing
- na
- if this project will pass and approved this will be so much help di creasing vehicle coming to Banff Would be better if there is enough housing for employees 1st
- Not really
- Easier transportation, less traffic
- Need more info about plans Good for the environment, free up overflowing car parks so more people could do hikes We need more parking I believe it's vital, that we dramatically reduce the number of private vehicles being used, not only in Banff but in the Park as a whole.
- Add trains to Calgary Depends on how much change you make to the lands/ and save the nature. We're suppose protect the nature in the national park, but cut so many trees to make a free parking next to the train station. I think that was a conflict. We shouldn't cut anymore trees. I think it is brilliant. A train from Calgary would if I would have to guess, drop traffic by a considerable amount. Something has to be done!
- Convenience , but for what cost
- Would be good to have a hub with free parking There isn't much space for redeveloping?? Maybe they should consider the other entrance by the Husky station?I would love to see more people drive and park before they reach Town, instead of driving around to find a place to park
- Good idea,as it will reduce pollution In the air
- Is it free for locals?We need to force people to drop their car in a safe place and allow them to reach hotels, attractions and restaurant by public transportation. We should have a big parking lot and shuttles to move people. Lake Louise development is a good example

- In Banff is not space for more tourists and traffic to the Banff is not that bad It's a great idea. I hope it provides more affordable housing, less congestion in the town core and more business opportunities for locals who can't compete with the current business model. Great idea to use the spot up being almost empty for many years
- I think it's a good idea Affordable fare going to calgary, canmore, jasper, edmonton. And train station needs more food and beverage options like easy grab and go.
- Nope
- This absolutely should happen and include a crossing into industrial park at same time Build a gondola to Norquay from the train station, make a public express train to and from Calgary. Block road access into downtown Banff to residents and commercial vehicles only(public buses and delivery trucks). This will cut down so much traffic and create a sense of exclusivity and wonder to Banff while still keeping it accessible for tourists. It would make Banff like no where else in Canada. Town of banff should make a bigger effort to promote different transportation options instead of cars. Traffic is getting really bad
- Will be good to connect Banff with Calgary
- I have not seen plans but this should be good if implemented well
- Good idea for the future.
- Good idea for the future and the nature especially
- Good
- How would that benefit locals ? And at what costs for them ?What doesn't kill you makes you stronger. Go ahead with this idea
- Good benefit for all
- Is a really great idea
- Would love to see a passenger train from YYC to Banff Increased shuttle access to town from the train station would be a necessity but aside from that I believe it's a needed idea to decrease the strain on downtowns infrastructure
- Make sure the locals are happy
- I support this plan
- no its perfect
- I think it is already fine how it is from what I have seen
- Car free town. Apart from transit and locals No need to add more attractions in Banff, will get way to packed in this limited space Enforce mandatory visitor parking. If you do not live in Banff or have proof of a hotel reservation you should be required to park at the train station and take transit Transportation hub on the outskirts of town would be great, especially with

train transportation from Bow Valley and Calgary. The town gets so congested. I work in Banff and commute by bus year round but also ride my bike in summer. Riding my bike is sketchy sometimes with the busy roads and people not knowing where they're going.

- Don't have any feedback as I do not have enough information about the redevelopment plan. it will make the public street not congested with cars.
- More amenities in this area It would be an amazing opportunity to get a different perspective of The Valley as we as contributing to keep the park less polluted with our cars emissions Feel like it would be good for the community and awareness of the train station trains or metro from calgary airport to banff. Make every other town/ city super accessible for those that don't have cars or can't pay the \$50+ for busses out of the area.
- Good
- I think it will make use of a space which is not maximised at this time. Also, it will alleviate pressure on residents and getting around Banff. The town of Banff has done such a good job in place activation along Banff Ave, I don't think it is necessary to redevelop land that has such historical significance and is somewhat of a nature scape in itself. Pedestrian bridge to cross the train tracks Anything to help with the traffic congestion in Banff is a welcome idea. A lot of things in this town have a lot of talk and no action. It's best for all involve to bite the bullet, come to agreements with related parties and get the ball rolling ASAP
- No, I think this is a great idea!
- It's nice plan
- Sounds like a great plan to me
- It's a good move from Alberta government for better future of banff
- ensure wildlife stays off the tracks
- I think it could be of great benefit to the town of Banff and Canmore We need more mass transit options and that land is good for a hub I appreciate they are trying to reduce congestion within the town centre, the train station could do with an upgrade. Having an informative interpretive section in this development for visitors to learn how to respect the park and Banff would be helpful.
- Stop in Canmore too Anything that would help summer congestion whilst keeping Banff Ave closed would be very positive Love the idea and would love to see less cars in the center of Banff year round Yes , I think indigenous prospectus and influence on land use and artists influence should be used. Also the plans for a passenger line to Calgary are great
- Town of Banff needs to read thenplan The gondola is an awful idea and the train is such a pie in the sky notion I can't believe you're wasting so much time and effort on that. I do support redeveloping the station lands into a transit hub and more functional area but I believe the

scope proposed is far beyond reality. The car as we know it will be gone in 5-10 years. Self driving vehicles from Tesla will be norm and space once used for parking will now be used as solar fields for the cars & electric trains. Growth is inevitable. It needs to be sustainable. But if we talk more than we do, we might fall short. The sooner the better! Let's get people out of their cars and allow them to enjoy our town and our park stress free. Multi-modal, low GHG and unlocking poorly used lands for parking or roadways is a win-win-win Offering connectivity supports such as bike valet stations, bike rentals (like Limemicro mobility), etc. is part of the vision. It can't happen soon enough and residents especially permanent residents should never have to pay for parking. I'm good with the gondola to Norquay, but I'm not comfortable with the tax dollar implications on residents of Banff, Alberta and Canada. There is no way Liricon will pay out of their own pocket for the train lines and cars needed!!! What I really don't understand is why Liricon owns want the headache of this project!! From what I understand they have great financial success already, maybe just enjoy what you have! Also the lands this project is on are not part of the town's jurisdiction, CP owned lands, so why get the Town involved in a fight with Parks Canada bureaucrats? Former town councils, managers and administrators have already allowed parks Canada back into controlling what they gave to the town in 1990! Parks Canada within the town of Banff has no right to anything other than animal control and building height! I think it's a great idea and strongly support it I like the eco focus of the plan. This will hopefully reduce the volumes of other transport methods in the town. Reducing car access to town seems like a good idea but it's unclear from this survey whether this plan to redevelop the train station is connected to high speed rail line from Calgary to Banff which could have significant impact on the wildlife corridor. I'm very familiar with the plan and believe it will be a huge improvement and asset to not only Banff but all communities between here and Calgary. If we can get Calgarians out of their cars and tourists parking out of town, combined with the financial backing in place, why would we not pursue this? less cars on the roads around town taking resident parking the better! have locals only traffic access to down-town. Build a train line up Banff Ave to the gondola & BSH I like most ideas related to eco-transportation hub

- Solid plan This would be amazing - world leading and make Banff a truly seamless experience for people to enjoy. Controlling downtown traffic would be amazing for residents & visitors alike. I think the opportunity to get people out of their cars and enjoying Banff by alternate modes of transport is integral to managing the ongoing growth and meeting expectations of the overall visitor experience. It will take time to build consensus. Stick with it. We do not need a train between Calgary and Banff. Banff is already at capacity for day use visitors. this redevelopment is tied with a gondola on Mt Norquay . Absolutely no! The train is not a good investment for Provincial tax dollars!! It solves almost all of the towns problems relating to housing, traffic, employment and safety. Please get it done asap.

- Go for it!! I hope that this plan recognizes that personal vehicles are still necessary to access many of the park's sites and that shuttles don't cater to all endeavours (multi-day hiking trips, early morning and late evening arrivals and departures, transporting large amounts of gear etc.)
- Love it Absolutely a win on all levels. This is the next-level type of thinking that we need in support of truly addressing traffic issues and keeping Banff a relevant, world class tourist destination.
- A fantastic initiative
- Great idea
- Keep authentic heritage feel From what I can make out it will increase accessibility and inclusion for visitors to and residents of Banff that identify as living with disability. By also having a transit hub, it will greatly enhance the foundations of connectivity from the proposed Hub, around the whole park. I think it is needed to create a better tourism atmosphere. But I think we also need to keep as much of the current history we have in the building. Presently it is the only parking hub for the town. This is highly needed. If the plan removes this available parking I do not agree it would be good. Unless the current high speed train development occurs to reduce traffic.
- Make sure it's marketed well. Maybe talk with local shops and do little pop up stores I think it's an awesome idea as well as giving people an affordable way to get to Calgary. Would make my commute to work better
- Get on it!
- Discussion has been too long and it should get completed The train station should be the hub that connects visitors from outside the Bow valley to busses that can take them to specific destinations like Lake Louise, Minnewanka, popular trailheads, etc. Having services there that support these adventures will also eliminate the need for cars. Train station for Banff and Canmore and Canmore to Calgary I think it is a great concept. I am concerned about the Town of Banff council supporting or not supporting (Q4). I think it is a slippery slope. You provide parking to the Town of Banff so if they do not support your project you will be taking the free parking area away from the Town of Banff. You can call me to discuss further.
- Approving the plan is a no brainer - it is a necessity for this town to move forward. Please approve and get underway as soon as possible Please allow this very important development to proceed
- It's time enough talk let's go This is a one stop solution for: reducing traffic and emissions; housing shortage; employee shortage; and TCH fatalities
- It's a great plan and should go forward. I think it is a good idea. Something needs to be done

to alleviate the traffic congestion in town and the amount of time people sit idling in their cars instead of enjoying the town and mountains I oppose passenger rail as we have seen nothing that suggests how they plan to deal with the wildlife corridor pinch points, and oppose the gondola as it conflicts with Parks and environmental legislation I am gravely concerned with plans for passenger rail due to the impact on wildlife corridors where the existing rail lines pinch the valley bottom between the mountains and the river. This has not been addressed in any meaningful way, and is avoided in all the publicity and press releases. This is unacceptable. I am further concerned about the proposed gondola which is non-compliant with National Parks and environment regulations If it was developed and then a free service, and the park capped visitor numbers so it didn't just allow another route for increased visitation and revenue without taking into consideration the increase in greenhouse emissions (people aren't going to stop driving) and the litter/garbage increase as well as footprint disturbance. this is one of the most forward thinking traffic/people management ideas this wonderful community has had in front of it -- it will reflect so positively on our community and national park as a place that cares about the environment beyond regulatory boundaries. It will encourage different modes of transport between Calgary and the Bow Valley which is a huge net gain for all of us residents and visitors alike... I support the redevelopment concept, BUT NOT ANY ATTEMPT TO HAVE A GONDOLA BUILT TO NORQUAY.

- Let's do it!!!!!! We need it!!!!!!
- Not at this time, I feel I still have more to learn about the plan I hope staff accommodation is included in the plans The ARP will addresses 4 of the key issues facing Banff: reducing congestion, enhancing wildlife corridors, preserving built heritage and providing additional housing. I feel it will be a great start to becoming a more sustainable destination Mass transit is the future of experiencing BNP. This hub should be the backbone of mass transit for the area. Add more housing This project is the most strategic approach to elevate the exponentially growing vehicle traffic issue the town of Banff is experiencing. As a long time resident since 1982 the vehicle traffic issue is limiting both the tourist and resident experience we are currently facing. We need to limit the vehicles that enter Banff and the rail access and transportation hub to Banff will greatly reduce the number vehicles that are choking our streets. Love the idea of the 'hub'
- Promote the short term and long term economic benefits of this project Need to look for innovation in how people experience Banff...as Calgary and Alberta's population continues to grow we need to have forward thinking solutions The only issue I foresee is added people to town via mass transit would put stress on an already tight housing market. Staff are already struggling. I would like to see the ARP build some staff accommodation to house the staff needed to run a transit hub. This staff accommodation must also be of varying

level for transient and permanent residents alike. Visitor Vehicle traffic needs to be reduced. This is one of the only viable ideas that has come forward. I believe it's a great project that would benefit the whole community. Retain provisions that would accommodate a potential gondola. Leave it to Parks to ultimately decide after ARP is in place. The developers, operators, and stakeholders will benefit financially from this redevelopment. The individual taxpayer will not. The revenues from projects that make use of these lands should be redistributed to the residents and property owners in Banff. Or a large percentage should be donated to environmental conservation. I completely agree that visitors should move through the park using transportation methods other than personal vehicles. However, in order for this to be successful, we need more public transportation infrastructure (particularly for popular trailheads) Can't wait to see this plan go forward! Will greatly improve the welcome to Banff for visitors and provide an easy way for them to join transit and enjoy Banff, at the same time making it easier for those who need their cars to move around. This is a win-win situation for visitors and residents in Banff. Kudos to Liricon for pushing this forward. If there's an emphasis on the community use, not just on tourism, that would also be enhancing for Banff. make sure it doesn't cost Banff tax payers We need more parking and the opportunity to have rail service to and from Calgary. An eventual gondola would also support the wildlife corridor by removing cars.

- What problems will arise
- Make rv parking
- Wildlife peace
- Parking
- Worried about privatization
- Banff Ave back to cars
- Need more rv parking
- Put it rllly fast train
- Should not effect tax dollars right now.
- It road blocks and the extra traffic it builds around in general What is the timeline? Will parking alway be free or will they charge for. I miss the bakery. F Get this traffic gone
- Make a parking
- Anything that helps improve residents quality of life
- Need more parking
- Anything to improve traffic flow
- I think it's a great idea

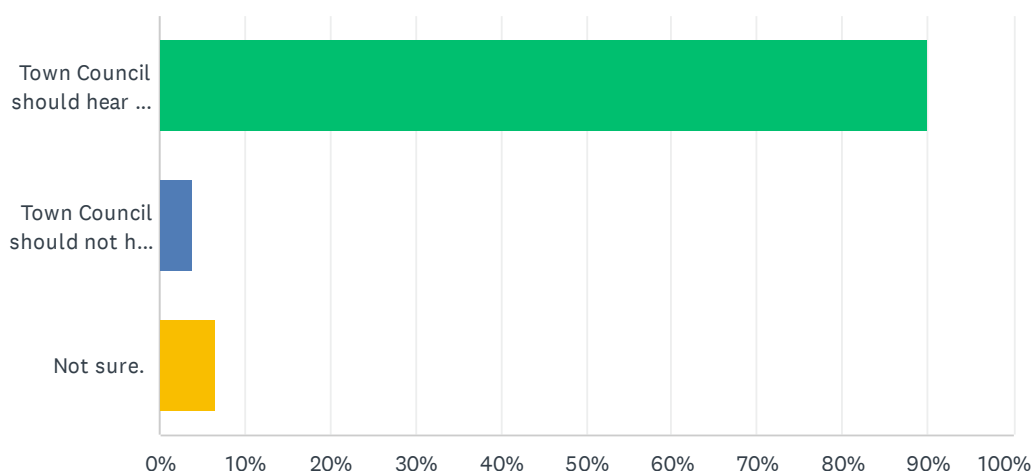
- Accessibility for ALL users Have bigger parking at the entrance in Banff and minimize resident/downtown parking for a better flow Please develop as the lot is already full and proving its a great vision
- Town of Banff needs to read then plan

Q6 For our last question about the Plan, we need to give you some background.

- The Plan for the Banff train station and railway lands has been in development for many years.
- The next stage is for Banff Town Council to follow a democratic process that was established for development proposals when the Town was incorporated in 1990.
- This process provides Council and residents further opportunities to provide feedback.
- If Town Council approves the plan, Parks Canada is uncertain about the regulatory process they would follow prior to taking the plan to the Minister responsible for Parks.
- The Minister makes the final decision to approve or not approve the Plan.
- If Town Council does not hear the Plan, the redevelopment of the train station and railway lands would be terminated.

So, given this background, which of these statements do you agree with the most?

Answered: 628 Skipped: 10

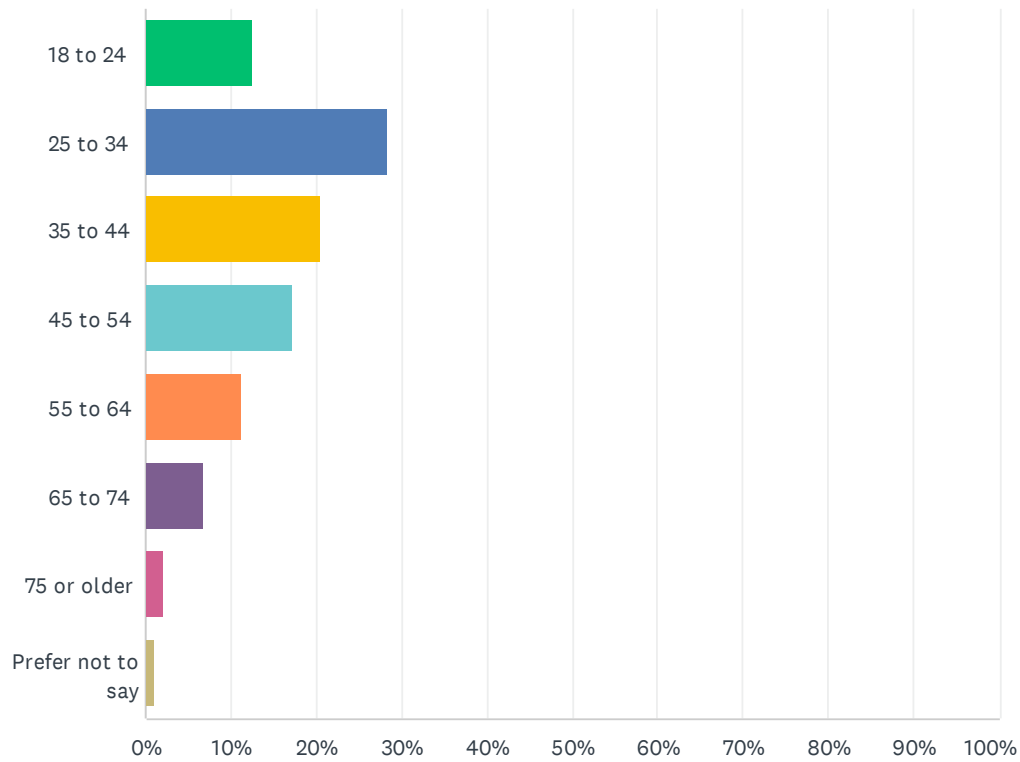


| ANSWER CHOICES | | RESPONSES | |
|---|--|-----------|-----|
| Town Council should hear the plan, and, if they approve it, then the Minister will have the opportunity to approve or not approve the Plan. (1) | | 89.97% | 565 |
| Town Council should not hear the plan, which would then terminate the redevelopment Plan. (2) | | 3.82% | 24 |
| Not sure. (3) | | 6.69% | 42 |
| Total Respondents: 628 | | | |

| BASIC STATISTICS | | | | |
|------------------|---------|--------|------|--------------------|
| Minimum | Maximum | Median | Mean | Standard Deviation |
| 1.00 | 3.00 | 1.00 | 1.17 | 0.52 |

Q7 Which of the following age categories applies to you?

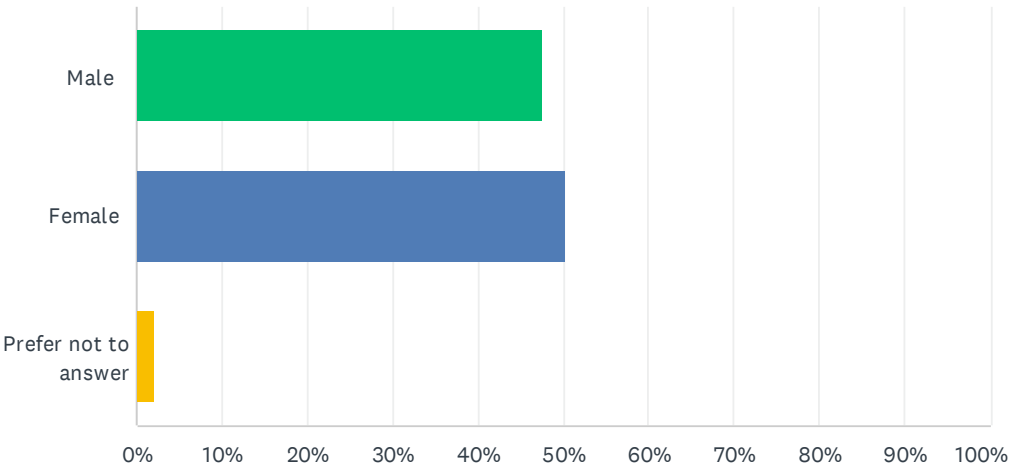
Answered: 633 Skipped: 5



| ANSWER CHOICES | RESPONSES | |
|-------------------|-----------|-----|
| 18 to 24 | 12.64% | 80 |
| 25 to 34 | 28.44% | 180 |
| 35 to 44 | 20.38% | 129 |
| 45 to 54 | 17.22% | 109 |
| 55 to 64 | 11.22% | 71 |
| 65 to 74 | 6.79% | 43 |
| 75 or older | 2.21% | 14 |
| Prefer not to say | 1.11% | 7 |
| TOTAL | | 633 |

Q8 What is your gender?

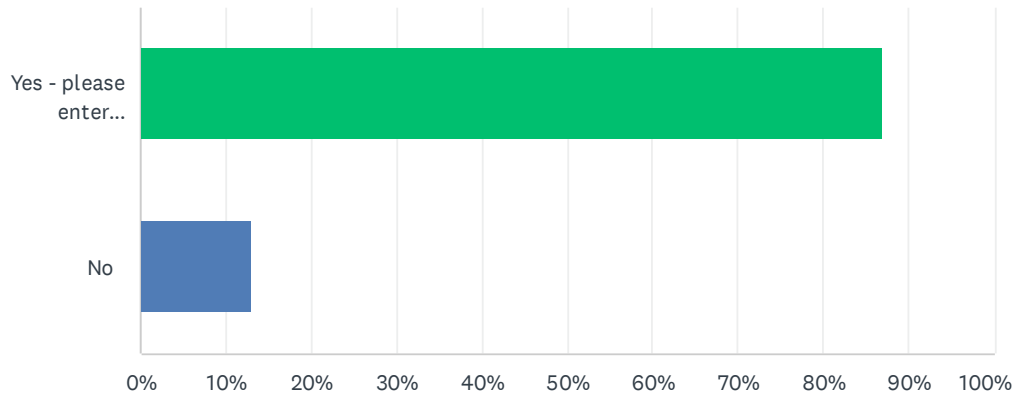
Answered: 630 Skipped: 8



| ANSWER CHOICES | | RESPONSES | |
|----------------------|--|-----------|-----|
| Male | | 47.62% | 300 |
| Female | | 50.32% | 317 |
| Prefer not to answer | | 2.06% | 13 |
| TOTAL | | | 630 |

Q9 Would you like your name entered in the prize draw to win the e-bike?
Please provide email address and phone number. See website for conditions.

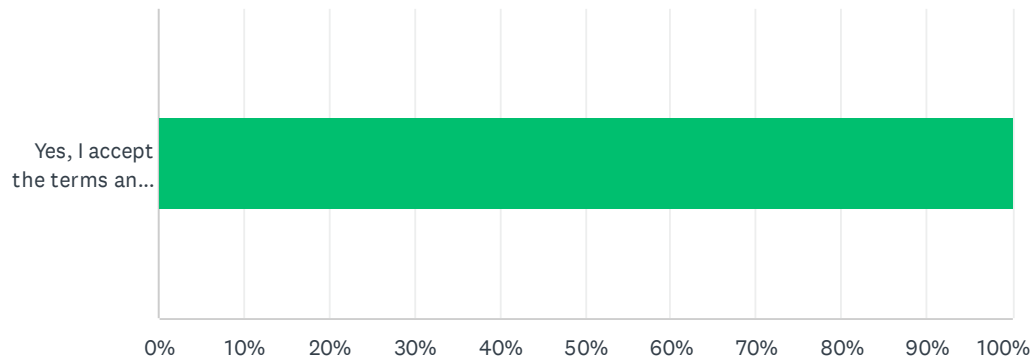
Answered: 612 Skipped: 26



| ANSWER CHOICES | RESPONSES | |
|--------------------------------------|-----------|-----|
| Yes - please enter information below | 86.93% | 532 |
| No | 13.07% | 80 |
| TOTAL | | 612 |

Q10 By checking below I accept the terms and conditions.

Answered: 597 Skipped: 41



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Yes, I accept the terms and conditions. | 100.00% | 597 |
| Total Respondents: 597 | | |

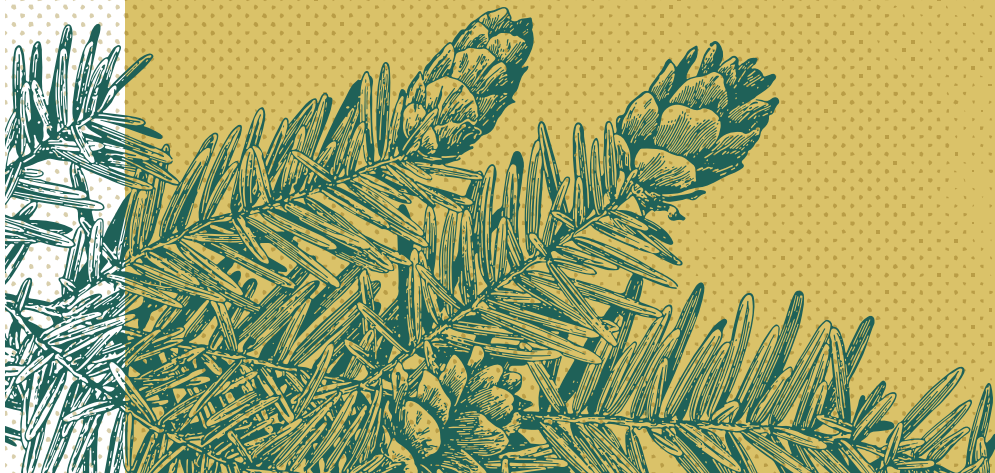
Q11 Please enter your email if you would like to join our newsletter for project updates. Your information will not be shared.

Answered: 241 Skipped: 397

| ANSWER CHOICES | RESPONSES | |
|-----------------|-----------|-----|
| Name | 0.00% | 0 |
| Company | 0.00% | 0 |
| Address | 0.00% | 0 |
| Address 2 | 0.00% | 0 |
| City/Town | 0.00% | 0 |
| State/Province | 0.00% | 0 |
| ZIP/Postal Code | 0.00% | 0 |
| Country | 0.00% | 0 |
| Email Address | 100.00% | 241 |
| Phone Number | 0.00% | 0 |

Appendices:

4. June 2023 Survey Data



BANFF RAILWAY LANDS AREA REDEVELOPMENT PLAN PUBLIC SURVEY

Conducted by Shift Consulting
for Liricon

May 8 - June 26, 2023



Summary

The Banff Railway Lands Area Redevelopment Plan (ARP) is the legal planning document to enable site specific development applications within the Railway Lands Plan area. This brief survey was designed to provide the proponent, Liricon and Norquay, with community input related to the proposed ARP for the Banff Railway.

This survey was conducted between May 8 and June 26, 2023. A total of 191 people answered the survey's regarding the ARP nine questions and provided 500 raw comments. Of those respondents, 58 opted-in for Liricon's e-newsletter.

Key findings include the following three focus areas.

Awareness: The majority of survey respondents had some knowledge of the draft ARP.

- 81% had read newspaper articles about the ARP
- 67% understood that aerial transit and passenger rail services are aspirational and not included in the ARP
- 14% had read the ARP in its entirety

Support: The majority of people surveyed support the vision of the ARP

- 82% of respondents said they support the vision
- 17% of respondents said they do not support the vision

Process: The majority of respondents surveyed think Town Council should approve the ARP

- 79.47% of those surveyed believe Banff Town Council should approve the ARP
- 29.53% of respondents said Council should not approve the ARP
- 87% of respondents disagree that the railway lands should be left as is with no additional restoration

Methodology

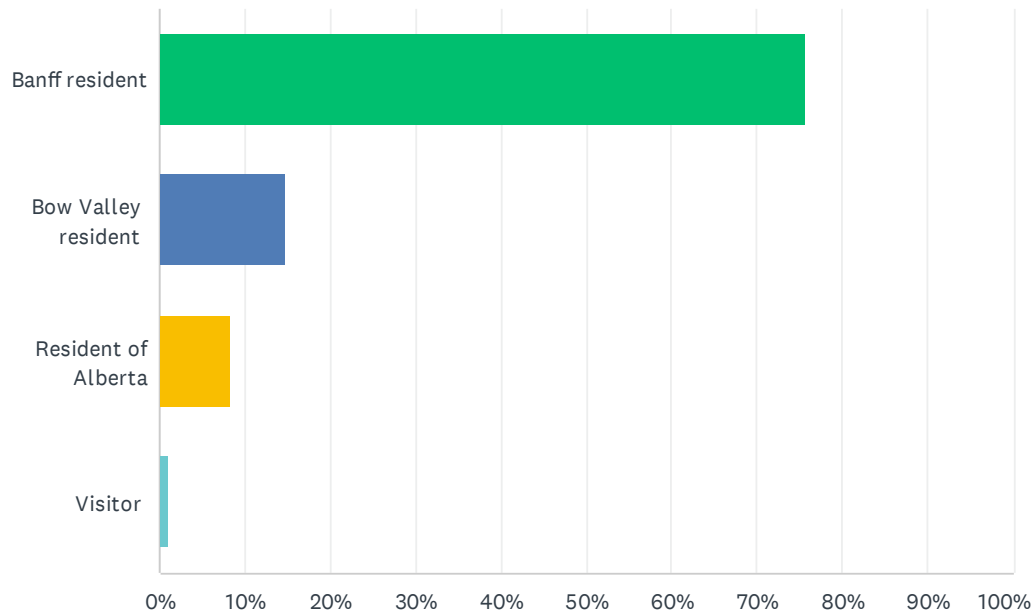
All data was collected via the online survey available on banffecotrains.ca. Respondents could only complete the survey once and all responses were completely anonymous.

Of those surveyed, about 75% identified as Banff residents while 15% said they lived in the Bow Valley. The remaining 10% said they were either residents of Alberta or visitors.

The survey was conducted through SurveyMonkey.

Q1 Which term best describes you:

Answered: 190 Skipped: 1



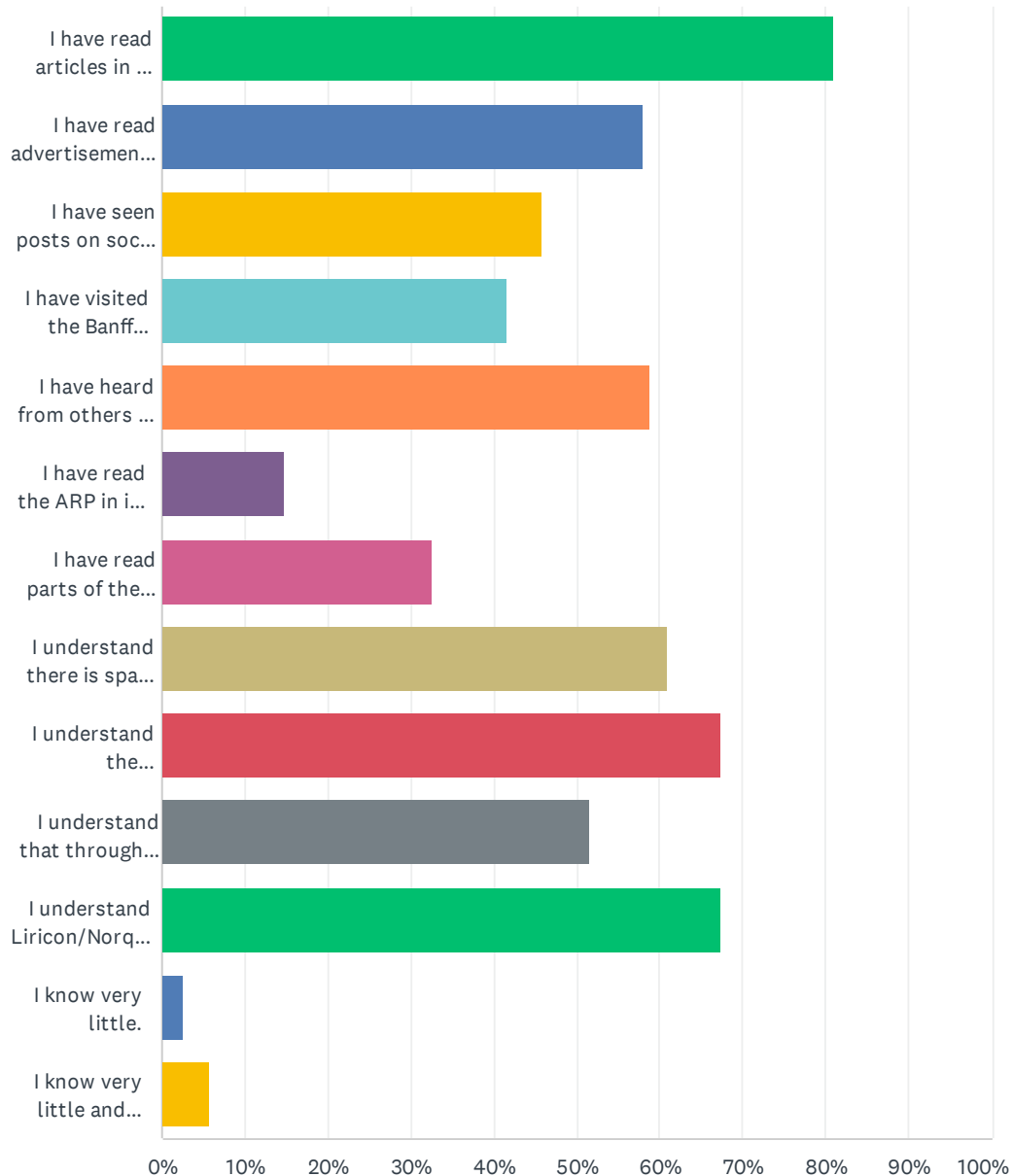
| ANSWER CHOICES | RESPONSES | |
|---------------------|-----------|-----|
| Banff resident | 75.79% | 144 |
| Bow Valley resident | 14.74% | 28 |
| Resident of Alberta | 8.42% | 16 |
| Visitor | 1.05% | 2 |
| TOTAL | | 190 |

Q1: Which of the following descriptions best applies to you?

- Other (please specify)
- Permanent resident of the Bow Valley for over 30 years
- citizen
- I work in canmore
- working holiday who intends to stay longer in Banff
- Permanent resident of Canmore, work in Banff full time.
- Temporary resident
- Lived and worked in Banff for 31 years
- Born in Banff
- Live in Lake Louise
- Canmore resident working in banff
- Resident of Canmore
- Canmore resident working in banff
- Permanent resident of Canmore
- Live in Canmore, part time job in Banff
- Co-op
- Work permit with LMIA
- 2 year visa
- Full time temp resident
- Citizen of canada
- I live in cochrane.
- I am Ukrainian, I came under the CUAET program, I work as a housekeeper at the Fox Hotel, Banff on a permanent basis with a work permit. I live at 407 Beaver St, Banff, AB
- CO-OP
- Practicumer
- Under LMIA
- TFW
- Work permit hoder
- Work visa, applying for PR soon
- Permanent resident Canmore; work in Banff

Q2 Please share your level of knowledge of the draft ARP for the Banff Railway Lands (check all that apply):

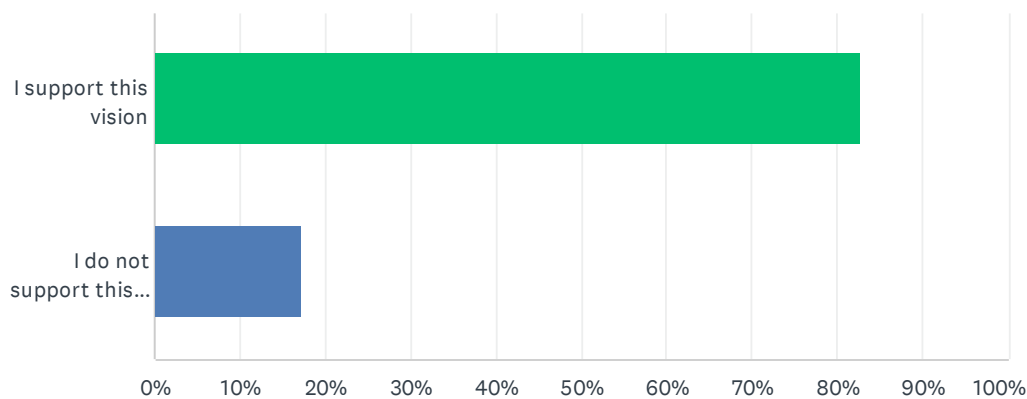
Answered: 190 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| I have read articles in the newspaper about the ARP. | 81.05% | 154 |
| I have read advertisements about the ARP prepared by the proponent (Liricon and Norquay). | 57.89% | 110 |
| I have seen posts on social media about the ARP. | 45.79% | 87 |
| I have visited the Banff Eco-Transit Hub website to learn more. | 41.58% | 79 |
| I have heard from others in the community about the project. | 58.95% | 112 |
| I have read the ARP in its entirety. | 14.74% | 28 |
| I have read parts of the ARP. | 32.63% | 62 |
| I understand there is space included in the ARP for a future gondola terminus. | 61.05% | 116 |
| I understand the aspirational idea of bringing passenger rail services to Banff or building a gondola to the Norquay ski area is not part of this ARP. These two projects require a separate government approval process. | 67.37% | 128 |
| I understand that through the 2011 Norquay Ski Site Guidelines for Development and Use, Parks Canada directed Norquay to explore alternative mass transportation systems to reduce wildlife disturbances in the Cascade Wildlife Corridor. A gondola is one potential way to add mass transit. | 51.58% | 98 |
| I understand Liricon/Norquay built the town's only 500+ stall intercept car and RV parking lot and the Town of Banff operates it. | 67.37% | 128 |
| I know very little. | 2.63% | 5 |
| I know very little and would like to learn more. | 5.79% | 11 |
| Total Respondents: 190 | | |

Q3 The ARP is the legal planning document to enable site specific development applications within the Railway Lands Plan area. The ARP lays out a broader vision of creating a multi-modal destination whereby visitors arrive at a hub centred on the historic train station. Leaving behind their car or other methods of arrival, they experience the Town's and the Park's destinations on foot, or via other active modes, aerial trams, or shuttles. These modes enable lower congestion, offer climate benefits, and rehabilitate the ecosystem within the Railway Lands plan area.

Answered: 190 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|------------------------------|-----------|-----|
| I support this vision | 82.63% | 157 |
| I do not support this vision | 17.37% | 33 |
| TOTAL | | 190 |

Q3: The ARP is the legal planning document to enable site specific development applications within the Railway Lands Plan area. The ARP lays out a broader vision of creating a multi-modal destination whereby visitors arrive at a hub centred on the historic train station. Leaving behind their car or other methods of arrival, they experience the Town's and the Park's destinations on foot, or via other active modes, aerial trams, or shuttles. These modes enable lower congestion, offer climate benefits, and rehabilitate the ecosystem within the Railway Lands plan area.

Comments:

- Airport to Banff would relieve traffic as proven in European high traffic areas
- all except aerial trams
- All the crooks involved in this project don't seem to understand that the gondola project cannot contravene the Canada National Parks Act, The BNP Mgnt Plan, and residents and Canadians who know this is Watrous' and the TOB's conniving sham.
- As it offers the potential for better user experience and accessibility for individuals living with disabilities.
- As the plan states: Lower congestion, reduce carbon footprint, and rehabilitate the ecosystem
- Attracts more tourists to an already congested town
- Banff can be a destination that does not require a personal vehicle
- Banff has become too big already
- Banff has such a bad traffic problem that we need solutions like these urgently.
- Banff is already busy as is with all of the foot traffic. If the town is able to minimize the amount of vehicle traffic it would be really nice
- Banff is already maxed out with its daily tourists...adding a train will only add more tourists arriving daily and further degrade our premier national park...a terrible idea from an environmental stewardship perspective Banff National Park was founded on mass transit and it's future depends on reducing private vehicle use through interept parking and amss transit - both from Calgary and through out the park on the Roam system Banff needs to reduce fossil fuel use and cars in the Park or risk losing its mandate as an environmental leader. Because Banff Townsite cannot currently support the vast masses of folks who are visiting in the Summertime. Having an ecofriendly transit hub that would provide greater connection to Calgary would allow tourists capacity to not have to rent a car, and experience Banff National Park much easier through transit.
- Because building a passenger train railway line will ensure that traffic in the town of Banff

will be reduced and building a gondola will ensure the wildlife corridor leading up to Mt. Norquay will be a safe corridor for wildlife.

- Better experience for all
- Building more roads isn't an option. We avoided visiting Banff in the summer because of the congestion. Taking Roam from Canmore allows us to once again enjoy activities in Banff.
- BUT not the aerial tram.
- Can't see any benefit with this plan to lower congestion in town
- Cars are ruining the aesthetic.
- Congestion is a huge problem in Banff and think this would be a great alternative to traveling by car. Consistent with master plan to reduce vehicle congestion and improve visitor experience at peak times Environmentally very friendly!
- For the future enjoyment of the town, this plan allows for a variety of transportation for visitors and residents. These options will result in fewer vehicles in our small townsite and improving the quality of life for all stakeholders.
- Generally supportive. Providing an intercept for incoming visitors is good.
- Gondola reference simply opens up the grounds for its further pursuit
- Growth and change is inevitable. We must have a plan to accommodate this change.
- Growth is inevitable. It needs to happen in a well-rounded manner. This proposal offers a holistic approach to this.
- I agree with aspirations to have less car traffic in town and think that visitors and residents will enjoy Banff more if they use active forms of transportation
- I agree with parking intercept buses. People movers But not the gondola
- I believe the forested wildlife corridor between the Banff Fairlands arena and the CP Rail property should be maintained and not converted into parking.
- I could get behind a train and gondola however you need to build staff housing to be able to accommodate all the extra traffic.
- I DO NOT support the notion of a gondola.
- I do not support the proposed gondola nor the proposed passenger rail due to their impact on wildlife corridors with the Park (Norquay) and along the railway alignment throughout the Bow Valley. I understand these are not included within the scope of this ARP, however both those projects are clearly part of the cumulative impact. I do not support this vision, as Liricon has insisted on including the aerial tram as part of its' "vision". Despite that it is contrary to what The Banff Park Superintendent has stated as a non-starter and the fact that it was removed from the 2022. Banff Management Plan. I question Liricon's motives. And

then tying the free parking to the building of the tram is a further indication of Liricon using the transit hub as a way to achieve their goals for Norquay. I do not support your vision for rail service or a gondola, and your ARP is your way of trying to benefit financially in the future from these proposals. If you want to cram your vision down the residents' throats, move to Golden and create your dream there!!! don't believe that Liricon cares about congestion in Banff, they just want to make money I live across the bridge and driving is often not an option in summer because of the congestion. Sometimes, you need to be able to leave your home by vehicle, I wish we didn't have to worry about the traffic jams. I strongly oppose passenger rail service from Calgary to Banff because it would not address vehicle congestion. I think it is a great opportunity when the town is pushing people to drive less to follow through with the initiative they started I think this is the most profound sustainability initiative Banff has seen in generations. It cannot simply to continue to place band-aids on its GHG and crowding problems it requires structural solutions such as this I walk by the parking lots everyday and their full, we need more because people will keep coming I want the Gondola AND the Commuter Train!

- Important for accommodating our growing tourism base Is there openness to remove the gondola from the ARP in totality and incorporate it via an addendum in the future? It is a long term plan that Banff needs, even if gondolas and trains do not happen, we need a plan to handle all of these people visiting.
- It is a move that will take us into the future. We must start now. It is difficult for families with children to take public transit options. You are often out for the day enjoying Park attractions and may need a change of clothes, snacks, etc. for kids and lugging all of that with you on public transport is inconvenient. I can see a benefit to this vision for single travellers, those from out of country who do not have a vehicle, or adults without children that can plan their day ahead with less surprises. It just makes sense for the environment
- It keeps cars from driving around Banff.
- It should be easier to explore Banff without a car it will clean up the traffic congestion, it's better for environment It will reduce congestion and reduce GHGs in the Park
- It's about time something happened Land and wildlife disturbance/ accessibility only for those who have money Leave the buses out of downtown, off the side streets, especially if your keeping Banff Ave shutdown less cars is better and train would be an effeminate way for tourists to visit Banff Less traffic in Banff is a good thing. We are bursting at the seams Let's follow WEF mandate, no cars but at the same time more people to already overcrowd place.... WTF?? Liricon, AKA, the Watrous wants everyone that visits Banff pay them, they do not care about the environment, just their own money, obvious and pathetic Making the place better, nicer, and more useful makes sense. We need parking outside of Town. My first thought is that the road leading up to Norquay can be treacherous during the winter; although buses

reduce the number of cars going up, it is difficult to maneuver the turns. In the summer, we see countless cars going up to hill and it is a disturbance for the wildlife which is more prominent in the summer. The train to bring people to Banff instead of them using their cars would help traffic flow and reduce gas emission. My god, passenger rail service is sooo long overdue. Thank you very much for having the persistence to keep pushing.

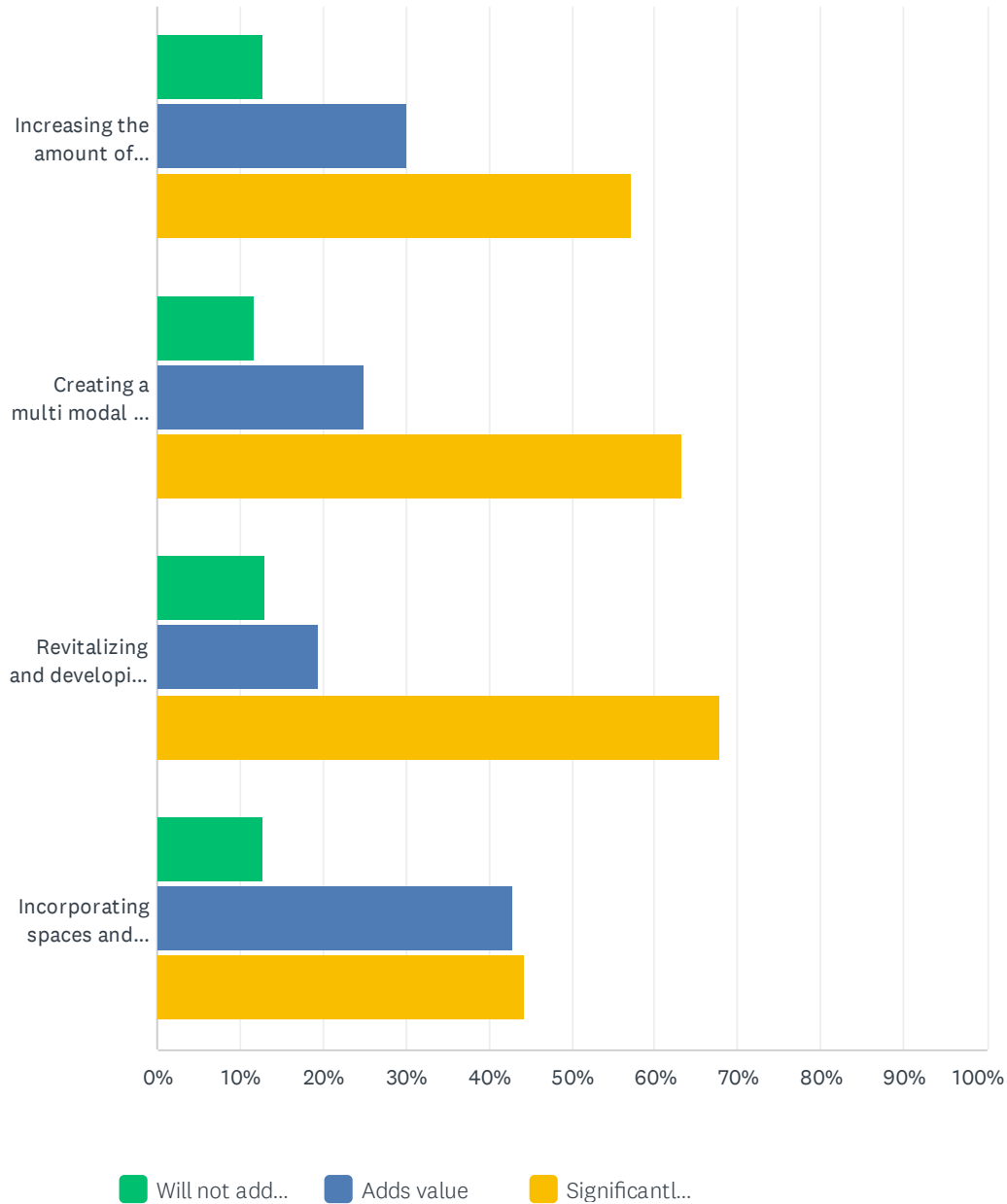
- Need parking.
- Not an Ariel tram
- Not viable or possible.
- Only way to deal with traffic
- People want to come to Banff so let's accommodate them. Preservation, better alternatives than car rentals for tourist, traffic pressure on residents. Private corporations should not be setting up fake "historic villages" in national parks for profit. Protect wildlife, reduce congestion!
- reduce cars and buses driving from Calgary and airport to Banff
- Reduced Traffic congestion Stop the development ! Ruining Banff by fucking money grubbers who have no shame The congestion in this town is getting crazy The idea of more intercept parking is good but you are holding that over the town and using it to leverage your money making ideas. I do not believe that the gondola and train are for the good of the town. They are for you to make money. This isn't Disney world, it's a national park. The gondola would just be another tourist attraction taking up a large footprint of concrete and attracting even more people to an already overcrowded area. The way you have asked questions in this survey make it sound like everyone is behind what you are doing. They aren't. The last sentence above captures my thoughts, with the addition of the opportunity to have an incredible asset for both visitors and locals - it could be a service AND a story unlike any other destination in our 'class'. The train and the depot both would contribute to the vibrancy of the destination and the disbursement of visitors for the benefit of all - local and visitor alike. Denver's Union Station is a great benchmark for the transportation, dining, lodging and retail revitalization that can come from a project like this. The redevelopment of the railway lands area is important for the return of affordable rail travel to Calgary/YYC The Town site (and park) can no longer support visitors coming in personal vehicles. Mass transit terminus supports that. And the ARP adds housing! A gondola would reduce impact on wildlife by removing the road travel.
- The vision is good, this question seems very legal so no comment
- There are too many people in Banff as it is There is a better solution. The optics has always been poor. Collusion with town and federal gov't and Senate. There is too much traffic in the town and at popular destinations in the Park, need to reduce those This is a similar vision

to other popular parts of the world like Zermatt. Works really well This is what the town desperately needs from the heritage, environmental and long term success of the town and BNP This makes sense on a seasonal basis. Summer being when absolutely makes sense and winter absolutely not. this plan will move Banff forward in terms of eco transit; resolve housing shortage; open up the employee pool; and preserve the existing “Banff” This vision makes Banff more assessable for visitors while reducing congestion. Reducing congestion allows Banff to keep its hometown charm. This vision supports my personal ethos, and aligns with the version of Banff I'd like to see for my children's future. This will become a hub of chaos. Too many people, The ARP has too many bells and whistles trying to cater to everyone. The overall design plan has a disneyesque feel. Thoughtful and important initiative for the future of Banff Tourism To many cars in the town side of Banff plus the carbon which this create

- Too impractical to implement Traffic congestion has reached a tipping point. We need to address this issue. There are countless community surveys, studies and advisory groups that speak to this. What we need to do now is move on these recommendations. This is a once in a lifetime chance. Traffic is getting ridiculous in Banff and I think it is just getting worst every year. Unclear: is a gondola/train being built if this goes ahead. Unnecessary development outside of the approved development limits set in the Banff national park development plan Visitation to National Parks should not be restricted, but transport alternatives are required to avoid this being a desperate solution
- Visual of the Gondola over the highway We are too car dependent and a place like banff is experienced best on foot
- We have enough people here We know people will keep coming, we need to manage how they get here. Less or no cars are the key. We need new ways to address congestion We need to allow for positive change in the community. Institutional gate-keepers like Parks Canada are not the only important voice. We need to ban all local cars in town. It's painful as a resident to have to deal with. T We need to help people to get to Banff using means other than personal passenger vehicles. We need to reduce cars within the toen We need to reduce congestion to have a enjoyable experience in Banff and the national park. Sitting in traffic or circling streets searching for a parking spot aren't positive experiences. We can't reduce the number of tourists but we can reduce the use of private vehicles. we need to reduce visitation not make it easier for them to get around
- We need to stop catering to the car Weekends are impossible here, more parking and more shuttles will make things better to get around.
- Why?

Q4 How would you rate the following in terms of improving the resident and visitor experience in and around Banff?

Answered: 190 Skipped: 1



| | WILL NOT ADD VALUE | ADDS VALUE | SIGNIFICANTLY ADDS VALUE | TOTAL | WEIGHTED AVERAGE |
|--|-----------------------------|---------------|-----------------------------|-------|---------------------|
| Increasing the amount of intercept parking at the entrance to the Banff townsite. | 12.70% 24 | 30.16% 57 | 57.14% 108 | 189 | 3.89 |
| Creating a multi modal hub to facilitate shuttle or mass transportation access to Banff National Park points of interest. | 11.70% 22 | 25.00% 47 | 63.30% 119 | 188 | 4.03 |
| Revitalizing and developing the train station and area to create an arrival centre that includes services, public gathering spaces, and the potential for future mass transit options. | 12.90% 24 | 19.35% 36 | 67.74% 126 | 186 | 4.10 |
| Incorporating spaces and infrastructure to support educational opportunities to encourage learning about Indigenous cultures and contributions and Canada's railway heritage. | 12.83% 24 | 42.78% 80 | 44.39% 83 | 187 | 3.63 |

Q5 Based on what you know about the Banff Railway Lands Area Redevelopment Plan, what, if anything, is missing from or would improve the plan in your opinion?

Answered: 80 Skipped: 111

Q5: Based on what you know about the Banff Railway Lands Area Redevelopment Plan, what, if anything, is missing from or would improve the plan in your opinion?

Comments:

- A direct pathway that included signage and a good visitor experience to all the attractions and downtown, instead of walking past the police station, through a residential area.
- A safe railway crossing for locals
- Add A Canmore Railway Stop
- Align it with the Tourism Together Master plan
- Banff & lake Louise need better control access points on both east & west entry points of park to restrict vehicle access to both towns. No rvs should be driving around town. Only allowed to enter to campgrounds. During peak seasons there should be a cap on visitors entering town sites with vehicles. In town attractions like hot pools & gondola should only be allowed to access on shuttles. More parking should be providing at entry points with access to shuttles. Not right smack in the middle of a wildlife corridor.
- Can't say as not fully familiar with the document
- Do not pursue the gondola at any time. Your goal there is to insure that the only way to go to Mt. Norquay is to pay you to get there! Tourists pay enough for everything in Banff, and they should be able to drive up to Norquay and use the various public trails to Elk Lake and the Cascade Amphitheatre without paying you!
- Educating people on the general benefits of rail transportation. Albertans aren't used to rail travel anymore
- Eliminate the gondola from any/all future plans
- Free transit within banff townsite and minnewanka. Free transit between Canmore/Banff. Extremely inexpensive transit fees between Banff/Lake Louise/Morraine
- Get it approved please!
- Helping to educate people who are at the very beginning of their planning process for coming to the Park and town. Heritage needs to be well thought through. Currently in the plan is a idea to bring the Field Station to Banff and replica buildings- need the authentic Banff experience
- How to do this gently and humbly. Ensuring locals are supported and heard throughout the process. Engagement is the first part.
- I am not sure about the gondola as we have one, do we need 2?

- I believe that connecting all existing initiatives & explorations undertaken by various organizations which support the values of the Norquay ARP (ie pedestrian zone being led by the business community + explored by TOB administration / the ongoing road infrastructure capital projects being conducted by TOB, the TOB zero waste committee and their sustainability goals). This connection could result in enormous synergy and prevent like-minded projects from working in silos.
- I do not support the proposed gondola nor the proposed passenger rail due to their impact on wildlife corridors with the Park (Norquay) and along the railway alignment throughout the Bow Valley. I understand these are not included within the scope of this initial ARP however, both those projects are clearly part of the cumulative impact of the proposed development.
- I don't know enough about the fine points of the plan to comment
- I don't like the gondola plan but the train is good
- I have no idea
- I have not read the entire plan so I am not aware of what might be missing.
- I just don't support any aspect of the redevelopment plan. All it would do is bring even more people to Banff townsite and the rest of the Bow Valley. That would be insane.
- I personally do not want to see my provincial taxes go up and due to the busy nature that is modern Banff, I am actually planning to leave the Bow Valley. I feel like every single project brought forth is only to benefit tourism while Banff residents can barely afford rent and food. Bringing more and more people here is going to downgrade living here but I understand the need for less cars. Affordable housing that doesn't require a person to work 3 jobs should be a way higher priority.
- I think it's a fantastic and innovative way to meet the demands of both tourists and locals
- I think the plan is good
- I would dearly love to see a gondola up to Norquay. How great that would be.
- Improved pathway infrastructure from railway hub to create seamless and enjoyable linkage to downtown pedestrian zone, bow river pathway, vermillion lakes (west)/legacy trail (east) and other key front-line destinations/attractions/trail heads.
- Improvement? Remove the aerial tram portion of the grand scheme. Include Fenlands in lease area map 1.01 to show how much will turn into parking. (Section A1) Remove multi-modal from A.1 and move it to C.2. Input from Indigenous groups. I haven't read the entire plan yet, but I would support the highest standards of sustainability in all aspects of building. Instead of having busses and shuttles leaving from the train station, the ToB could investigate building a hop-on-hop off tram line (as in most cities in Europe) from the train station to the BSH and to the Pursuit Gondola. This would reduce the need for any non-resident traffic to enter Banff. Is there any room to address other town issues? Housing?

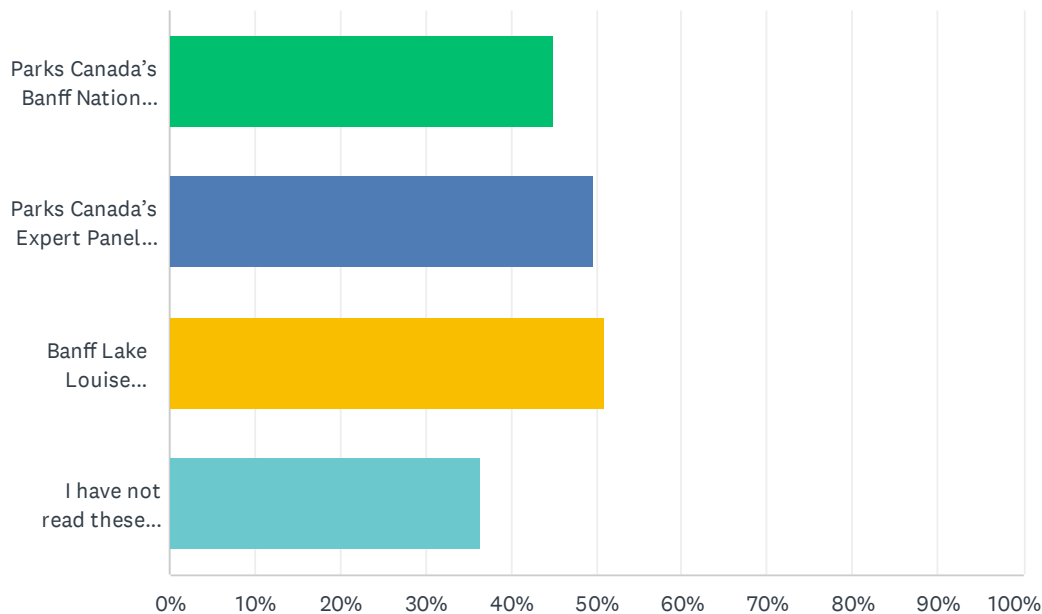
- IS there enough parking?It would be great that tourists are using shuttles and other transportation yo popular places to allow locals to access to places easier. I'm a wedding photographer and it is getting hard for me to do my job properly because all the parking lots at the lakes are full during the day. It's sad that this industry is suffering from the amount of tourists because accessibility is becoming an issue all over Town and the National Park. Locals should have priority access especially for businesses.
- It's time it's time!!!!!!!!!!!!
- Just no gondola
- Just tell people if the gondola or train is happening, it is unclear. Leave it alone, especially this idea of putting gondola over the highway, pretty sure not legal.
- Make it clear that the plan is separate and does not include both the railroad and Norquay Make obvious walking paths from the train station to Banff Ave, Bear Street and the new pedestrian bridge. Making sure that all designs and build do not only meet the federal accessibility act of Canada, but surpass them, incorporating universal accessible design standards at all levels. Maybe I missed it, but is the station itself being preserved, as a building? I would like to know the specifics of what will be done with this iconic landmark. More independent businesses, not retail merchandise, offering food, experiences... Green space with natural looking seating or areas for activities. More info about staff housing. With the proposal, there would be more staff required to operate. This is essential and I would have to see more included in that regard.
- More parking
- More parking, thought out so its not an expanse of pavement
- No
- No gondola terminus No gondola. See earlier comment. Banff is overcrowded as it is and you want to build more tourist attractions?Nothing
- Nothing! When can this project finally start!
- Overpass over the tracks. Parks Canada is currently planning a new interpretative centre on the 100 block of Banff avenue. It would make much more sense to build a multi level underground parkade instead of breaking ground for surface level parking. Additionally, the gondola was already rejected by parks Canada as it's seen as nothing but a tourist trap developed for profit.
- Parks understanding of the benefits of this project. Informing the public of these benefits, perhaps separating what appears to be a contentions element with Parks and therefore could stop the town from approving - gondola. Plan actions would need to be integrated with the findings from the expert panel - Parks Canada would need to provide a vision and

plan for how to deal with increasing visitation when the road system is full. This vision will need to be either mass transit, intercept or curtailing visitation Rail and double tracking is not the answer. The solution is to close access roads (like Sundance canyon) and shut down gondolas, and getting rid of theme park like activities, restoring band to a national park. Reiterate more often that gondola is a long term objective and not formally part of this arp. Should a small section be added at the beginning to formally describe this

- Removal of the gondola
- Remove the gondola. Removing any reference to the gondola. Unfortunately, Liricon has only provided part of the gondola story here, and has not dealt with the real repercussions of their plans on their proposal for the gondola on Mt. Norquay. I consider this incomplete and disingenuous. Representation of how it would benefit the local community in the long run. Many who disagree with this project cannot see past the present.
- Scrap the whole nonsense
- Seamless integration to a permanent downtown pedestrian zone Staff housing and basic infrastructure for workers needed. If you create this hub you will create more jobs. Town is already unable to accommodate those people. Even if you build accommodation you are not accounting for the added population to town that need doctors, dentists schools etc. Staff housing. The need to stop over tourism. You will bring in masses of people that the town can't accommodate. Free or heavily subsidized for locals to use.
- Stop doing it
- Take pipe dreams off the table. Take your plan and figure out how to implement all of it outside of the national park. The town has been ruined enough by AMPPE, BLT, Pursuit, Watrous, etc. That is, there's only a few more square centimeters to "develop". The gondola makes no sense, This issue has been on the table for too many years. too many study's without action has been done. Stop talking and start acting. This may be unlikely, but a community fitness centre (gym) as our Town Council lacked the foresight to include in the Fenlands Rec Centre redevelopment, twice. Transparency at all levels. Not having a designated TOB employee catering to Liricon self indulgent money making plan. Quit using personal wealth to manipulate further erode the quality of life for residents by bringing more people to an already saturated national park. Quit fighting with Parks Canada Turning the ice house into a usable heritage site Maybe ice cream in the summer hot drinks in the winter. Unclear: is a gondola/train being built if this goes ahead. We have to start looking at implementing a system that caps the number of people coming to Banff townsite daily. Otherwise it will continue to evolve into the experience that people are actually trying to escape from. too many people, too noisy, downtown as giant foodcourt
- Yank out the gondola since citizens do not like it.

Q6 The ideas being put forward in this ARP, by Liricon and Norquay, have been discussed in the community for 30 years (beginning with the development of The Town of Banff's Downtown Enhancement Conceptual Plan in 1992). The ARP provides the foundation to implement new ideas put forth by Parks Canada, the Town of Banff, and the community. The ARP can create a site specific plan to enable implementation of several core planning documents (check all that you agree with):

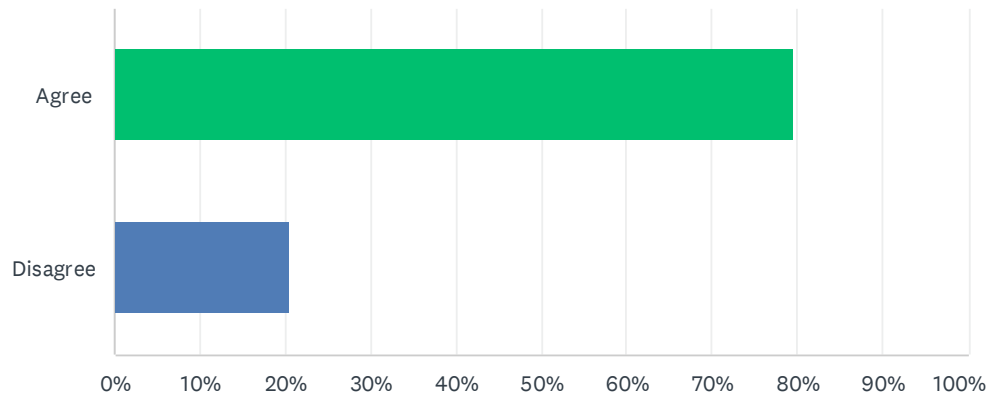
Answered: 173 Skipped: 18



| ANSWER CHOICES | RESPONSES | |
|---|-----------|----|
| Parks Canada's Banff National Park Management Plan 2022 | 45.09% | 78 |
| Parks Canada's Expert Panel on Moving People Sustainably in the Banff Bow Valley | 49.71% | 86 |
| Banff Lake Louise Tourism's 10 Year Vision for Tourism in Banff and Lake Louise | 50.87% | 88 |
| I have not read these plans or information on the Banff Eco Transit Hub website that demonstrates how the ARP supports recommendations in each of these core planning documents | 36.42% | 63 |
| Total Respondents: 173 | | |

Q7 Banff Town Council should approve this ARP:

Answered: 190 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Agree | 79.47% | 151 |
| Disagree | 20.53% | 39 |
| TOTAL | | 190 |

Q7: Banff Town Council should approve this ARP

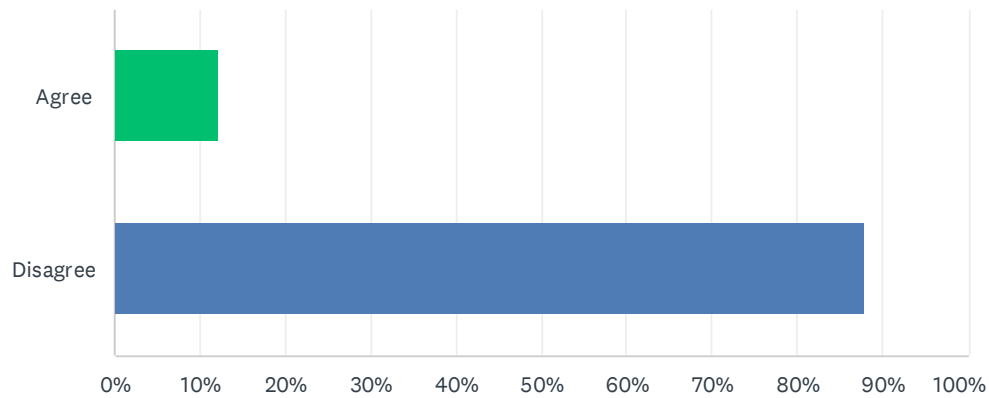
Comments:

- A plan is exactly that, you still need proximity of time and actual execution
- Agree, with some changes
- Analysis is paralysis. It is time to take the required action to achieve the goals we keep talking about. Data will not change anything. Having the same handful of people write letters will not change anything. Not changing anything will not change anything. Change can only come with action & accountability. Everyone needs to hold themselves accountable to the goals of our community. Accountability begins with our elected officials. Approving the ARP would obviously be the first step in developing passenger rail service from Calgary. That would be a disaster for Banff because it would just bring more people to the area.
- As a life long Banff resident, I have noticed that the traffic congestion has gotten worse and worse each year. We need creative solutions such as this ARP that simultaneously improve the visitor experience and the environment to be approved.
- Banff needs to expand in ways that support the environment. Mass tourism on the current infrastructure could have detrimental long term effects.
- Because of the gondola terminus
- Deal with Parks Canada on this, ToB should be an interested bystander
- Depends; Would need to understand Town of Banff's views fully
- Development should be limited to the south side of the tracks, restoration should be expanded on the north side of the tracks.
- Get on it, start the process
- Go to Golden BC, do whatever you want there
- I agree with some caveats. I don't think a gondola is a requirement for a better visitor experience.
- I can't agree or disagree until all the plans are fixed to have staff housing. I agree in principle.
- I do not support the proposed gondola nor the proposed passenger rail. I understand these are not included within the scope of this initial ARP however both those projects are clearly part of the cumulative impact.
- I have lived here since 1988. Banff town Council has done nothing but make horrible decision for this town since is creation. I have ZERO confidence in their ability to make any decisions that benefit the national park. I leave it to council to do their homework , think critically advise and decide-
- I understand that there is tension between the town and Parks on this plan but a nod in support neither jeopardizes town's relationship with Parks, nor commits the town (or other stakeholders) to any specific

- It is essential to making sure the town can handle the people.
- Just get on with it already.
- Less parking in town means more intercept parking is needed.
- Let citizens learn more in a public forum,
- Needs more public engagement until Liricon and the Watrous' have talked to every long term local and environmentalist.
- Needs to be looked at from a resident lens. Other than economic, how do residents benefit (socially) Precedence should be given to maintaining historical buildings.
- Remove the gondola from the proposal.
- Should have been completed months ago. Let's get on with it. PC is being completely biased and unreasonable about this whole project. As always and historically new senior park's management unfairly changes directives for personal gains and do not understand the history of the site and the importance of accepting this proposal. Subject to a clear vision from Parks for the future elements of Train and Gondola
- The Banff railway station is an historic site and deserves proper upkeep!
- The best way to move forward is to get this to council and allow a fulsome engagement led by the Town and let them hear more directly from residents
- The climate related benefits are unlikely to be realized if you consider that this proposal 1) encourages people to drive their individual vehicles to Banff and park for free
- The intercept lot has proven itself to provide alternate forms of transit around town. It's a great start, now to continue with the rest of the plan for the railway lands.
- The people want it The public facilities in Banff are falling behind the rest of the world. If Banff wants to remain on the map as world class, then it is time to improve the infrastructure for pedestrian traffic. The town of Banff just wants itself to grow They are not qualified or unbiased due to pressure from Liricon and now Senator Sorensen. This is a "one stop" solution to address issues of: housing shortage; employee availability; parking shortage; visitor experience; and eco-transit - as well as protecting local residents quiet enjoyment. This is Town's obligation, to lower traffic here - approve the parking TOB should provide for possibility of future gondola to Norquay, thus avoiding closing a door on something that is ultimately a Parks decision. Town gives tickets, town cleans up the street, town catches speeders, Town should have the say in what happens here.
- Town has to get more parking, Parks won't. Town should not eliminate the possibility of considering a gondola to Norquay, as this is ultimately a Park's decision.
- We can't stop visitors from visiting but we can alter modes of transport. We need to evolve, the visitor experience is a nightmare at the moment.
- Who is paying for it?
- With the provision of more information re: staff housing.
- Yes, start the process You haven't actually addressed the numbers that will be able to come in. Where to put these people how to staff the extra areas.
- You push hard enough these woke ... will eventually give in so keep it up Your idea of an eco hub is going to do the exact opposite. Bringing more traffic, people to a small town does not benefit the environment, wildlife and the local community.

Q8 The railway lands should be left as is, with no additional restoration of buildings or the industrial area surrounding the lands, and no further parking added:

Answered: 190 Skipped: 1



| ANSWER CHOICES | RESPONSES | |
|----------------|-----------|-----|
| Agree | 12.11% | 23 |
| Disagree | 87.89% | 167 |
| TOTAL | | 190 |

Q8: The railway lands should be left as is, with no additional restoration of buildings or the industrial area surrounding the lands, and no further parking added

Comments:

- There are acres of underutilized yet disturbed space already there that should be utilized better
- Agree that something needs to be developed , but the proposal moves too far towards the “typical” tourism attraction state. How can it be developed taking into account that it is surrounded by wilderness.
- Development should be limited to the south side of the tracks, restoration should be expanded on the north side of the tracks.
- Everything can be improved
- Historical buildings restored yes. Adding a passenger train from Calgary yes but more parking is not the solution to too much traffic in town.
- hotels are allowed to expand, restaurants are given licences and BLLT continues to drive tourism numbers upwards. We need a variety of services and offerings for our tourists to enjoy
- I want to park near my house. We need more parking.
- I would like to see improvements but I don't think provincial taxes should pay for private enterprise.
- It is a mess
- It is embarrassing, looks like broken down old barn
- It's a heritage building and should be maintained, as is the leaseholders' responsibility.
- Its a dirt lot and we have a space cap. This is a no brainer.
- no, get it done.
- nothing left to save there, but the skating was nice.
- Nothing wrong with the building, put railway theme restaurant, something unique and nostalgic with homage to history of Banff
- Please get on with the arp approval process
- Railway lands need to be made relevant. Otherwise, they will revert to the shambles that they became in the early 2000's
- Restoration is key
- Restoration of the Railway Lands is a big opportunity for the Town of Banff, that can go a long way toward reducing the impact of over-visitation and automobile gridlock that occurs most summer weekends.

- Take Liricon out the equation as the plan comes with a price that will negatively impact Banff for decades to come. Follow the Parks Canada strategy w/o bypassing and seeking approval federally
- The celebration of built heritage does not necessarily mean nothing should change.
- The plan for more people to occupy the north side of the tracks compromises wildlife movement. Parks Canada gains nothing from Liricon by rethinking the Fenlands trailhead day use area.
- This is an under utilised space crying out for enhancement.
- This nicely landscaped, free parking area has benefitted both visitors and residents.
- This will put pressure on town resources that are already at capacity.
- This would set a negative experience for everyone arriving in Banff.
- Time to enter the modern age with new additions but also maintain original station. Ease of use is key. Visitors should be encouraged to come into downtown Banff, the town is designed to host visitors and this development will negatively impact existing business who pay most of the tax burden in Banff
- Way too many cars trying to come into Banff, traffic jams, local resident frustration, additional traffic management resource expenses can be reduced by solutions and intercepts at the entrances to town and by bringing people here by train! No one else has a sensible or reasonable proposal to tackle this short of capping visitation.
- We need more parking outside of downtown
- We should build more parking on the other side of the train track if feasible and potentially reduce access via first Banff exit
- What are we waiting for????
- what does that do?
- why would that happen, we need better places.
- Why would you do this? It would show a complete lack of foresight into enhancing visits to Banff.
- You are holding the parking over the town to further your agenda and profits. Shame.
- Your questions are manipulative- this is not a yes no scenario - there are many nuances to discuss - not cut and dried / this survey is geared toward people agreeing with your overall vision-

Q9 Please provide any additional comments or input you would like to share:

Answered: 44 Skipped: 147

Q9: Please provide any additional comments or input you would like to share.

Comments:

- A gondola would be an eyesore and an inappropriate welcome to the mountains in a national park
- A great deal of time and effort has been put into this project and it should move forward. It is just so unfortunate to see PCs decades of biased decisions and do not consider the general public's opinions and overall approval for this type of project
- A train from the Calgary airport to Canmore and Banff is needed to help reduce the congestion in the trans Canada highway and reduce the numbers of cars in our beautiful town.
- Accessibility, Accessibility, Accessibility!! In all your planning and potential development, please choose to take the opportunity to be a World leader in universal accessibility design, making sure that people of all abilities feel welcomed and have equal opportunity to experience Banff national park.
- Adam and Jan should be given a 'key to the city' (i.e. celebrated in grand fashion) for providing the intercept parking that has saved Banff the last 3 summers.
- All levels of government and residents of the Bow Valley (and beyond) should endorse this project immediately, Let's NOT take another thirty YEARS to make this a reality!
- Banff and the rest of the Bow Valley needs to come up with ways to limit the growth of tourism in the area because it is getting far too crowded. Approving the ARP would just make the problem far worse.
- Brilliant Plan!
- Build the train line and then a tram line to the major attractions & hotels on the other side of the bridge. Make the bridge crossing only available to local traffic, or tourists who have reservations for hotels and attractions situated on the south side of the bridge.
- Drop the reference to gondola and its self serving nature and plan then supports much that has been identified as wanting.
- Dump to gondola, nobody likes that, and it will get passed
- Fully understand that there is a popularity challenge, But rather than setting up systems to pack more people into a finite space. determine what a comfortable capacity for the town is. Residents want to live in a real town, not a mall.
- Get going fantastic ideas
- good luck!
- Happy to be a part of the working group and accelerate this plan

- Having grown up in a mountain resort (Grindelwald / CH) I am familiar with the benefits of good and reliable transportation.
- I do not support the proposed gondola nor the proposed passenger rail due to their impact on wildlife corridors with the Park (Norquay) and along the railway alignment throughout the Bow Valley. I understand these are not included within the scope of this specific ARP however, both those projects are clearly part of the cumulative impact.
- I don't see a need for a gondola and your earlier statement that it aligns with parks guidelines does not fit with my understanding that parks has clearly stated it's not going to happen.
- I hope Parks Canada will come to the table as an open partner, and not a hostile bureaucracy that blocks good ideas wherever they appear.
- I would love to see a gondola to Norquay, getting vehicles off that winding road. A train between Calgary and Banff...how great that would be!
- Improve walking paths to downtown
- It is important to me to have the option to drive to Norquay. Currently, as a Banff resident, it takes me 15 min. to drive to the Norquay parking lot. To wait for an undetermined time for the Gondola, is not a positive for me.
- It would be so much better with gondola access to Norquay, it'd be ideal if parks scrapped pursuits sulphur mountain gondola and allowed Norquay to have theirs instead. Norquays gondola would have a much wider usage audience instead of just the sightseers using pursuits sulphur mountain gondola
- Lets go!
- Liricon has provided some really good options for Banff, but they have taken it too far. They have made assumptions about getting approvals based on providing free intercept parking. I think that they could do a better and more honest representation of their intentions by removing the wishes external to the townsite and sticking to what can feasibly be approved by Banff town council. Mark Twain said, "There are 3 kinds of lies...lies, damned lies and statistics." I think the longterm Banff residents (my wife and I, both professionals in Banff for 30 years) have the sense that Liricon will skew whatever stats are gathered from this public input to an interpretation advancing their cause. My name is KT. I could talk about this all day long.
- No no no gondola Parks Canada keeps telling you guys that this is not going to happen. Everyone knows this is about business for you and nothing else
- Patience and trusting the process is key to this being successful. Put up a sign that says "Banff is a small town". Go around the block Railway is why Banff is here definitely needs to be restored and place of interest Staff housing. Build housing locals will support. The town needs support in seeing the long-term benefits of this project. Many locals have been here

for a long time and dislike change, this will be detrimental to the National Park and current resources are already at capacity. Support the idea of environmentally friendly growth that will actually conserve our park in the long-run. This is a Park or used to be. We should be promoting healthy activity with in the park. It's a big park. Instead the townsite has been promoted as the only thing to do. This will attract more people to the parking lot and away from the downtown core. With something to do around the parking, people will be more inclined to park there and start walking from this area. Though I have enormous gratitude to the corporation entity that offered the use of the parking for visitors, I believe that the town in cooperation with Parks need to be the leaders on this project. Town needs to concurrently design master plan for connectivity from train station to downtown pedestrian zone Very leading questions and responses in this survey.

- When does this happen? is there a plebiscite? Why fight parks on the gondola when they've made it perfectly clear. Also, why hide what parks has shared with you regarding why it would reject the ARP as is?

Q10 Please provide your email address if you would like to opt-in for our newsletter. All addresses will remain confidential.

Answered: 58 Skipped: 133

| ANSWER CHOICES | RESPONSES | |
|-----------------|-----------|----|
| Name | 0.00% | 0 |
| Company | 0.00% | 0 |
| Address | 0.00% | 0 |
| Address 2 | 0.00% | 0 |
| City/Town | 0.00% | 0 |
| State/Province | 0.00% | 0 |
| ZIP/Postal Code | 0.00% | 0 |
| Country | 0.00% | 0 |
| Email Address | 100.00% | 58 |
| Phone Number | 0.00% | 0 |

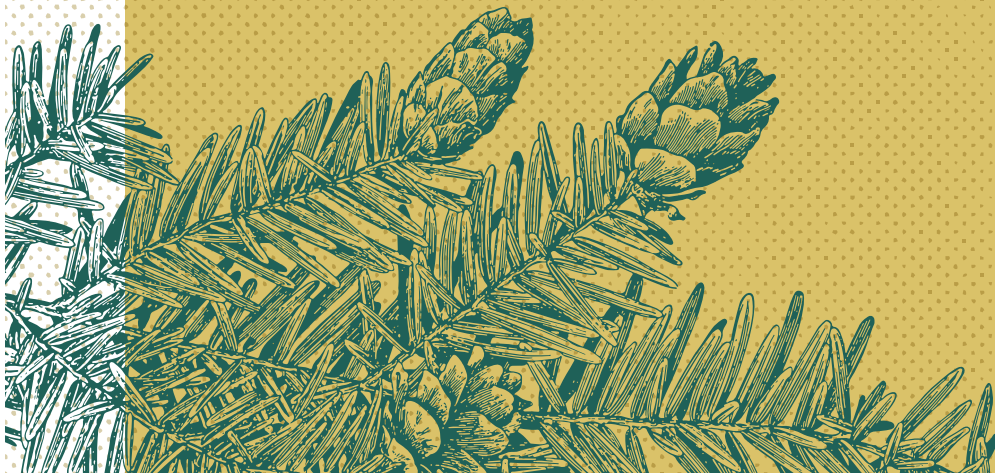
Q11 Please provide your email address if you would like to opt-in for our newsletter. All addresses will remain confidential.

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| ANSWER CHOICES | RESPONSES | |
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Appendices:

5. Banff Starts Here 2022



Creating Dynamic Possibilities for Banff's Future

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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- 3 Plan Benefits
- 4 The site
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- 7 Goals to Support Three Key Strategies
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- 13 Draft Banff Management Plan 2022 – Zoning



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



Photo Credit: Glenbow Archives NA-2126-22

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.



Photo Credit: Glenbow Archives
NA-841-11

“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

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



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

- 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 Wîyâbi* Gondola would transport all Norquay guests from Town to Base. (The Gondola path travels across base of Stoney Squaw Mountain). (Iyethka Wîyâbi 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.

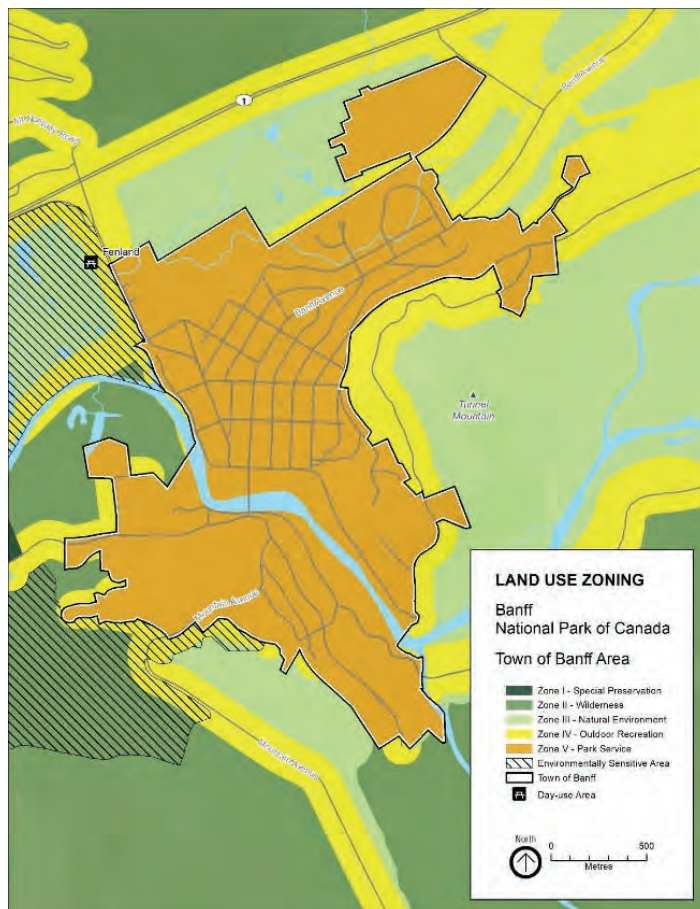
- b. Creates a central visitor arrival centre that serves as a staging area for sustainable visitor and vehicle management components

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

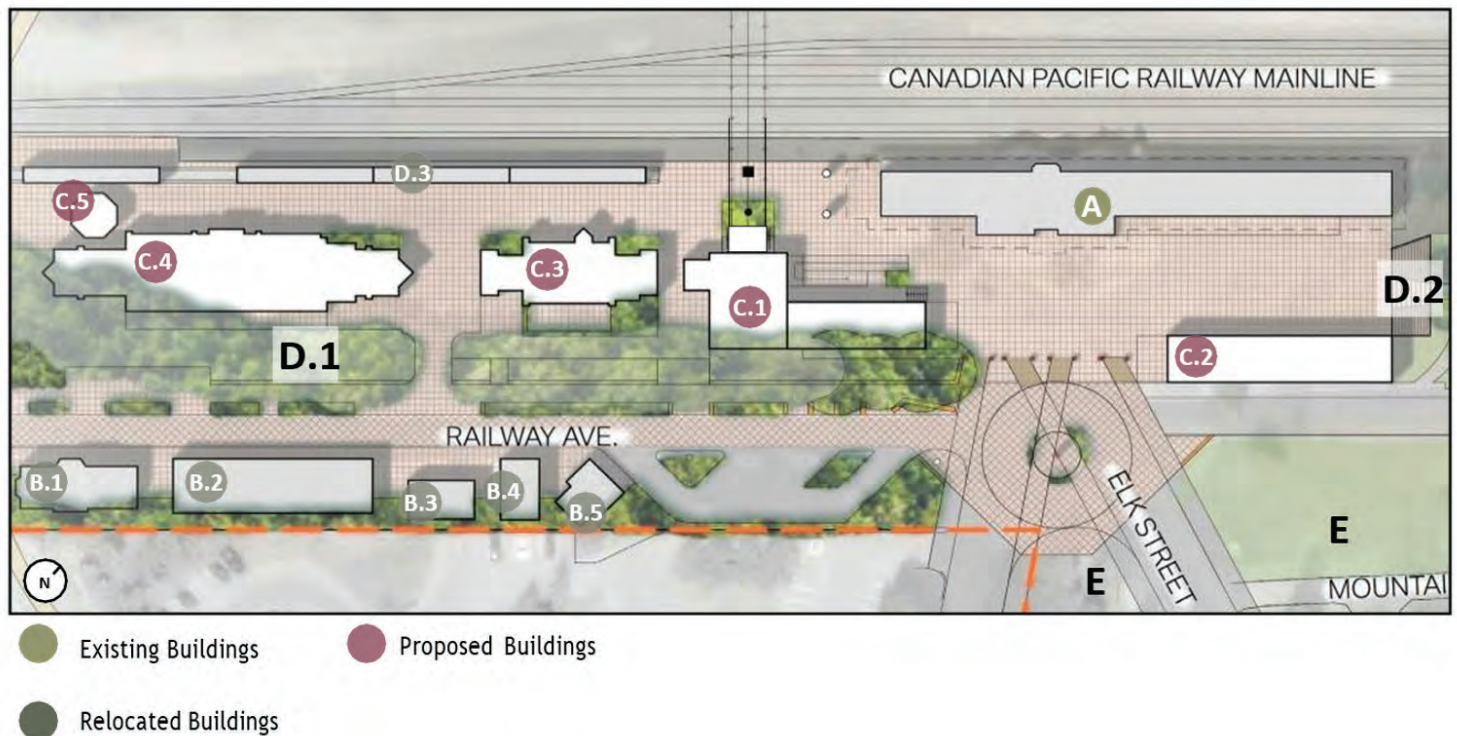
C – Pavilion Zone, inspired by Mountain Park Architecture

- » 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

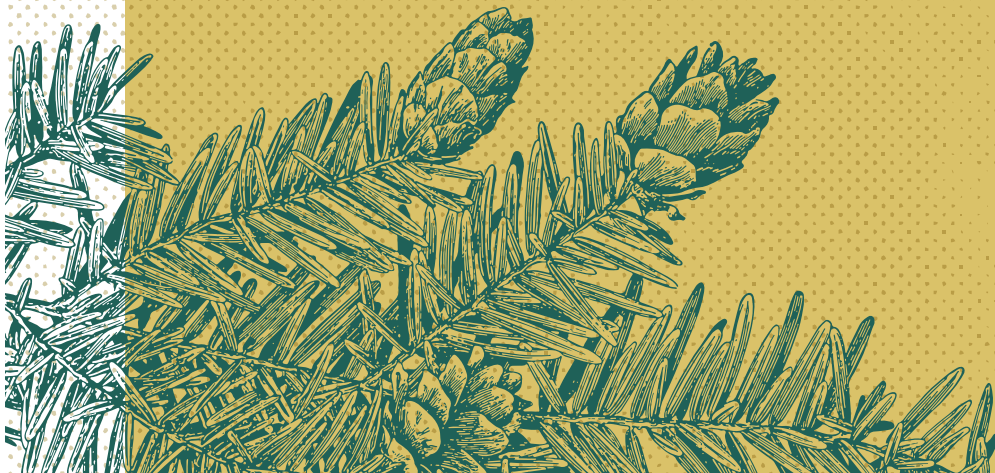
- » D.1 Queen's Willows
- » D.2 CPR Gardens and Spruce Allée
- » D.3 CPR Historic Rolling Stock

E – Medium Density Residential



Appendices:

6. Banff EcoTransit Hub Vision 2021



Banff

STARTS HERE



The Banff Eco-Transit Hub is about creating a heritage destination and gateway to Banff that integrates sustainability, education, and extraordinary experiences while enhancing and protecting Banff National Park's status as an UNESCO World Heritage Site.

THE OBJECTIVES:

- Develop a transportation hub for integrated, multi-modal, low carbon, green transit systems
- Create a sense of place that infuses the journey with purpose, forging stronger connections between cultures and deeper respect for the natural environment
- A back to the future reimagining of the Banff railway lands as a new community hub and inclusive destination

The Vision:

This bold, forward-thinking vision is based around three innovative strategies that balance and enhance the human and ecological dimensions of the National Park and the Town of Banff.

REINVIGORATE the railway lands and restore the Banff train station and grounds to its former prominence as a landmark destination and gathering place for residents and visitors.

REDUCE vehicle congestion, carbon emissions, and environmental impacts through the integration of a range of mobility options to destinations within Banff and the National Park.

PRESERVE, ENHANCE, AND REHABILITATE disturbed areas of the site to sustain biodiversity and protect the natural environment.

A research-based approach

The Eco-Transit Hub has been designed in consultation with leading experts in the areas of transportation, low carbon systems, wildlife, heritage, and urban design. Based on feedback from the Town of Banff, the Province of Alberta and Parks Canada, this vision aligns to the goals and objectives of municipal, provincial, and federal priorities on cultural heritage and learning, mass transit, and the protection of wildlife corridors. This Hub:

- » **Addresses visitor and resident transportation CO₂ emissions** that are 63X higher per visitor relative to Zion National Park, Utah which has similar visitation to Banff National Park (Layzell et al, 2020).
- » **Provides a vastly improved visitor experience.** Decreased congestion and crowding increases visitors' length of stay and enhances the ways they interact with the town and greater environment.

This Hub is based on leading global examples of communities who have solved these same issues with technology and innovation.



This execution of this vision will require the full use of the 17.4-hectare (43-acre) site located in the Town of Banff, within the CR Railway Lands Land Use District, including the Canadian Pacific Railway right-of way, the train station, and Public Service and RSC lands immediately adjacent to the south of the CR District.

THE BANFF ECO TRANSIT HUB WILL:

1 | **REDUCE VEHICLE IMPACTS BY SUPPORTING AN INTEGRATED, ENVIRONMENTALLY FRIENDLY MASS TRANSIT SYSTEM**

- » Visitor Services and Cultural Institutions Pavilion
- » Parking for approximately 900 vehicles
- » A shuttle centre with five bus parking bays
- » Micro Transit Pavilion to support all mobility options from bicycles to strollers
- » Terminus for potential aerial transit to the Norquay Ski and Sightseeing base



2 | **RESTORE FENLANDS INDIAN GROUNDS WILDLIFE CORRIDOR AND HABITAT**

- » Restore, repair and preserve a high value habitat of about 15.5 acres. This is the largest parcel ever conserved and rehabilitated by a private operator in the history of the Town of Banff and will be five times larger than the new 400 stall parking lot
- » Concentrate parking areas, thereby creating a 15.5 acre conservation area
- » Enhance wildlife movement and habitat by removing barriers, installing wildlife fencing, guiding animals east of the redevelopment area, and working in partnership to build a wildlife underpass North of 40 Mile Creek

3 | **ENHANCE BANFF'S STATUS AS A UNESCO WORLD HERITAGE SITE, CELEBRATE RAILWAY HERITAGE, AND CREATE A DIVERSE AND INCLUSIVE COMMUNITY HUB**

- » **A 300 seat storytelling venue as well as an interpretive gathering space** to celebrate the deep traditions of Canada's First Nations as well as arts and culture
- » **Visitor Services and a Cultural Institutions Pavilion** to house satellite locations for the Whyte Museum and Banff Centre
- » **The Railway Heritage District** with historical cultural exhibits within food and beverage destinations
- » **A medium-density residential district to provide housing for residents and staff**

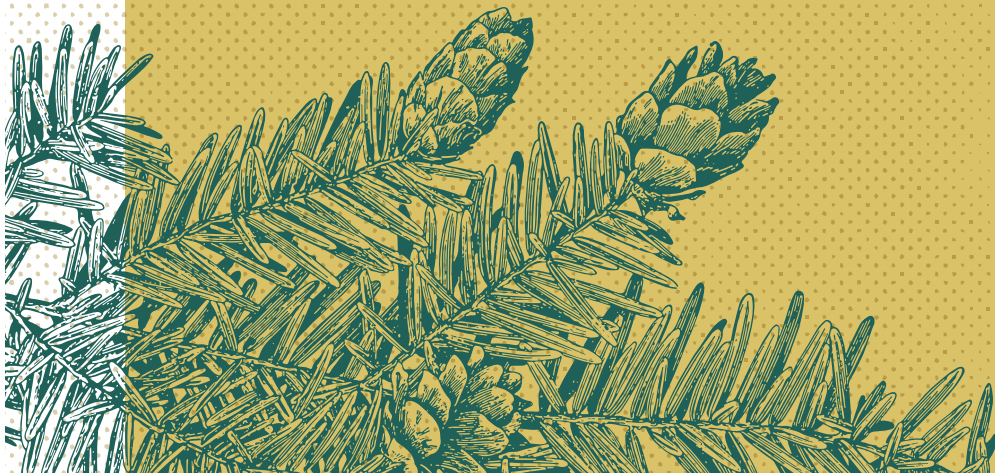


The Banff Eco Transit Hub vision is being advanced by Norquay Mystic Ridge Ltd., the leaseholder of the Banff Train Station Railway Lands and Norquay Ski and Sightseeing Resort which is owned by long-time Banff locals, Jan and Adam Waterous.

Banff is located within Treaty 7 Territory and the Métis Nation of Alberta Region 3. We acknowledge this land as the traditional territories of the five Alberta First Nations that signed Treaty 7, including the Kanai (Blood), Siksika (Blackfoot), Piikani, Tsuut'ina Nation, and the Stoney Nakoda (comprised of the Chiniki, Bearspaw, and Wesley Nations).

Appendices:

7. What We Heard Report 2019





Area Redevelopment Plan: Banff Railway Lands

WHAT WE HEARD REPORT



A project by Banff-based, family-owned, Liricon Capital.



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Executive Summary

On February 11, 2019, Town of Banff Council endorsed a Terms of Reference (TOR) that formed the basis of the Area Redevelopment Plan (ARP) for the Banff Railway Lands and the proposed Banff Eco-Transit Hub. An ARP is a guiding policy document that is informed by scientific research, community input and municipal strategic plans to establish a shared vision for revitalization of an area.

To inform the ARP Liricon Capital initiated the first phase of its community engagement plan focused on a Banff audience. Through in-person and digital engagement, community members were invited to have conversations about the project, ask questions and were encouraged to provide feedback on the key topics that will be considered as part of the ARP.

An online survey created through Survey Monkey hosted on a newly-created [website](#) was used to complement the in-person public engagement. The survey was shared through social media and with organizations in Banff to pass along to employees and members, including the Caribou Properties, Banff Centre for Arts and Creativity, Banff Lake Louise Tourism, Banff Hospitality Association, and more.

Face to face conversations

During four high-traffic information booth sessions hosted by Liricon Capital, 131 comments and questions about the project were received. Conversations were generally positive, demonstrating support of the vision for the plan. Comments and questions provided specific insights on how the ARP can help relieve congestion within the Banff Townsite, improve the visitor experience and lead to environmental or wildlife benefits if aspects of the plan are implemented. Ideas and considerations about how to achieve the best outcomes were also put forward.

From these comments, four primary themes emerged. Feedback was related to the following:

1. 29% congestion being an issue (38 comments)
2. 22% relieving congestion, adding multi-modal transportation and more parking will improve the visitor experience (29 comments)
3. 12% economic benefits and questions related to taxation (16 comments)
4. 11% wildlife benefits and environmental considerations (15 comments).

Beyond these core themes, comments concentrated on:

- 5% safety (6 comments)
- 4% housing (5 comments)
- 2% history and heritage (3 comments)
- 15% other statements - generally for, generally against or undecided (19 comments).

Online Survey

The Online Survey drew a total of 205 respondents who answered nine questions and provided 792 raw comments. Respondents were asked to rate the value of each aspect of the Area Redevelopment Plan as to whether it will “Significantly Adds Value”, “Adds Value”, or “Will Not Add Value”. Following is a summary:

- Improving walkability was considered the most valuable component of the plan with (91%) saying it Significantly Adds Value or Adds Value. Only 9% of people believe it will add no value.
- Other transportation approaches also ranked high: encouraging multi-modal transportation (89%) Significantly Adds Value or Adds Value, providing passenger rail amenities (88%) Significantly Adds Value or Adds Value.
- With respect to removing car access to Mt. Norquay, 59% of respondents said it Significantly Adds Value or Adds Value. Regarding the value of each character area, 73% of respondents answered the Mt. Norquay Gondola Terminus Significantly Adds Value or Adds Value.
- Creating open spaces and restoring the CPR Gardens was considered the most valuable character area in the project; 89% of respondents said it Significantly Adds Value or Adds Value (tied for first); and only 14% of people said it would add no value at all.
- The Railway Heritage Plaza – Visitor Services component was also well received with 84% saying it would significantly add value and only 16% stating no value will be added at all.

When reviewing the 792 comments, three core themes emerged. Feedback was focused on the following:

1. 40% reducing congestion (312 comments)
2. 12% improving visitor experience (94 comments)
3. 12% protecting wildlife and environment (94 comments).

Beyond these core themes, comments concentrated on:

- 9% housing (73 comments)
- 9% history and heritage (74 comments)
- 7% safety (54 comments)
- 2% economy (12 comments)
- 9% other statements + generally for or generally against (19 comments).

Project Overview

Revitalizing the Banff Railway Lands will change the way people and wildlife move through Banff National Park and the Banff townsite. Liricon Capital, the Banff-based leaseholder of the Banff Rail Lands and owner of Mt. Norquay, sought community input to help shape the Area Redevelopment Plan (ARP) they will submit to the Town of Banff.

Transforming the Banff Railway Lands into the Banff Eco-Transit Hub is an innovative, scientific approach to recreating the lands as an arrival centre that will lead to sustainable mobility opportunities. It is a return to the historic role the area played as the gateway to Banff National Park, and will become a national model for sustainable transportation by:

- Alleviating vehicle traffic congestion
- Improving walkability
- Enhancing ecological integrity.

On February 11, 2019, Town of Banff Council endorsed a Terms of Reference (TOR) that formed the basis of the Area Redevelopment Plan (ARP) for the Banff Railway Lands and the proposed Banff Eco-Transit Hub. At 17-hectares/43-acres, the redevelopment is located in the Town of Banff, on CR (Railway Lands) Land Use District and includes the Banff Heritage Train Station, its grounds, and adjacent lands.

An ARP is a guiding policy document that is informed by scientific research, community input and municipal strategic plans to establish a shared vision for revitalization of an area. An ARP does not contain the specifics of a development; it sets a framework for future use.



Engagement Approach

Once the TOR was approved by Town of Banff Council on Oct. 2, Liricon Capital initiated the first phase of its community engagement plan. Through in-person and digital engagement, community members were encouraged to provide feedback on the key topics that will be considered as part of the ARP. Engagement also provided an avenue to inform the community on the project and progress of the currently under-construction intercept lot.

To ensure residents and visitors had the chance to conveniently take part in the decision-making process, without disrupting their daily routines, Liricon hosted a booth with information and educational materials at a series of community events. The following is a list of locations and dates:

- Wednesday, May 22: Banff Farmers Market
- Saturday, May 25: Nesters Market
- Sunday, May 26: The Fenlands (Banff Yoga Festival)
- Wednesday, May 29: Banff Farmers Market

An online survey created through Survey Monkey hosted on a newly-created [website](#) was used to complement the in-person public engagement. The survey was shared through social media and with organizations in Banff to pass along to employees and members, including the Caribou Properties, Banff Centre for Arts and Creativity, Banff Lake Louise Tourism, Banff Hospitality Association, and more.

To guide the engagement approach, a series of principles were developed in advance, including:

- *Accessible and inclusive:* Strive to understand the needs of the community and use a range of engagement techniques and approaches to make it easier to ‘hear’ input and make certain everyone can participate fully.
- *Transparent:* Be clear as to why we are seeking input, the extent to which the community can influence a process, how input will be used to inform decision-making, and report back on the feedback collected and how it will (or why it won’t) be integrated.
- *Trustworthy:* Establish trust with community members through meaningful engagement processes that supports relationship building; with trust residents will be more likely to participate and provide input proactively.
- *Informed:* Ensure that information and education is a key component of every engagement process; the more informed community members are, the better the conversation and input.

Core themes for feedback were also identified:



What We Heard: Information Booth

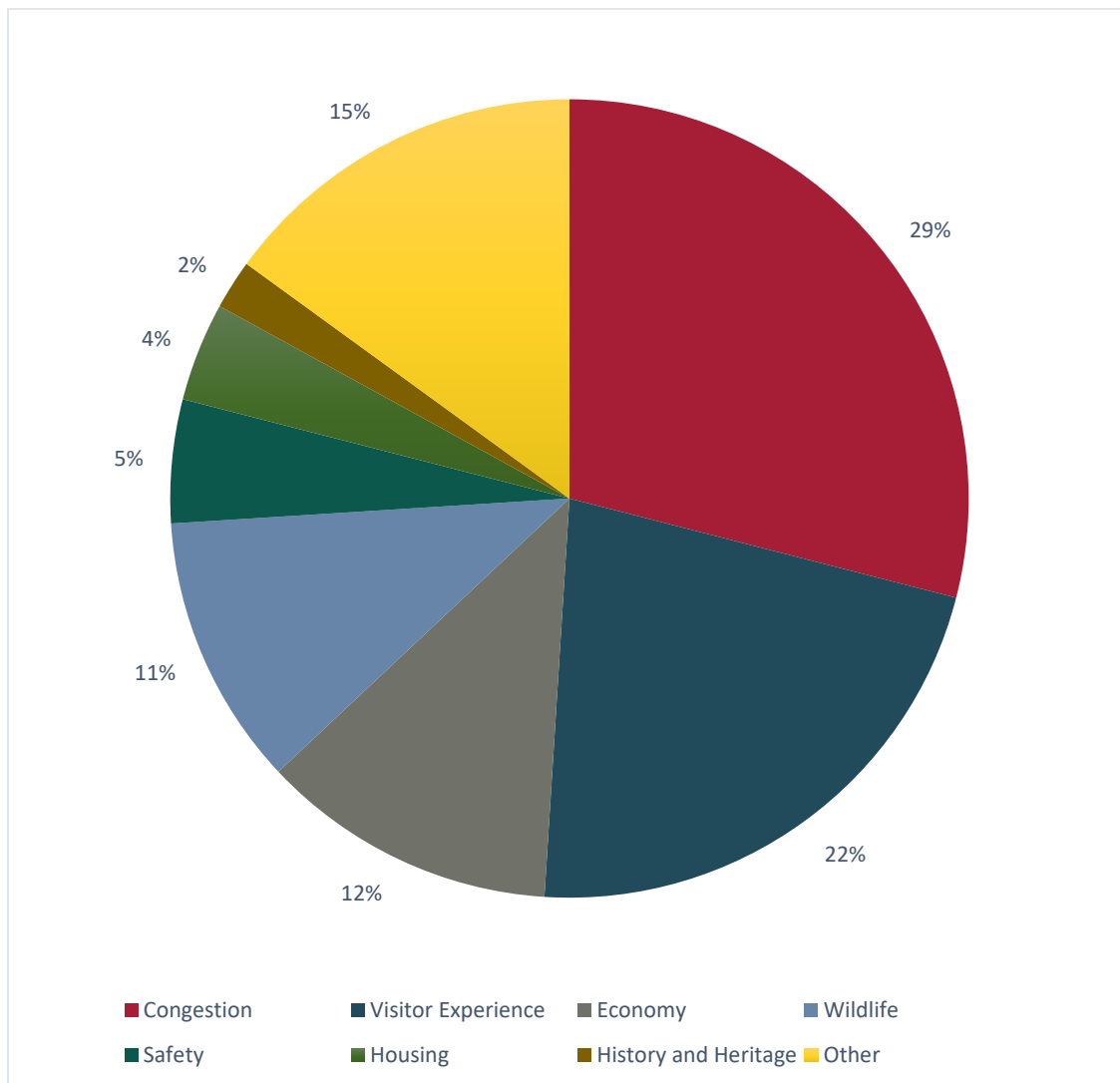
During the four information booth sessions Liricon Capital received 131 comments and questions about the project. Comments have provided insights on everything from congestion to environmental or wildlife considerations.

From these comments, four primary themes emerged. Feedback was related to the following:

1. 29% congestion (38 comments)
2. 22% visitor experience (29 comments)
3. 12% economic (16 comments)
4. 11% wildlife and environment (15 comments).

Beyond these core themes, comments concentrated on:

- 5% safety (6 comments)
- 4% housing (5 comments)
- 2% history and heritage (3 comments)
- 15% other statements - generally for, generally against or undecided (19 comments).



Feedback was focused on:

Congestion

- Congestion is the #1 issue in Banff
- The bus system is fabulous, we need more of it
- More parking is needed
- Train is smart for day trippers
- We need less visitors.

Visitor Experience

- Relieving congestion will improve the experience for all, Banff is too busy to enjoy
- Makes the entrance to town more vibrant
- Train to the airport would be valuable
- Other park systems have a great bus system. We need that
- Pedestrianized Banff would be great.

Wildlife & Environment

- Less emissions, less impact with more transit
- Tree clearing was shocking – shouldn't have been allowed in a National Park (note: reference to existing Intercept lot; not related to this specific ARP)
- Need infrastructure in place to support wildlife
- There is an increase in noise from the railway
- Concerned with litter at the lot with more users.

Economy

- Tourists keep business going, a good experience is key
- We need to keep competitive with other global destinations
- Where will the money come from? Any tax implications for locals?
- This is commercialization of the Park
- Like the idea of shops at the Train Station
- Needs to be affordable for families.

History and Heritage

- Great initiative to restore the historic beauty of the train station
- Keep it aligned with our heritage
- Ensure an Indigenous component.

Housing

- More housing is needed
- Must be affordable and accommodate staff.

Safety

- Norquay Road is unsafe; aerial transit safer
- Create safer bike lanes
- Make sure safe for people to walk to downtown (well lit, signage)
- Worried about exhaust, increased cars near the daycare and elementary school
- Consider parking for handicap/disabled as part of the plan.

What We Heard: Online Survey

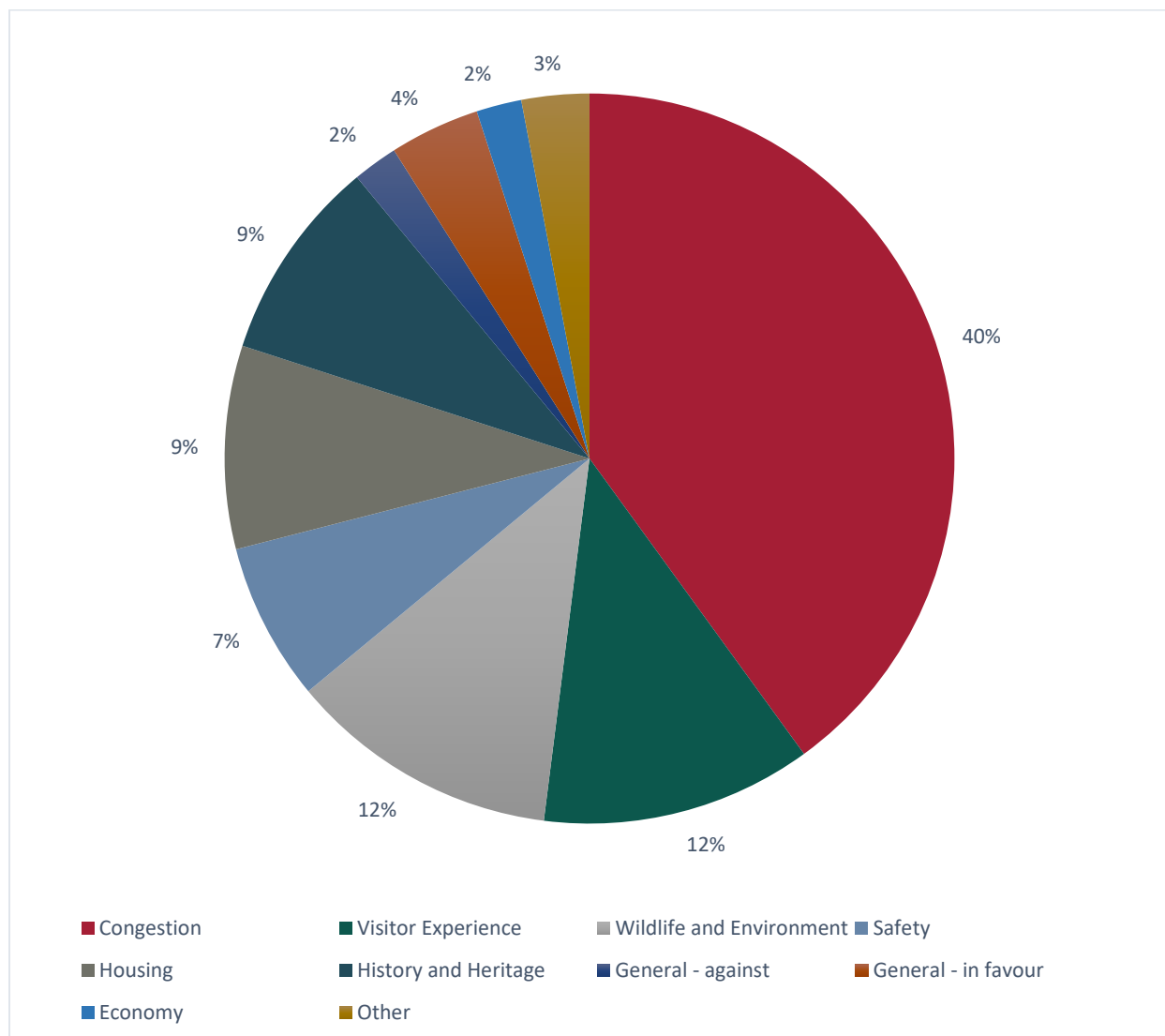
A total of 205 people answered the survey's nine questions and provided 792 raw comments.

From these comments, three core themes emerged. Feedback was focused on the following:

4. 40% congestion (312 comments)
5. 12% visitor experience (94 comments)
6. 12% wildlife and environment (94 comments).

Beyond these core themes, comments concentrated on:

- 9% housing (73 comments)
- 9% history and heritage (74 comments)
- 7% safety (54 comments)
- 2% economy (12 comments)
- 9% other statements + generally for or generally against (19 comments).



Congestion was the most commented on theme in the online survey, with 40% of feedback focused on needing more ways of managing vehicles in Banff. People said the plan will utilize the area more effectively to help decrease the gridlock in town. Additional parking was noted to be long overdue.

Feedback was focused on:

- need convenient, reliable, and efficient modes of travel (transit, walking, cycling)
- affordable and family-friendly transit with an easy, relaxing experience
- the need to get buy in from all partners (ROAM Transit, Parks Canada, Town of Banff)
- increase parking opportunities for residents
- consider handicapped/disability parking in the downtown core
- improve access to trailheads
- minimize chance for visitors to skip the intercept lot and circle town searching for parking
- mitigate line-ups from reaching the TransCanada Highway (similar to Sunshine Village)
- reduce RV access to downtown core.

Concerns were raised about the number of trees that were cut down to build the current intercept parking lot. Requests were made for additional landscaping opportunities. Respondents also expressed disappointment with reduced access to public lands (hiking and biking trails, viewpoint) at Norquay. Questions were also asked about the potential for the project to increase visitation to the town; others mentioned the need to cap visitation to deal with congestion issues. Comments connected improving traffic congestion with a better **visitor experience**, provided it was a seamless link to downtown, day-use areas and trails. There were specific comments to let the visitor experience decline as an approach to reduce overcrowding.

Wildlife and Environment was another key theme that was addressed. Feedback focused on:

- educating visitors on respecting wildlife is important
- make sure there is adequate room for wildlife to move
- more people will result in more impact on wildlife
- protect Whiskey Creek and animals that cross through Fenlands area easily
- confirm with Parks Canada the project will make a material difference
- less traffic and more transit will limit bear jams, wildlife harassment
- reducing non-essential vehicles will help to lower greenhouse gas emissions.

The following feedback was consistent in the remaining themes:

Safety

- Passenger train, gondola (transit) will be useful in poor weather conditions
- Increased transit will help reduce traffic accidents
- Walking, cycling will be safer with less traffic
- Consider the location near the daycare and elementary school
- More tourists near the rail tracks creates more risk.

Housing

- more commercial leads to more staff, affordable housing is crucial
- high-density with more rental opportunities
- create options for people living in vans
- residential development can't be an eyesore.

History and Heritage

- Indigenous education/history needs to be a huge component
- have interpretive programs in place to educate visitors on Banff's railway history
- project needs to enhance the historical feel of Banff
- incorporate a museum onsite
- preserve Banff's heritage by making the lands relevant again.

Online Survey: Question Analysis

Over 200 people responded to the following questions: ***How would you rate the value of each of these components of the plan?***

- Improving walkability was considered the most valuable component of the plan (65%). Only 9% of people believe it will add no value.
- Other transportation approaches also ranked high: encouraging multi-modal transportation (63%), providing passenger rail amenities (63%).
- Respondents said removing car access to Mt. Norquay will add the least amount of value (41%); facilitating transit-only options to Banff National Park points of interest was also ranked low value (34%).



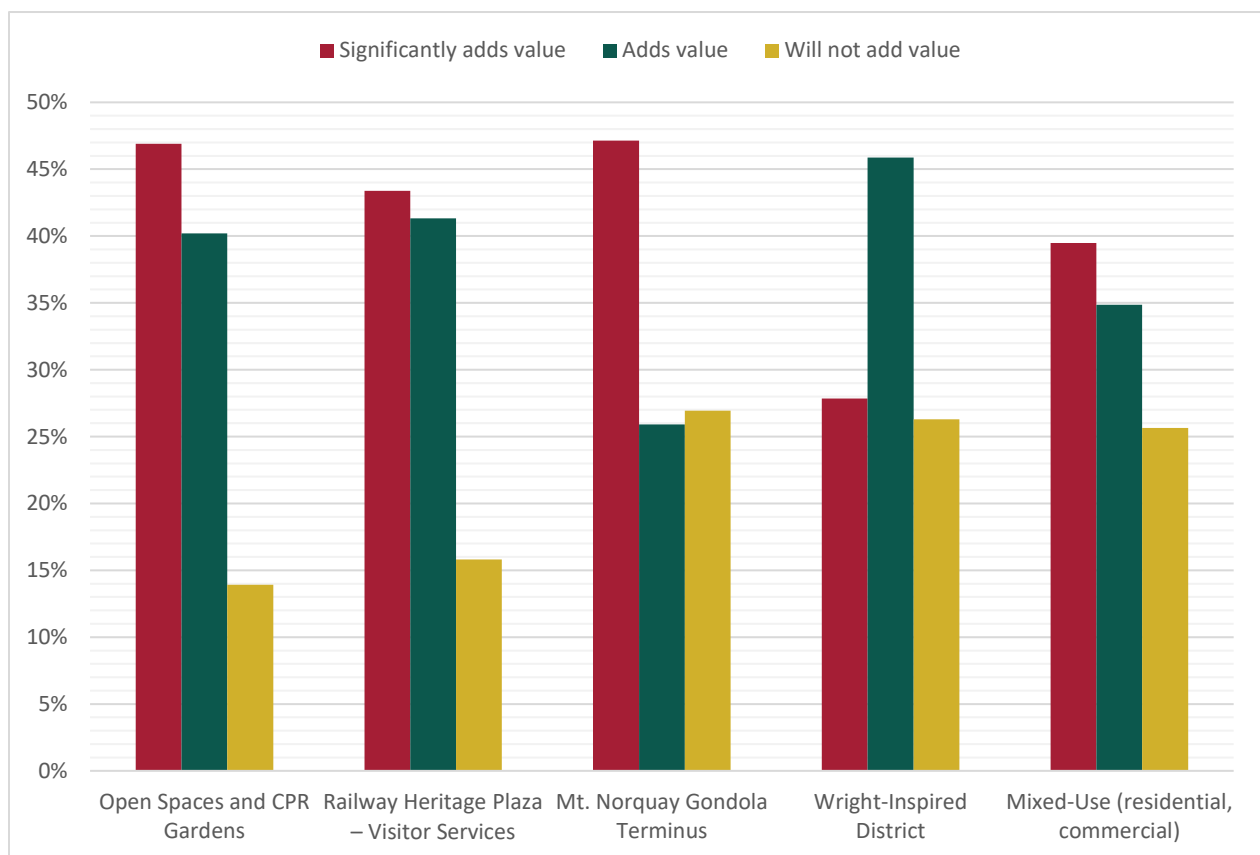
Specific input was focused on:

- increase parking options (downtown and on outskirts of Town, Park)
- minimize vehicle access to town
- improve traffic flow across bridge and around Mineral Springs Hospital
- clear signage to direct people to downtown from Train Station
- reduce RV's in the downtown core

- redo sidewalks on Elk Street to the Train Station and visible intersections
- add new spaces to gather and disperse visitors
- ensure short wait times at intercept parking areas
- move the BANFF sign to Central Park
- diversify transportation modes.

The online survey asked the following question: **How would you rate the value of each of the five character areas that have been envisioned?**

- Creating open spaces and restoring the CPR Gardens was considered the most valuable character area in the project; 47% of respondents said it would significantly add value (tied for first); and only 14% of people said it would add no value at all.
- The survey results also ranked the Mt. Norquay Gondola Terminus as the most valuable character area with 47%; but it also had the highest percent of people who say it will not add value (27%).
- The Railway Heritage Plaza – Visitor Services component was also well received with 43% saying it would significantly add value and only 16% stating no value will be added at all.



Specific input was focused on:

Open Spaces and CPR Gardens

- provide more space for tourists to enjoy townsite (away from downtown)
- modernize while maintaining character of area and honouring historical aspects

- family-friendly activities (like ice skating) are needed
- design for use in all seasons
- plant more trees and additional green spaces for gathering
- question about ongoing maintenance/cost of upkeep
- minimize footprint near Fenlands corridor (Whiskey Creek).

Railway Heritage Plaza – Visitor Services

- more opportunities to educate and inform visitors is important
- will increase experience of the Town and spread visitors around
- keep it minimal instead of an over-stimulated environment
- use arts to create cultural appreciation
- complement but don't compete with other arts venues (Whyte Museum, Banff Centre)
- buffer nearby neighbourhoods from noise (events, trains)
- keep aligned with past railway experiences.

Mt. Norquay Gondola Terminus

- will add to world-class experience
- reduces impact on wildlife corridor
- new attraction will bring more visitors
- Don't negatively affect the skyline
- No Gondola—it restricts access to trails, viewpoints, road/mountain biking
- Design carefully to make sure it provides easy accessibility
- impractical for skiers, still need convenience of parking at ski hill.

Wright-Inspired District

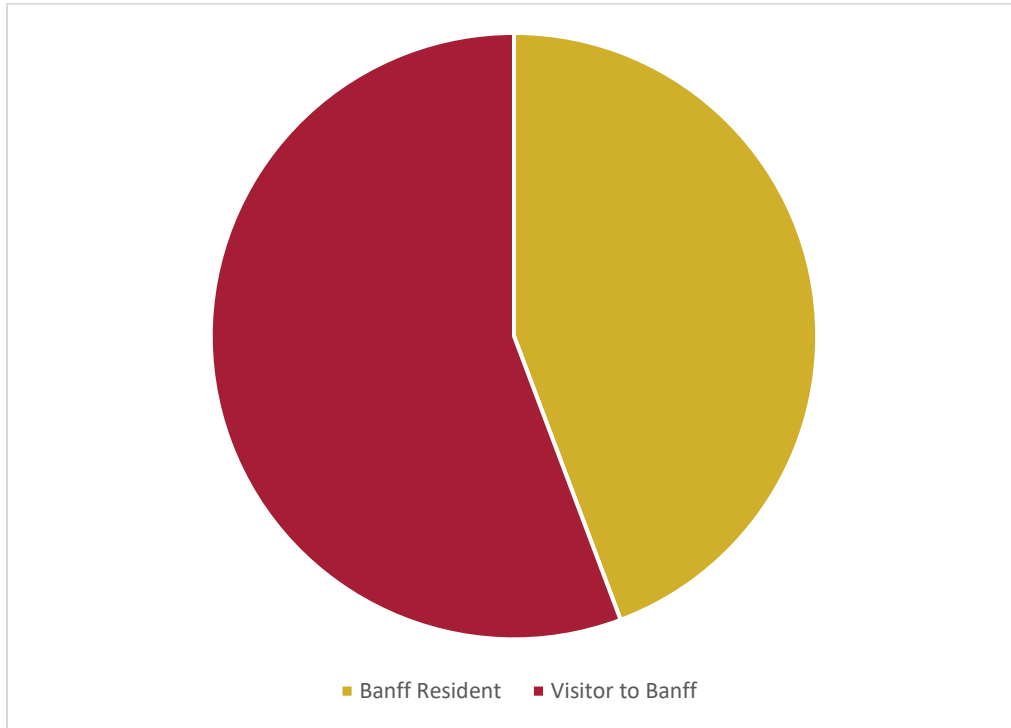
- restoring historic architecture is a valuable, cultural addition
- need more information about this aspect
- Banff doesn't need more bars and restaurants
- beauty of Banff is natural spaces not buildings.

Mixed-Use (residential, commercial)

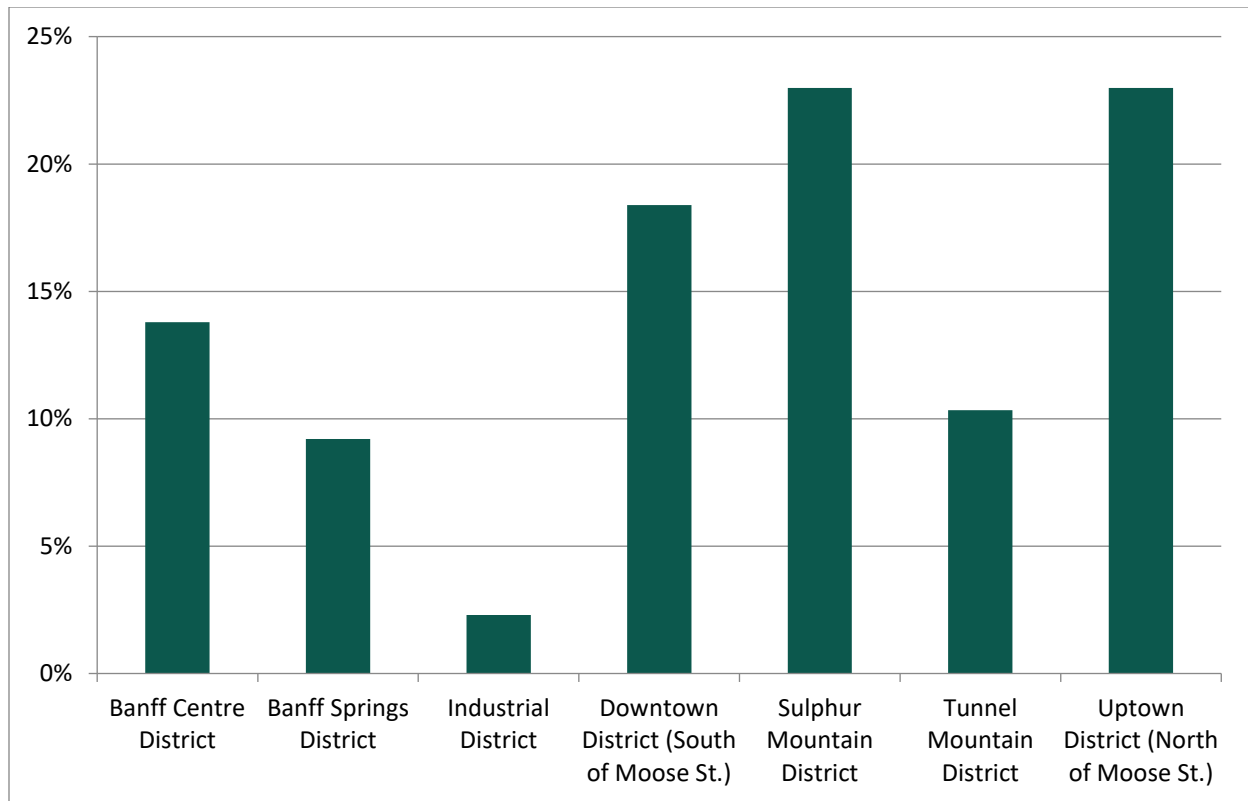
- residential is most important—must be affordable and for staff
- concerned about increased population density in Banff
- no need for more commercial spaces in Banff
- find ways to support small businesses through the commercial component.

Online Survey: Demographics

In the online survey, when asked what term best describes them, 201 respondents replied:



Of Banff residents, the following districts were identified by online respondents:

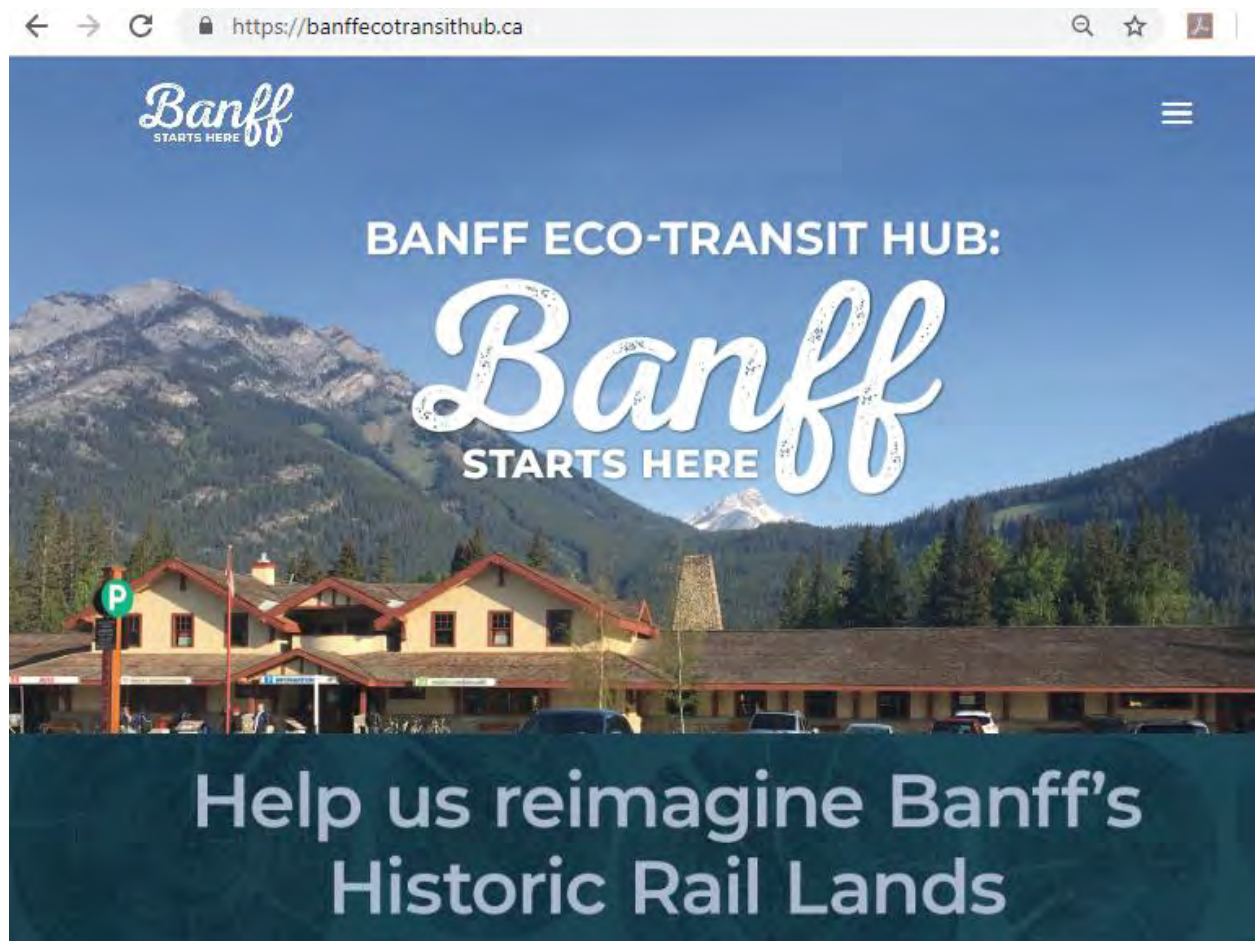


Communication Materials

To educate people on the ARP, Liricon Capital developed easy to understand communications materials for community members to take away and learn more. Printed pieces were designed to encourage interaction and dialogue. At each information session, Liricon representatives provided booth visitors with handouts that outlined the proposed project, redevelopment goals, guiding principles, the ARP process with contact information and links to the online survey. Maps of the site boundary and proposed land use concepts were laminated and available for review. Archival photos of the CPR Gardens (1962) and Banff Heritage Train Station (1914) were also available for reference.



To accommodate the digital audience, a Banff Eco Transit Hub website was created that reflects the content provided in the printed handouts: about the project, vision, approach, science and research, latest news and a link to the online survey. The easy-to-use website has a clean look that connects to the visual identity used in the communications materials to create consistency and familiarity.



Promoting Engagement

Liricon Capital created Instagram and Facebook accounts to share details about engagement activities and encourage input. These social media tools were used to attract other influential accounts in the Bow Valley to help spread the word about Information Booth Sessions and the opportunity to provide input online. Weekly advertisements were also purchased in the Rocky Mountain Outlook and Bow Valley Crag and Canyon.



Banff Eco Transit Hub
@Banffecotransithub

- Home
- Posts
- Photos
- About
- Community

Create a Page

Liked Following Share

Banff Eco Transit Hub is at Banff Farmers Market.
May 23 at 9:22 AM · Banff · 🌐

Thank you to everyone who gave us feedback! With your community input Liricon Capital's Banff Eco-transit hub will change the way people move through Banff.

-
-
-

#mybanff #exploreAlberta #banff #townofbanff #parkscanada #community #banffstartshere @ Banff Farmers Market



Michelle Gurney and Bruce Marpole

Like Comment Share

APPENDIX 1: Online Survey Questions

Banff Railway Lands Community Survey

1. Thinking about this project—the potential to offer sustainable transportation, improve walkability and add new spaces to gather in Banff—what do you like about the proposed Banff Eco-Transit Hub/Banff Railway Lands project?

2. Generally, what aspects (i.e. the potential to offer sustainable transportation, improve walkability and add new spaces to gather in Banff) do you think need improvement?

3. The Banff Railway Lands will include five character areas. How would you rate the value of each of these five character areas that have been envisioned?

Open Spaces and CPR Gardens

☐ Significantly adds value

☐ Adds value

☐ Will not add value

Railway Heritage Plaza - Visitor Services

☐ Significantly adds value

☐ Adds value

☐ Will not add value

Mt. Norquay Gondola Terminus

☐ Significantly adds value

☐ Adds value

☐ Will not add value

Wright-Inspired District

☐ Significantly adds value

☐ Adds value

☐ Will not add value

Mixed-Use (residential, commercial)

☐ Significantly adds value

☐ Adds value

☐ Will not add value

4. Thinking about the five character areas, do you have any specific input?

5. How would you rate the value of each of these components of the plan?

Providing passenger rail amenities

☐ Significantly adds value

☐ Adds value

☐ Will not add value

Removing car access to Mount Norquay to protect the Cascade Wildlife Corridor

☐ Significantly adds value

☐ Adds value

☐ Will not add value

Facilitating transit only access to Banff National Park points of interest

☐ Significantly adds value

☐ Adds value

☐ Will not add value

Improving walkability to downtown Banff and its amenities

☐ Significantly adds value

☐ Adds value

☐ Will not add value

Encouraging multi-modal transportation access to the Banff Townsite

☐ Significantly adds value

☐ Adds value

☐ Will not add value

Intercept parking

☐ Significantly adds value

☐ Adds value

☐ Will not add value

6. How does/can redevelopment address broader community goals on each topic area? Congestion, visitor experience, wildlife/environment, housing, safety, economy, history/heritage

7. Which term best describes you:

☐ Banff resident

☐ Visitor to Banff

8. If you chose "Banff Resident," Which district do you live in:

☐ Uptown District (north of Moose St.) ☐ Downtown District (south of Moose St.)

☐ Banff Centre District ☐ Sulphur Mountain District ☐ Banff Springs District

☐ Tunnel Mountain District ☐ Industrial District

9. Please provide any additional comments:

APPENDIX 2: Information Booth Verbatim Comments

Traffic free Banff. I love it!

Train to Calgary for locals needed!

Get people walking.

Have been here for 43 years. I am all for less traffic in town.

Congestion is getting worse not better. Project is needed.

Easier public transit needed.

Norquay - would be great to get aerial to eliminate bridge traffic.

Bus system is fabulous. More is needed. Aerial would be awesome.

More parking!

Kills me to be part of car movement. Train experience would be amazing.

Parking Sucks. More parking would be really good.

We do not need more people in town.

More cars off the road would be nice.

Don't love the big parking lot, but I like the principal of less traffic.

Reduced traffic would be great.

We've got to do something about parking.

Used to live in the park. It is super hard to get a bridge. To get day trippers in by train is smart.

Park and ride is popular everywhere and we need it here.

Congestion is a #1 issue in Banff.

We need to get RV's off the road.

I would use a train to Calgary.

Wouldn't come here in July because of congestion and limited transit.

Can it also be intercept for Lake Louise? Current overflow is missed causing people to drive up and back down.

Anything to get cars off the roads is a good thing.

Avoiding personal vehicles in town is great.

Passenger rail would be great!

Problem is only summer. Need to find a way to make the summer work.

What type of capacity on the gondola?

Cyclists want less congestion.

Banff is small easy to walk around, need to promote that.

Get the cars out of Banff, I like the project

Handicap and resident parking in town only

Intercept parking will be good.

Would it bring more visitors? We want less.

I like the parking idea.

Intercept and transit have been needed for years. Great idea.

Improved parking is a good idea.

Would love to see Banff Ave. closed to cars

Would we consider paid parking?

Vehicle pass is good. Maybe free parking for residents and paid parking for visitors.

Will visitors still need to pay for a park pass?

If Norquay road closes, I'll have to pay to get up to Norquay, its commercialization.

Interested in understanding more about the finances and where the money comes from.
Great beginning. Where will the money come from? Will people prosper from the project?
Feels like the commercialization of the mountain.
We need to keep competitive and watch what other global mountain destinations are doing.
What is the business impact?
I like the idea shops at the rail station.
Tax implications for locals?
I wish they would charge for parking
Alberta should invest more in tourism
Tourists keep business going, so a good experience is key.
Didn't know the Town wasn't paying for the new lot... That is fantastic.
Affordability is important for rail transit.
Gondola is interesting and it is great to see the train station return.
Keep it aligned to heritage.
Glad to hear that the Train Station area would be restored to its historic beauty.
More housing is needed.
Is there potential to accommodate people who sleep in vans.
Will there be a fence around the lot to make sure no traffic walks through yards?
Will there be an entrance/exit on cougar street?
Resident pass is smart. We come into town from Lake Louise for groceries, Dr's Office, etc.
How long if approved?
What are the goals with the train station
Could you combine resident vehicle pass with a park pass?
How will the Resident vehicle pass work with guests?
Resident only - Bear St. enhancement would have been easier to implement.
Need to hear from local minorities.
This is part of solution to Banff's challenges
Super initiative.
Super important.
It is an awesome idea.
Good. I've been on Board since the beginning.
I totally support this project.
Rail would be AMAZING.
Great project.
This needs to happen.
Like the idea of a pedestrianized townsite.
Two thumbs up!
There is no simple solution.
I heard lots of negative things. But hearing this I think it a solid idea.
Like the gondola idea (that is an unsafe road).
Make sure it is safe for people to walk downtown.
Get parks on side with safer biking lanes.
No more loud buses. Move people quietly.

Worried about more cars and exhaust near day care.
Consider the needs of the handicap and disabled.
More public transport --> recognize people are tied to vehicles due to transit schedules
Summer congestion makes a good experience hard to come by.
Train station should be more vibrant. Ex: Cafes and restaurants.
Works well with Bear St. project to enhance experience of town.
Good idea to make the entrance to town more vibrant.
No longer the ability to access Sulphur Mountain.
I think it's amazing I have been to Zermatt- it would be a nice experience to be like that
Gondola in summer would be a game-changer.
Fantastic, something fun to go and do.
Need to create more places for people to stop and eat.
Love the Gondola to top. Time to replace the North American Chair.
Glacier has a great bus system. We need that.
Gondola (like Spain for hiking).
Could you mountain bike on Norquay? Good spot for it.
Cut down driving and get a great visitor experience.
Banff is too busy to enjoy.
Would love to spend more time in Banff and more public transit would facilitate that.
Public transit would be great.
Grand Canyon has free shuttles direct to hotels every 20 minutes. There is no need to have a car.
Big families need an affordable way to get around.
We NEVER come to Banff in the summer anymore.
I like walking but, I need the ease of parking.
Incorporate transit for Ski Hills.
Intercept should go to main spots (Johnson Lake).
People want to take trains.
Pedestrian Banff, that would be awesome.
A train to the airport would be great.
I have friends in Calgary that won't come to Banff in the summer because it's too busy.
Outdoor experiences are important.
Why drive if you don't have too, easier to bus and less emissions and impact
It is strange to have cars in a National Park
Fix with hard solutions. Number of cars causes problems with congestion and wildlife
Tree clearance was shocking.
Need infrastructure in place to support wildlife.
Park should be protected. The lot is a trojan horse for commercialization
Trains will blow horns lots!
Sad to see the forest gone.
Find a solution with wildlife.
Building rail will cause destruction but when it's done will be good
Will there be an Environmental Impact Assessment?
Increased noise from railway out my back door.

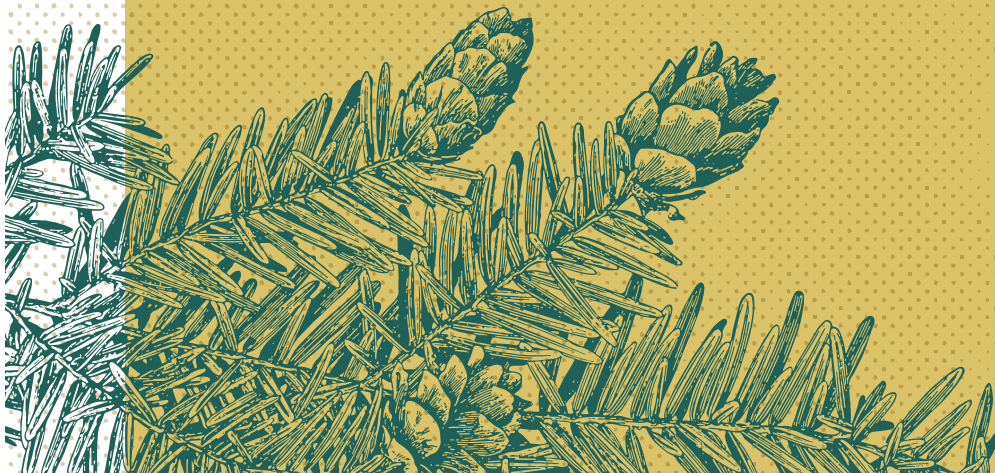
Seeing the trees come down was a shock.

Sad to see the trees go.

Concerned with litter, dog poop, etc. at the lot, how will this be mitigated

Appendices:

8. Planvision National Survey 2019



BANFF INTERCEPT- LOT/ CAR FREE NATIONAL POLL TOP- LINE- SUMMARY

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1. Summary

Advanis, a national polling firm was contracted to carry out Canada-wide polling in support of the three Liricon initiatives. The polling required two separate forms. Banff residents were contacted by telephone, while the rest of the nation was contacted through a hybrid of telephone and online polling.

Recent Experience in Banff

Data highlights the prominence of Banff (the park and town) in the cognition and travel intention of Canadians. As one of thirty-nine National Parks in Canada, it holds high prominence.

Awareness of Crowding in Banff

Tables 3 and 4 suggest that a considerable proportion of Canadians, and especially Albertans, hold the perception that Banff National Park (BNP) is overcrowded compared to others. Additionally, Albertans more so than other Canadians, have made the decision to avoid BNP during peak periods because of a perception of overcrowding.

Canadians Views of Banff National Park

BNP is held in high regard, but there are differences among *Banff Residents*, *Albertans* and *Rest of Canada* respondents on key issues such as: BNP's role as a tourism destination, that it needs to be accessible to all, that it exists as an important part of Canadian heritage, and decreasing vehicle impact on wildlife as a priority.

Intercept Parking Lot

There is strong support for implementing an intercept parking lot in Banff that is free of charge and located five-minutes from the downtown core. The most pronounced benefits of this initiative are reported to be a car-free, pedestrian-friendly downtown core; that it will be free, and be five minutes from the core.

Aerial Transit

All three groups support aerial transit, or a gondola, rising from the base of the Railway Lands in Banff up to Mount Norquay. However, the *Rest of Canada* supports this significantly more than *Banff Residents*. All three groups see benefit in an initiative to focus on reducing vehicle traffic and opening up a wildlife corridor.

Passenger Rail

There is strong support across the board for a dedicated passenger rail line from Calgary airport to Banff.

2. Methodology

The survey tool was developed by Planvision Consulting Ltd. and then modified by Advanis to suit telephone and telephone/online polling.

Sampling for the *Banff Residents* study aged 18 and older were polled. The sample size of 400 yields a margin of error of $\pm 4.9\%$ at 95% confidence level. If we apply the small population correctly (given Banff's 18+ population of 6,820 in 2016), the margin of error is $\pm 4.8\%$ at 95%.

Sampling for the *Albertans* portion of the study included people aged 18 and older. The sample size of 1308 yields a margin of error of $\pm 2.7\%$ at 95% confidence level.

Sampling for the *Rest of Canada* portion of the study included people from the other 9 provinces, aged 18 and older. The sample size of 1401 yields a margin of error of $\pm 2.6\%$ at 95% confidence level.

Data was collected in two ways: Banff residents randomly surveyed via telephone to both landline and wireless numbers; Canadians in the rest of Alberta, and the other nine provinces randomly recruited via interactive voice response (IVR) calls to wireless numbers, and if they agreed to do the survey, were sent a link to an online survey via SMS (text message) that they could complete on their mobile device (89% of completed IVR-SMS-web surveys) or desktop computer (11%).

Data was collected from June 20-July 5, 2019.

Data was weighted to 2016 census proportions for age and sex within Banff and within each province.

3. Recent Experience in Banff

Tables 1 and 2 highlight the prominence of Banff (the park and town) in the cognition and travel intention of Canadians. As one of thirty-nine national parks in Canada it holds high prominence.

When did you last visit Banff?

Most Canadians have visited Banff more than five years ago, while most Albertans have visited Banff in the past two years. The survey revealed that one in three Canadians have visited Banff, and all Albertans and one in three Canadians intend to visit Banff in the next two years.

Weight: used when doing cross-tab by region variable or filtering region and no filters. Upper case indicate a significance at the 95% level which means there is not just a difference, but a *statistical* difference in the propensity of visitation between *Albertan* and the *Rest of Canada* visitation.

| Table 1: When did you last visit Banff National Park? | | | |
|---|---------------------|-------------|--------------------|
| region - Region | | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) In 2019 | ~* | 52% | 6% |
| | | C | |
| (2) In 2018 | ~* | 29% | 9% |
| | | C | |
| (3) Between 2014 and 2017 | ~* | 13% | 20% |
| | | | B |
| (4) 2013 or earlier | ~* | 3% | 29% |
| | | | B |
| (5) I have never visited Banff National Park | ~* | 2% | 35% |
| | | | B |
| Base | 0 | 1371 | 2377 |

| Table 2: Do you plan to visit Banff in the next two years? | | | |
|--|---------------------|-------------|--------------------|
| region - Region | | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Yes | ~* | 92% | 38% |
| | | C | |
| (2) No | ~* | 3% | 27% |
| | | C | |
| (3) Not sure | ~* | 5% | 35% |
| | | | B |
| Base | 0 | 1371 | 2377 |

4. Awareness of Crowding in Banff

Tables 3 and 4 suggest that the view of Banff National Park (BNP) as being overcrowded is a perception held by a considerable proportion of Canadians, especially Albertans. Additionally, more than other Canadians, Albertans have decided to avoid BNP during peak periods because of a perception of overcrowding.

Have you heard or read news media of BNP being overcrowded?

Table 3 indicates the extent to which Albertans and Canadians have heard of Banff being overcrowded through the media. More than six out of ten *Albertans* have heard of Banff being overcrowded, and 31% of the *Rest of Canada* reported hearing the same.

| Table 3: Prior to this survey, had you heard or read news media that Banff National Park is overcrowded? | | | |
|--|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Yes | 61% | 31% | |
| | | | C |
| (2) No | 35% | 63% | |
| | | | B |
| (3) Not sure | 4% | 6% | |
| | | | B |
| Base | 0 | 1371 | 2377 |

Have you ever avoided BNP during peak periods because you thought it would be too crowded?

Table 4 reports that 65% of *Albertans* have avoided BNP during peak periods because of perceptions of overcrowding. This is also true for a quarter of the *Rest of Canada*. Tables 3 and 4 suggest that the perception of BNP being overcrowded is present in the public domain and further, that people make travel decisions based on that perception.

| Table 4: Have you ever avoided visiting Banff National Park during peak periods because it may be overcrowded? | | | |
|--|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Yes | 65% | 24% | |
| | | | C |
| (2) No | 33% | 71% | |
| | | | B |
| (3) Not sure | 2% | 5% | |
| | | | B |
| Base | 0 | 1371 | 2377 |

5. Canadians Views of Banff National Park

BNP is held in high regard, but there are differences among *Banff*, *Albertans* and the *Rest of Canada* respondents on key issues such as: BNP's role as a tourism destination, that it needs to be accessible to all, that it exists as an important part of Canadian heritage, and decreasing vehicle impact on wildlife as a priority.

A series of ten (10) questions were asked to all three groups, *Banff*, *Albertans* and the *Rest of Canada* residents, to better understand their perceptions of BNP. *Albertans* and the *Rest of Canada* believe more so that BNP is an important tourism destination. The *Rest of Canada* agrees most with protecting Banff's natural environment for all time and that it remain open to all Canadians. They show the least agreement with making Banff more pedestrian- friendly and that decreasing vehicle traffic will improve the visitor and resident quality of life respectively. *Albertans* agree the most that it must remain open to all Canadians, and that it is an important tourism destination. *Albertans* agree the least with decreasing vehicle impact on wildlife as a priority and making it more pedestrian- friendly will improve the visitor experience. *Banff* residents agree the most that BNP needs to be protected for all time and the least with making Banff more pedestrian- friendly to enhance the visitor experience.

| Table 5: Please indicate the extent to which you agree or disagree with each statement about Banff National Park. | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (2) Banff's natural environment needs to be protected for all time | 73% | 78% | 86% |
| | A B | | |
| (4) Banff needs to focus on long term sustainability solutions more than ever | 64% | 64% | 75% |
| | A B | | |
| (6) Banff is an important tourism destination for Canadian and international visitors | 60% | 81% | 76% |
| | A C A | | |
| (8) Banff National Park is important to all Canadians, not just those who live there | 58% | 78% | 78% |
| | A A | | |
| (9) Decreasing vehicle congestion in Banff National Park will improve resident quality of life | 57% | 39% | 53% |
| | B B | | |
| (5) It is important that Banff remains accessible to Canadians | 56% | 87% | 82% |
| | A C A | | |
| (1) Banff represents an important part of Canadian heritage | 56% | 77% | 77% |
| | A A | | |
| (3) Banff needs to balance human use (visitors) and conservation and ecological integrity | 56% | 66% | 76% |
| | A A B | | |
| (10) Decreasing vehicle impact on wildlife in Banff needs to be a priority | 50% | 47% | 63% |
| | A B | | |
| (7) Making Banff more pedestrian-friendly will improve the visitor experience | 46% | 47% | 56% |
| | A B | | |

6. Intercept Parking Lot

There is strong support for implementing an intercept parking lot in Banff that is free of charge and located five-minutes from the downtown core. The most pronounced benefits of this initiative are reported to be the car-free pedestrian-friendly downtown core, and that it will be free and five minutes from the core.

All regions were asked as to how supportive they are for an intercept parking lot, which was explained in great detail in the survey. All three regions are supportive, but the *Rest of Canada* is the most supportive, followed by *Albertans* and then *Banff* residents.

| Table 6: How supportive are you of this initiative: An intercept parking lot at the Banff Train Station? | | | |
|--|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| NET Top 2 Strongly/Moderately supportive | 78% | 88% | 92% |
| | | A | A B |
| NET Bot 2 Weakly/Not at all supportive | 19% | 10% | 5% |
| | B C | C | |
| (1) Strongly supportive | 55% | 60% | 69% |
| | | | A B |
| (2) Moderately supportive | 23% | 28% | 23% |
| | | C | |
| (3) Weakly supportive | 11% | 5% | 3% |
| | B C | | |
| (4) Not at all supportive | 8% | 5% | 2% |
| | C | C | |
| (5) No opinion | 3% | 2% | 3% |
| | | | |
| Base | 400 | 1371 | 2376 |

Furthermore, all three regions see benefits in the intercept lot, with 90% of *Banff* residents, 93% of *Albertans* and 94% of the *Rest of Canada* report seeing benefit in the initiative (not shown). *Banff* residents report the car-free, pedestrian-friendly downtown area as the biggest benefit, followed by free parking that is five minutes from the core. *Albertans* report the biggest benefits as the same as do the *Rest of Canada*. (See Appendix 2 for detailed data tables)

7. Aerial Transit

All three groups support aerial transit, or a gondola from the base of the Railway Lands in Banff to Mount Norquay. The *Rest of Canada* supports it significantly more than *Banff Residents*. All three groups see benefit in the initiative, which focuses on reducing vehicle traffic and opening up a wildlife corridor.

Banff Residents are considerably less supportive of the implantation of aerial transit or a gondola from the base of the Railway Lands to Norquay Ski and Sightseeing area. The differences among the three groups are also statistically significant. However, it should be noted that six out of ten (62%) *Banff Residents* do support the initiative; which is less than the 81% of *Albertans* and 88% of the *Rest of Canada* that support the initiative.

| Table 7: How supportive are you of this initiative: Aerial transit (a gondola) to the Mt. Norquay Ski Area? | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| NET Top 2 Strongly/Moderately supportive | 62% | 81% | 88% |
| | A | A | A B |
| NET Bot 2 Weakly/Not at all supportive | 37% | 14% | 7% |
| | B C | C | |
| (1) Strongly supportive | 30% | 46% | 55% |
| | A | A | A B |
| (2) Moderately supportive | 31% | 35% | 32% |
| | | | |
| (3) Weakly supportive | 19% | 9% | 4% |
| | B C | C | |
| (4) Not at all supportive | 18% | 5% | 2% |
| | B C | C | |
| (5) No opinion | 2% | 5% | 6% |
| | A | A | A |
| Base | 400 | 1371 | 2376 |

A follow-up question was asked whether respondents would still be supportive of the initiative if the gondola could be seen crossing over the TransCanada Highway. Results do not vary considerably from Table 7. *Banff Residents* report 61% supportive and 35% non-supportive; *Albertans* are 79% supportive and 13% non-supportive; and the *Rest of Canada* is 81% supportive and 8% non-supportive. Despite *Banff Residents* reporting 62% support for the gondola, 83% see some benefit to it, while 90% of *Albertans* and 94% of the *Rest of Canada* also see benefits to the initiative. Across the board, the two most significant benefits reported are reducing traffic in town, and enhancing or opening the Cascade wildlife corridor. (See Appendix C)

8. Passenger Rail

There is strong support for a dedicated passenger rail line from Calgary airport to Banff across the board.

All three groups strongly support passenger rail from Calgary to Banff. *Banff* and the *Rest of Canada* residents support it the most at 90% each, while *Albertans* report 82%. Alberta residents' weak or non-support at 16% is statistically significant in its difference from *Banff* and the *Rest of Canada* residents.

All three groups see benefits from the passenger rail initiative. Ninety-three of Banff residents, 91% of Albertans and 94% Rest of Canada report seeing some benefits. The primary benefits reported are that it will decrease vehicle congestion and that it will be based on affordable fees and to a lesser degree is that it will directly connect the Calgary airport to Banff.

| Table 8: How supportive are you of this initiative: Passenger train service from Calgary to Banff? | | | |
|--|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| NET Top 2 Strongly/Moderately supportive | 90% | 82% | 90% |
| | B | | B |
| NET Bot 2 Weakly/Not at all supportive | 10% | 16% | 7% |
| | | A C | |
| (1) Strongly supportive | 64% | 53% | 60% |
| | B | | B |
| (2) Moderately supportive | 26% | 29% | 30% |
| | | | |
| (3) Weakly supportive | 4% | 10% | 5% |
| | | A C | |
| (4) Not at all supportive | 5% | 6% | 2% |
| | | C | |
| (5) No opinion | 0% | 2% | 3% |
| | | A | A B |
| Base | 400 | 1371 | 2377 |

Appendix A.

Detailed results of Canadians views of Banff National Park

| q7_a - Banff represents an important part of Canadian heritage: Please indicate the extent to which you agree or disagree with each statement about Banff National Park. | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Strongly agree | 56% | 77% | 77% |
| | | A | A |
| (2) Somewhat agree | 42% | 17% | 18% |
| | B C | | |
| (3) Somewhat disagree | 1% | 2% | 1% |
| | | A | |
| (4) Strongly disagree | 0% | 2% | 2% |
| | | A | A |
| (5) No opinion | 0% | 1% | 3% |
| | | A | A B |
| Base | 400 | 1371 | 2377 |

| q7_b - Banff's natural environment needs to be protected for all time: Please indicate the extent to which you agree or disagree with each statement about Banff National Park. | | | |
|--|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Strongly agree | 73% | 78% | 86% |
| | | | A B |
| (2) Somewhat agree | 26% | 17% | 10% |
| | B C | C | |
| (3) Somewhat disagree | 0% | 3% | 1% |
| | | A C | |
| (4) Strongly disagree | 1% | 2% | 2% |
| | | | |
| (5) No opinion | 0% | 0% | 1% |
| | | | B |
| Base | 400 | 1371 | 2377 |

| q7_c - Banff needs to focus on long term sustainability solutions more than ever: Please indicate the extent to which you agree or disagree with each statement about Banff National Park. | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Strongly agree | 64% | 64% | 75% |
| | | | A B |
| (2) Somewhat agree | 32% | 25% | 18% |
| | B C | C | |
| (3) Somewhat disagree | 3% | 7% | 2% |
| | | A C | |
| (4) Strongly disagree | 1% | 3% | 2% |
| | | A | |
| (5) No opinion | 1% | 1% | 3% |
| | | | A B |
| Base | 400 | 1371 | 2377 |
| | | | |

| q7_d - It is important that Banff remains accessible to Canadians: Please indicate the extent to which you agree or disagree with each statement about Banff National Park. | | | |
|--|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Strongly agree | 56% | 87% | 82% |
| | | A C | A |
| (2) Somewhat agree | 39% | 10% | 14% |
| | B C | | B |
| (3) Somewhat disagree | 3% | 1% | 2% |
| | | | |
| (4) Strongly disagree | 1% | 2% | 2% |
| | | | A |
| (5) No opinion | 1% | 1% | 1% |
| | | | |
| Base | 400 | 1371 | 2377 |

| q7_e - Banff is an important tourism destination for Canadian and international visitors: Please indicate the extent to which you agree or disagree with each statement about Banff National Park. | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Strongly agree | 60% | 81% | 76% |
| | | A C | A |
| (2) Somewhat agree | 38% | 15% | 19% |
| | B C | | B |
| (3) Somewhat disagree | 2% | 1% | 1% |
| | | | |
| (4) Strongly disagree | 0% | 2% | 2% |
| | | A | A |
| (5) No opinion | 0% | 0% | 2% |
| | | | A B |
| Base | 400 | 1371 | 2377 |

| q7_f - Making Banff more pedestrian-friendly will improve the visitor experience: Please indicate the extent to which you agree or disagree with each statement about Banff National Park. | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Strongly agree | 46% | 47% | 56% |
| | | | A B |
| (2) Somewhat agree | 40% | 36% | 30% |
| | C | C | |
| (3) Somewhat disagree | 9% | 10% | 5% |
| | C | C | |
| (4) Strongly disagree | 2% | 6% | 4% |
| | | A C | |
| (5) No opinion | 3% | 2% | 5% |
| | | | B |
| Base | 400 | 1371 | 2377 |

| q7_g - Banff National Park is important to all Canadians, not just those who live there; Please indicate the extent to which you agree or disagree with each statement about Banff National Park. | | | |
|--|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Strongly agree | 58% | 78% | 78% |
| | | A | A |
| (2) Somewhat agree | 36% | 17% | 16% |
| | B C | | |
| (3) Somewhat disagree | 4% | 3% | 2% |
| | C | | |
| (4) Strongly disagree | 0% | 2% | 2% |
| | | A | A |
| (5) No opinion | 2% | 1% | 2% |
| | | | B |
| Base | 400 | 1371 | 2377 |

| q7_h - Decreasing vehicle congestion in Banff National Park will improve resident quality of life ; Please indicate the extent to which you agree or disagree with each statement about Banff National Park. | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Strongly agree | 57% | 39% | 53% |
| | B | | B |
| (2) Somewhat agree | 32% | 37% | 31% |
| | | C | |
| (3) Somewhat disagree | 6% | 9% | 5% |
| | | C | |
| (4) Strongly disagree | 2% | 6% | 3% |
| | | A C | |
| (5) No opinion | 3% | 8% | 7% |
| | | A | A |
| Base | 400 | 1371 | 2377 |

q7_i - Decreasing vehicle congestion on impact on wildlife in Banff National Park needs to be a priority; Please indicate the extent to which you agree or disagree with each statement about Banff National Park.

| | region - Region | | |
|------------------------------|---------------------|-------------|--------------------|
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (1) Strongly agree | 50% | 47% | 63% |
| | | | A B |
| (2) Somewhat agree | 40% | 32% | 26% |
| | B C | C | |
| (3) Somewhat disagree | 8% | 12% | 5% |
| | | A C | |
| (4) Strongly disagree | 2% | 7% | 3% |
| | | A C | |
| (5) No opinion | 1% | 2% | 3% |
| | | | A |
| Base | 400 | 1371 | 2377 |

Appendix B

Benefits Data for intercept Lo Aerial Transit and Passenger Rail

| qa2_ top1- (See benefits) NET most important: Of the following possible benefits of the intercept parking lot, which of these benefits are most important to you? | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| 2) Car-Free and pedestrian- friendly downtown area | 43% | 44% | 51% |
| | | | A B |
| (1)Free parking 5 minutes from downtown | 30% | 31% | 25% |
| | | C | |
| (4) That it is a tax-free initiative | 14% | 15% | 11% |
| | | C | |
| (3) Central gathering place to disperse visitors throughout town | 11% | 9% | 11% |
| | | | B |
| (5) Other | 2% | 1% | 1% |
| | | | |

| qa2_ top2- (See benefits) NET TOP 2 most important: Of the following possible benefits of the intercept parking lot, which of these benefits are most important to you? | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| 2) Car-Free and pedestrian- friendly downtown area | 63% | 69% | 76% |
| | | | A B |
| (1)Free parking 5 minutes from downtown | 57% | 65% | 58% |
| | | A C | |
| (4) That it is a tax-free initiative | 37% | 30% | 36% |
| | B | | B |
| (3) Central gathering place to disperse visitors throughout town | 34% | 35% | 27% |
| | C | C | |
| (5) Other | 9% | 1% | 2% |

Appendix C

Detailed level of support of Aerial Transit if can be seen crossing over the TransCanada Highway and Benefits of Aerial Transit

| qb3 – Top 2-How supportive are you of the aerial transit (gondola) proposal if the gondola could be seen from the TransCanada Highway (as it crosses over the Norquay Road Bridge)? | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| NET Top 2 Strongly/Moderately supportive | 61% | 79% | 81% |
| | | A | A B |
| NET Bot 2 Weakly/Not at all supportive | 35% | 13% | 8% |
| | B C | C | |
| (1) Strongly supportive | 28% | 46% | 49% |
| | | A | A |
| (2) Moderately supportive | 34% | 33% | 33% |
| | | | |
| (3) Weakly supportive | 13% | 8% | 5% |
| | B C | C | |
| (4) Not at all supportive | 22% | 6% | 2% |
| | B C | C | |
| (5) No opinion | 3% | 8% | 11% |
| | | A | A B |
| Base | 400 | 1371 | 2376 |

| qb3 _Top 1- (See benefits) NET most important: Of the following possible benefits of the aerial transit(gondola), which of these benefits are most important to you? | | | |
|--|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (3) Reducing traffic in the Town of Banff | A | B | C |
| | 39% | 18% | 18% |
| | B C | | |
| (2) Enhancing the wildlife corridor | 37% | 43% | 47% |
| | | | A B |
| (6) That this is a tax-free initiative | 10% | 14% | 7% |
| | | C | |
| (1) Shrinking Norquay's lease to make room for wildlife | 8% | 11% | 16% |
| | | | A B |
| (4) Creation of a new visitor centre above the ski and sightseeing area | 5% | 14% | 11% |
| | | A C | A |
| (5) Other | 2% | 0% | 1% |
| | | | |
| | A | B | C |
| (3) Reducing traffic in the Town of Banff | 39% | 18% | 18% |

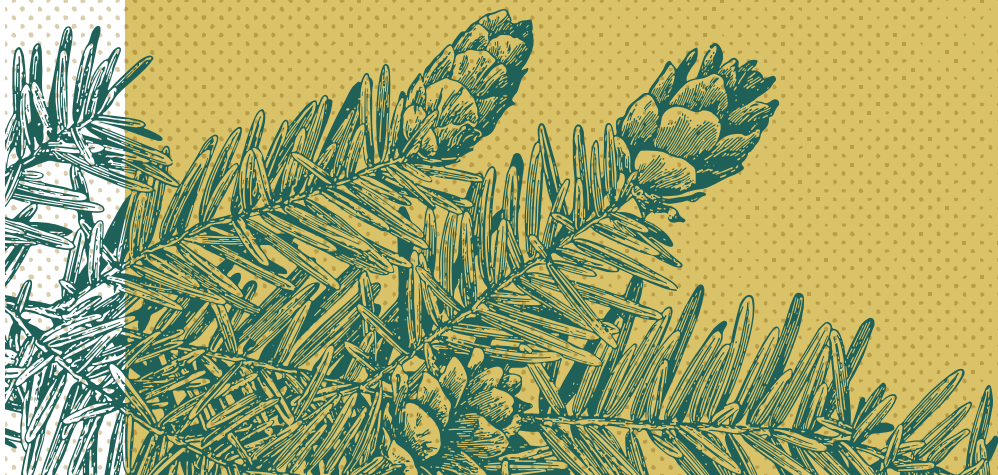
Appendix D

Benefits of Passenger Rail

| qb4 _Top 1- (See benefits) NET most important: Of the following possible benefits of the passenger rail service, which of these benefits are most important to you? | | | |
|---|---------------------|-------------|--------------------|
| | region - Region | | |
| | (1) Banff residents | (2) Alberta | (3) Rest of Canada |
| | A | B | C |
| (7) Less car traffic into Banff | 45% | 33% | 30% |
| | B C | | |
| (5) Affordable fares | 21% | 27% | 24% |
| | | A | |
| (3) Ability to fly to Calgary and connect directly via train to Banff | 18% | 16% | 25% |
| | | | A B |
| (4) Stops in key communities along the route | 6% | 9% | 8% |
| | | A | |
| (1) Up to 8 trips per day | 6% | 6% | 6% |
| | | | |
| (2) Increasing labor mobility and economic investment | 4% | 8% | 5% |
| | | A C | |
| (6) Other | 1% | 1% | 1% |

Appendices:

9. Letters of Support 2023



Banff Railway Lands Draft Area Redevelopment Plan - Letters of Support

Along with letters sent directly to the Town of Banff, Liricon has directly received letters supporting the ARP. Letters were received up until publication of this What We Heard report on September, 2023. More letters will be sent to the Town of Banff's Municipal Clerk.

"I have read the (ARP) and believe it responds to many of the Panel's recommendations around the need for a mobility hub in the Town of Banff. I encourage Council to recommend and advance it to the Minister responsible for Parks Canada for further review and approvals."

– Bill Fisher, Chair, Expert Advisory Panel on Moving People Sustainably in the Banff Bow Valley

"Issues such as intercept parking have been on the books for over 40 years and congested traffic and sustainability are urgent and growing concerns... The ARP is an important step this this process. I urge Council to accept it."

– Donna Livingstone, CEO, Whyte Museum of the Canadian Rockies

"The (Town of Banff) has been doing a fantastic job of making Banff a better place through enhanced public transit.... And, perhaps most importantly, the overwhelmingly successful utilization of visitor intercept parking (we need more!)."

– Gordon Lozeman, Executive Chair, Banff Lodging Co.

"Revitalizing the Banff Train Station would add deserved patina to Banff's rich history, create a welcoming arrival hub, and ideally see the return of passenger rail services, further supporting sustainability in the park."

– Leslie Woit, Resident



Bill Fisher
Box 802
Banff, Alberta
T1L 1A8
mtnfish@telusplanet.net

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

Let me begin by thanking you for your dedication and commitment to making the Town of Banff a great place to live. I have had the privilege to work and play here for over 20 years and I appreciate your leadership and willingness to tackle tough issues and find workable solutions.

In 2021 I was asked by Parks Canada to chair a panel of experts to examine how to sustainably move people in the Banff Bow Valley of Banff National Park. Parks Canada published our report https://www.letstalkmountainparks.ca/moving-people-sustainably/survey_tools/survey1 in December 2022.

One of the strategies outlined in the Panel's report is to "create mobility hubs". The Panel recommended one be located in the Town of Banff and the other in the Lake Louise area. A mobility hub can be thought of as a welcome centre, place for information/education, access to washrooms and a place where visitors can find easy connections to their next or final destination in the national park. The Panel further provided a short list of services that could be offered at a mobility hub. They include:

- options for visitors to use multi-modal forms of transportation (scheduled and charter buses, shuttles, on-demand vehicles, e-bikes, scooters, etc.);
- high-capacity vehicle parking;
- connectivity with bike paths and pedestrian trails;
- being fully accessible in line with the *Accessible Canada Act*;
- connectivity with private sight-seeing and guiding companies;
- appropriate shelter in all seasons;
- gear hubs and rental services; and
- a variety of amenities (e.g. washrooms, playgrounds, basic food services, etc.).

I have read the Area Redevelopment Plan for the Banff Railway Lands and believe it responds to many of the Panel's recommendations around the need for a mobility hub in the Town of Banff. I encourage Council to recommend and advance it to the Minister responsible for Parks Canada for further review and approvals.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Bill Fisher". The signature is written in dark ink and is positioned below the word "Sincerely,".

Bill Fisher

June 8, 2021

Town of Banff
110 Bear Street
Banff, AB T1L 1H7

Subject: Banff Railway Lands Area Re-Development

Dear Mayor, Council & Town Administration

As our destination looks to move beyond the devastating impacts of COVID-19 there are many learning experiences from the past 16-months that can be applied to future decisions impacting the quality of life and experience for residents, and visitors.

The pandemic has, for example, 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.

The Banff & Lake Louise Hospitality Association (BLLHA) is aware that Liricon will soon be seeking the Town of Banff's support for its proposed Banff Railway Lands Area Re-Development Plan (ARP). 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.

While this letter should not be construed as an endorsement of all the potential goals outlined in Liricon's ARP, we are certainly supportive of the broader aims of the plan to help the destination achieve greater environmental and experiential outcomes. We are also pleased to see that Liricon has clearly articulated how their ARP aligns to the nine key strategies Parks Canada included in the draft Banff National Park Management Plan.

Sincerely,



Darren Reeder
Executive Director



Leslie Bruce
President & CEO, BLLT

Barbara Kusterski
Box 2654
Banff, Alberta
T1L 1C4
bkusterski@hotmail.com
403-431-3579

July 26, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of the Town Council,

I am writing to express my support for the proposed redevelopment at the Banff Train Station. As a long-time resident, I have witnessed firsthand the challenges posed by increasing traffic congestion and the strain on available parking facilities in our town.

The proposed redevelopment plan is a much-needed solution to address many of the issues the town is facing. By providing more intercept parking, people are provided both the opportunity and encouragement to leave their cars behind and walk or bike to town. This would significantly ease traffic congestion and minimize environmental impact associated with personal vehicles.

By offering additional options and experiences for visitors on the north side of town, we would also see a further reduction of traffic across the Bow River Bridge. Revitalizing the Banff Train Station and surrounding lands offers us this opportunity.

I urge the Town Council to support this redevelopment project and take this opportunity to invest in the long-term prosperity and sustainable development of Banff.

Thank you for your time and attention to this matter.

Sincerely,

Barbara Kusterski

Barbara Steiner
PO Box 676
Banff, Alberta
T1L 1A7
403.762.2482

July 25, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of the Town Council,

I am writing to express my support for the proposed redevelopment plan for the Banff Railway Lands. As a long-term resident living in the downtown core, I see the impacts traffic congestion is having on residents, visitors, and the town's infrastructure.

The proposed redevelopment plan represents a much-needed solution to addressing traffic congestion in the townsite and throughout the park. This plan will improve peoples' overall experience, strengthen Banff's reputation a world-class destination, and help alleviate congestion in Banff.

I urge Council to review and support this vital redevelopment project. Let's make Banff an even better place to live, work, and visit.

Thank you very much,

Barbara Steiner

BOW VALLEY CORRIDOR ALLIANCE

City of Calgary

Town of Banff

Town of Canmore

Town of Cochrane

January 31, 2022

**VIA EMAIL:
premier@gov.ab.ca**

The Honourable Jason Kenney, PC
M.L.A. for Calgary-Lougheed
Premier of Alberta
Office of the Premier
307 Legislature Building
10800 - 97 Avenue
Edmonton, AB T5K 2B6

Dear Premier Kenney:

Re: Bow Valley Corridor Alliance – Calgary-Banff Passenger Rail Project

The Bow Valley Corridor Alliance would like to restate our collective support for a regional mass transit system connecting the City of Calgary to majestic Banff National Park.

The recent proposal submitted to the Province for the Calgary-Banff Passenger Rail Line reflects a transformative project that will take thousands of vehicles off of the already over-subscribed TransCanada Highway, and all roads within the Bow Valley communities. This would improve the overall experience and safety for people visiting Canada's first national park, and improve labour mobility by connecting workers with jobs throughout the Bow Valley. This would also result in reduced vehicle emissions, particularly through the use of a hydrogen-powered engine, and aid in maintaining our clean air quality.

This project will alter the perception of public transportation and demonstrate the Provincial commitment to a diverse and successful economy, as well as supporting and growing our important tourism industry. It also reflects many of your Government's priorities and would provide a solid means of obtaining many of the objectives outlined in your 2020-2023 Strategic Plan, including:

BOW VALLEY CORRIDOR ALLIANCE

City of Calgary

Town of Banff

Town of Canmore

Town of Cochrane

- supporting job creation through building public infrastructure and making Alberta more dynamic, innovative and sustainable;
- prioritizing infrastructure projects that will promote economic growth and recovery, create jobs, support opportunities in multiple sectors and enable future private sector investment. This includes clearing transportation bottlenecks and reducing congestion in key trade and industrial corridors;
- making Alberta more dynamic, innovative and sustainable; and
- adopting a smart approach to innovation and make Alberta competitive for global high-tech investment.

The Bow Valley Corridor Alliance members are committed to championing mass transit locally, provincially and federally. As the proposed project progresses from a vision to a reality, our individual communities are exploring how we would integrate this project locally, suggesting train station locations, identifying multimodal connections, reviewing pedestrian access, identifying parking opportunities, and more.

We recognize that a project of this magnitude requires significant planning and resources locally and regionally. If approved by the Province, the Alliance is looking forward to working with the Government of Alberta through the design phase of the work to collaborate on the impacts between our communities and the project.

As Alberta continues to recover from the pandemic and lead Canada in economic recovery, the Calgary-Banff Passenger Rail Line is a legacy project that has the real potential to support long term economic prosperity, all while providing a fantastic way to enjoy one of Alberta's most treasured destinations.

BOW VALLEY CORRIDOR ALLIANCE

City of Calgary

Town of Banff

Town of Canmore

Town of Cochrane

Thank you in advance for your consideration.

Yours truly,

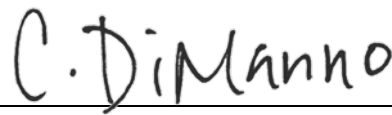
BOW VALLEY CORRIDOR ALLIANCE

Per:



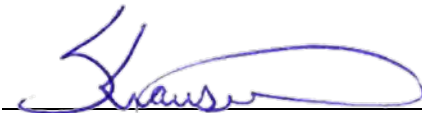
City of Calgary

Gian-Carlo Carra, Councillor Ward 9



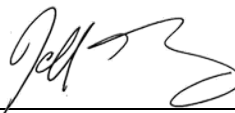
Town of Banff

Mayor Corrie DiManno



Town of Canmore

Mayor Sean Krausert



Town of Cochrane

Mayor Jeff Genung

cc: The Honourable Rajan Sawhney, Minister of Transportation and MLA for Calgary-North East
Mr. Mickey Amery, MLA for Calgary-Cross
Mr. Joe Ceci, MLA for Calgary-Buffer
The Honourable Jason Copping, Minister of Health and MLA for Calgary-Varsity
The Honourable Mike Ellis, Associate Minister of Health and MLA for Calgary-West
The Honourable Tanya Fir, Associate Minister of Red Tape Reduction and MLA for Calgary-Peigan
Ms. Kathleen Ganley, MLA for Calgary-Mountain View
Mr. Richard Gotfried, MLA for Calgary-Fish Creek
The Honourable Whitney Issik, Associate Minister of Status of Women and MLA for Calgary-Glenmore
Mr. Matt Jones, MLA for Calgary-South East
Ms. Miranda Rosin, MLA for Banff-Kananaskis
Mr. Pete Guthrie, MLA for Airdrie-Cochrane
Bow Valley Corridor Alliance Members



July 26, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB
T1L 1A1

Re: Banff Railway Lands Area Redevelopment Plan

We are writing to express our support for the Banff Railway Lands ARP and the considerable opportunities that it could bring to Banff and the entire Bow Valley.

This has the potential to create a true multi-modal hub in the area; one that enhances the public realm, connects communities, provides our labour pool with greater transportation choice and shares our collective history, while crafting a new space for gathering.

Smart density that is mixed-use and well-integrated has been proven to deliver a long list of positive impacts to the community in which it is built. It supports existing infrastructure and backstops additional complimentary projects; often in a very sustainable and low carbon way. This ARP is complimentary to other high-quality proposals that Banff is seeing and aligned with multiple community goals today and aspirational ones of the future.

Our 241 member businesses look forward to seeing more sustainable, creative, privately led projects that have very real community building aspects to them, while providing a variety of ways to live, work and enjoy our beautiful Bow Valley.

Thank you for your consideration.

Sincerely,

Ian O'Donnell
Executive Director
BOWDA

#854, 743 Railway Avenue, Canmore, Alberta T1W 1P2
O: 403.675.2288 M:780.970.0067 CEO@BOWDA.CA

July 25, 2023

Dear Mayor and Council, Town of Banff

RE: Banff Train Station ARP

I am writing this letter in full support of the Banff Train Station Project. This needs to get underway sooner, rather than later!

This particular site is in dire straits, and really has been for over 50-years. It is obvious that it has been an eye sore to all of the residents and tourists that have access/egress to the town from the west side of town. From the unique heritage of Banff as a town, and a National Park, the Banff Train Station was a key component to the establishment of the community and its character was unique to the area with its vibrancy and amazing views of the site and the spectacular surrounding mountain scenes. It was a key component, or focal point, of the establishment of the town and the park, and the overall heritage of where we live today.

Roughly 20-years ago the Canadian Pacific Railway tried to re-develop the site with a very good proposal, which would have been a great opportunity at that time, but it was unfortunately shut down for un-necessary reasons and it would be shameful for the same for this site to happen again.

Today, we are once again in a position to bring back a primary focal point of Banff's heritage and success, and the Applicant for the ARP, Iricon, brings forward a project that will re-establish the heritage of the area, while also defining the sustainability of tourism, particularly transportation, within the town of Banff and Banff National Park. The Banff Train Station can become the key focal point of the town, which we drastically need. Although some key details will be changed or modified once the ARP approval process has been considered by Council, and the final designing details are being completed with the Planning Department, at this time it is very important for the Town of Banff to formally begin the application process of the project for Councils consideration.

Overall, I feel that the gondola project itself should be considered in the future due to the abundance of wildlife habitat through this region and with the high density of traffic on the Norquay Road, however that is not a Town of Banff issue, that is an issue for Parks Canada at the Federal level. Parks Canada administration in Banff should not be holding back this ARP because of managements personal objectives as it would be simple for Parks Canada to approve the ARP application with the exception, or exemption, of the gondola portion of the proposal. This application process can be simplified by the Town of Banff Council moving forward with the application and in the end giving approval of the ARP with the proper legal terminology to not approve the gondola portion of the project unless the Ministry of Environment, Federal Government, potentially approves the gondola portion of the ARP in the future.

The redevelopment of the train station site is desperately needed and I request that the Town of Banff formally begins the application process for this project right away. It will alter and improve the overall transportation system of the town, a key aspect to the future of tourism, while also re-establishing a key heritage focal point of the community.

Thank you for taking the time to review my letter on the Banff Train Station ARP. I appreciate the Council's continual hard work and commitment to the Town.

Kind regards

Brian Smythe

Resident

Cathy Geisler
PO Box 1887
Banff, AB T1L 1B7
geislercathy@gmail.com

July 24, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

This letter is intended to express my support for the Banff Railway Lands Area Redevelopment Plan. As a resident who has watched the landscape of travel, visitation, and visitor services evolve and change in our popular town over many years I believe we have a unique and timely opportunity to continue to evaluate visionary solutions that promote progress in our region.

The plan proposed submits a thoughtful, innovative, integrated opportunity to build on the many successes that have evolved relative to transportation and visitor movement in the past decade. As a world-class destination with high visitation, serving guests who become stewards of our beautiful Park, we must take ownership and leadership for providing a world-class experience. The revitalization of the Banff Railway Lands creates an opportunity to expand on our pedestrian-friendly vision that promotes education, stewardship, sustainability, and visitor -resident - wildlife coexistence.

I encourage Council to continue supporting solutions and visions that contribute to a healthy Banff for all who choose to live and visit here. The ARP presents many opportunities that deserve to be considered, reviewed, debated and explored to help make our town an exceptional place to work, live, and explore.

Sincerely,

CGeisler

Cathy Geisler
Banff Resident

Cathy Macdonald
PO Box 1047
Banff, AB T1L1B1
Cathymacdonald6@gmail.com
1 403 431 5172

July 11, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of the Town Council,

My name is Cathy Macdonald and I have been a resident of Banff for over 15+ year. I am writing to advise you of my unwavering support for the implementation of the Railway Lands Area Redevelopment Plan.

The Banff Railway Lands Redevelopment Plan showcases a thoughtful blend of sustainable development, community enrichment, and economic growth. By repurposing the underutilized railway lands, this project offers the chance to create new cultural spaces, affordable housing options, and vibrant public areas that will benefit both residents and visitors. The inclusion of environmentally friendly design principles, such as energy-efficient buildings and green spaces, further exemplifies the commitment to a sustainable future for Banff.

I commend the Town Council's proactive approach in engaging stakeholders and seeking public input throughout the planning process. This collaborative effort ensures that the redevelopment plan reflect the aspirations and needs of our community. I wholeheartedly support the Banff Railway Lands Redevelopment Plan and urge the Town Council to proceed with its implementation, paving the way for a bright and sustainable future for Banff.

Thank you for your dedication and tireless efforts in making Banff an exceptional place to live, work, and visit.

Sincerely,
Cathy Macdonald

Chris Thorburn
129 Rainbow Avenue
Banff

August 21, 2023

Mayor and Members of Town Council,

Having lived in Banff since 1992 I have seen many highs and lows in our tourism industry. Naturally, we can expect more of these cycles to continue into the future and with the advent and adoption of 'the hash tag', many more will look to add Banff to their must visit bucket list. What Banff has always worked hard to do is adapt to the changing landscape of our visitors and their impacts, and these efforts have also seen highs and lows.

I've lived on Banff Avenue for many years and also on the North side of the river for the past 22 years; traffic congestion is something I can speak to with authority! In addition to our national and international visitors, the growth of Alberta's population (soon to exceed 5 million residents) will drive visitation in Banff to new highs, and cars tend to be a decision of convenience for many of these visitors. Banff has made serious headway in changing the way our visitors and residents decide to move through the community and Park, but there's a long way to go.

THE ASK: The Banff Railway Area Redevelopment Plan (ARP) addresses many of the root causes of these challenges and offers options to reduce the number of private vehicles in the townsite and visiting popular destinations.

The Plan also offers solutions to enhance built heritage, create important cultural and educational opportunities, and protect ecologically sensitive spaces. As a UNESCO World Heritage Site and one of Canada's most visited places, elements in the ARP would allow us to celebrate contributions by Indigenous Peoples, and share Banff's rich cultural history with the world.

Banff is a special place to live and visit. I support this vital initiative and encourage Council to advance this transformative plan and make Banff an even better place to live and visit.

Thank you for your consideration and dedication to our community.

Sincerely,

Chris Thorburn
Resident

Colleen Critchley
Box 515
The Saltshaker, 512 Buffalo Street
Banff, Alberta
colleen@ebbdevelopments.com

August 18, 2023

Dear Mayor DiManno and Members of Town Council,

Having lived in Banff for just a short time, I have had the privilege to develop strong ties to this remarkable community. As a sustainability professional and owner of the only LEED Platinum Home in the Bow Valley, my commitment to high performance design and environmental sustainability continues through advocating for projects that exceed industry best practices in the building sector. I have reviewed the Draft Railway Lands ARP and found it met many of the performance areas required to be considered an Eco-District. These eight performance targets include:

- 1) **Equitable Development**, by investing in neighbourhoods that create local job opportunities with diverse stakeholder involvement.
- 2) **Health and Well Being**, by creating safe and age diverse local recreation as well as access to natural areas.
- 3) **Community Identity**, by creating beautiful places, fostering connections to the history of Banff National Park.
- 4) **Access and Mobility**, through developing a multi mobile, mixed-use hub that prioritizes active transportation, reduces reliance on vehicles, and improves street access.
- 5) **Energy**, by putting the importance on reduction of GHG/energy demand (instead of only generation and increasing demand), the Railway Lands project highlights the need for passive solar orientation and building performance, reducing the energy needed year over year, supporting the energy requirements with photovoltaics and other forms of renewable energy as needed.
- 6) **Water**, by reducing water consumption with native plants and landscaping and improving the entire water cycle by managing stormwater discharge and overland contamination; storm and overland water will be naturally filtered using Low Impact Development design, beautifying the community spaces with rain gardens, outdoor permeable courtyards & plazas.
- 7) **Habitat & Ecosystem Function**, by promoting a nature friendly design, improving biodiversity, and placing an importance on rehabilitating natural habitat with better wildlife connectivity to reduce human-wildlife interactions.
- 8) **Materials Management**, by rehabilitating existing buildings (reducing waste from new construction and demolition), re-use and salvage materials on-site, encourage local material extraction.

I truly believe Banff can host visitors from around the world, exceeding the highest sustainable target that are currently being met around the world, but we need to support innovative projects like the Railway Lands ARP to challenge convention.

Banff is under considerable pressure, especially during the summer months and each project that Banff approves must strive to create more beautiful places, increase education, knowledge, and hope for a more sustainable future.

While I strongly believe North America's addiction to vehicle use must change, it will be slow. The allure of open highways created in the 1950s when train travel was no longer the preferred method of crossing our country, must reverse. The Banff Railway ARP begins to address some of the larger North American culture shifts that cities and towns must plan towards. These challenges are truly opportunities to create special places not seen anywhere else, creating ecological sound community destinations with sensitive site planning and development.

I have travelled to many UNESCO working towns in the world, and few are as special as the Town of Banff. We are hard on ourselves, and self-critique is often easy when the subtleties of 'why things are the way they are' are not easily remembered. Vehicle transportation in other UNESCO working towns is generally much worse and the funding to find solutions is much less. Banff has recently taken unique and bold approaches to alter congestion and shift a culture that since the 1950s has relied on vehicles for "family vacations".

We are a community that have grown to act on sustainable practices in our daily lives. Each person has a role in ensuring Banff remains a special place to live and visit for generations. I support this vital initiative and encourage Council to advance this transformative plan and make Banff an even better place to live and visit.

I am excited about the Draft Railway Lands ARP for the reasons I have outlined above and expect that each Councillor shares my hopes for a more sustainable future for Banff and the families that live here to support our Park.

Sincerely,

Colleen Critchley

Dan Rodrigues
info@banffinn.com
403-763-8502

August 18, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

I would like to forward my support for the Banff Railway Lands Area Redevelopment Plan. With a deep connection to Banff and a commitment to improving the visitor and resident experience, I believe the ARP is essential to addressing many of the challenges we are currently facing.

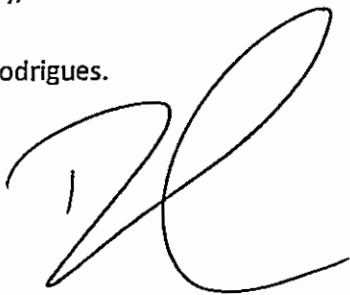
The Plan provides a strategic framework to support thoughtful and sustainable growth, balancing the needs of everyone interacting with the park. By transforming this underutilized space, we can create new opportunities for economic development, better manage the way people move in and around the townsite, and ultimately elevate visitor experience. As more people decide to choose Banff as their destination.

I believe that the Banff Railway Lands Area Redevelopment Plan aligns with the long-term vision of Banff as a sustainable, world-class destination. I urge the Banff Town Council to support and prioritize the implementation of the Plan and help make Banff an even better place to live and visit.

Thank you for your attention to this matter and ongoing dedication to the well-being of our community.

Sincerely,

Daniel Rodrigues.

A handwritten signature in black ink, consisting of a stylized 'D' and 'R' that are connected and fluidly written.

Gabi Steiner-Wedin
PO Box 4467
Banff, Alberta
T1L 1A8
403.629.8101

July 25, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of the Town Council,

I am writing to express my support for the Banff Railway Lands Redevelopment Plan. Having lived in Banff most of my life, I want to ensure a sustainable future of this remarkable place.

The Redevelopment Plan is a practical solution to addressing traffic congestion, lowering emissions, and making movement in and around Banff enjoyable and sustainable. We are only getting busier, and now is the time to give people the opportunity to leave their cars and explore the town and park on foot, bike, or by shuttle.

I urge Council to review and support this vital redevelopment project. Now is the time to protect Banff and build on all the fantastic sustainability initiatives the Town of Banff has already launched.

Sincerely,

Gabi Steiner-Wedin



BANFF LODGING CO., a division of Banff Caribou Properties Ltd.
229 Bear Street, 3rd Floor, Wolf & Bear Mall
Tel (403) 762-2642 Fax (403) 762-4763
Canada & USA 1-800-661-8310
PO Box 1070, Banff, Alberta, Canada T1L 1H8 bestofbanff.com

August 3, 2023

Town of Banff
Box 1260
Banff, AB, T1L 1A2

To: Mayor and Council

Re: Area Redevelopment Plan (ARP) – Railway Lands

As a hospitality and real estate company with material investment in Banff, we strongly support the Banff Railway Lands ARP.

The primary reasons for our support are as follows:

- 1) **Framework for a comprehensive transportation master plan** – The ARP will enable continuous improvement in public transit, intercept parking and other progressive transportation initiatives that will be necessary to reduce vehicle-traffic congestion, promote sustainability, and enhance the overall experience of both residents and visitors in Banff in the long term.
- 2) **Saying ‘yes’ will allow for future feasibility assessment of options; saying ‘no’ will simply kill potentially progressive ideas** – The ARP is simply a planning document, not a proposed project. It is not the TOB’s job to prematurely reject potential future proposed projects for which it is not the ultimate approving authority (such as passenger rail or aerial transportation, which is the federal Minister’s decision).
- 3) **Long-term economic viability of the Railway lands is critical** – The ARP is a necessary pre-requisite for an economic model that will support the amount of intercept parking that Banff will need in the long term. Without such an economic model in place, the lands will end up right back in the dilapidated state that they were in when we took on the enormous challenge of restoring the heritage station building 10 years ago.

The TOB has been doing a fantastic job of making Banff a better place through enhanced public transit, highly popular pedestrian zones, proactive traffic management, generous residential parking, improved trails and pathways, and, perhaps most importantly, the overwhelmingly successful utilization of visitor intercept parking (we need more!). We strongly encourage the TOB to continue down this path by getting the proposed Railway Lands ARP to first reading without further delay.

I have included below a disclosure entitled **About ‘Caribou’** to provide some background information on our employee owned company, and our guiding philosophy of ‘keeping Banff in Banff’.

Thank you for your consideration,

Gordon Lozeman
Executive Chair | Employee Owner
Email: glozeman@banfflodgingco.com
Cell: 403-760-1882

www.banfflodgingco.com

About “Caribou”:

Banff Caribou Properties Ltd. (Caribou), operating as Banff Lodging Co. (www.banfflodgingco.com), is an innovative and progressive hospitality and real estate company with approximately 1,000 employees.

We own and operate numerous businesses in Banff. We have built and acquired these businesses over the years with the goal of making them better through material reinvestment and active, engaged management.

We own and operate numerous residential properties in Banff, managing them in a professional and proactive manner. Our goal is to ensure that everyone working in Banff can have a quality and affordable place to live in Banff.

We are employee owned. We believe that local ownership is always better than absentee ownership, strongly endorsing the principle of keeping Banff in Banff. Every dollar that we make stays in Banff, either as payments to local suppliers, as reinvestment, as taxes, as community giving, as payroll, or as capital return to employee owners.

We are community minded. Through the Wim and Nancy Pauw Foundation, the private Foundation of our founding shareholder, we have donated over \$5,000,000 in the past 3 years to support a “more active, vibrant, and happy Community”.

We are friends, neighbors and active citizens. Whatever we do, we do to the best of our abilities. Our intentions are to run tourism businesses that are efficient, profitable, and instill a sense of pride in our community.

We are committed to a better Banff, understanding that progressive and appealing tourism infrastructure is the key to remaining competitive in the world of destination resorts and to fulfilling the mandate to service visitors to this iconic National Park.



August 27, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

Since 1987, I have been operating White Mountain Adventures, with our head office located in the Industrial Compound in Banff since 2006. Since our inception, we have been leading trips and running events that focus on nature and ecology and on gaining a better understanding of the world around us — these are attributes that are aligned with the vision for the Banff Eco Transit Hub.

As a proud business owner and passionate adventurer, I believe we need to have a strong vision for the future of Banff. I have read the new Tourism vision and I've engaged in the Town of Banff's Community Plan process, and I believe the best way to build our resilience as a community and achieve sustainability for Banff and Banff National Park is through public-private partnerships, like the one being proposed by Liricon/Norquay. This is why I am writing to endorse the Banff Railway Lands ARP. This is a thoughtful plan that clearly considers and responds to one of the biggest issues facing this community — the need to reduce vehicle congestion and encourage more sustainable transportation. Most of our work has centred around the town of Banff or has originated in the town. We are keenly aware of the growing incapacity of the town to provide efficient transportation methods that will benefit visitors and businesses alike.

Specifically, we need more intercept parking. Parks Canada has made it clear they will not support the Town's plans to explore intercept parking in other areas of the townsite, so I see the ARP as the best solution.

The Redevelopment of the Railway Lands will also enhance the visitor experience in Banff and provide important interpretive opportunities to those who arrive here with little knowledge about the importance of place.

I trust mine will be a position shared by many business owners and community members that you will hear from. Thank you for considering my perspective and don't hesitate to contact me if you have any questions.

Sincerely,

Gordon Stermann

President
White Mountain Adventures

Greg Patychuk

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

As a long-time local former Banff entrepreneur, I believe we need to have a strong vision for the future of Banff. I have read the new Tourism vision and I've engaged in the Town of Banff's Community Plan process. Having reviewed the feedback and input of others in the community, I agree we need to ensure we have a sustainable transportation network that will appropriately serve visitors and residents for the long-term.

The Town of Banff has a car problem; and I support the future pedestrianization of our community.

I am writing today to express my support for the Banff Railway Lands Area Redevelopment Plan as the first step in working toward this vision. In my opinion, BLLT's vision and the Community Plan will hinge on the development of these lands and the concept of intercept parking. It is clear Parks Canada will not support the development of intercept parking in other areas of town, so I see no other alternatives at this time.

Sincerely,


Greg Patychuk

Paradise Lodge & Bungalows



August 20, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

I would like to formally express my support for the Banff Railway Lands Area Redevelopment Plan. Spending most of my time in Lake Louise, I see the impact increasing numbers of visitors is having on our roadways, businesses, and communities, and feel the Banff Railway Lands Area Redevelopment Plan provides a strategic framework to support growth and balance the needs of everyone interacting with the park.

I believe that the ARP aligns with the long-term vision of Banff National Park as a sustainable, world-class destination. By reducing the number of cars in the park, we lower emissions, mitigate congestion in busy locations, and support the integrity of ecologically sensitive places. The ARP is an opportunity to lay the foundations for the sustainable future of Banff and Lake Louise, as a place to work, live, and play.

I urge Banff Town Council to support the implementation of the ARP and help ensure Banff National Park remains the jewel of Canada's park system.

Sincerely,

Jack Pedersen

105 Lake Louise Drive, Box 7, Lake Louise, Alberta, T0L 1E0
Phone (403) 522-3595 Fax (403) 522-3987 email: info@paradiselodge.com
www.ParadiseLodge.com

Jane Carswell
8 Fairholme Pl, Box 3851
Banff, AB T1L 1E4
Carswell_jane@outlook.com
403-763-1232

July 11, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

With a deep connection to Banff and a commitment to improving the visitor and resident experience of our town, I am writing to express my wholehearted support for the Banff Railway Lands Area Redevelopment Plan.

The Plan provides a comprehensive approach to revitalizing and reimagining this area, allowing for thoughtful and sustainable growth that balances the needs of visitors and residents alike. By transforming this underutilized space into a vibrant, pedestrian-friendly district, we can create new opportunities for economic development, strengthen the cultural fabric of our town, and elevate the visitor experience.

I believe that the Banff Railway Lands Area Redevelopment Plan aligns with the long-term vision of Banff as a sustainable and world-class destination. I urge the Banff Town Council to support and prioritize the implementation of the Plan. I trust that by doing so, we can build a stronger future for Banff – one that ensures the continued prosperity of our community while preserving the natural beauty and cultural heritage that make our town a truly exceptional place to visit.

Thank you for your attention to this matter, and I appreciate your dedication to the well-being of our community.

Sincerely,

Jane Carswell

Janet Conners-McCartney
561 Buffalo Street
Banff, Alberta, T1L 1A5
janetconners@shaw.ca
403-650-2582

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

My name is Janet Conners-McCartney and I have been a resident of Banff for over 33 years. I am writing to voice my unwavering support for the implementation of the Railway Lands Area Redevelopment Plan.

Now is the time to build on the success of the existing intercept parking lot, build more spaces and create the proposed transportation hub at the Train Station. Let's advance the plan, reduce the number of private vehicles in and around the town and encourage the use of shuttles and Roam Transit. Along with improving the resident and visitor experience, congestion and emissions would be significantly reduced both in town and throughout the park.

I commend Town Council's proactive approach in seeking public input throughout the planning process. I wholeheartedly support the Area Redevelopment Plan and I am confident it will contribute to the enjoyment of Banff National Park as a sustainable place to live and visit.

Thank you for your attention and consideration.

Sincerely,

Janet Conners-McCartney

Kevin Duncan
Managing Director, Shift Consulting

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

As an engaged and long-term resident of the Town of Banff, I am writing to share my strong support for the Banff Railway Lands Area Redevelopment Plan. For complete transparency, I work with Shift Consulting, the Public Relations and Communications agency that has been supporting community engagement on the project since inception. That said, I have lived in town for 18 years, own property with my wife, and we have a son in the local school system—because of this I feel compelled to share my support officially.

I applaud the bold vision that has been outlined by Jan and Adam Waterous. We live near the Banff Train Station and have seen first-hand how its adjacent lands have transformed from a dirt track of land to a high-use intercept lot that provides a free parking option and supports paid parking elsewhere in town—a great revenue source. The ARP outlines how much more can be done to help alleviate congestion in a sustainable way:

1. Creating an arrival centre at the Town's entry will enhance the visitor experience and better utilize this area.
2. The ARP proposes more, much needed intercept parking. Nobody else is in a position to provide additional parking in Banff at this time.
3. A gondola would better preserve the Cascade Wildlife Corridor and passenger rail will support sustainable mobility. I understand these two projects are not part of the ARP and would require their own consultation and approval processes, but the ARP enables these two additional projects to move forward for further discussion.

It is clear to me that such an ambitious vision will require strong public and private partnership to ensure the execution is in the best interests of the Town of Banff, residents, and our guests. Its time for us to all get on board for this once-in-a-lifetime opportunity.

In closing, I want to reinforce that it will be important for the Town of Banff to work closely with Parks Canada to advance this Plan in a way that benefits the community and its visitors. I believe the time is now for Council to bring this forward and allow a greater community conversation. I look forward to learning more about next steps.

Thank you,

Kevin Duncan

Kevin Eaton
Eaton_kevin@hotmail.com
403-431-1926

August 18, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

I am writing to express my support for the Banff Railway Lands Area Redevelopment Plan. As a Banff resident whose job requires regular travel throughout Banff, now is the time to create a strategic plan to manage the way people move in and around the townsite and park. We have been talking about it for years, now is the time to do something about it.

As anyone who has visited Banff is aware, traffic congestion and parking can be a difficult challenge to navigate. Living in Middle Springs, I face this challenge on a daily basis. Based on how busy the existing lot is, it is clear that additional intercept is greatly needed in the town. By including the proposed transportation hub to popular visitor destinations, congestion, and emissions would be significantly reduced throughout the park - this is a win-win combination.

I am grateful to Town Council for their commitment to ensuring that Banff remains a world-class destination while prioritizing the needs of residents. I wholeheartedly support the Area Redevelopment Plan and believe it will help make Banff an even better place to work, live, and play.

Thank you for your attention and consideration.

Sincerely,



Kevin Eaton

Luke Patterson

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

August 19, 2023

Dear Mayor DiManno and Members of Town Council,

As a born and raised Banffite, I am writing to voice my support for the implementation of the Railway Lands Area Redevelopment Plan. For years, our communities have been facing increasing pressure as more people decide to visit, the ARP is an opportunity to manage their impact and help ensure a sustainable future for Banff National Park.

As a town, we have been talking about the challenges associated with the increasing number of people visiting Banff, with congestion often leading the conversation. The Area Redevelopment Plan addresses these issues and offers options that will reduce the number of cars in the townsite and visiting popular destinations. This Plan is our opportunity to ensure a sustainable future for Banff - let's make this happen.

I wholeheartedly support the Area Redevelopment Plan and am confident it will contribute to the enjoyment of Banff National Park an even better place to live and visit.

Thank you for your attention and consideration.

Sincerely,

Luke Patterson

Leslie Woit
Box 1501
Banff AB T1L1B4
lwoit@aol.com
403 493 9924

July 26, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of the Town Council,

I am writing to express my support for the proposed redevelopment at the Banff Train Station. As a relative newcomer to Banff (10 years and counting), I see with fresh eyes the challenges and the opportunities posed by increasing numbers of visitors to town, including serious traffic congestion in the downtown and the stresses resulting to both tourists and residents.

The proposed plans for redevelopment – intercept parking and the renewal of the Train Station – can help address many of our “popularity problems”.

In my career as a travel and ski journalist (The Telegraph, The Times, Globe and Mail, etc), I’ve spent some 25 years touring in the Alps, notably to the hundreds of Swiss resorts which are so effectively served by rail and also the approximately 10 which are totally car-free. Pure joy – I’m sure they have been closely studied by the Banff Town Council as case studies to be learned from. Revitalizing the Banff Train Station would add deserved patina to Banff’s rich history, create a welcoming arrival hub, and ideally see the return of passenger rail services, further supporting sustainability in the park.

I urge Town Council to support this redevelopment project and invest in the long-term prosperity and sustainable development of Banff.

Thank you for your consideration.

Very best,

Leslie Woit

www.lesliewoit.com

Mariana Vega and Sylvain Dubé
412-46 Carswell Rd SE
Medicine Hat, Alberta T1B 1M1
mvoandroide@gmail.com
613 286 75 47

Aug 20 2023

Town of Banff
1000 Main Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of the Town Council,

My family relocated to Medicine Hat almost two years ago from Ottawa after living there for 15 years. But before living in the National Capital, we lived in Banff for one winter season. We still have incredible fond memories of our time there and always enjoy our return visits. And while all of the great things about Banff remain accessible - the vibrant community, the lakes and mountains, the ability to be in nature within minutes - moving in and around the town and the park is clearly an issue.

I am writing to offer my support for the implementation of the Railway Lands Area Redevelopment Plan. The Plan addresses many of the vehicle-related challenges facing Banff while creating new cultural spaces, a much-needed transportation hub, and vibrant public areas that will benefit both residents and visitors. The ARP is an opportunity to restore the Railway Lands, create a welcoming and engaging space, and help manage how people access Canada's first national park.

Thank you for your dedication and commitment to making Banff an exceptional place to live and visit. I encourage you to approve the ARP and move the project forward.

Sincerely,


Mariana Vega and Sylvain Dubé.

Marty von Neudegg
PO Box 1501
Banff, Alberta, T1L 1B4
mcvonn@gmail.com

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

I would like to voice my support for the Banff Railway Lands Area Redevelopment Plan. I was born in Banff and have spent my life here. I am a passionate supporter of Banff and understand how fortunate we are to live here. We have all watched Banff get busier over the past couple of decades and it's time to advance a strategy that will help manage how people effectively and sustainably move in and around the townsite and the park.

When discussing the challenges associated with the increasing number of people visiting Banff, congestion typically leads the conversation. The Area Redevelopment Plan addresses many of the root causes of these challenges and offers options to reduce the number of private vehicles in the townsite and visiting popular destinations. Located in Canada's first national park, Banff is a community that understands the importance of sustainability and our role in ensuring this remains a special place to live and visit for future generations.

I clearly remember the vibrant hub that once was the Banff Railway station of my youth. It was beautiful, welcoming and critical to the flavour of the town and the Park. This is a part of our heritage that should be enthusiastically embraced and re-developed. I fully support the Area Redevelopment Plan and am confident it will contribute to the long-term enjoyment and sustainability of Banff National Park, helping to ensure it becomes an even better place to live and visit.

Thank you for your attention and consideration.

Sincerely,

Marty von Neudegg

Michaela Boehnisch
PO Box 2841
Banff, Alberta, T1L 1C5
misch_hb@yahoo.ca

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

I was born in Banff, I have raised my three children here and I have a deep commitment to our strong local community. It is with dismay and apprehension that I have watched Banff get busier and busier and it's time to advance a strategy that will help manage how people move in and around the townsite and the park.

The Area Redevelopment Plan addresses many of the challenges Banff is facing, particularly congestion and the need to reduce the number of out-of-town private vehicles/ RV's/trailers in the townsite and visiting popular destinations. The townsite is constantly busy with no shoulder seasons anymore, now is the time to give people the opportunity to leave their cars and explore the town and park on foot, bike, or by shuttle.

I fully support the Area Redevelopment Plan and am confident it will contribute to the long-term enjoyment and sustainability of Banff National Park. I encourage you to advance the ARP and help make Banff an even better place to live and visit.

Thank you for your attention and consideration.

Sincerely,
Michaela Boehnisch

Mike Mendelman
Address
Banff, Alberta
Email address

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

I am writing to voice my support for the Banff Railway Lands Area Redevelopment Plan (ARP). As long-time residents, my family and I are deeply committed to Banff and recognize that it is a privilege to live here. We also recognize our responsibility to support its sustainability, and ensure it remains a special place to live and visit for generations.

As Banff gets busier, it's time to advance a strategy that will help manage how people move in and around the townsite and the park. We have talked about it for years and now it's time to act and build a framework to support sustainability, economic opportunity, and resident and visitor experience. The ARP is our opportunity.

I am encouraging Council to review the ARP and make the recommendation to advance the ARP, so the first stage of the planning process can begin. The community supports it and its time to take the important first steps and move things forward.

Thank you for your consideration and dedication to Banff.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Mendelman', with a long, sweeping horizontal stroke extending to the right.

Mike Mendelman

McKenzie McCartney
561 Buffalo Street
Banff, Alberta, T1L 1A5
janetconners@shaw.ca
403-650-2582

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

My name is McKenzie McCartney and I have been a resident of Banff for 30 years. I am writing to voice my support for the implementation of the Railway Lands Area Redevelopment Plan.

As a town, we have been talking about the challenges associated with the increasing number of people visiting Banff, with congestion often leading the conversation. The Area Redevelopment Plan addresses these issues and offers options that will reduce the number of cars in the townsite and visiting popular destinations. This Plan is our opportunity to ensure a sustainable future for Banff - let's make this happen.

I wholeheartedly support the Area Redevelopment Plan and am confident it will contribute to the enjoyment of Banff National Park an even better place to live and visit.

Thank you for your attention and consideration.

Sincerely,

McKenzie McCartney

Neil Wedin
37 Antelope Lane
Banff, AB
neilwedin@gmail.com

August 28, 2023

Dear Mayor DiManno and Members of Town Council,

I have called Banff home for many years and have been fortunate enough to raise my three kids here - proud 4th generation Banffites. After being away for about a decade, Gabi and I decided to move back when I was offered a job with Shift Consulting, the communications firm working with Liricon to advance the Area Redevelopment Plan. But before that, our family owned a small business that occupied several spaces on Banff Avenue for over 40 years and are well familiar with challenges regarding navigating Banff's limited roadways.

We moved back to Banff because we love it, and of course we've noticed the town and park is under considerable pressure from increasing numbers of visitors. We are thrilled by the sustainability efforts the Town has made: a fantastic public transit system, a decisive move toward reducing commercial and residential waste, the expanded garbage and recycling centre, etc. But now we need to reduce the number of cars in town and lower congestion, emissions, and stress on residents' lives. More and more people will continue to visit, it's our job to manage how they get here and interact with our community, popular places, and the backcountry.

The ARP will help do that; it will keep cars and buses outside of the townsite, encourage people to walk, ride, or shuttle in and around Banff, and celebrate Banff's rich history. Let's move it forward and help ensure Banff remains a special place to live and visit for generations.

I encourage Council to advance the ARP. Thank you for your commitment, dedication, and tireless work for our community.

Sincerely,

Neil Wedin

Jeff O'Leary
5 Riverview Court
Banff, Alberta, T1L 1G1
joleary@banfflodgingco.com
403.760.0522

July 24, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and members of Banff Town Council,

On behalf of our family, I would like to share our support for the implementation of the Railway Lands Area Redevelopment Plan. We like the idea of the Railway lands becoming a welcome center for day visitors to leave their cars and explore the Town with Roam, on foot, or by bike. Maybe even one day by a hydrogen powered train. Not just from a traffic congestion perspective but also an environmental one, guests driving in their personal vehicles wherever and whenever they want can't be the future of Banff in my opinion.

I believe this could be a benefit for both visitors and residents and if the Liricon vision isn't realized I fear that a big opportunity will be missed and another solution will not follow.

Thank you for your time and consideration,

Jeff O'Leary and Laura Marshall

Pete Bosinger
219 Jasper Way, Banff
pete@banffalpineracers.com

August 25, 2023

Dear Mayor DiManno and Members of Town Council,

I have been proud to call Banff home since 1982. Along with regularly working and interacting with residents I am fortunate to host visitors from around the world who come to this special place to be inspired, get active, and enjoy everything we have to offer. But this summer makes it clear: Banff is under considerable pressure from increasing numbers of visitors, and something needs to be done to ensure its sustainable future.

For decades, Banff has welcomed the world. But as things get busier, we need a strategy to help move people effectively in and around the townsite and the park. The Banff Railway Area Redevelopment Plan (ARP) addresses many of the root causes of these challenges and offers options to reduce the number of private vehicles in the townsite, visiting popular destinations, and impacting ecologically sensitive places.

Banff residents understand the importance of sustainability and want to ensure Banff remains a special place to live and visit for generations. I support this vital initiative and encourage Council to advance this transformative plan and make Banff an even better place to live, work, and play.

Thank you for your consideration and dedication to our community.

Sincerely,



Pete Bosinger

Ryan Eckert
3E Otter Lane
PO Box 3144
Banff, AB T1L 1C8
ryaneckert@hotmail.com
403-431-0622

July 18, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of Town Council,

My name is Ryan Eckert, and I have been a resident of Banff for 17 years. I am writing to voice my support for the implementation of the Railway Lands Area Redevelopment Plan. I believe this plan presents a unique opportunity to enhance visitor experiences while helping to preserve many of the things that draws people to this remarkable destination. I feel it is in all our interests for town council to explore ideas for repurposing the underutilized railway lands. The Area Redevelopment Plan offers the chance to create new cultural spaces, commercial opportunities, and vibrant public areas that will benefit both residents and visitors. The inclusion of environmentally friendly design principles, such as energy-efficient buildings and green spaces, further exemplifies the commitment to a sustainable future for Banff.

The redevelopment of the railway lands provides the opportunity to improve upon the already successful intercept parking lot adjacent to the railway station. As the town of Banff's traffic congestion and parking constraints continue to increase, solutions need to be found to help mitigate and control these challenges and improve the visitor experience for years to come. Based on how busy the existing lot is, additional intercept parking is greatly needed. Plus, by including the proposed transportation hub to popular visitor destinations, congestion and emissions would be significantly reduced throughout the park.

Finally, the proposed Railway Lands Area Redevelopment Plan can contribute to habitat restoration and provide enhanced wildlife connectivity within the corridor. This will not only protect our diverse ecosystem but safeguard the invaluable biodiversity of Banff National Park. Managing the visitor experience is just as vital as protecting our natural surroundings, promoting ecological connectivity, and sets an example of responsible development that respects wildlife and the environment.

I commend Town Council's proactive approach in engaging stakeholders and seeking public input throughout the planning process. This collaborative effort ensures that the redevelopment plan reflects the aspirations and needs of our community. I support the Banff Railway Lands Area Redevelopment Plan and urge Town Council to proceed with its implementation, paving the way for a bright and sustainable future for Banff.

Sincerely,

Ryan Eckert

Vern Iskauskas
Vern@creativeri.com
403.762.2121

July 17, 2023

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Dear Mayor DiManno and Members of the Town Council,

I am writing to express my wholehearted endorsement of the proposed redevelopment plan for the Banff Railway Lands. As a long-term resident, I have witnessed the mounting difficulties posed by escalating traffic congestion, adversely impacting visitors and residents alike.

The proposed redevelopment plan represents a much-needed and practical solution to addressing traffic congestion in the townsite and throughout the park. This plan will improve peoples' overall experience, strengthen Banff's reputation a world-class destination, and ensure our continued prosperity by significantly alleviating congestion and improving access in and around Banff. Let's ensure Banff is remembered for its natural splendour rather than its traffic woes.

I urge Council to support this vital redevelopment project. Now is the time to advance this plan and make Banff an even better place to live, work, and visit.

Thank you very much,

Sincerely,

Vern Iskauskas (he/him)



Box 160, 111 Bear St. | Banff, Alberta, T1L 1A3 | 403 762 2291 | whyte.org

Mayor and Town Council
Town of Banff
June 10, 2023

Dear Mayor and Council:

I was grateful to be able to attend a public discussion on the Area Redevelopment Plan for the railway grounds on June 8, 2023.

The project will obviously have tremendous impact on the visitor and resident experience of Banff, and I was impressed with the care and thoughtful research that has gone into it. It was significant that three main groups were on hand to discuss their findings. It showed a collaborative, constructive approach that reflects how Banff works most effectively.

It was clear, too, that this is a plan, not the final sod-turning stage. And it's not a plan that was put together hastily. Issues such as intercept parking have been on the books for over 40 years and congested traffic and sustainability are urgent and growing concerns. Being located in a national park offers an opportunity to do things right for the future.

Thanks must go to Liricon for their steadfast care in bringing this vision forward and involving the community. They have seen it work in other locations, done impressive research, estimated the cost, made the connections, and opened the doors for discussion. The Expert Panel on Moving People Sustainably understands the transportation urgency and has sought out advice from leading thinkers on the topic. The Banff Lake Louise Tourism Vision have researched the reasons people want to come to Banff and responded with a plan that combines sustainability with meaningful experiences.

Parks Canada, in one of its public consultations, asked people what they wanted Parks Canada to do in Banff. One of the answers touched me deeply and I've put it on my wall at work: "Be worthy of this place."

The ARP is an important step in this process. I urge Council to accept it.

Donna Livingstone
CEO
403 431 4852



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Registered Charity Number:

896331485RR0001

July 13, 2023

Mayor Corrie DiManno and Council
Town of Banff
110 Bear Street
Banff, AB T1L 1A1

RE: Banff Railway Lands Redevelopment Plan

Dear Mayor and Council,

In addition to the services around shelter, housing, and counselling, the YWCA Banff is dedicated to enhancing the quality of life for the residents of Banff and promoting sustainable development in our community. We would like to express our support for the implementation of a railway service in Banff and commend the town's proactive efforts towards exploring this transformative opportunity.

The Banff Railway Area Redevelopment Plan (ARP) addresses many of the root causes of these challenges and offers options to reduce the number of private vehicles in the townsite and visiting popular destinations. By providing a convenient and affordable transportation option, a railway service would enhance the overall well-being of our community. It would ensure that residents have better access to essential services, education, healthcare, and employment opportunities, improving their quality of life.

We recognize that the implementation of a railway service involves substantial planning, coordination, and investment. However, we believe that the long-term benefits of such a service far outweigh the initial challenges. We encourage the Town Council to undertake a comprehensive feasibility study, engage in public consultation, and collaborate with relevant stakeholders to explore the potential of a railway service in Banff.

We would be delighted to offer our organization's expertise to support this endeavor. As a non-profit organization dedicated to the welfare of Banff's residents, we are committed to promoting sustainable development and addressing the needs of our community. We look forward to the opportunity to collaborate with the town and contribute to the successful implementation of a railway service.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ebony Rempel", is written over a light blue circular stamp.

Ebony Rempel
CEO
YWCA Banff



Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Re: Banff Railway Lands Area Redevelopment Plan

Dear Mayor DiManno and Banff Town Council,

As a stakeholder in Banff with a responsibility to move people throughout the Town and Park, I would like to express our support for fully exploring the potential of the Banff Railway Lands Area Redevelopment Plan. Banff is continually seeing significantly increased volume in visitation and the corresponding vehicles that are associated. Having more options for intercept parking outside the core will result in less vehicles entering the townsite and trying to navigate the local roads. Additionally, the proposal contemplates increased use of low emission transportation options, including walking, scooters, bicycles, and transit. With Roam's continued investment in zero emission vehicles, increasing the availability of movement options other than private vehicles complements what is already being done.

Roam Transit is seeing record ridership this year and it is anticipated that these numbers will continue to climb. Transit is only convenient if it can move efficiently and is not stuck in traffic. The Area Redevelopment Plan appears to address some of these challenges and offers options to reduce the number of private vehicles in the townsite and visiting popular destinations.

The BVRTSC is supportive of the goal of reducing vehicular congestion and making the Town and Park a more environmentally friendly and enjoyable place for both residents and visitors. As such, it is imperative to consider proposals that could potentially have a positive impact.

Best regards,

Martin Bean
Chief Executive Officer

Bow Valley Regional Transit Services Commission
(403)760-7600 Cell (403) 431-0667



August 31, 2023

Town of Banff
110 Bear Street
Banff, AB T1L 1H7

Subject: Banff Railway Lands Area Redevelopment Plan

Dear Mayor DiManno and Members of Town Council,

The Banff & Lake Louise Hospitality Association (BLLHA) is engaged in a variety of matters related to transportation, parking and beyond, representing our member base to help inform productive solutions for the whole of our destination.

We have attended engagement and information sessions hosted by Liricon and have an understanding of their aims to develop a multi-modal transportation system that aspires to see Banff become North America's first net zero emissions community by 2035.

Traffic congestion and poor destination mobility have been identified as a risk to our visitor economy by our membership for several years. This is expected to remain a significant threat into 2024 and for years to come. Looking to the Expert Panel for Moving People Sustainably Report, the panel indicated a recommendation for transportation hubs and increased mass transit, among other measures. As the ARP is proposing a hub-type scenario, we expect discussion on this idea to be of great interest to the community as a whole.

Banff is no stranger to bold ideas and it will be important for Council to engage with the community on this matter, as it has on other unique concepts in the past. Our association is hopeful that Banff Council will advance first reading, which will enable the opportunity for a public hearing to take place.

Sincerely,

A handwritten signature in dark ink, appearing to read "Wanda Bogdane".

Wanda Bogdane
Executive Director



Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

Re: Banff Railway Lands Area Redevelopment Plan

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Best regards,

Martin Bean
Chief Executive Officer

Bow Valley Regional Transit Services Commission
(403)760-7600 Cell (403) 431-0667

Luke Patterson
120A Spray Ave
PO BOX 414
Banff, AB T1L1E1
lukecpatterson@gmail.com

Town of Banff
110 Bear Street
PO Box 1260
Banff, AB T1L 1A1

August 19, 2023

Dear Mayor DiManno and Members of Town Council,

As a born and raised Banffite, I am writing to voice my support for the implementation of the Railway Lands Area Redevelopment Plan. For years, our communities have been facing increasing pressure as more people decide to visit, the ARP is an opportunity to manage their impact and help ensure a sustainable future for Banff National Park.

As a town, for years we have been talking about the challenges associated with the increasing number of people visiting Banff, with congestion often leading the conversation. The Area Redevelopment Plan addresses these issues and offers options that will reduce the number of cars in the townsite and visiting popular destinations. This Plan is our opportunity to ensure a sustainable future for Banff - let's make this happen.

I wholeheartedly support the Area Redevelopment Plan and am confident it will contribute to the enjoyment of Banff National Park an even better place to live and visit.

Thank you for your attention and consideration.

Sincerely,

Luke Patterson