



UNIVERSITY OF CALGARY
SCHOOL OF ARCHITECTURE, PLANNING AND LANDSCAPE

CROWSNEST PASS: PROPOSAL

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DESIGN & PLANNING
CONSULTANTS

ACKNOWLEDGEMENTS

SPECIAL THANKS

We would like to extend a sincere thank you to everyone who took the time to offer valuable feedback throughout the project phases. Thank you to the University of Calgary and the Municipality of Crowsnest Pass for the ongoing support and collaboration.

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Terry Hrudey
Municipal Planning Commission

Our Team specializes in creative problem solving through design based solutions. We bring a balance of innovation, practicality, and a range of local and international experience that we can apply to the Crowsnest Pass Master Plan Proposal. Our approach to planning within both the private and public sector has earned us the respect of both urban and rural municipalities, governments and First Nations clients. We make sure to customize solutions to match the needs of our clients.



Iván Osorio-Avila

Iván is from Mexico, where he studied Product Design at Centro de Diseño, Cine y Televisión, and received a BA in Industrial Design from UAM Azcapotzalco in Mexico City. He has been involved in a number of social innovation, design and entrepreneurship projects, including Fuckup Nights, Search and Rescue Mexico, Start Alberta and the Downtown Calgary Association. He is currently concluding a Master of Planning degree at the University in Calgary in Alberta, Canada and aims to keep working at the intersection of business consulting, community planning and design, as well as adventuring into the outdoors and participating in sustainable tourism projects.



Kristen Mei

Kristen is a planner who has had prior experience in design, environmental studies, and transportation planning. Her previous work experience has given her a solid foundation in being able to research, design, communicate, and synthesize information. Kristen has a strong passion for sustainable solutions that meet the needs of growing populations, while also adding social value to communities. Her multi-city experiences have continued to shape her passion for sustainability, complete streets, and efficient means of mobility. Kristen is a strong advocate for data driven design solutions as a foundation for every project.



Martina Macfarlane

Martina is a planner and researcher at the School of Architecture, Planning, and Landscape at the University of Calgary in Alberta, Canada. She was born in Vancouver, lived and learned in a number of different Canadian cities, and came to call Alberta home, completing a Bachelor of Fine Arts at the University of Alberta in Edmonton. Since then, she has been involved in community arts projects and instruction, as well as social innovation and research projects in inclusive and affordable housing, community safety, and teaching and learning in the design disciplines.





EXECUTIVE SUMMARY

CROWSNEST PASS AND ITS FUTURE

This report documents the work rendered over four months of Analysis, Community Engagement, Concept Drafts and Public Realm Interventions in the Municipality of Crowsnest Pass. The main goal of the project is the creation of a Land Use and Growth Strategy for the future of the Pass, presented in the form of proposed public realm, open space and built environment interventions. The different values and drivers for these proposals were developed and curated through careful research, analysis and feedback from our instructor, the steering committee and community members of the Pass.

METHODOLOGY AND PROPOSALS

Through a lens of participatory design and sustainable practices, we developed a series of COMMUNITY DEVELOPMENT GOALS and COMMUNITY PLANNING ELEMENTS. This methodology allowed for the creation of both physical and policy-based interventions in four key DESIGN STRATEGIES:

- Main Streets
- Land Use
- Trail Network
- Unique Interventions

Each intervention within each strategy is designed to respect and amplify the essence and identity of the Pass, while allowing adaptable, healthy growth into the future.

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INTRODUCTION

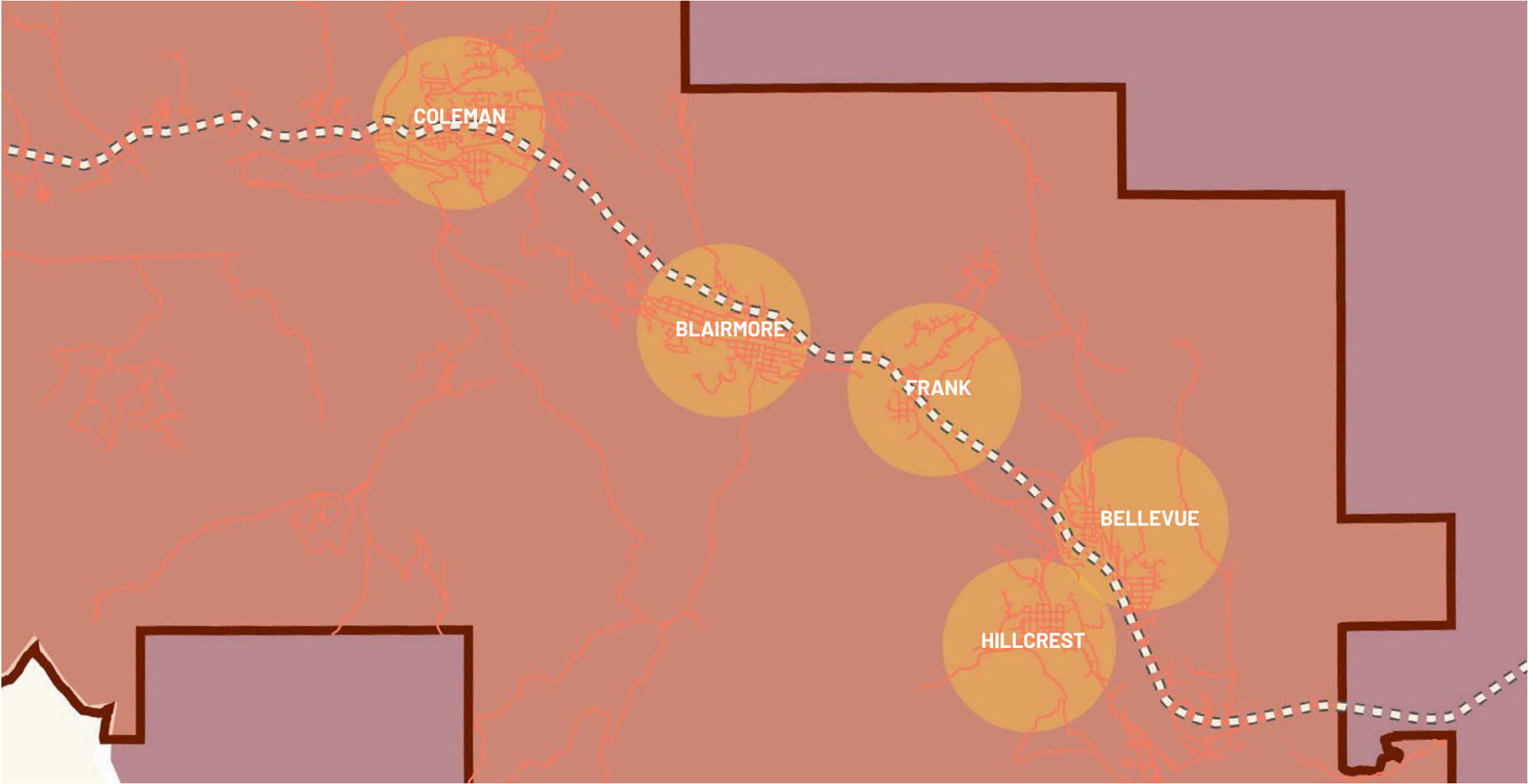
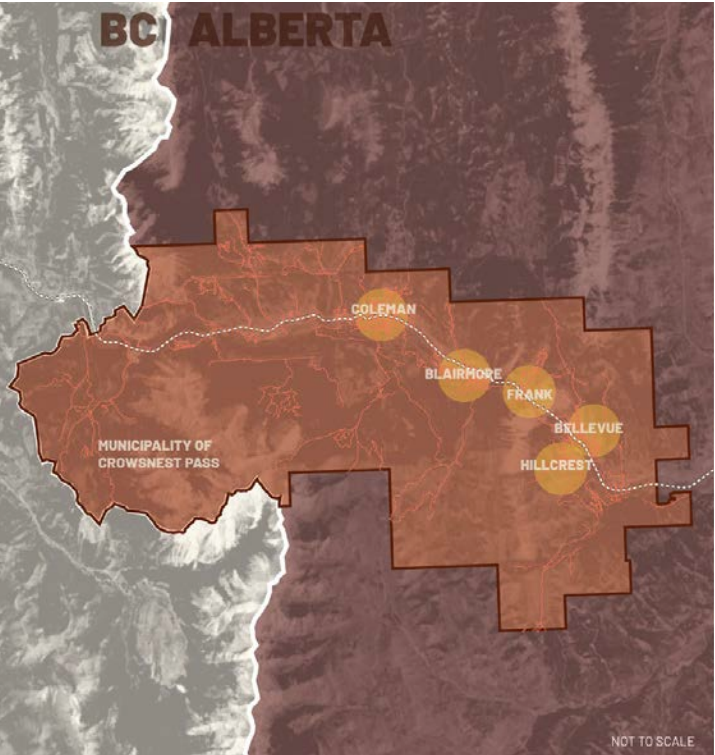
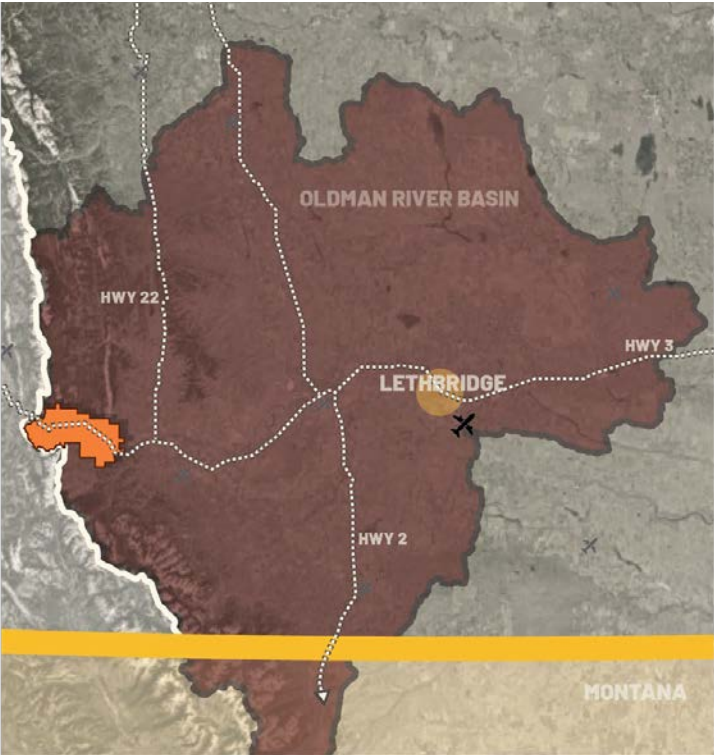
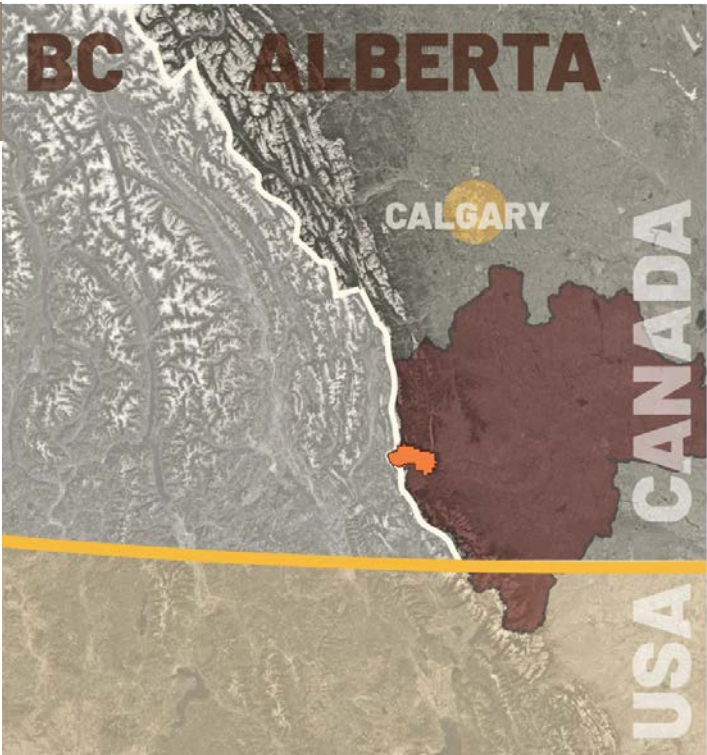
CROWSNEST PASS

INTRODUCTION

CONTEXT

The Municipality of Crowsnest Pass is located in southwest Alberta on the eastern slopes of the Rocky Mountains and east of the British Columbia border. It is a key area in the Oldman River watershed and is accessed by Highway 3 and the CPR rail line. There are a number of nearby community airports, with the closest international airport in Calgary. The five main communities of the Pass are found along the Highway 3 corridor.

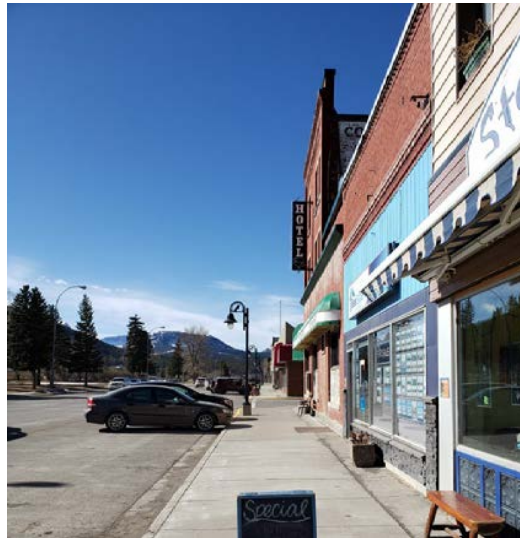
Crowsnest Pass has a population of approximately 5,500 residents and encompasses an area of 370 square kilometres in the Southwestern part of Alberta. Traditionally a coal mining community since the 1900s, Crowsnest Pass has a number of individual communities that are within close proximity to these coal mines. The industry has in turn led to the development of company towns, such as Coleman, Hillcrest, and the now-abandoned Lille. Nearby mines currently operating in BC employ a number of Crowsnest Pass residents.



COMMUNITIES



COLEMAN embodies creativity that is supported through its artist community and the craftsmanship of its main street heritage buildings and the shops that call it home. Recent revitalization of downtown Coleman opens up opportunities to support continued activity through new residential developments. Coleman has the potential of addressing the existing low density housing stock by welcoming new residents in the coming years without highly densified developments such as urban mid or high rise buildings.



BLAIRMORE is the largest community and main commercial hub of the Pass. Yet its one-sided Main Street lacks vibrancy due to its vacant heritage buildings on the strip. Blairmore is also home to the ski hill, that has potential to operate year-round, but still lacks the alignment with a local economic strategy. By better embracing the real estate opportunities, Blairmore can become a vibrant, sustainable community.



FRANK is the smallest community but is well-known due to its rich history. Today it is home to the Frank Slide Interpretative Center, and also houses most of the Pass' industrial facilities. Its main interface with the rest of the Pass is on Highway 3, which sees heavy traffic and an aggressive transition into the town's smaller, quaint streets. These elements create an opportunity to make Frank more than a rest stop to see the slide, and bring out its past and present value within the Pass.



BELLEVUE is the community with the least slope and is also fractured by the lines of the old mine shaft. It has a large stock of single family detached homes, a small main street intersection, as well as scattered vacant heritage buildings. Its location high above Highway 3 makes it a bit more remote to get to than other towns. This fragmentation is also an opportunity to better connect with Hillcrest, across the highway and create a corridor that frames the Pass from the East.



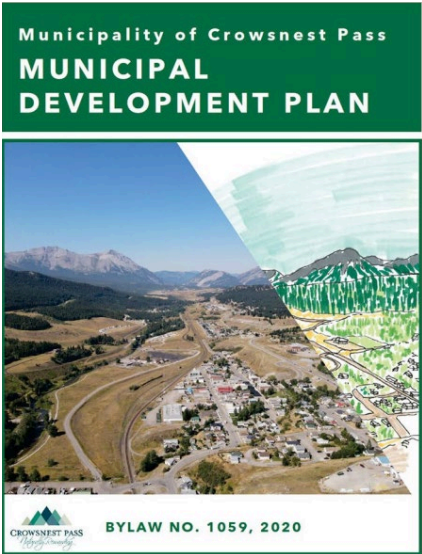
HILLCREST is the southernmost community in the Pass and is located across from Bellevue with remote access to and from Highway 3. Its quiet and compact build make it a walkable and relaxing residential community. Yet, its main street node lacks activity, offering little retail and commercial options, as well as difficulty to densify existing housing stock. Hillcrest can benefit from better connectivity by becoming a defining destination or starting point along the Community Trail.



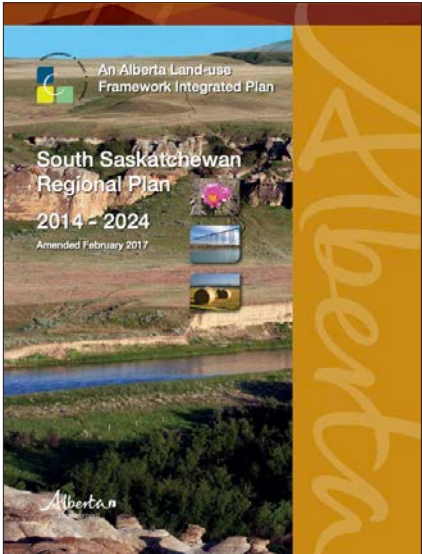
INTRODUCTION

LEGAL FRAMEWORK

In the creation of this document, existing area policy, guidebooks and studies, as well as both statutory and non-statutory plans were researched and consulted. The following four plans were most influential in the formation of Col Consulting’s design strategies for Crowsnest Pass.



Recommendations presented supplement and align with the growth strategy outlined in the 2021 Crowsnest Pass Municipal Development Plan to “intensify urban development, protect treasured landscapes, strengthen the economy, and increase housing options”.



The South Saskatchewan Regional Plan defines a long term vision and strategy for growth across the watershed region. Interventions presented by Col Consulting support the vision of the SSRP for balanced economic, social and sustainable growth.



The Crowsnest Pass Heritage Management Plan lays out a framework for identification, management and conservation of heritage assets across the municipality. Recommendations presented by Col Consulting align with the conservation of heritage assets.



Special care was taken to examine the Pass’ 11 existing Area Structure Plans. Unique interventions in southwest Blairmore intersect with future development lands designated in the existing Southmore ASP and serve to support its vision for resort living in nature.

KEY STAKEHOLDERS

Municipality of Crowsnest Pass

Province of Alberta
Oldman River Regional Services Commission

Community Groups

Bellecrest Community Association
Blairmore Lions Club
Coleman Community Society
Crowsnest Heritage Initiative

First Nations Communities

Treaty 7 Nations and neighbouring Nations in BC

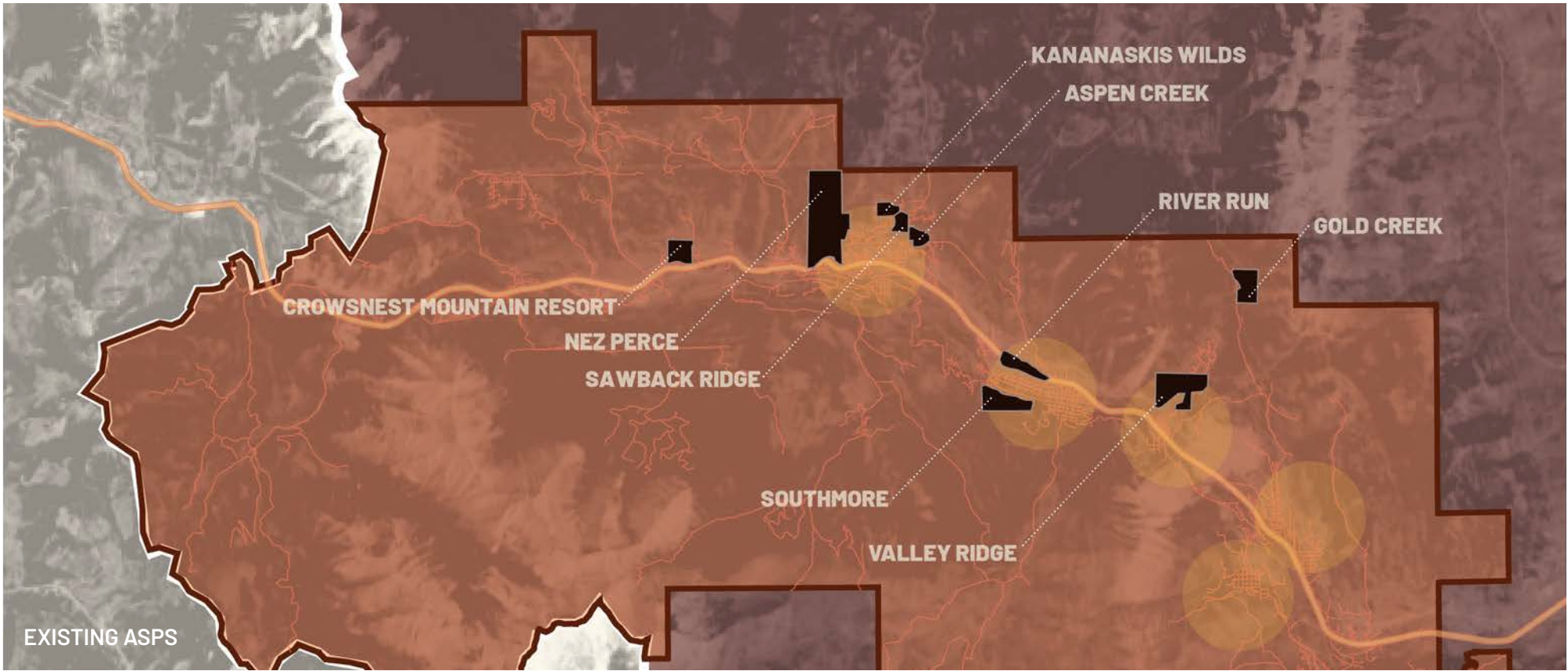
Property owners and Developers

Residents

Permanent residents
Seasonal or weekender residents

Business

Crowsnest Pass Chamber of Commerce
Community Futures Crowsnest Pass



PROJECT UNDERSTANDING

The development of a Crowsnest Pass Master Plan Proposal aims to preserve and improve access to trail systems and outdoor recreation, while also promoting and facilitating continued regional planning. The Plan will also help Crowsnest Pass attract residents and businesses, while accommodating increased residential demand and meeting the priorities, goals, and objectives of its community vision.



INTRODUCTION

METHODOLOGY

Phase 1 - Project Understanding

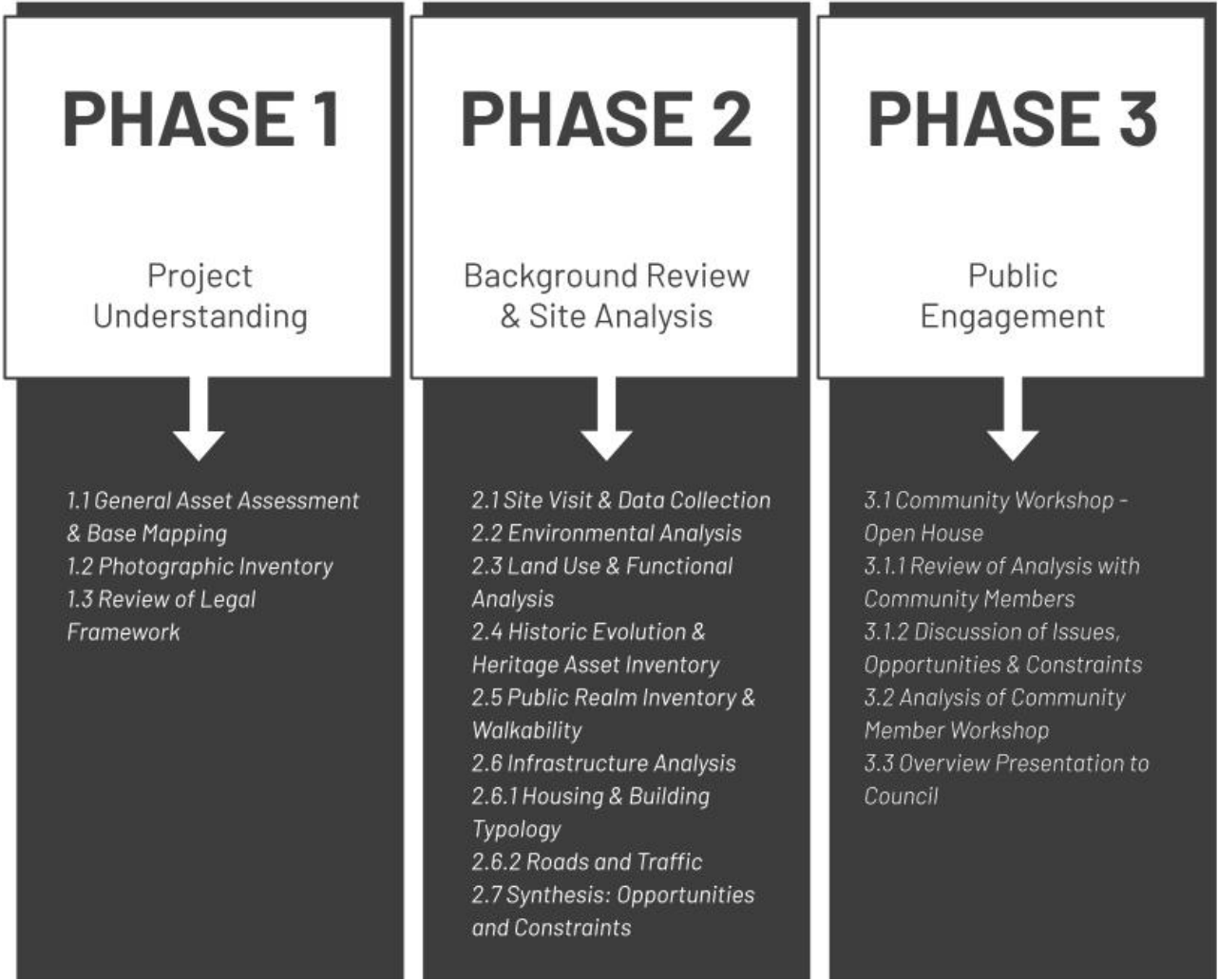
Phase 1 included a preliminary examination of existing resources to initiate the project, orient the team, and compile a catalog of context information that served as the primer for project development. This phase also included the reviewing of all relevant policy framework documents applicable to the Crowsnest Pass region.

Phase 2 - Background Review & Site Analysis

Phase 2 was the primary data collection and analysis phase. Col Consulting visited Crowsnest Pass for image collection, while also gaining a well-rounded understanding of site character, sense of place, and spatial relationships. Thorough analysis of existing natural systems, cultural and historical assets, and infrastructure gained in this phase provided an evidence-based research foundation for our design interventions and recommendations.

Phase 3 - Public Engagement

In Phase 3, Col Consulting worked with Crowsnest Pass community members to discuss the site potential during a community engagement workshop. Goals of the workshop session included gathering community feedback on analysis, identifying gaps, and garnering input on publicly perceived opportunities and challenges of the region.





INTRODUCTION

METHODOLOGY

Phase 4 - Conceptual Design

Phase 4 brought together the information and knowledge gleaned from site analysis and public engagement. Through this phase, Col Consulting began to make suggestions that addressed the Municipality’s key issues. This initial design process highlighted solutions that addressed needs such as the housing demand in Crowsnest Pass. This conceptual design began to make sense of a project vision and design recommendations that encompassed the values, needs, and concerns of the Pass.

Phase 5 - Final Design Concept

The fifth and final phase of the project involves the consolidation of all the materials developed for the project into a comprehensive presentation document. It encompasses feedback and suggestions highlighted by community members and the Crowsnest Pass Steering Committee. The final Crowsnest Pass Proposal provides an in-depth overview of the process and details on the interventions proposed. All deliverables have been presented to the Steering Committee and the general public through a final open house.




ANALYSIS

CROWSNEST PASS


HISTORIC TIMELINE

From dinosaur bones to evidence of early human movement, to the rich history of North American indigenous cultures, the Pass has been a place where life has thrived over time. More recently with the 19th century westward expansion of Canada fueled by the railroad, the Pass has been witness to the evolution of a country and its industry.

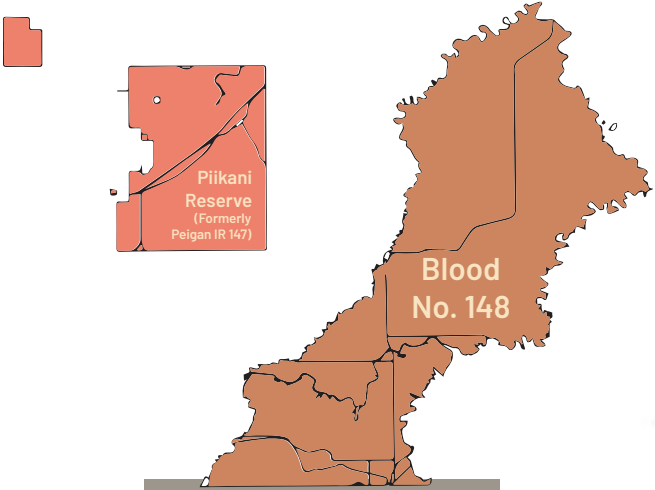
Since the turn of the century in the 1900s, the Pass' history as a settled, built community has evolved. Impacted by both natural and human phenomena, the region is now facing new challenges moving into the future.




Prehistoric life



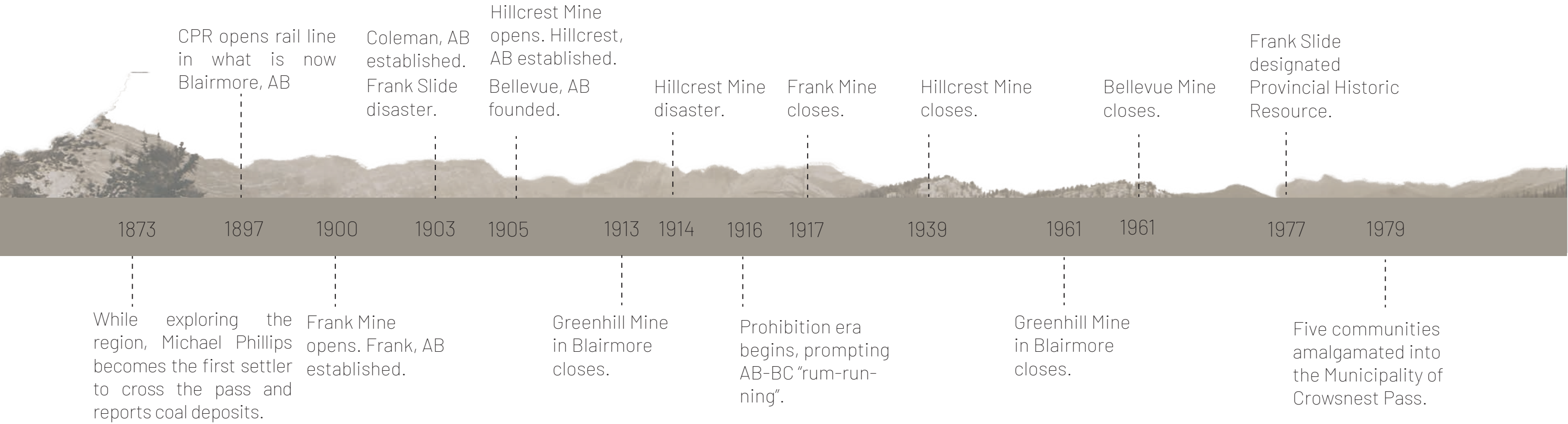
Evidence of early human activity



First Nations



Western expansion & industrial settlement























HISTORIC EVOLUTION

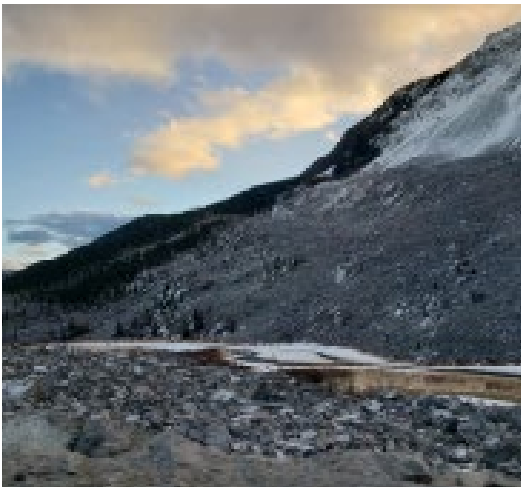
CP Rail’s expansion towards the West prompted the creation of new towns along the line. Driven by the discovery of coal and the mines established, the region began to see constant establishment of mines and towns attracting new settlers and residents.

Rewinding through the decades of the 20th Century we can see the evolution of the built form of the towns and roads in the Pass. The main growth boost came in the early 20th Century, when coal mining along the rail line was a booming industry. Slowly, with the transition to diesel and the industrial diversification of the post-war boom, growth in the region declined.

Eventually, with the mines in the Pass closing and larger urban centres like Calgary and Edmonton attracting most of the industry, commerce, and residents, the region saw its growth plateau. In 1979, the five communities in the area were amalgamated into the Municipality of Crowsnest Pass.

This history and evolution are evident in the Pass’ built form. Many structures pre-date the amalgamation of the municipality and the housing stock is predominantly made up of single-family detached homes, with a low population density throughout the Pass’ time and space.

	1922	1948	1960	1982
BELLEVUE				
BLAIRMORE				
COLEMAN				
FRANK				
HILLCREST				



ANALYSIS

HERITAGE RESOURCES

This map shows the historic resources in the Pass and their classification by priority and type.

Red are higher priority and historical value, yellow are medium priority, and blue are less dense, lower priority assets.

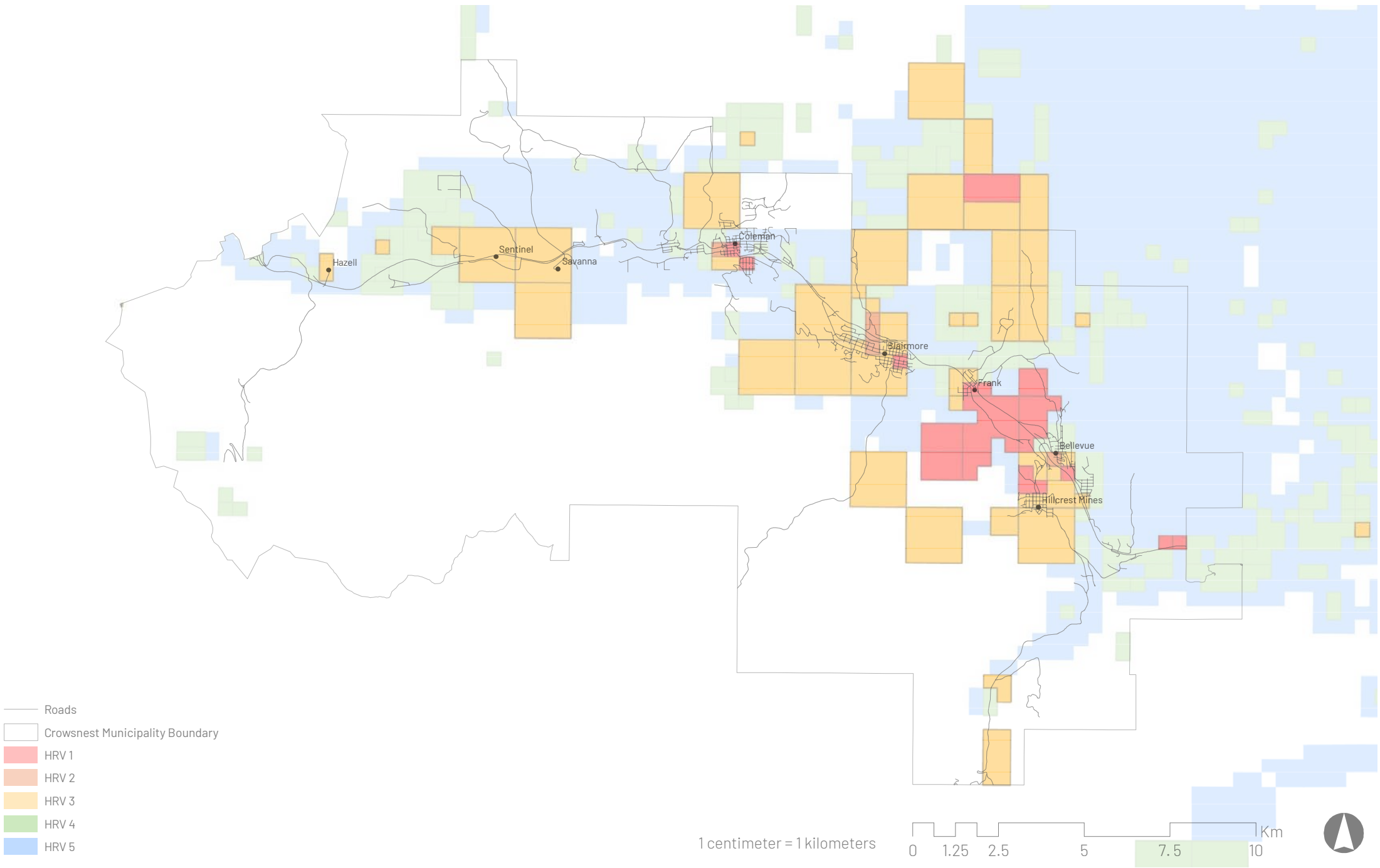
Crowsnest Pass is riddled with heritage and historic assets that contribute to its identity, its culture, and its potential moving forward.

Few places in the region present as many possibilities for growth and adaptability through heritage resources as the Pass. The natural and human-made interventions that span thousands of years make Crowsnest Pass a place with a unique history and potential to capitalize on its heritage.

HIGHLIGHTS

Pictured above are some of Crowsnest Pass' most symbolic Heritage Resources (from left to right):

- Coke ovens in Coleman
- Pictographs at Crowsnest Lake
- Frank Slide
- Hillcrest Mine Disaster Memorial



BUILDING TYPOLOGIES

The Pass’ inventory of heritage and historical buildings and built elements are a key asset to the individual and collective identity of each community and the municipality as a whole.

Many of the historical assets of the Pass exist in the form of buildings. These come from different chapters of Crowsnest Pass’ story. From the early mining towns to post-war Art Deco and contemporary designs, each one of these time periods reflect both the global architecture and cultural trends of the time, as well as the local happenings of the Pass at that point in time. From Miner’s cottages, Boomtown facades and brick storefronts to Art Deco shops, Mid-Century apartments and contemporary homes coexist in the townscapes. By identifying these historic assets and incorporating them into the process, we can preserve the essence and cultural identity of the Pass and its built environment.



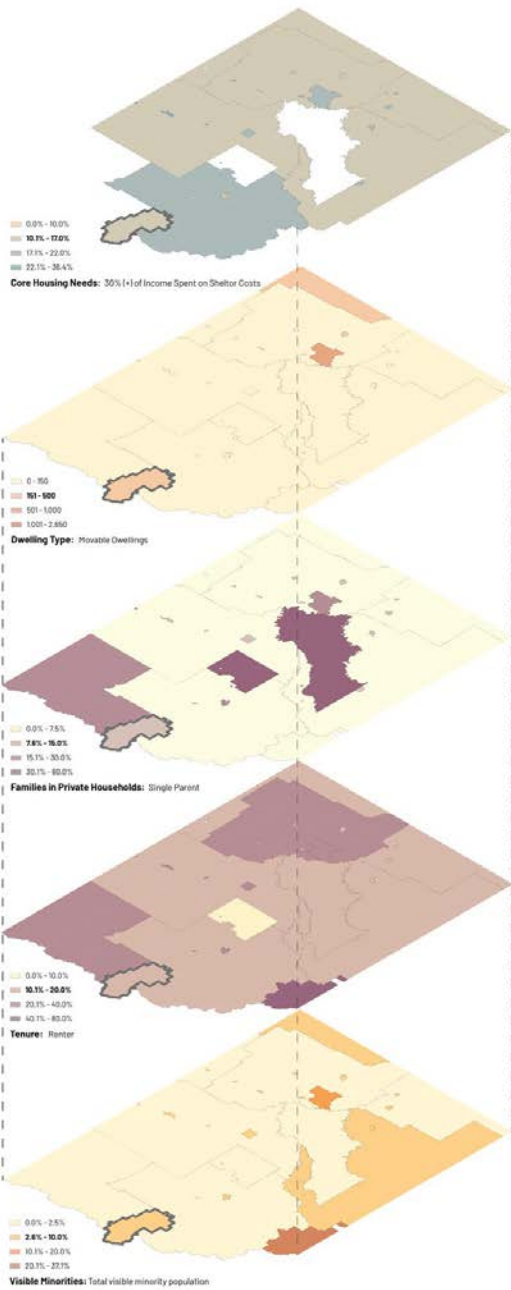
PROFILE

All the Built Form and Infrastructure elements that have been generated since the end of the Nineteenth Century exist to make the Pass a liveable habitat for its residents. As the Pass evolves, its economy, industry and population has too. In order to move forward with the development of a design strategy, we created a snapshot of Crowsnest Pass' demographics and community profile. The main goal is to understand who makes the Pass their home and how the community lives.

Main Findings:

- The Pass has approximately 5,500 residents- the majority of which are around 50 years old and of European descent
- Most residents reside in single family detached homes which make up 84% of the housing stock
- The annual median income hovers at \$70,000 dollars
- We also looked into varying social vulnerability factors to get a sense of how the Pass compares with neighboring regions with regards to equity, accessibility, and inclusion

Creating this snapshot allows us to integrate data into the story and identity of the Pass. With this data, we are able to better understand the history of the Pass and it's challenges moving forward.



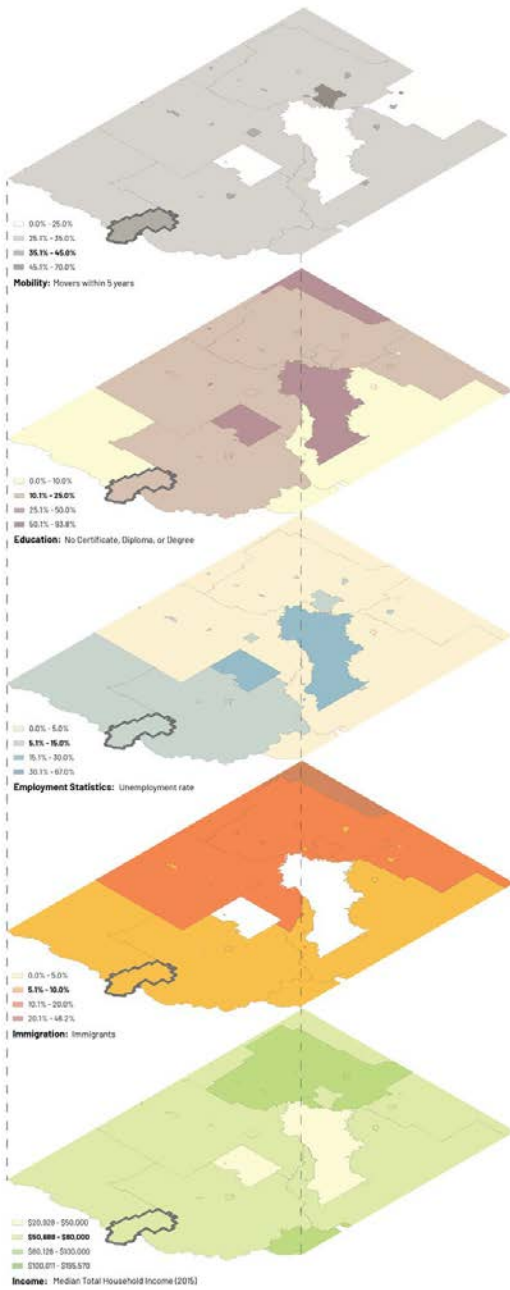
10-17%
SPEND 30%(+) OF INCOME
ON SHELTER COSTS

151-500
MOVABLE DWELLINGS

7.6-15%
SINGLE PARENT
HOUSEHOLD

10-20%
RENTERS

2.6-10%
VISIBLE MINORITIES



35-45%
MOVERS WITHIN 5 YEARS

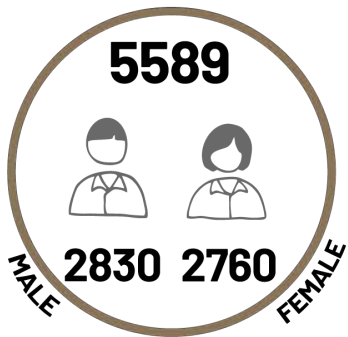
10-25%
LEVEL OF EDUCATION

5-15%
UNEMPLOYMENT RATE

6-10%
IMMIGRANTS

\$50,700 - \$80,000
MEDIAN TOTAL INCOME

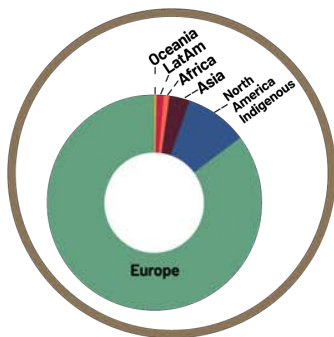
TOTAL
POPULATION



MEDIAN
HOUSEHOLD INCOME



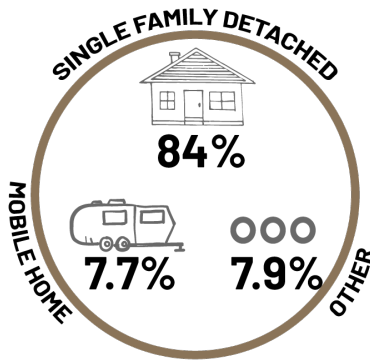
ETHNIC
ORIGIN



MEDIAN
AGE



TOP 3
DWELLING TYPES



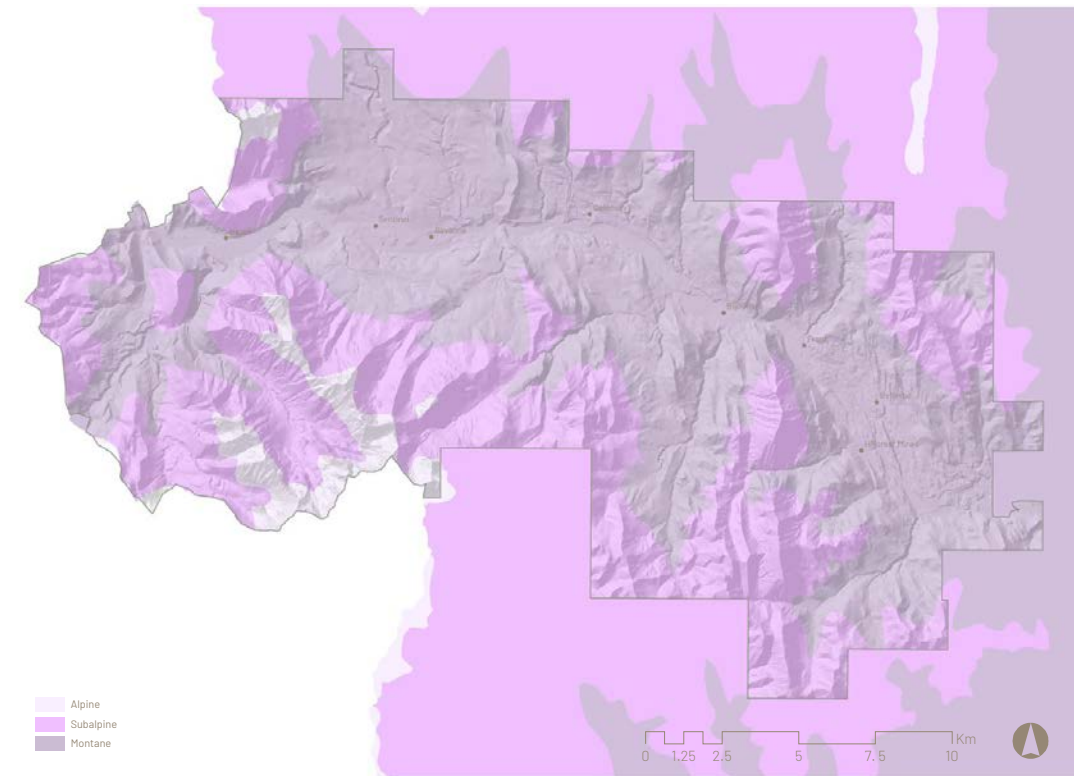
ENVIRONMENT

The majority of the Pass is within Montane and Subalpine Natural Subregions. The region hosts a rich diversity of vegetation species, ranging from Aspens, Firs, Poplars, Pines, and Spruce. The Limber Pine is both culturally significant and an endangered species within the Pass.

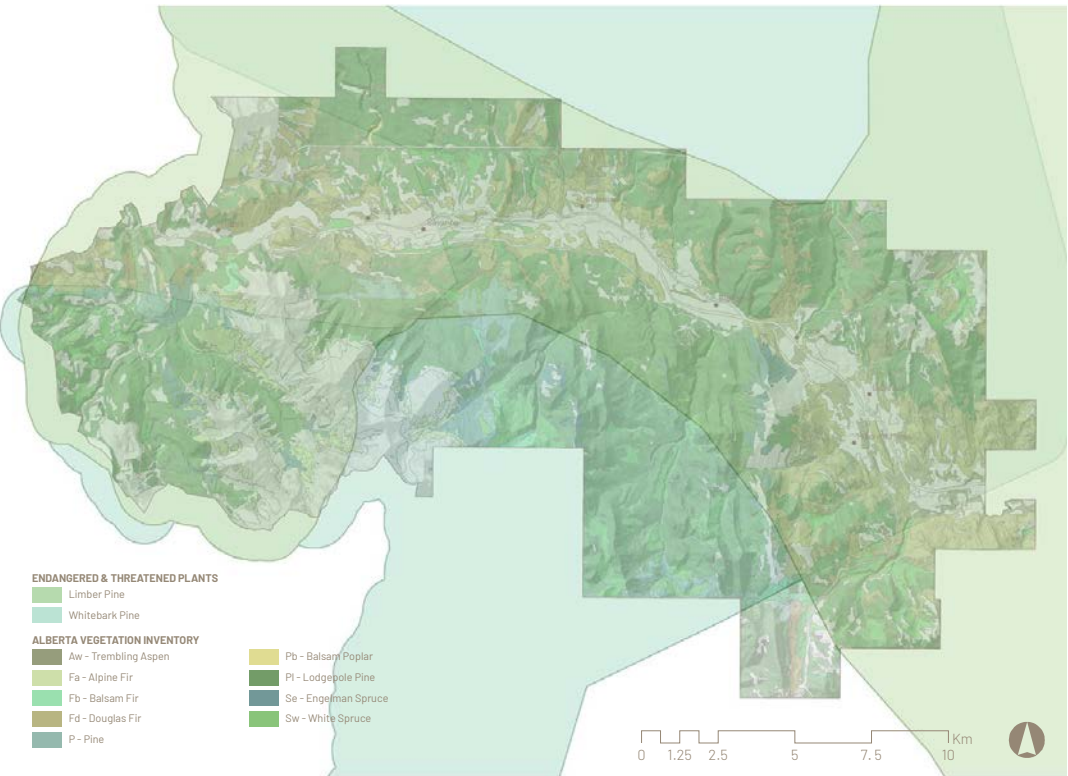
The main biodiversity and wildlife corridor stretches across Highway 3 with three main linkage zones. Specific to these regions are populations of grizzly bears, mountain goats, and bighorn sheep. These wildlife linkage zones are key to maintaining ecological connectivity adjacent to urban environments. With close intermingling of animal and human activity, there is a need to better manage and protect the wildland-urban interface.

The Pass is home to various parks and recreation areas, including Castle Provincial Park. With diverse access to local and regional park areas, the Pass has a plethora of recreational opportunities.

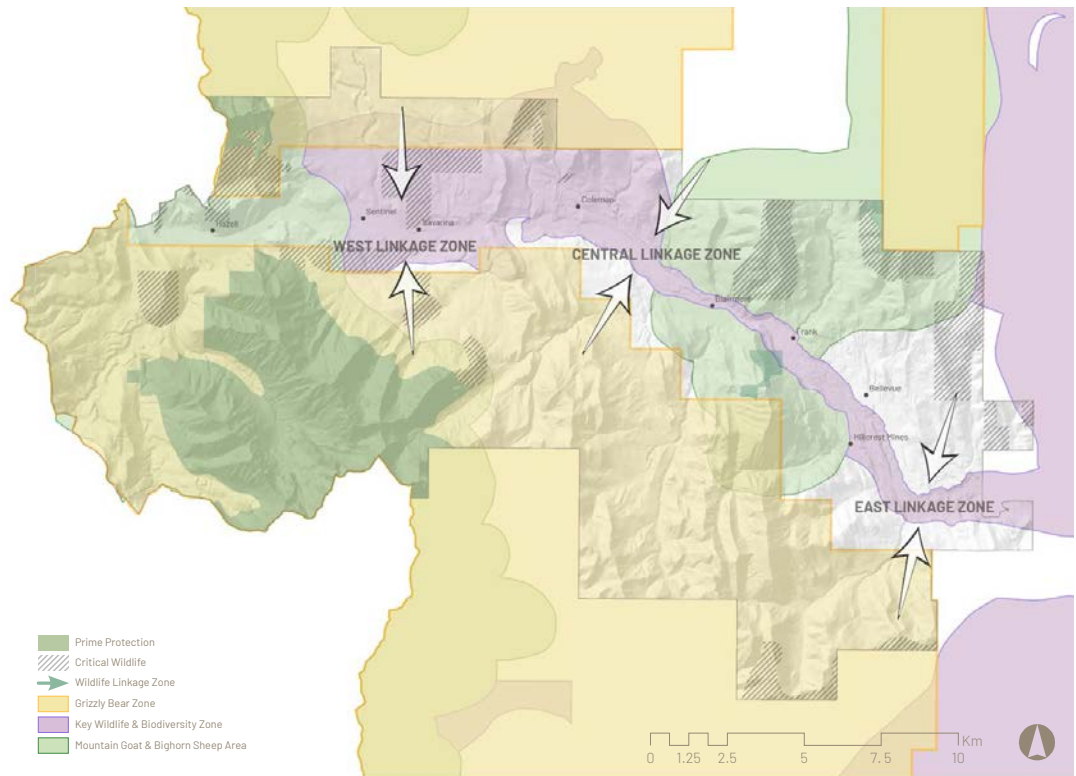
NATURAL REGIONS & SUBREGIONS



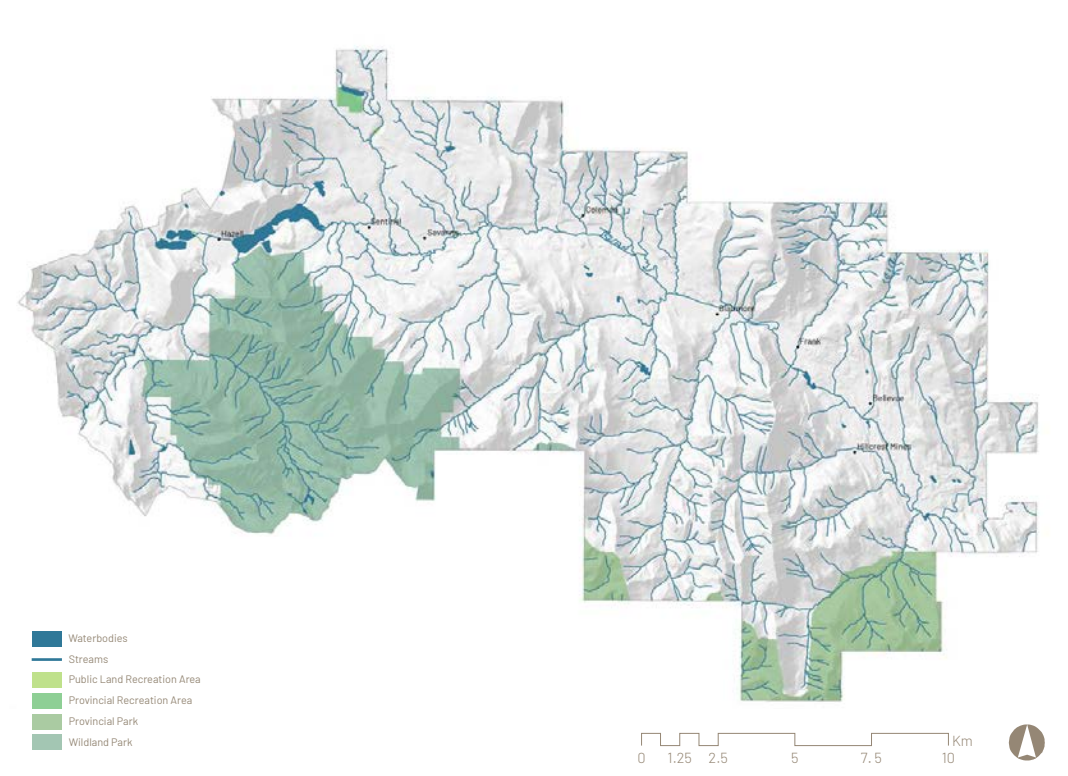
ENDANGERED & THREATENED PLANTS



WILDLIFE SPECIES ZONES



PARKS & RECREATION



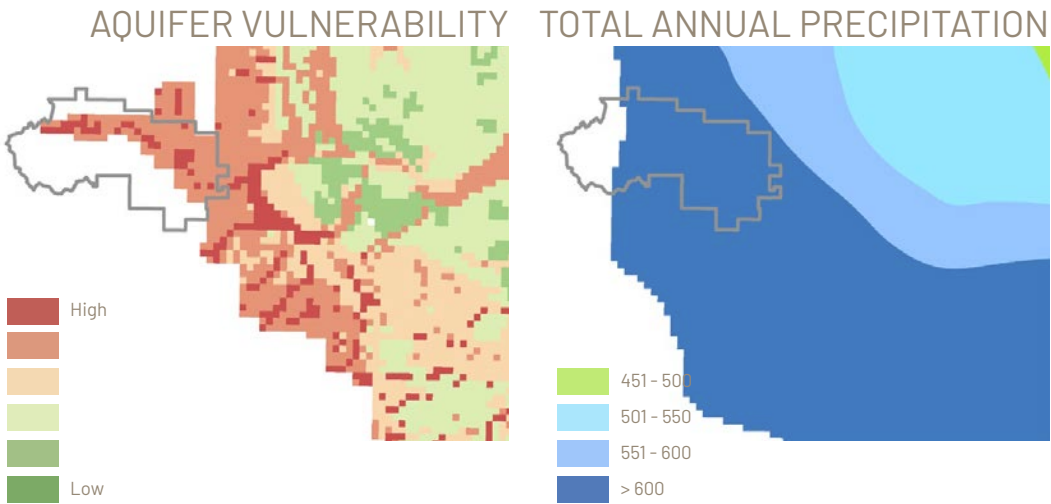
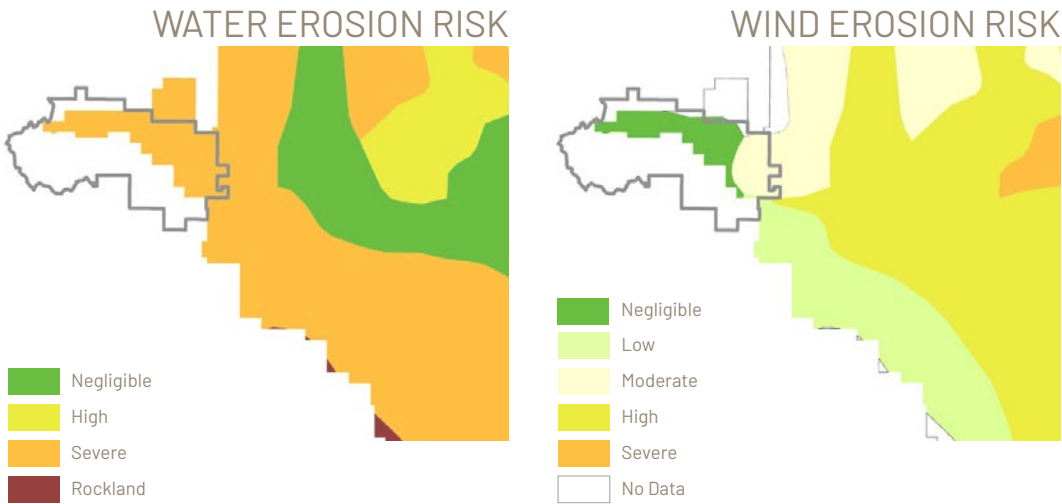
ENVIRONMENTAL CONCERNS

As we look at larger climatic considerations, the Pass should keep in mind the severe erosion risk, high aquifer vulnerability, and high total annual precipitation.

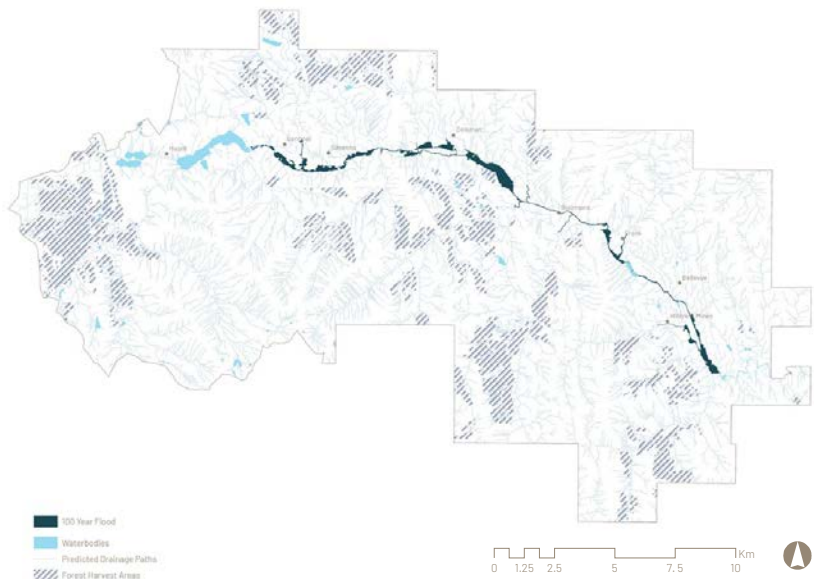
The majority of the site categorizes as environmentally sensitive. With this in mind, we further looked into forest harvesting, potential drainage paths, and the 100 year flood area zone within the Pass.

Most of the Pass is undevelopable land, with developable areas that have less than 20% slope focused along Highway 3.

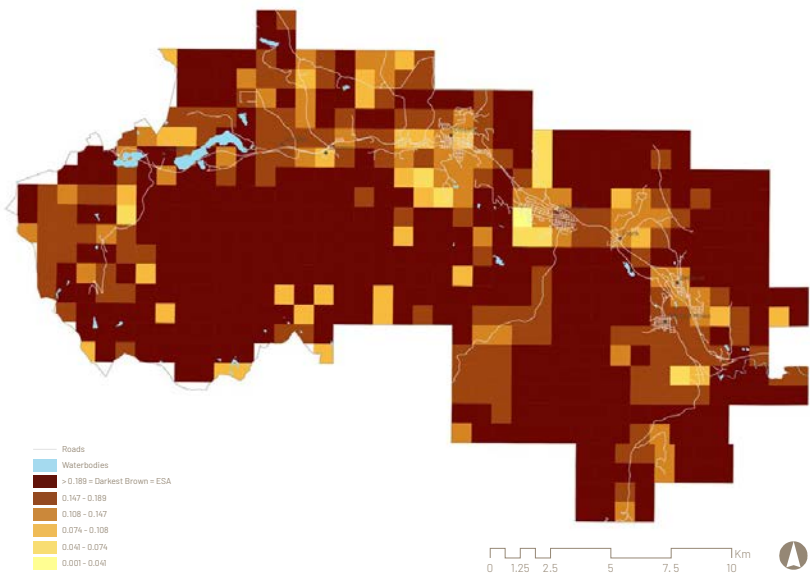
Solar energy seems to be a sustainable option for energy production for the Pass as most of the municipality has a high photovoltaic power potential.



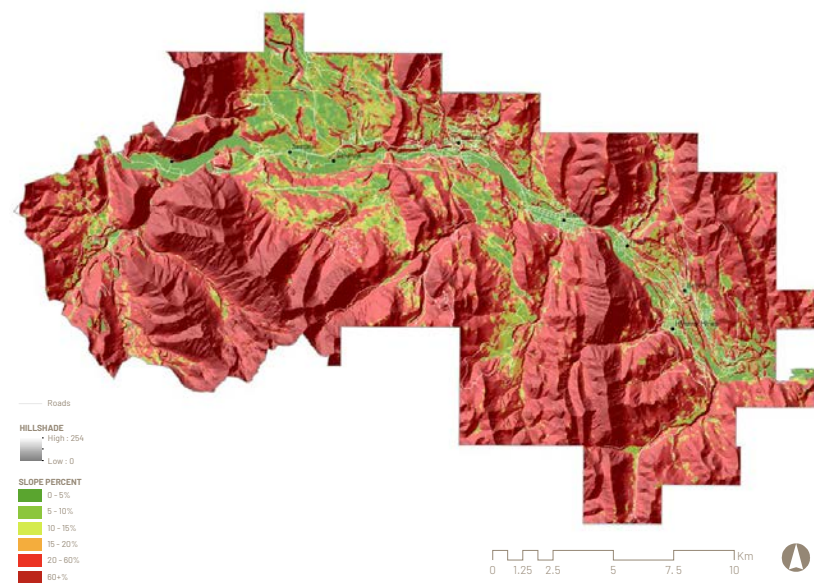
ENVIRONMENTAL CONCERNS



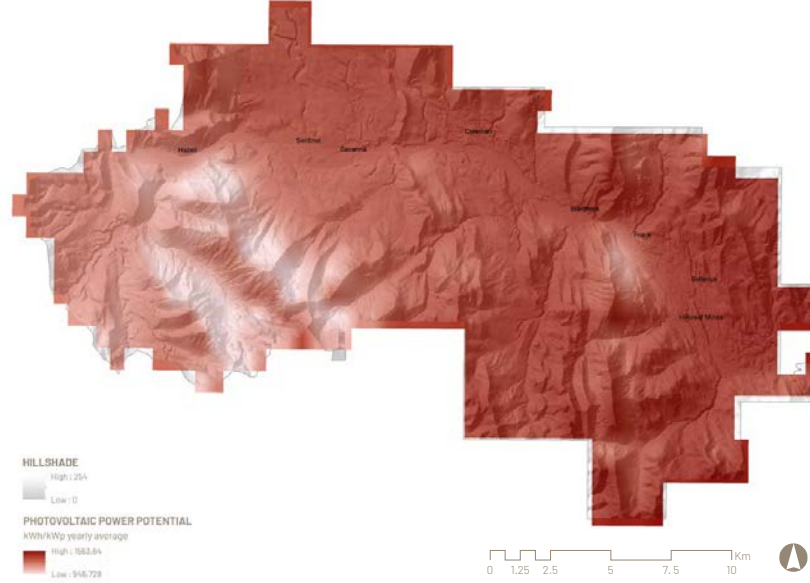
ENVIRONMENTALLY SENSITIVE AREAS



DEVELOPABLE LAND



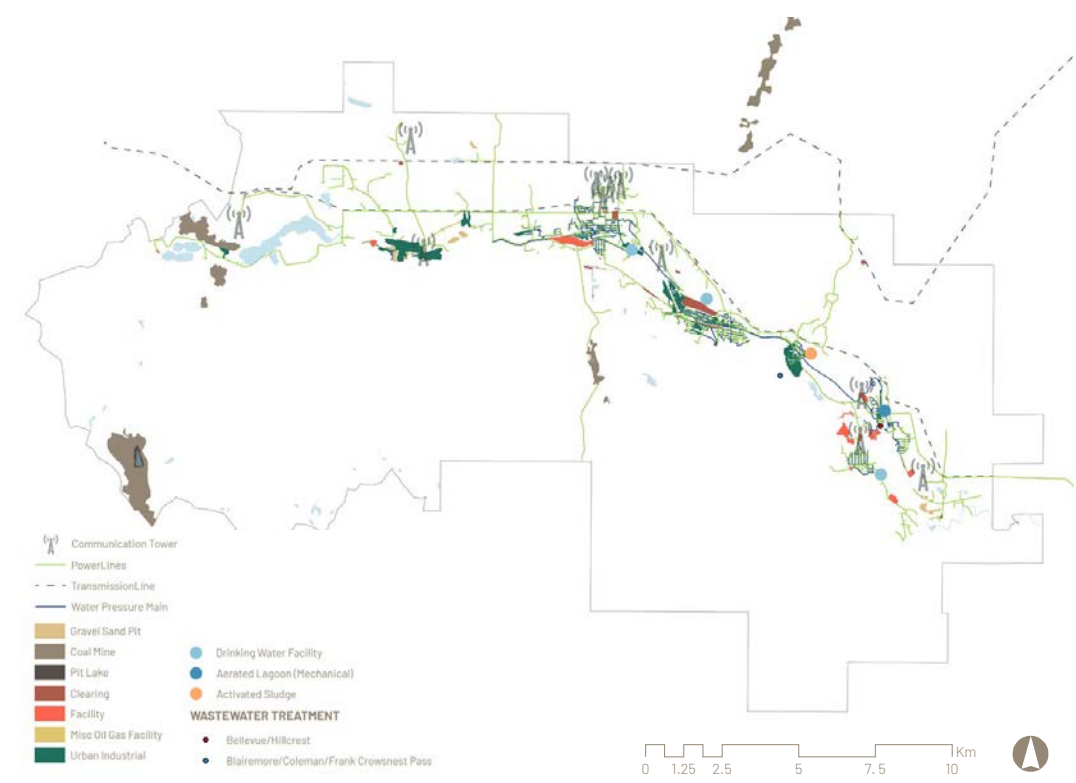
PV POWER POTENTIAL



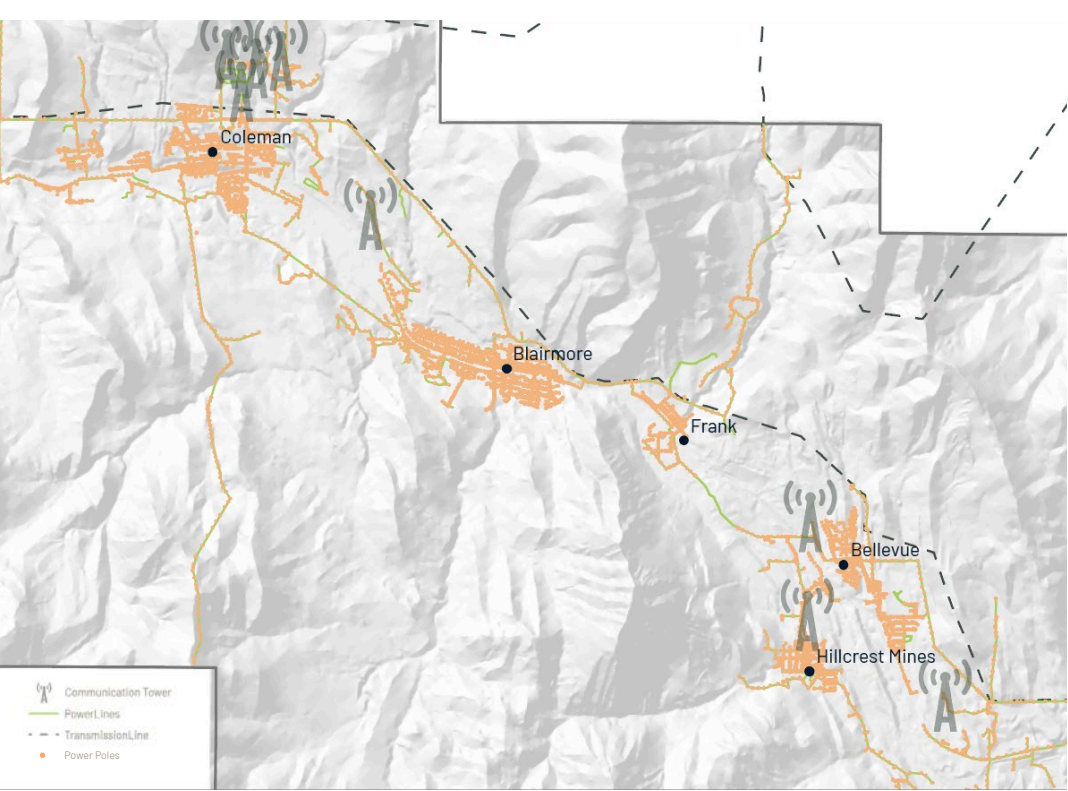
INFRASTRUCTURE

Mountainous terrain in the Crowsnest Pass region presents physical limitations and challenges for implementing infrastructure services. The nature of the historically organic and ad-hoc settlement for company towns to serve the mining industry has left infrastructure systems further fragmented. Service-sharing opportunities have been explored between the Municipality of Crowsnest Pass, Village of Cowley, and Municipal District of Pincher Creek on a regional scale; however, infrastructure connections and cohesion between communities within the municipal boundaries would be greatly beneficial to residents of the Pass. Large concentrations of infrastructure are mainly centred around Coleman and Blairmore, while Frank has a well established industrial park area. As the Pass projects and prepares for future growth, a more comprehensive assessment of existing systems will be required to measure and prepare for development needs.

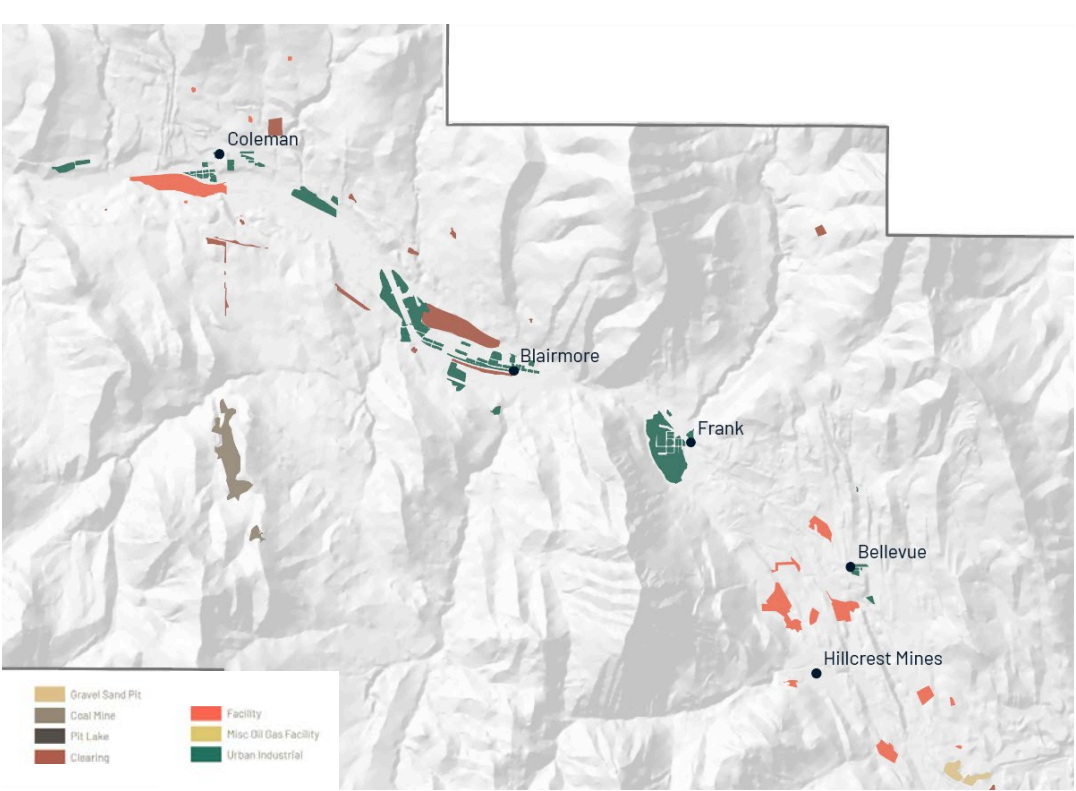
INFRASTRUCTURE OVERVIEW



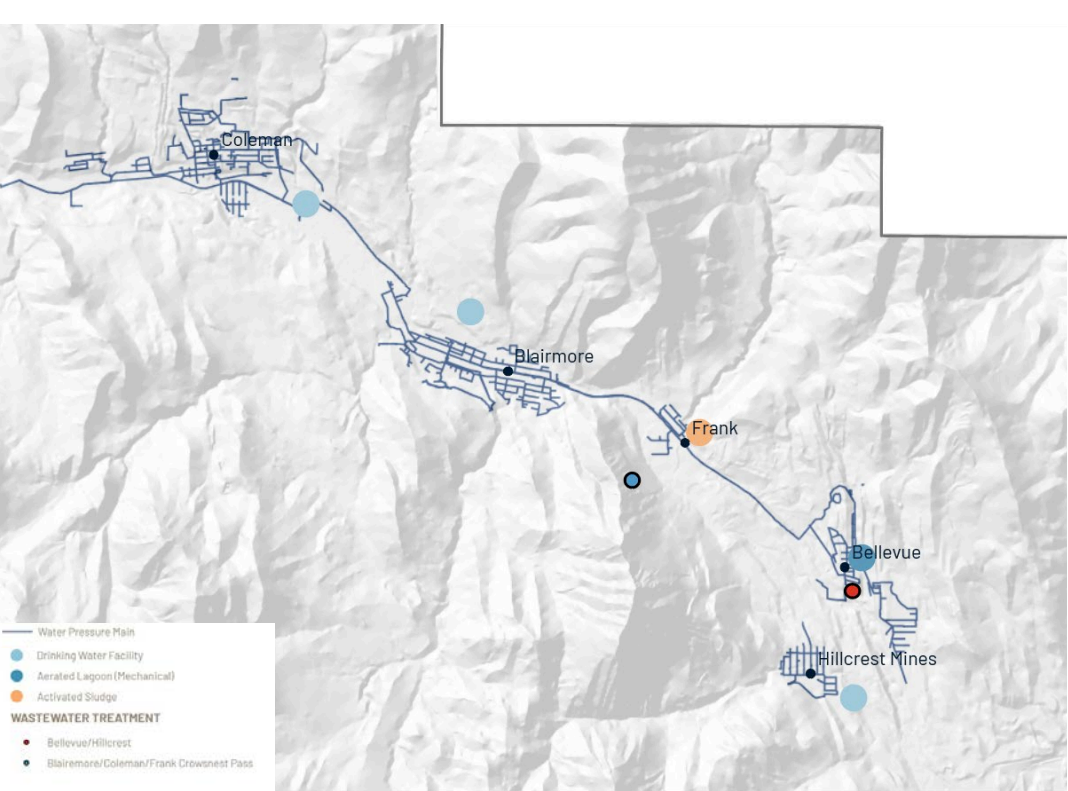
ENERGY



INDUSTRIALS



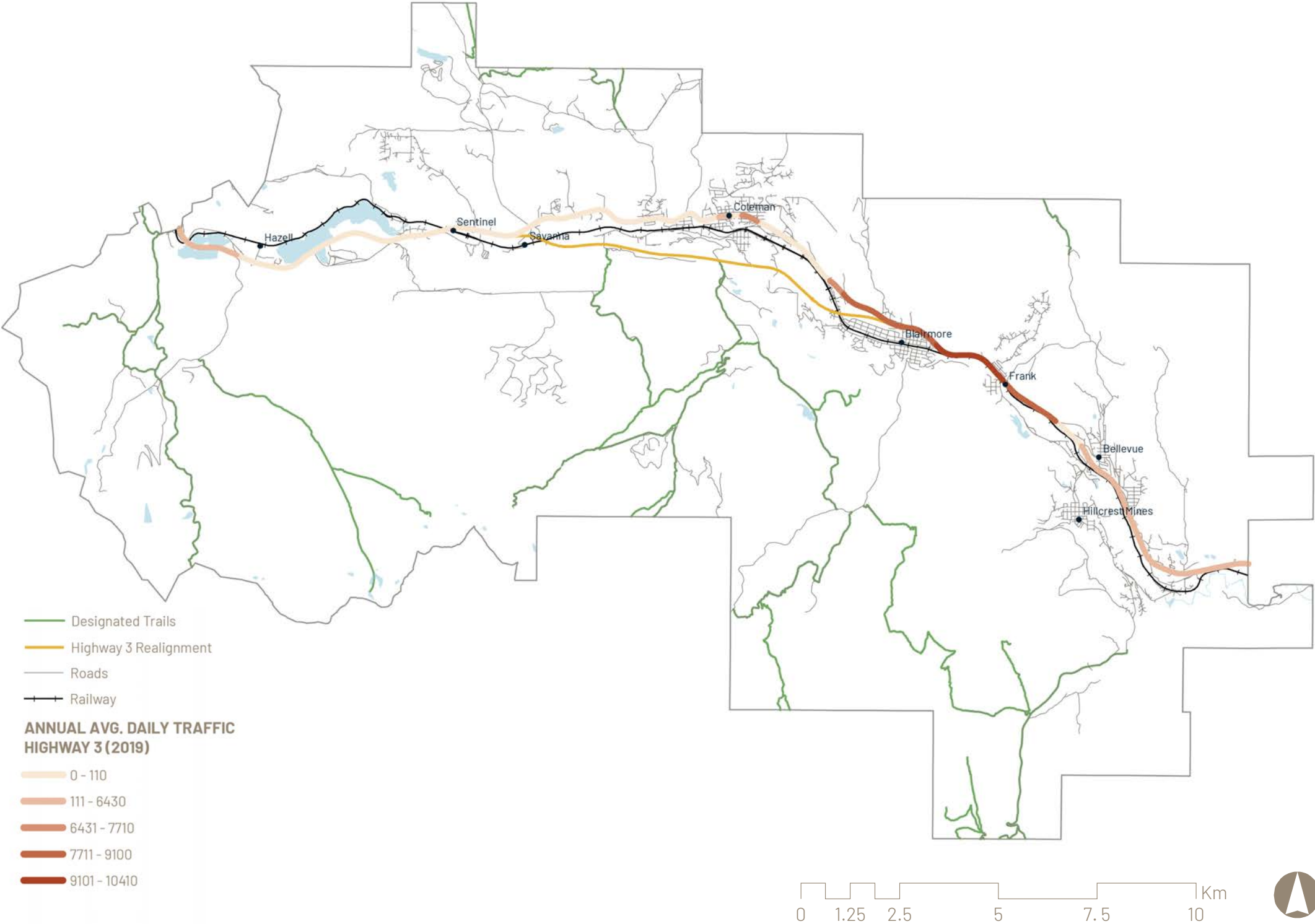
WATER FACILITIES



MOBILITY OVERVIEW

MOBILITY

The Pass is recognized as a transportation corridor, and for its scenic, rural, mountain community. Highway 3 runs west and east through Crowsnest Pass and provides the municipality with access routes to Lethbridge and Calgary-and even South to the United States. The redevelopment and alignment of Highway 3 will affect lines and mobility. Crowsnest Pass sees high traffic volumes on holidays and long weekends, which opens up opportunities for drive-in commercial services oriented to the travelling public. Current traffic centres around Frank and Blairmore. Canadian Pacific Railway lines, which service communities and coal mines, also run west and east through the town centres. The railway lines may also be able to tie into the proposed Grassy Mountain project.



ANALYSIS

COLEMAN main street is a major historical asset, but is slightly removed from the main flows of people and traffic. Sections of Coleman are separated by topography and fragment walkability. Although still a concern of safety, Highway 3 is less of a divisive force than in other communities as it is narrower, slower, and easily crossed by pedestrians in the centre of the community.

BLAIRMORE main street creates a pedestrian friendly streetscape with a centralized walkshed dispersing mainly east and west. The southern side of the street opens up to views of the mountains, and could present an interesting opportunity for the public realm along the rail line.

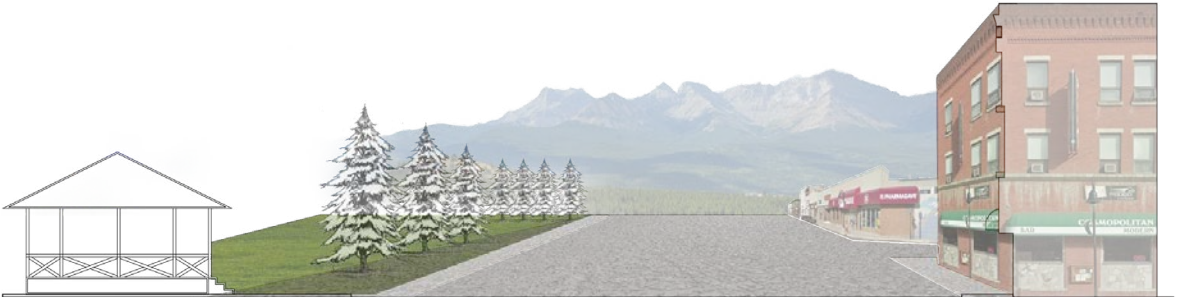
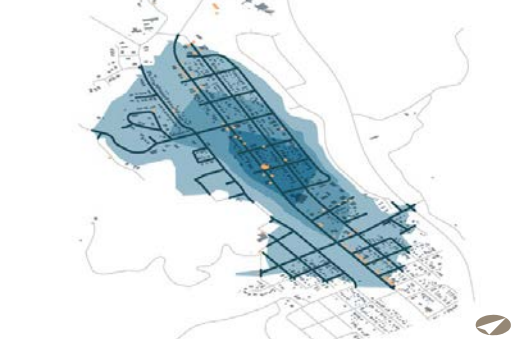
FRANK is bisected by Highway 3 and the rail line, making two disconnected and very different environments to the north and south. The community’s rich history and heritage assets that sit along the highway hold great potential, yet the main street proves itself to be unsafe for pedestrian mobility. As a result, the current walkshed is scattered and decentralized.

BELLEVUE has a quaint historic mainstreet that faces a few number of vacancies. Its close proximity to Highway 3 creates easy access without the concerns of fast throughways. The community walkshed is relatively centralized and focused on main street.

HILLCREST main street supports its surrounding residential area through a few active businesses. Low pedestrian traffic and a unclear definition of main street create a scattered walkshed with little connectivity. Opportunites to clearly define the central Hillcrest node, can bring in more main street activity.



HIGHWAY 3 AT 79 STREET



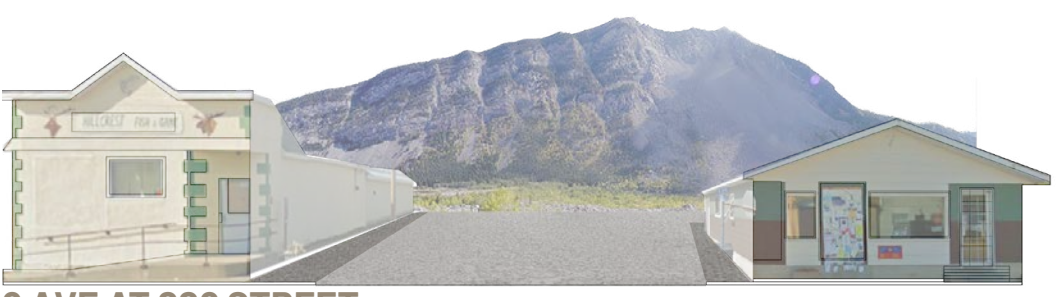
20TH AVE AT 130TH STREET



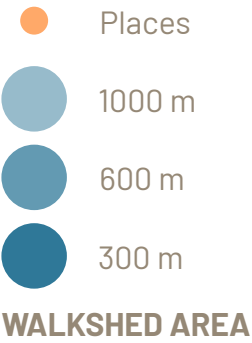
HIGHWAY 3 NEAR 148 STREET



213 ST AT 25 AVE



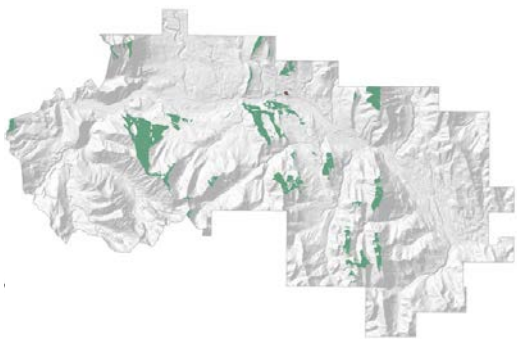
8 AVE AT 228 STREET



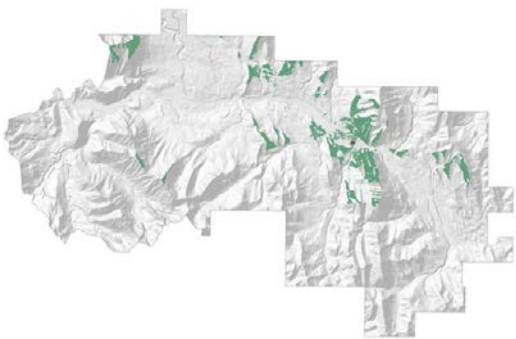
WALKSHED AREA

COMMUNITY VIEWSHEDS

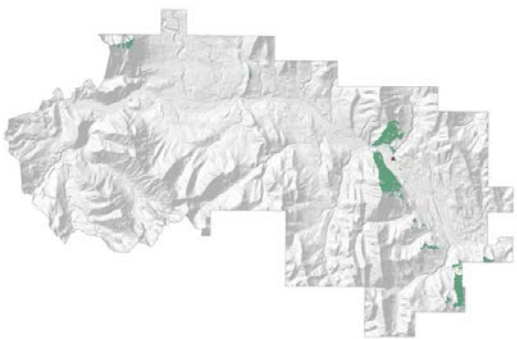
The topography and mountainous terrain that surrounds the Pass gives way to the creation of wonderful views throughout the Municipality. These vantage points emphasize and define the natural character of the Pass.



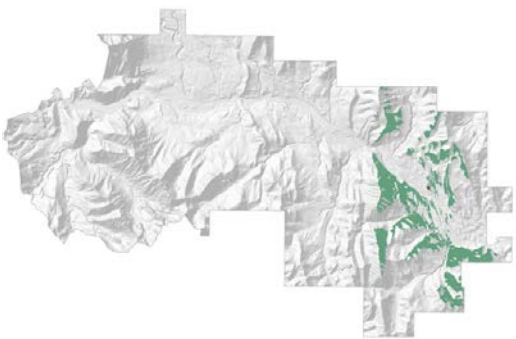
COLEMAN VIEWSHED



BLAIRMORE VIEWSHED



FRANK VIEWSHED



BELLEVUE VIEWSHED



HILLCREST VIEWSHED



LAND USE

Existing land use across Crowsnest Pass responds to traditional western settlement boom towns. Initially efficient and responsive to pre-war industry, the current configuration of land use now falls short in cohesively serving the evolving needs of Crowsnest Pass.

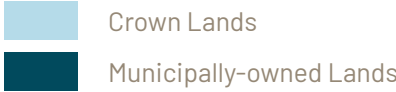
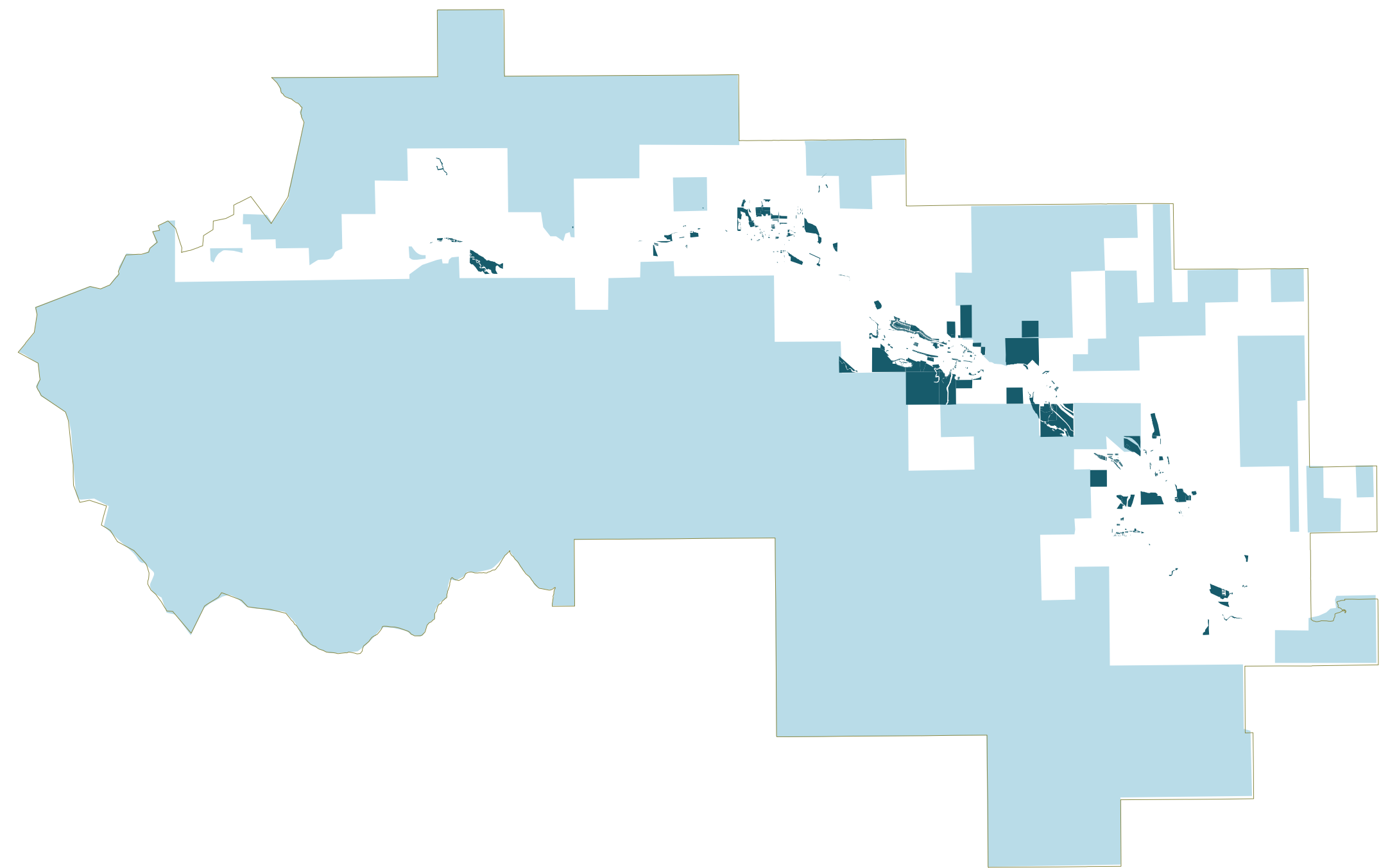
The Pass’ urban centres along the Highway 3 corridor are made up of historical main streets surrounded by primarily low density single family detached homes. Surrounding rural and natural areas are comprised mainly of provincial park lands.

The developable land follows the east, west rail and vehicular corridor and is surrounded by a wealth of open space and recreational areas.



PUBLIC OWNERSHIP

A large majority of the Crowsnest Pass is made up of Provincial Crown Land. Land surrounding the vehicular and rail corridor is primarily privately owned; however, the Pass has a large stock of municipally-owned land that can be developed or repurposed for more effective land use that caters towards the future needs of the Pass.



ANALYSIS

LAND USE

The following visuals depict the detailed concentrations of land use in each community of Crowsnest Pass.

This list highlights the most defining land use within each community:

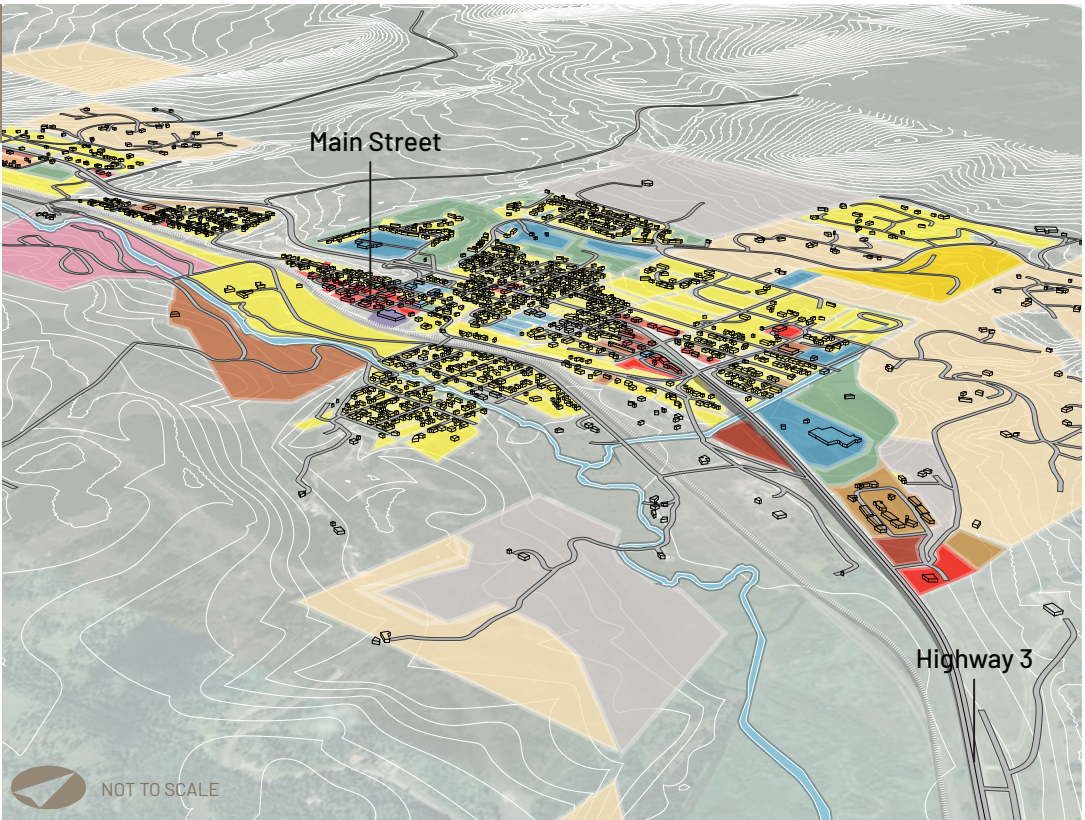
COLEMAN - Residential

BLAIRMORE - Commercial

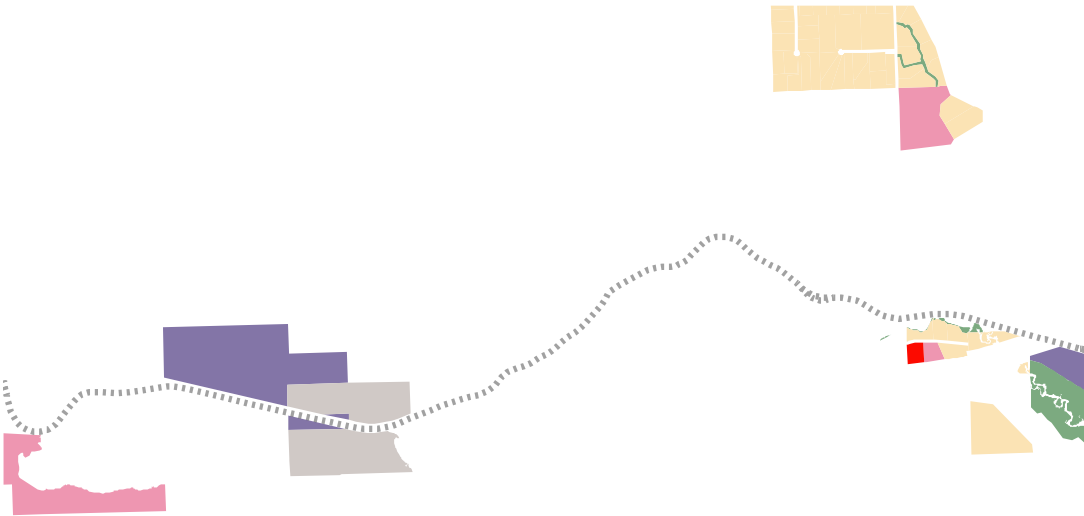
FRANK - Industrial

HILLCREST - Residential

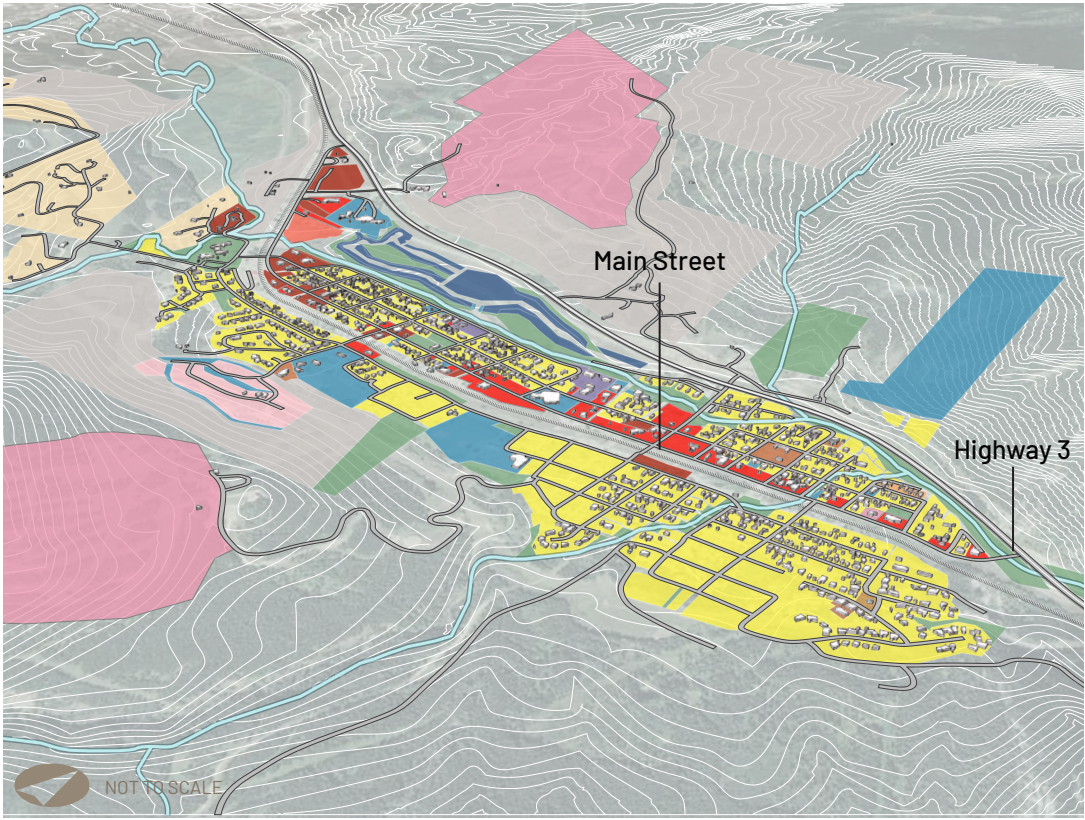
BELLEVUE - Residential



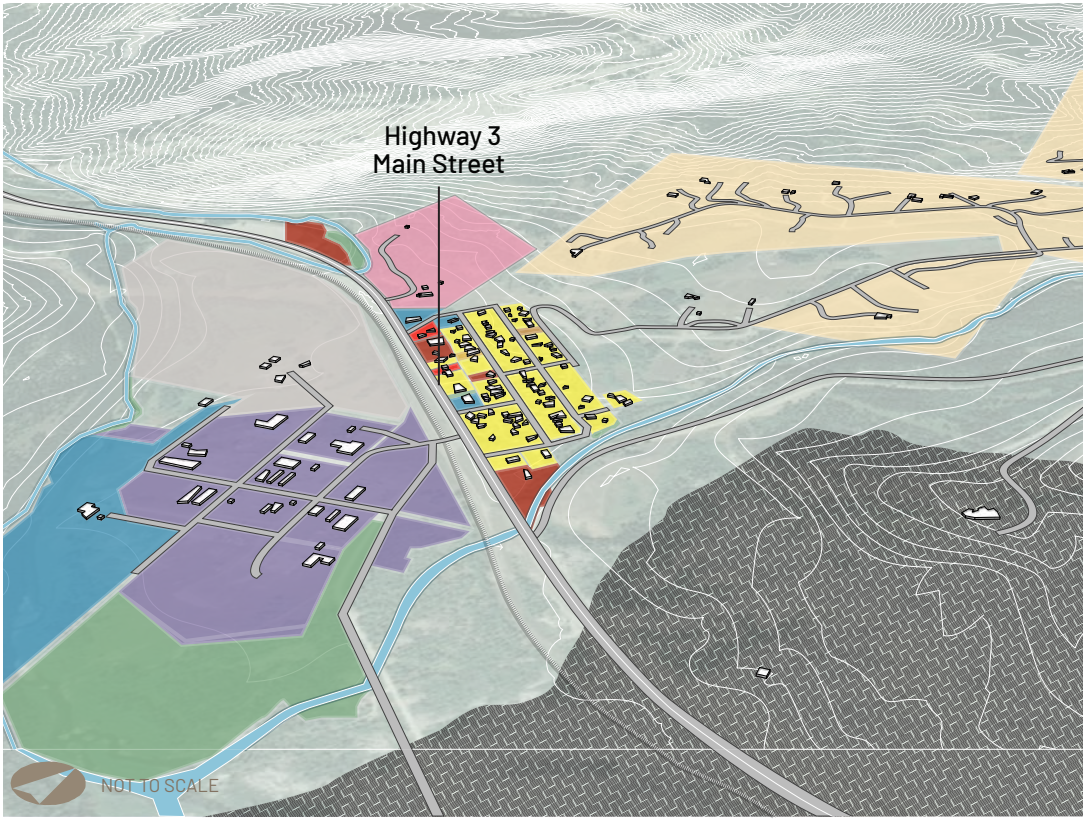
COLEMAN



CROWSNEST PASS CENTRAL CORRIDOR



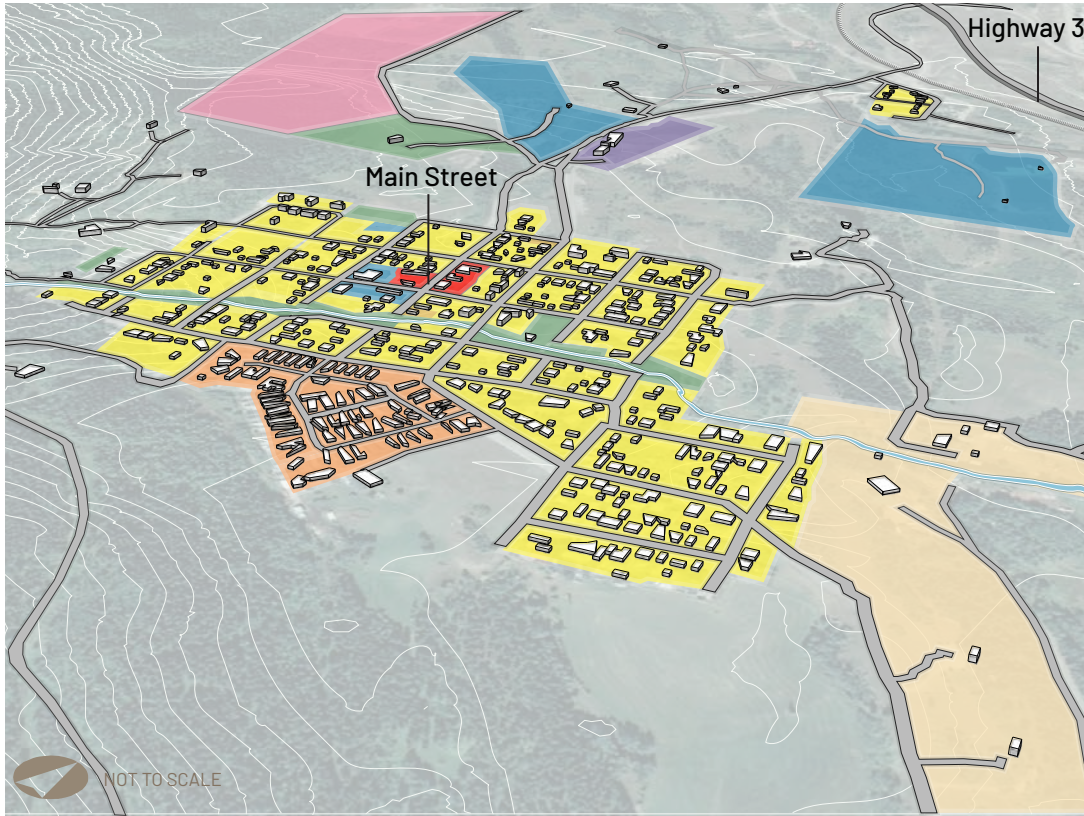
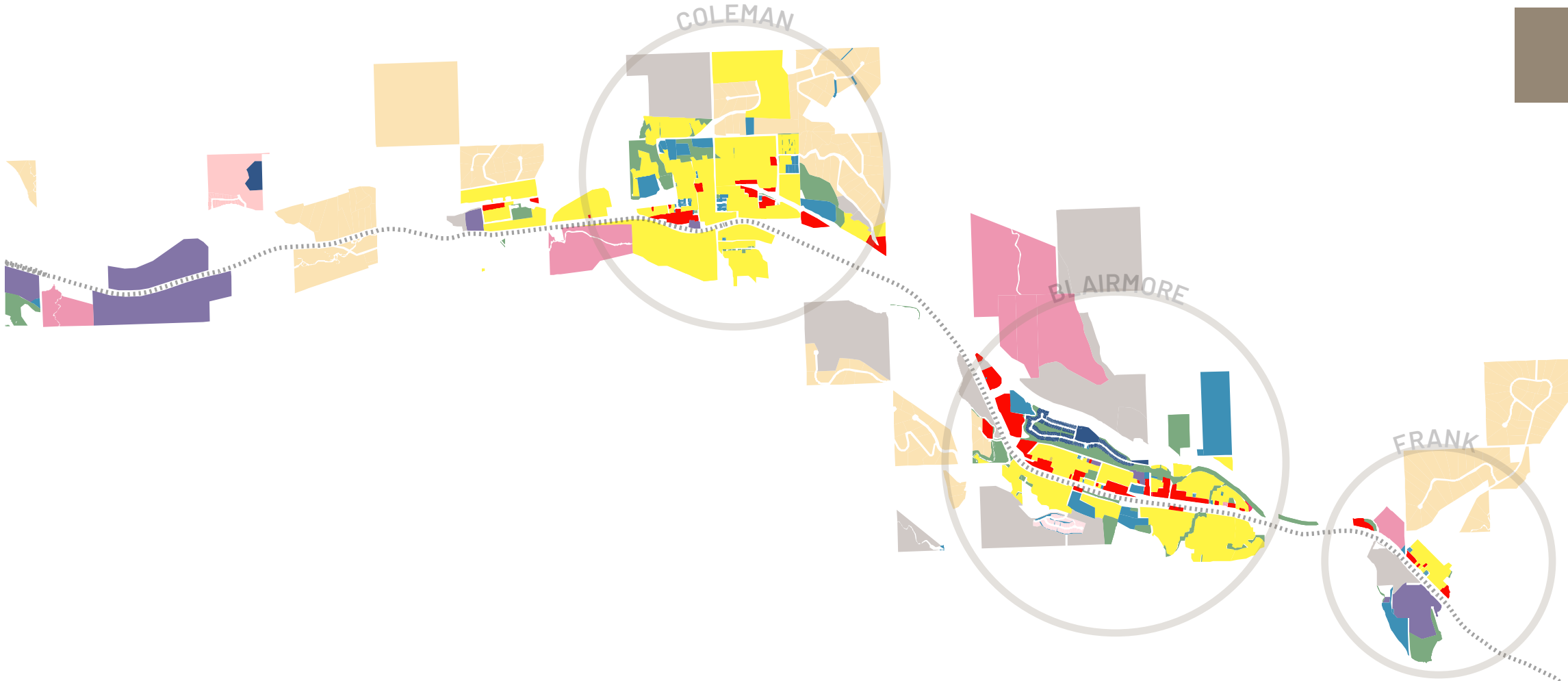
BLAIRMORE



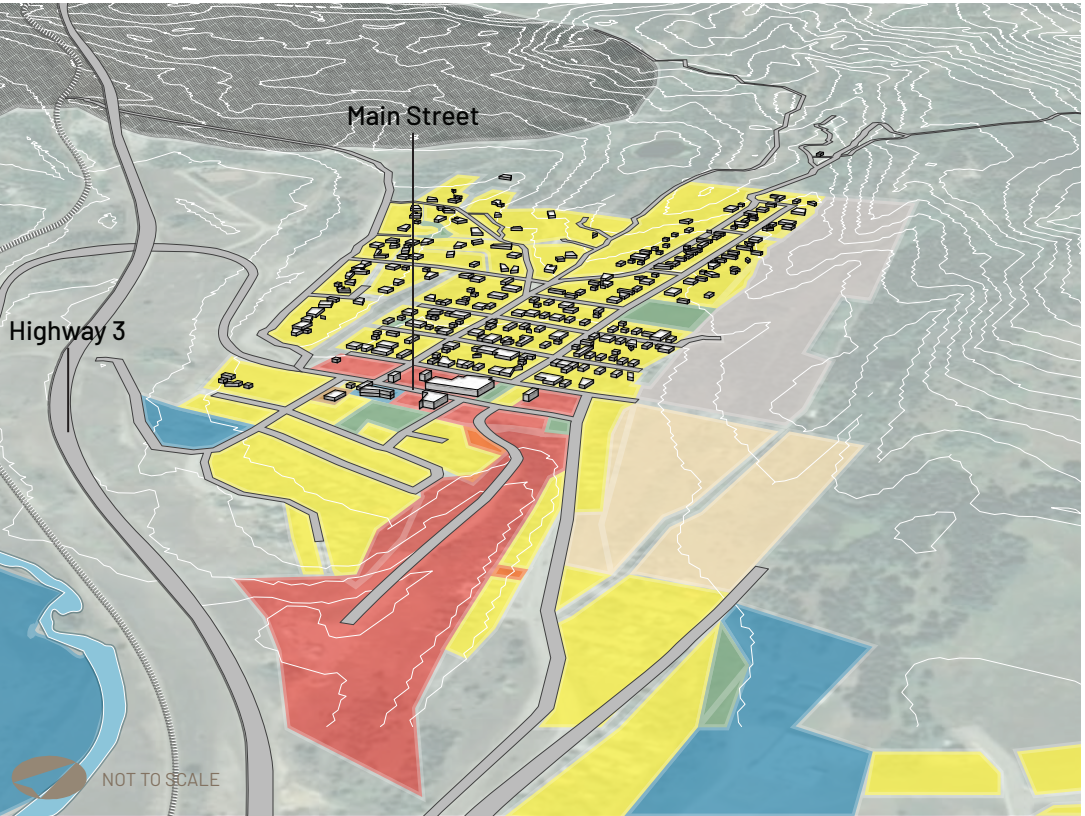
FRANK

LAND USE

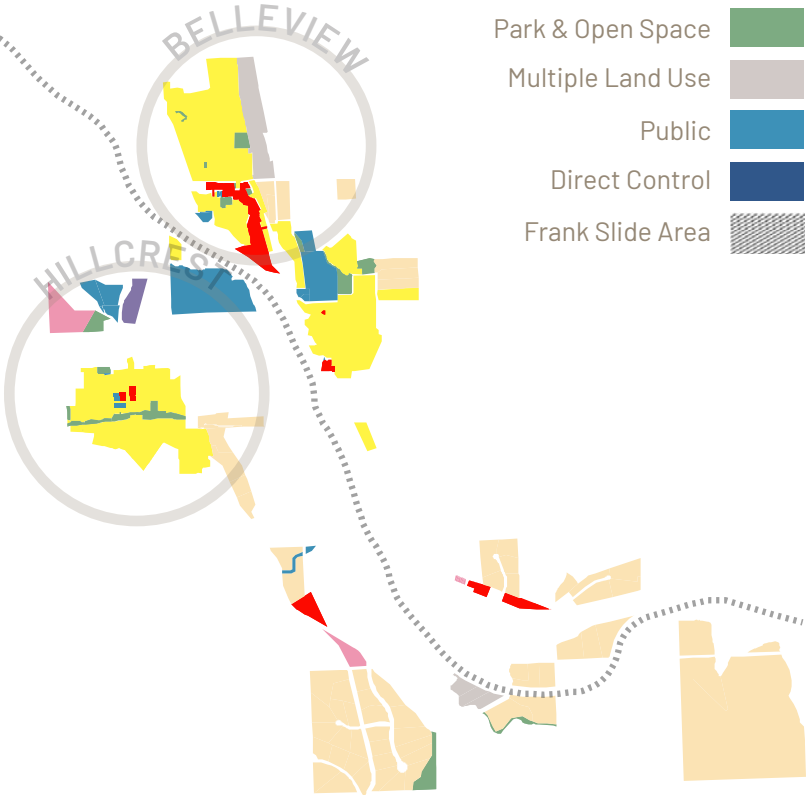
- Residential
- Residential R-1A
- Duplex
- Multiple Residential
- Country Residential
- Mobile Homes
- Commercial
- Drive in Commercial
- Comprehensive Commercial
- Ski Village
- Commercial Recreation
- Industrial
- Park & Open Space
- Multiple Land Use
- Public
- Direct Control
- Frank Slide Area



HILLCREST



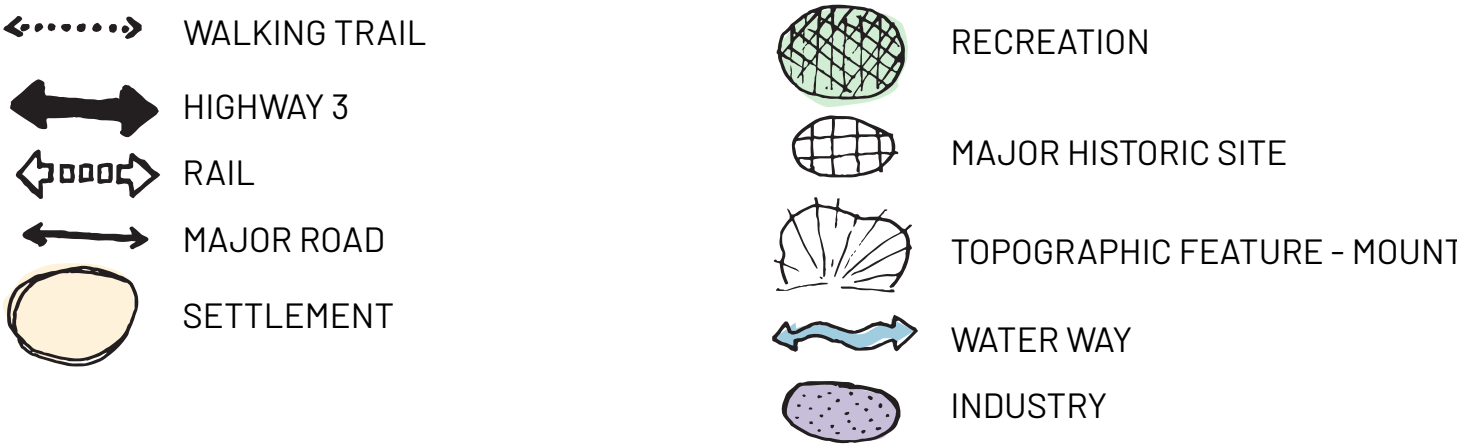
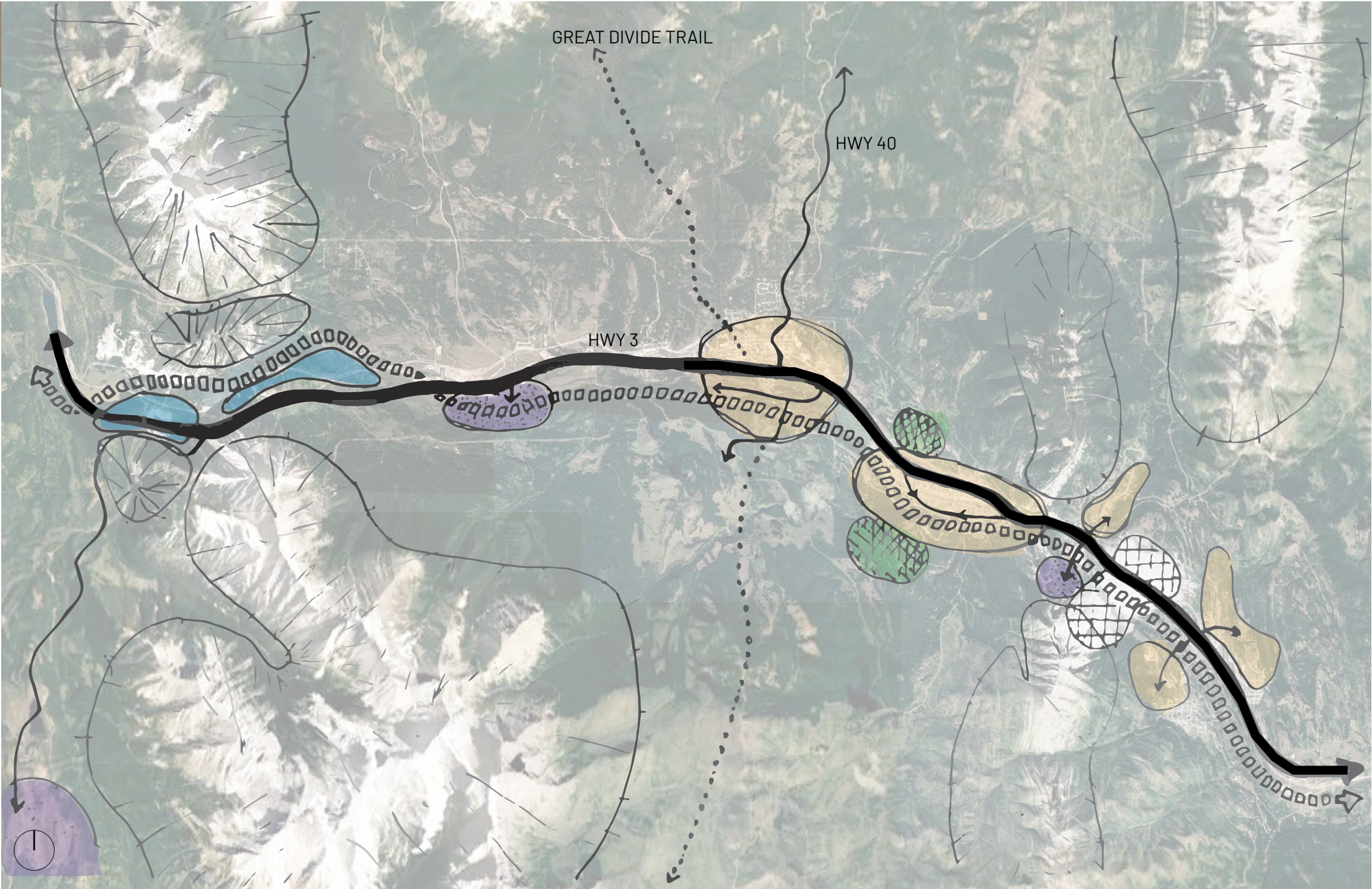
BELLEVUE (WEST)



ANALYSIS

FUNCTIONAL ANALYSIS

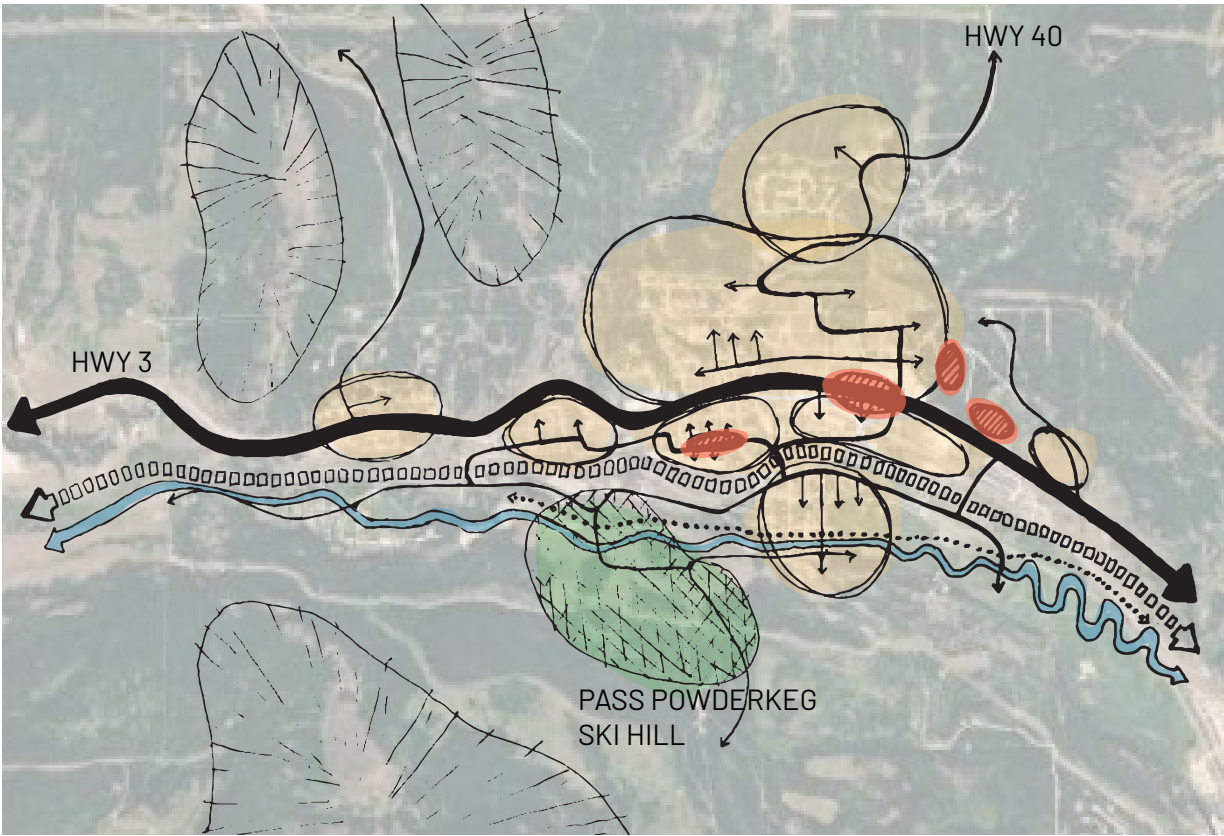
Looking at the Pass as a whole, movement, activity, and structures are concentrated around the east, west corridor of the highway and railway. Settlement areas slow down the flow and movement of people, vehicles, and goods. Smaller streets, access roads, and trails spoke outwards from the main east, west corridor. The Pass' topography dictates and help define the built environment boundaries and the flow of people within them.



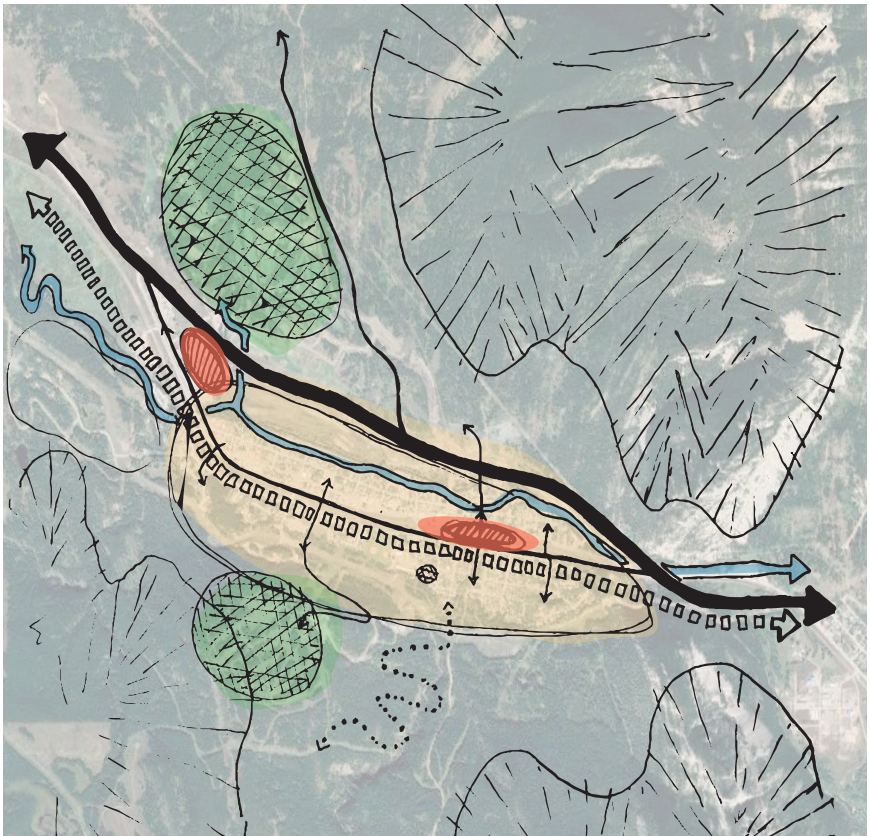
FUNCTIONAL ANALYSIS

These detailed diagrams highlight the major areas of settlement, their internal flows and defining linkages that help connect them to one another.

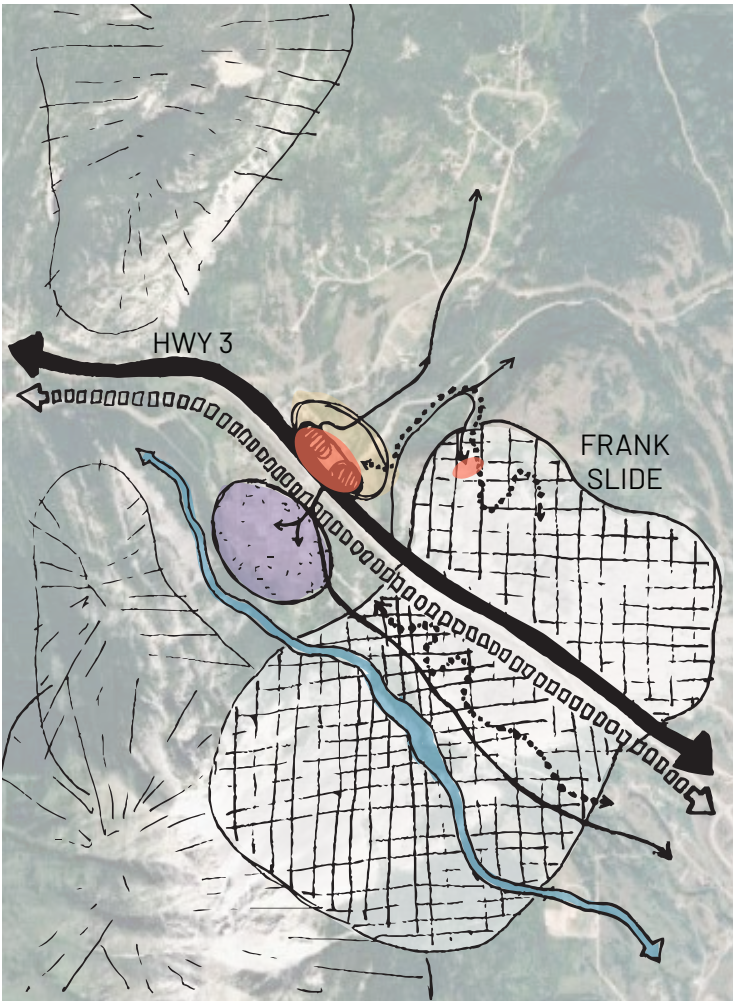
The individual flow and features of each community support and make up the collective character and identity of the Pass.



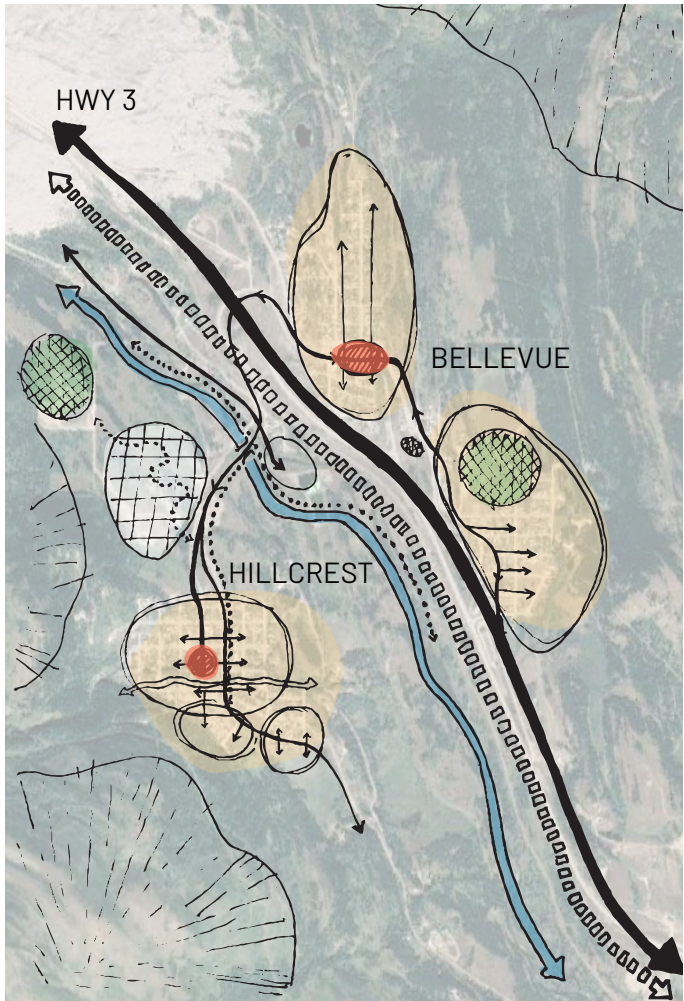
COLEMAN



BLAIRMORE



FRANK



BELLEVUE & HILLCREST

- HIGHWAY 3
- RAIL
- MAJOR ROAD
- SETTLEMENT
- ACTIVITY/SOCIAL NODE
- RECREATION
- MAJOR HISTORIC SITE
- TOPOGRAPHIC FEATURE - MOUNTAIN
- WATER WAY
- INDUSTRY
- WALKING TRAIL

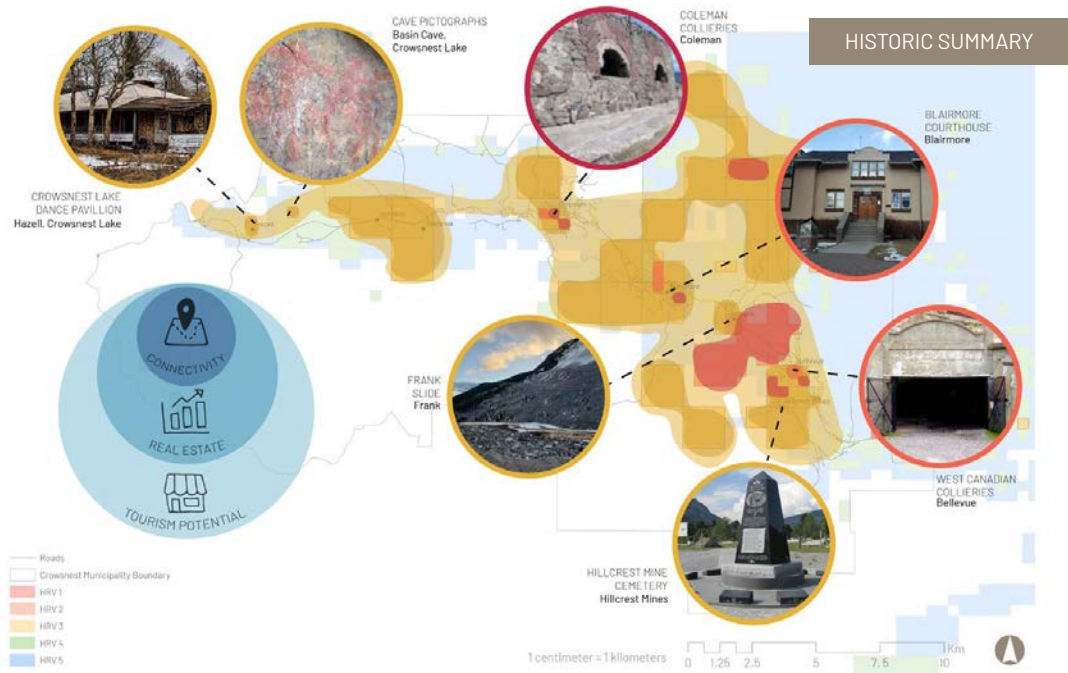
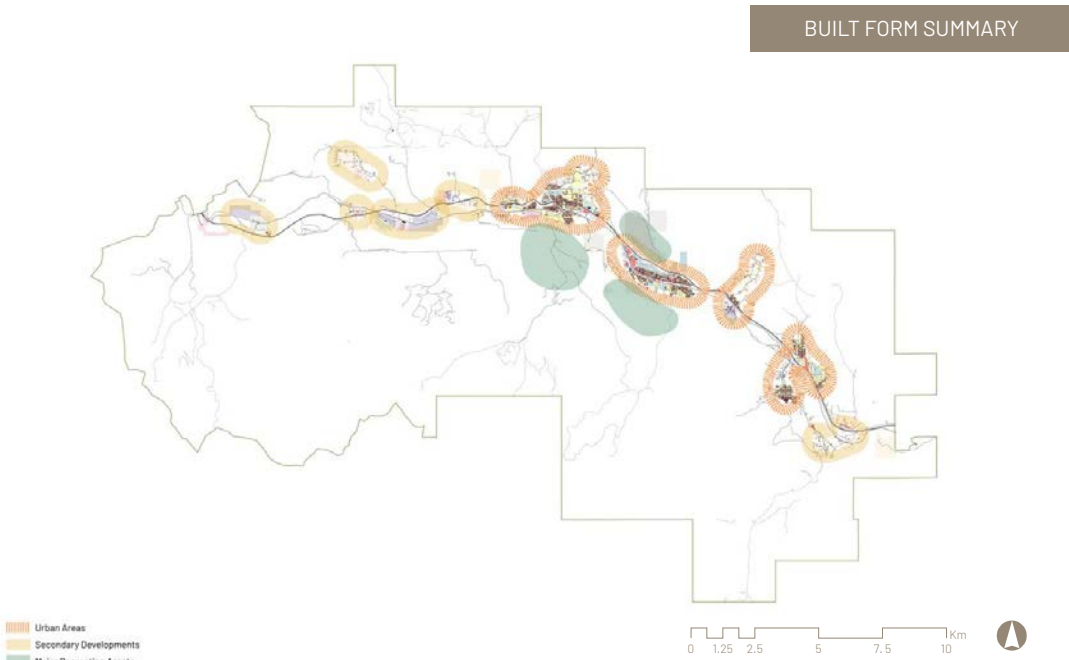
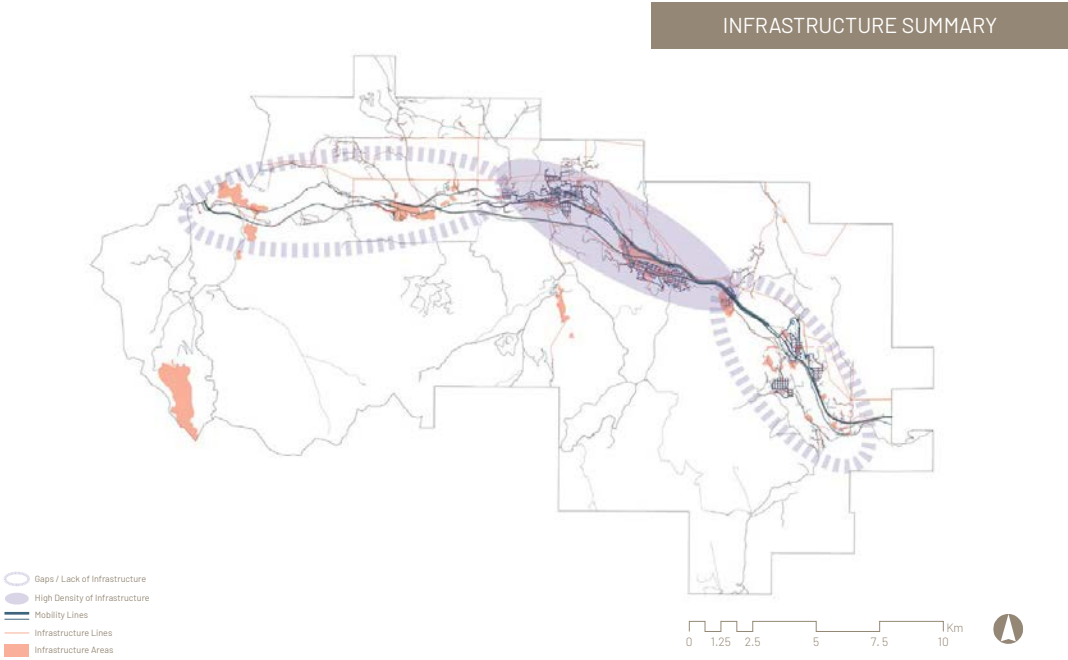
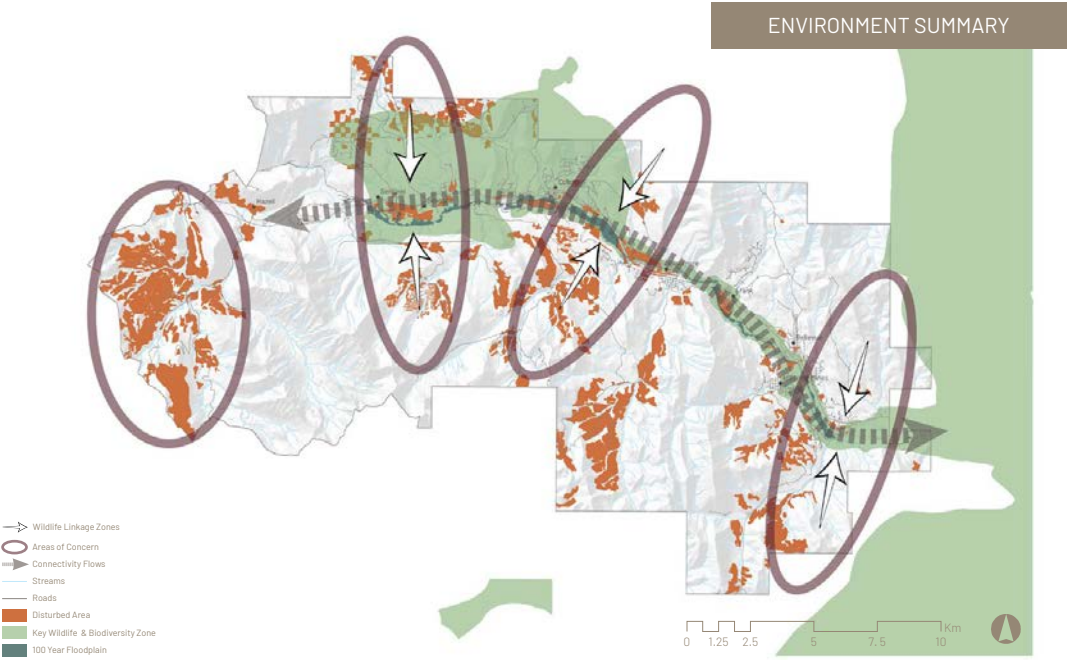
ANALYSIS SUMMARY

CONSTRAINTS

- The Pass has evolved as a corridor over time, with limited developable land and lacking a sense of arrival.
- The amalgamation of five towns into a municipality renders a challenge of unifying decentralized resources, both tangible (infrastructure, commercial services) and intangible (collective identity and cultures).
- The closure of the mining industry in the Pass created an economic and commercial void evident in its Main Streets and limited commercial land use tax base.
- Despite the main industry shutting down, the Pass still houses a moderately-stable resident population, creating an unbalanced residential/commercial/industrial tax base that limit growth and investment capabilities.

OPPORTUNITIES

- The abundance of open space and natural areas such as PLUZs and Provincial Parks give the Pass a unique location to capitalize on outdoor activity accessibility.
- The Pass’ extensive heritage asset inventory presents multiple opportunities for adaptive re-use of buildings and capitalizing on its history as an economic and cultural development driver.
- The housing stock made up of mostly single-family detached homes provides the opportunity for ADU implementation, potentially doubling density without the need for mid-rise or high-rise development.
- External factors such as a growing outdoor tourism industry and global remote-work trends can be embraced to make the Pass a remote-work-friendly location, given its amenities and high quality of life index.



COMMUNITY ENGAGEMENT

CROWSNEST PASS

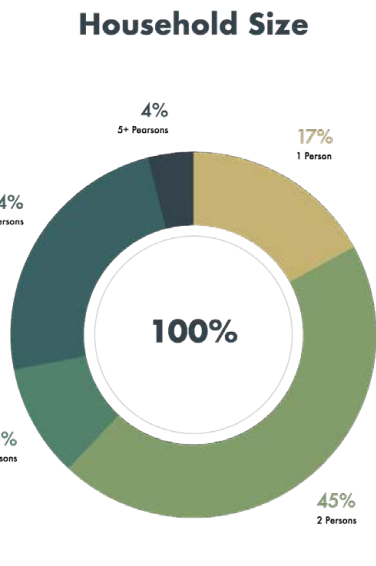
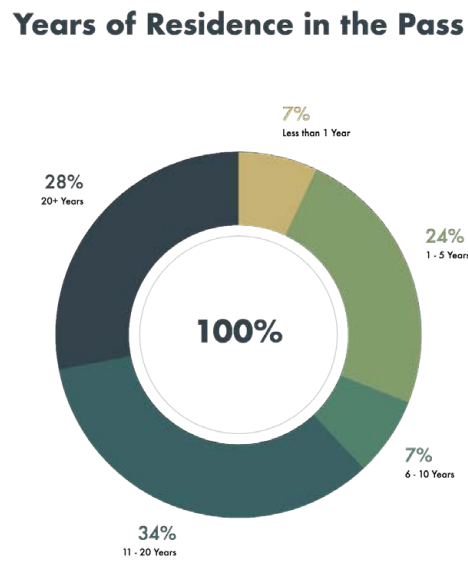
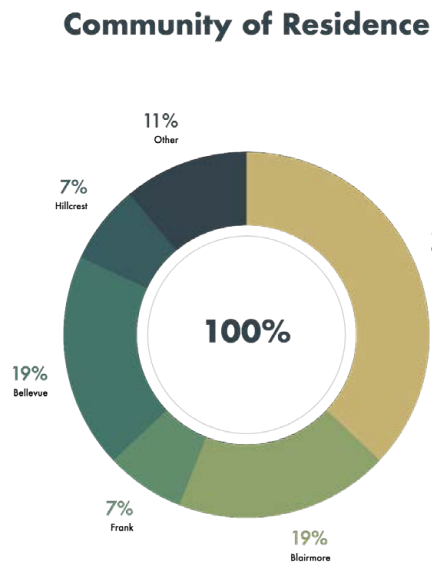
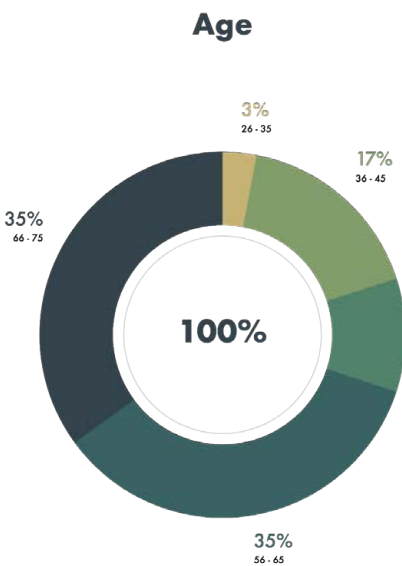
COMMUNITY ENGAGEMENT

PROCESS

With an ongoing global pandemic, Community Engagement and Collaboration was limited to Zoom breakout discussions and presentations.

The initial Community Engagement Workshop was held on February 23rd, 2021.

A survey was conducted on the participants in attendance to garner general information such as age, community of residence, years residing within the Pass, and household size. A range of questions were discussed in small groups regarding the current challenges and future possibilities within the Pass. Regrouping and recapping small group discussions revealed common themes as groups shared their feedback. These discussions presented a diverse array of issues and opportunities to address within the Pass.



QUESTIONS

What are the main challenges today for development?

What are the challenges for future housing? What kinds of housing types are missing in the community?

Where do you shop for your weekly essentials and what type of commercial for you think is missing?

Where do you walk and/or cycle?

Which parks and open spaces do you visit regularly and what do you think is missing?

What are the main challenges dealing with the highway and the train tracks?

What are your main concerns for driving and parking?

What are the special places in the Pass?

Where would you like to walk/bike?

What kinds of improvements would you like to see to the parks and open spaces?

What areas do you consider appropriate for housing infill and sensible development?

Do you see an opportunity for more creative housing types?

What kind of street scape improvements do you think are necessary and where?

Where do you see specific opportunities for tourism and recreation?

Any other opportunities?

COMMUNITY ENGAGEMENT

WHAT WE HEARD



LAND USE & HOUSING

- Need for higher density
- Extreme lack of rental vacancies
- Need for more infill
- Infill should align with existing character
- Aging-in-place is a concern/desire

“We need ask ourselves, ‘what makes this community remarkable?’”



AMENITIES & BUSINESS

- Need for more corner stores and small markets
- Need for more diversity of commercial offerings
- Preservation of heritage streetscape
- Opportunity of marrying tourism with other industries
- Avoid having Blairmore as a “hub with spokes [other towns]”.

“It’s not Canmore and we want to keep it that way.”



CONNECTIVITY

- Need for less car-dependency
- Increase walking and biking infrastructure
- Public transit is an issue
- Pedestrian safety concerns, especially along the highway
- Appreciation for existing Community Trail

“Without a car, you run into problems quickly.”



PARKS & OPEN SPACE

- Amazing open spaces, but dispersed
- Opportunities for more recreation and activities at the lake
- Appreciation for the natural landscape viewsapes
- Intersection of open space and historic assets (Burmis Tree, Frank Slide)

“You can go skiing and out for dinner in the same evening without driving out of town!”

SUMMARY

From the Community Engagement Workshop, discussions highlighted shared concerns, insights, and opportunities for growth. Many residents and visitors of the Pass mentioned the existing strength of outdoor recreation, and the rich heritage of the Pass. Others voiced that there was a need for additional residential units and strengthening of community identity.

This word map and hierachy of Community Planning Elements reveals some of the most common concepts and issues addressed. These voiced concerns were then cross referenced with our site analysis to distill general findings and conclusions that helped guide the design intervention process.



DESIGN STRATEGY

CROWSNEST PASS

DESIGN STRATEGY

VISION

The Analysis and Engagement processes rendered a deeper understanding of the Pass, its history, current condition and the challenges it faces. Through this lens we defined a vision for the future of the Pass and the goals to bring these concepts to reality.

“The Pass will be a community that embraces its collective identity and values. A place where the built environment works to create a vibrant & resilient community that adapts and responds to the needs of its residents and visitors alike.”

GOALS

Through this process we distilled eight Community Development Goals that make up the vision for the future of the Pass. These goals represent the values transmitted by the community, opportunities for growth, and a framework for the design interventions.



COMMUNITY DEVELOPMENT GOALS

AUTHENTICITY

ADAPTABILITY

INCLUSIVITY

SUSTAINABILITY

EFFICIENCY

DIVERSITY

RESILIENCY

ACCESSIBILITY



RESIDENTIAL
Creating worthy, quality living spaces that afford housing to the community. Respecting the community's character and identity through appropriate mass and scale of building typologies. Allowing for healthy, organic, and sustainable densification.



COMMERCIAL
Fostering vibrant and useful commercial spaces that support the local economy and capitalize on the historic Main Street buildings and community nodes.



REC & OPEN SPACE
Capitalizing on the Pass' location amongst natural landscape assets such as PLUZs, Provincial Parks, water bodies and the accessibility to all of these spaces.



HISTORY
Drawing from the Pass' history and heritage elements to further its story and cultural identity. Respecting its history and using it as a cornerstone for its evolution into the future.



TOURISM
Leveraging the Pass' unique location and history to create a local tourism industry that is aligned with a healthy, vibrant growth strategy.



SOCIAL WELLNESS
Developing places and resources that service the community and promote a higher life quality and liveability throughout the Pass.



MOBILITY
Ensuring that the built environment, open spaces and services are connected and accessible for everyone in the Pass regardless of transportation mode.



INDUSTRIAL
Creating better infrastructure and processes to serve the community and improve its efficiency and sustainability moving forward.

DESIGN STRATEGY

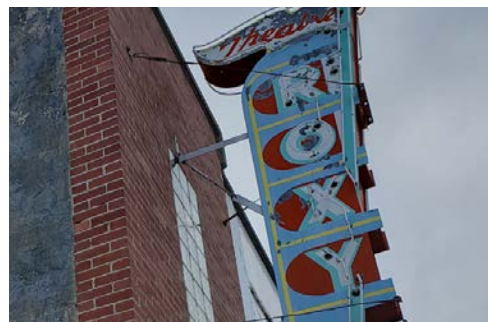
ELEMENTS

In order to fulfill and measure our Community development goals, we outlined 8 elements to use as guiding tools throughout the planning process. Together, these elements can paint a strong picture of each community's strengths and potential. These elements help to guide the design intervention process, leading into the strategies for implementation.

These elements represent the general uses of space, social amenities and quality-of-life needs that the public realm must provide. By keeping these elements as both design constraints and drivers, the data from the Analysis Phase can be better read and transformed into potential interventions.

STRATEGIES

Factoring in these Goals with the research, engagement and development of ideas and strategies, we created eight Community Planning Elements that guide the design intervention process and are manifested through four main strategies: *Main Streets, Land Use, Trail Network, and Unique Interventions.*



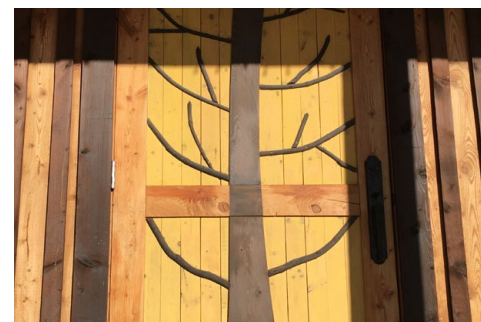
**MAIN
STREETS**



**LAND
USE**



**TRAIL
NETWORK**

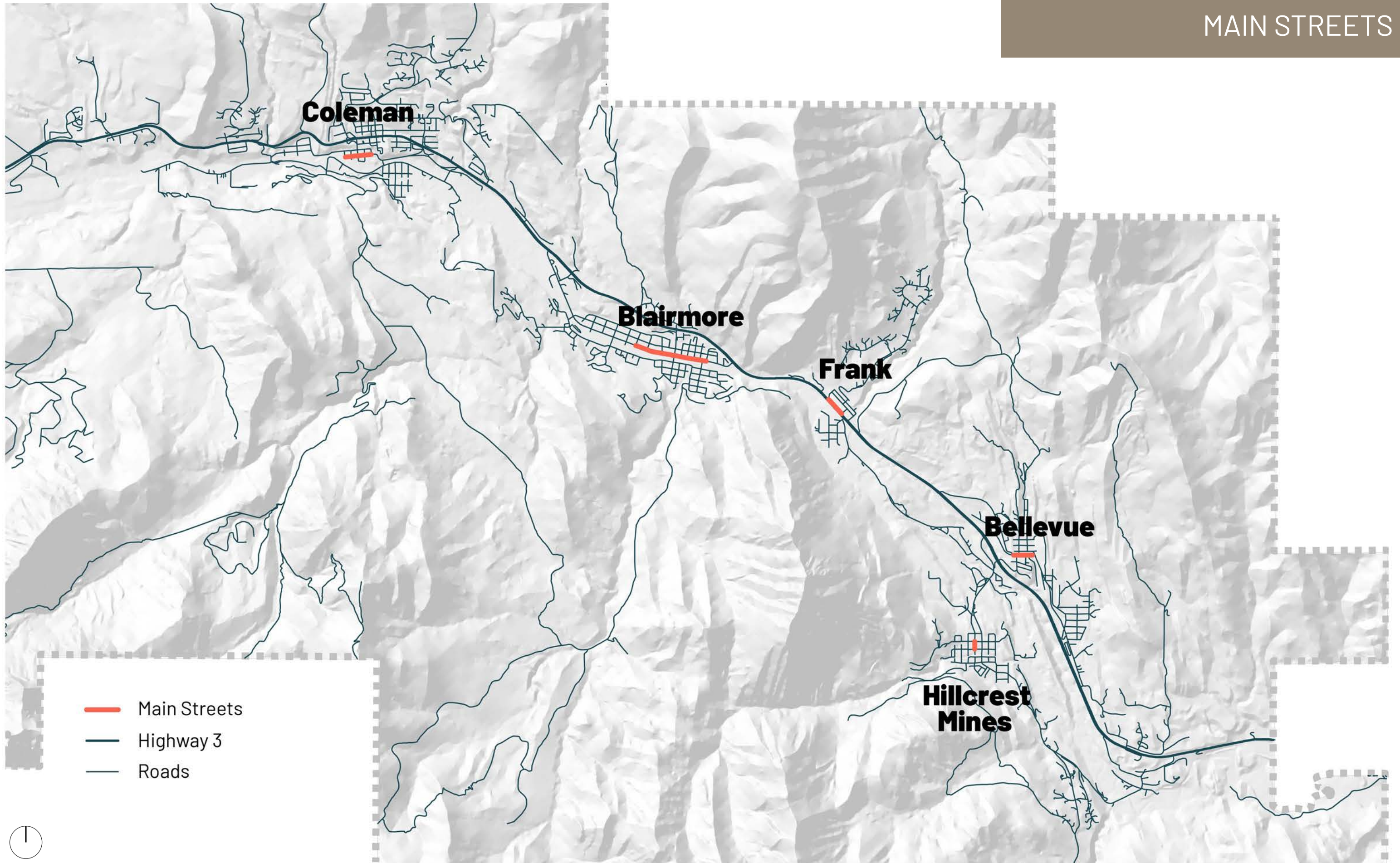


**UNIQUE
INTERVENTIONS**

MAIN STREETS

CROWSNEST PASS

MAIN STREETS



MAIN STREETS

OBJECTIVES

One of the effects of amalgamating five communities into one municipality is having decentralized commercial hubs and five different and distinct Main Street nodes.

The main objective of intervening Main Streets is to amplify each community's unique identity and commercial node while strengthening the shared identity and economic offering of the Pass.

Currently, each of the Pass' Main Streets have a high number of commercial space vacancies, and at the same time one might lack one or more services that other nodes can offer.

Through specific strategies and interventions we propose a strengthening and redesign of Main Streets to better serve the Pass.

STRATEGIES

One of the great assets of the Pass' Main Streets is the large inventory of heritage buildings. This gives the Pass its unique boom-town, turn-of-the-century visual and cultural language and identity.

Our strategies focus on the space between the buildings, and rethinking the flow of people and the activities that can happen on Main Street. This allows for the creation of a sense of place and arrival, a subtle but distinct core and "heart" of each of the communities, where people can interact, meet, shop and share everyday life.



MAIN STREETS

STREETSCAPE

Each of the following interventions focuses on the streetscape of each Main Street. By redesigning the public space around the buildings, we can achieve a modern, adaptable street that addresses and embraces different users. Pedestrians, bicycles and vehicles can move through the community node, while the historical structures maintain the deep-rooted identity of the Pass.

Best practices were used while designing these interventions: Wider sidewalks that meet or exceed Americans with Disabilities Act dimension guidelines, raised table intersections and street design elements as per the National Association of City Transportation Officials Design Guide. These technical specifications, in addition to case study research from the Canadian Urban Institute's Bring Back Main Streets Program

BALANCE & EVOLUTION

The following strategies have been designed to reach the balance of historic identity and modernization and adaptability towards the future.

Each intervention carefully takes into account the specific conditions of the place and elements around it. At the same time, similar elements are applied in each different intervention, creating a cohesive and continuous visual language along the Pass, while responding to each community's individual Main Street context and challenges.



FRANK MAIN STREET

CURRENT CONDITIONS

Home to the nearby Frank Slide and at the center of heavy throughway traffic, Frank’s main street interface proves itself to be an aggressive transition into the town’s smaller, quaint streets. Residents highlighted the streetscape as an area of concern with need for improved pedestrian and bike safety.

Having Highway 3 as a Main Street proves a challenge for the homes and retail spaces along Frank’s Main Street. The constant movement of heavy freight has impacted the quality of the asphalt along this stretch of H3 and creates a sidewalk and interface littered with gravel and debris.

Pedestrians have a narrow sidewalk to walk on and entering and exiting perpendicular roads creates a number of high-risk intersections.



IDENTIFIED OPPORTUNITIES

- Creating a division between high-speed heavy traffic on the Highway and local traffic.
- Improving the pedestrian realm and interface.
- Developing an adaptable and non-permanent intervention considering future potential improvements/changes to Highway 3.
- Mitigating sound pollution from CP Rail, which runs parallel to Highway 3.



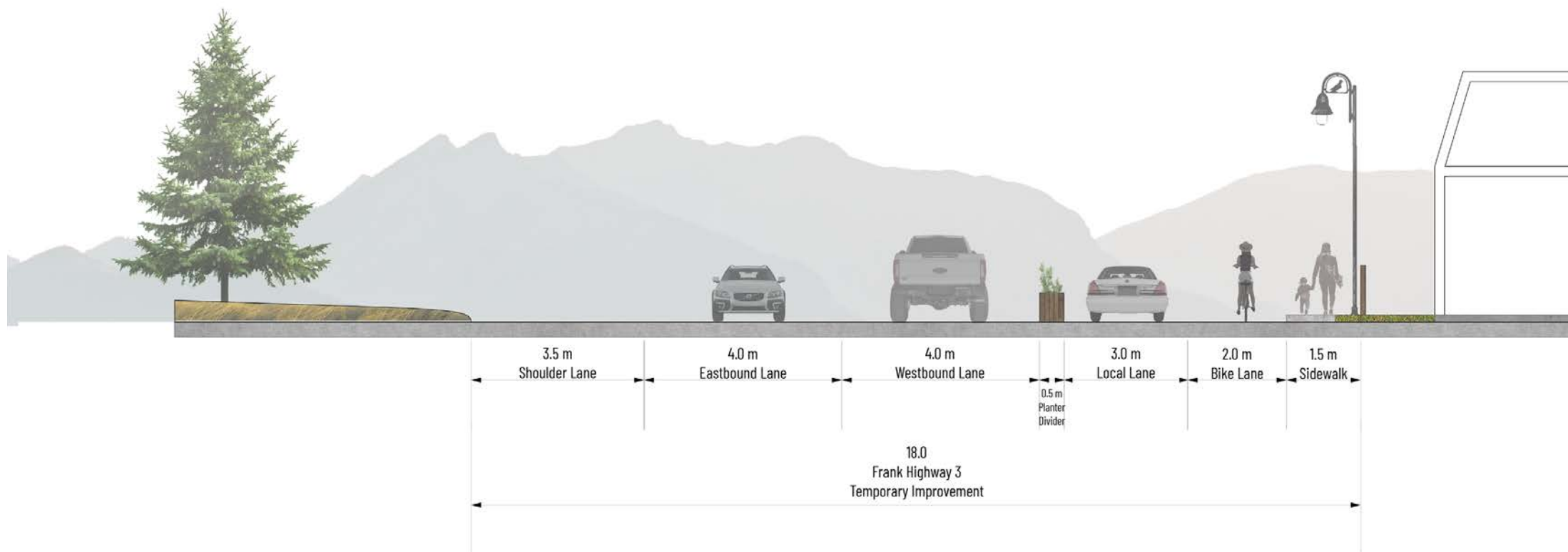
FRANK MAIN STREET

RECOMMENDATIONS

We are proposing an extended sidewalk and concrete buffer divided local lane on Highway 3.

These elements will accomodate local traffic and a cycling lane. The redesigned cross section also includes a wider sidewalk (2.0m) and Crowsnest Lamp Posts.

These are flexible interventions that can be readapted depending on the future of the highway. The planter buffers can be easily relocated with a forklift and still allow for access to perpendicular streets when activated as a local lane divider.



Added Trail



HILLCREST MAIN STREET

CURRENT CONDITIONS

Hillcrest’s smaller scale and predominantly residential land use render the nickname of the “Bedroom Community”. Many people enjoy its slow streets and access to trails.

It is home to the Hillcrest Mine Memorial, multiple open spaces and connections to both Castle Provincial Park and the Frank Slide trail.

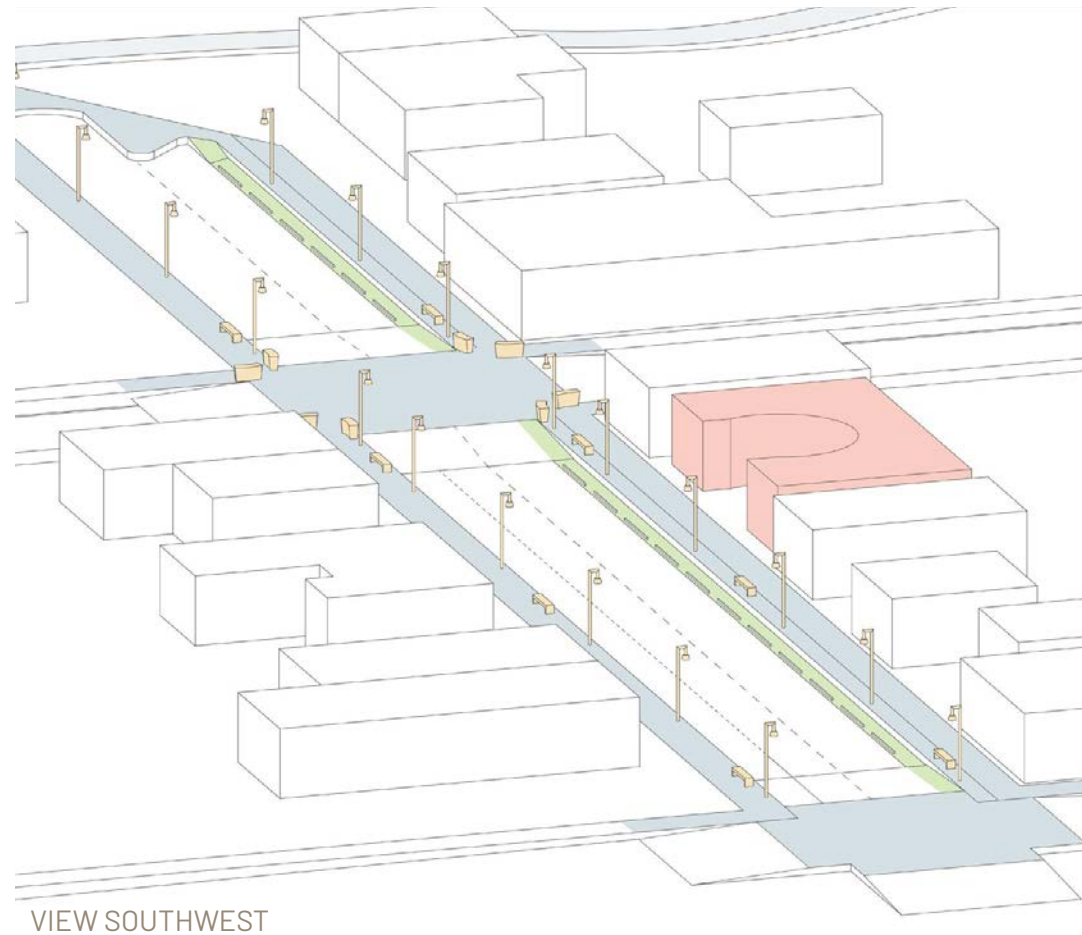
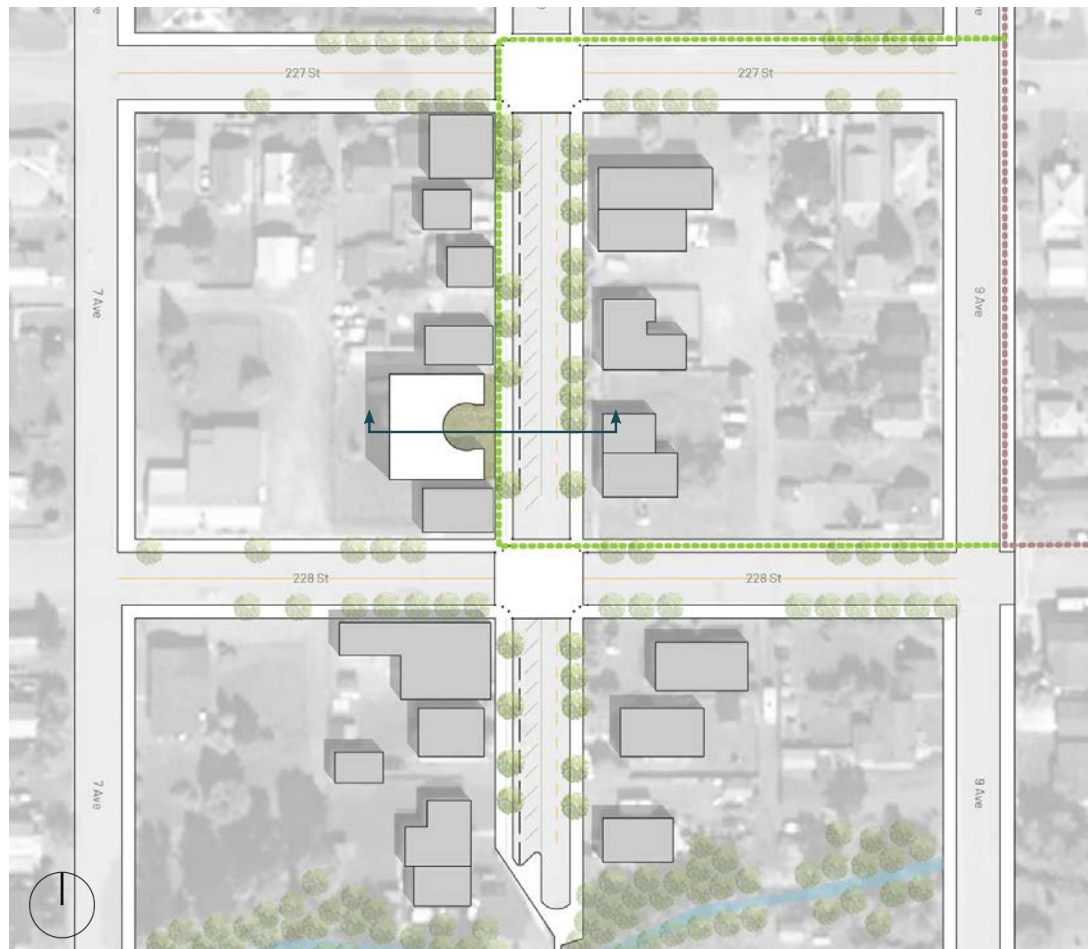
Hillcrest has a small Main Street node that currently has a number of vacancies and a developable lot on its main block.



IDENTIFIED OPPORTUNITIES

- Developable land on Main Street.
- Underdeveloped Main Street node.
- Potential connection to Castle Provincial Park.
- Improving pedestrian interface for walkability and streetscape upgrades.





HILLCREST MAIN STREET

RECOMMENDATIONS

Hillcrest lends itself for an improved, more defined and walkable MainStreet node. The addition of lighting with Crowsnest Lamp Posts, extended sidewalks, street trees and raised table intersections, better shapes Hillcrest's central meeting point.

Additionally, a mixed-use development with a courtyard setting along Main Street (highlighted in red) will bring residents to the main block of the community node and raise the foot traffic and activity of the area.

Angle parking, a bike lane and brick-lined sidewalks frame the street trees and fixtures, giving Hillcrest's heritage buildings a new visual foundation.



..... Community Trail

..... Added Trail



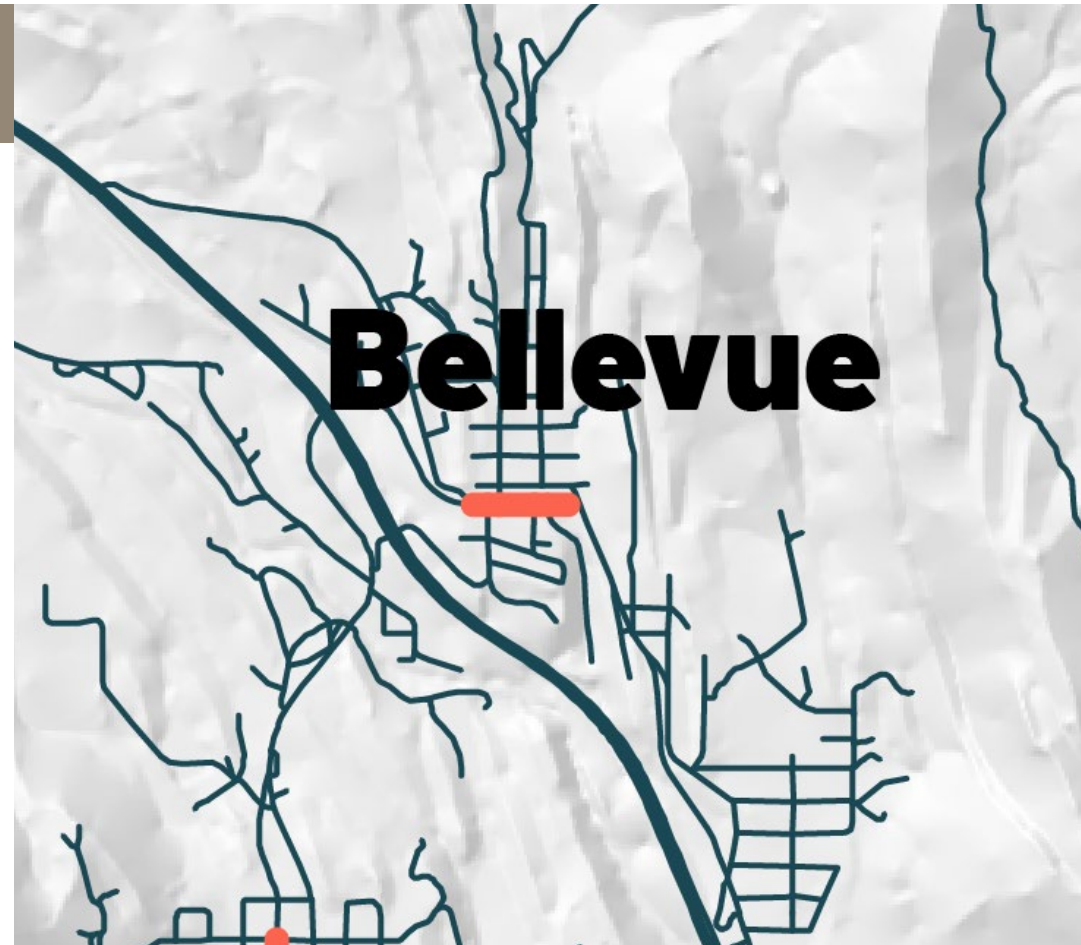
BELLEVUE MAIN STREET

CURRENT CONDITIONS

Bellevue, across Highway 3 from Hillcrest, is home to the Bellevue Mine Tours, as well as an array of historic building inventory assets.

Bellevue's T-shaped intersection houses a number of historic buildings and local shops, but lacks a pedestrian-friendly interface, with only narrow, unprotected sidewalks.

Its remote location from Highway 3 make it less accessible by mobility modes other than vehicles, driving down it's commercial patrons and potential tourists.



IDENTIFIED OPPORTUNITIES

- Improve connectivity to Community Trail.
- Upgrade streetscape to better serve pedestrians and cyclists.
- Create a sense of arrival and commercial corridor.
- Frame and boost its heritage buildings character and identity as a community.

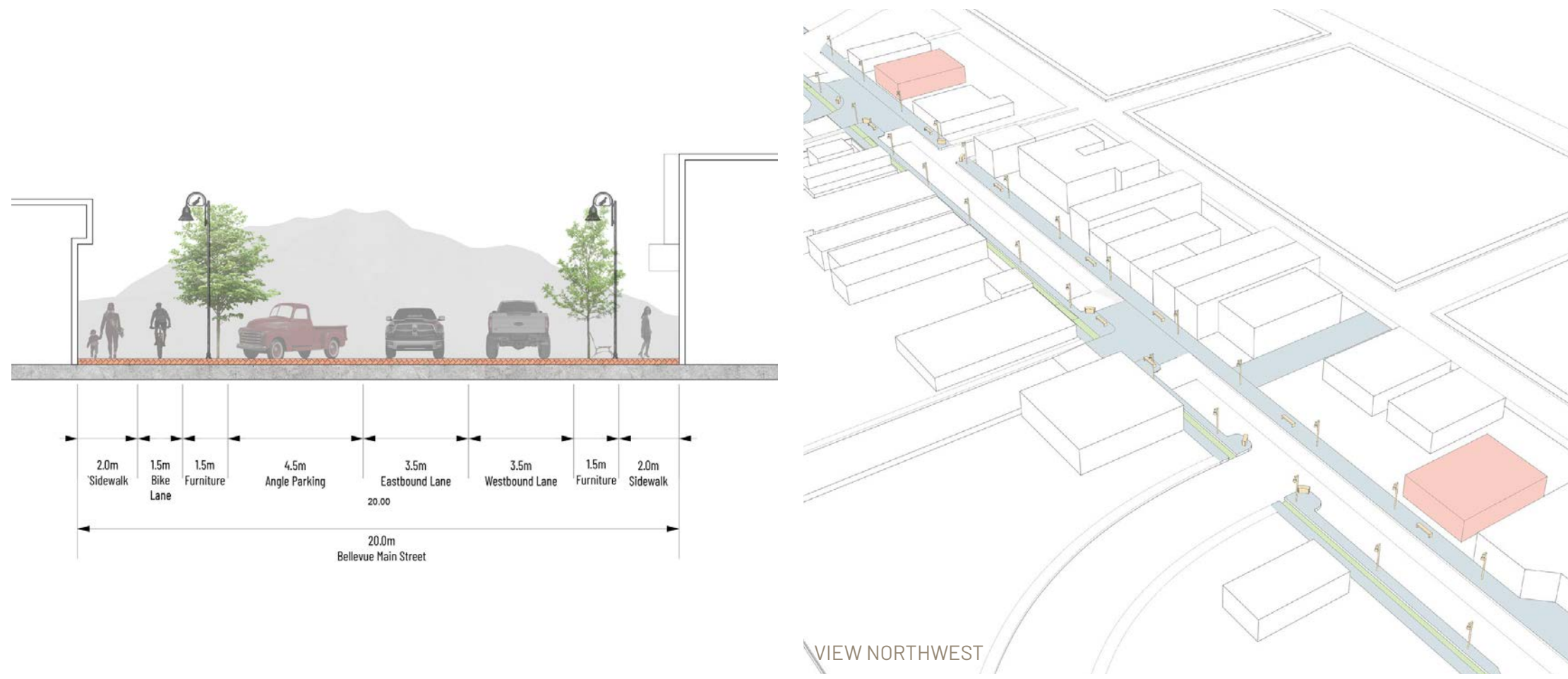


BELLEVUE MAIN STREET

RECOMMENDATIONS

Bellevue's Main Street can benefit from better trail connectivity and street conditions that foster more foot traffic and economic activity. By widening sidewalks, adding street trees and benches on the sunnier north side of the street it becomes more pedestrian friendly and allows for lingering in, around and outside the local shops.

This is reinforced by street trees, a bike lane on the southern side of the street and raised table intersections that can foster slower pace for both vehicular and pedestrian activities.

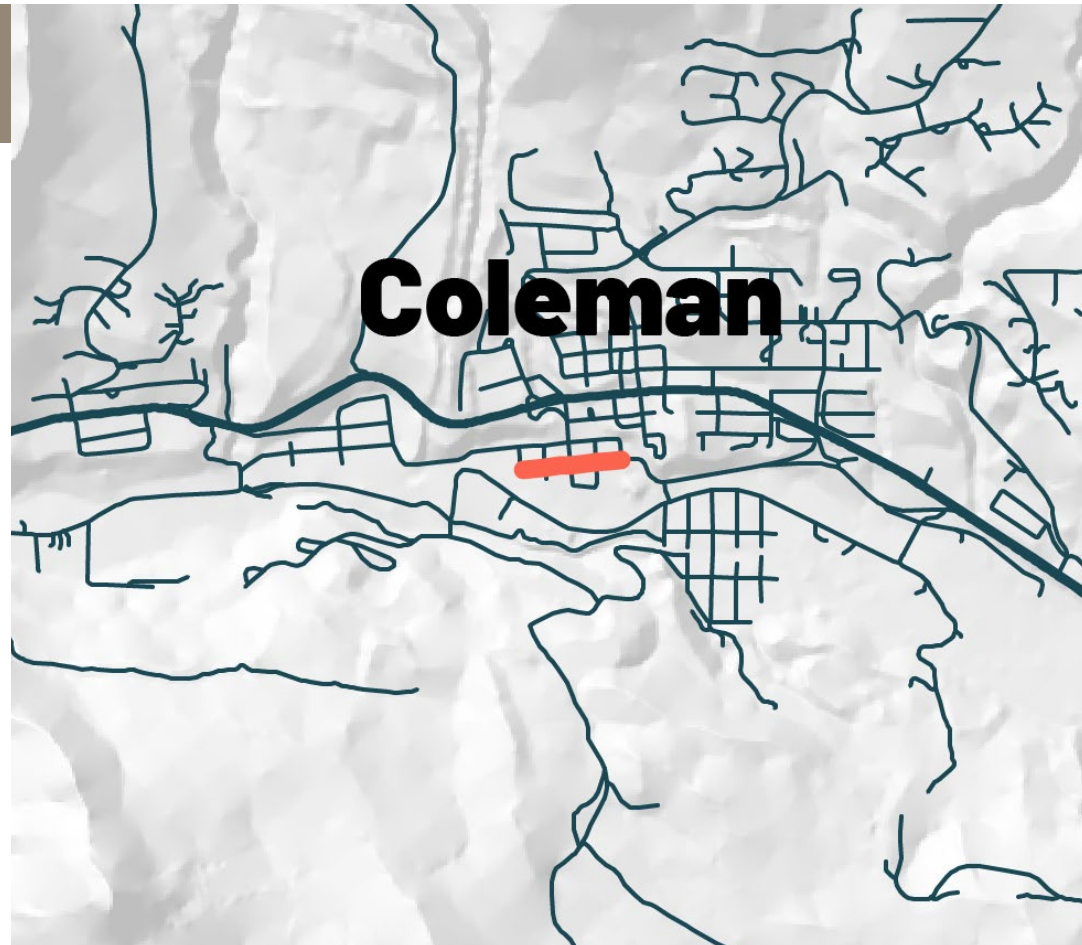


COLEMAN MAIN STREET

CURRENT CONDITIONS

Coleman's Main Street is full of rich heritage buildings and shops that call it home. Coleman has recently undergone a Main Street revitalization program that improved most of its streetscape along a number of blocks.

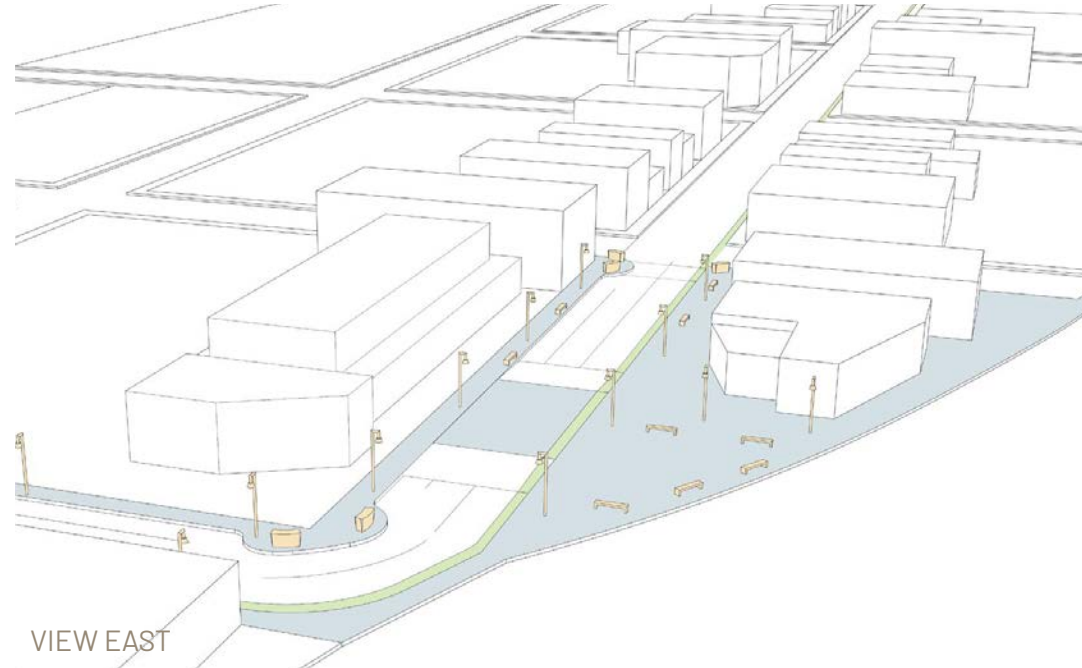
However, many of its historic store fronts remain vacant or under-utilized. Additionally, the western edge of Main Street that loops back north to 16th Ave lacks a sense of place and arrival as an entry/exit point of the main corridor.



IDENTIFIED OPPORTUNITIES

- Capitalizing on current Main Street revitalizations and extending west towards the end of the corridor.
- Redevelopment of NUA on the southwest corner of main street into a park/flexible recreation area.
- Improved pedestrian and cyclist infrastructure and interface within Main Street, promoting a multi-modal use of the street.
- Space for new mixed-use developments.





VIEW EAST

COLEMAN MAIN STREET

RECOMMENDATIONS

Building upon what is already existing in the centre of 17th avenue, we are proposing to extend the current revitalization to include the western end of the street.

The proposal includes a new mixed-use space development, frontage widening with wider sidewalks and planters, as well as an integrated bikeline and raised intersections. A bike lane along 17th Ave Main Street framed by benches, Crowsnest Lamp Posts and curb bumpouts create an improved, pedestrian-friendly streetscape that frame the heritage buildings along the corridor.

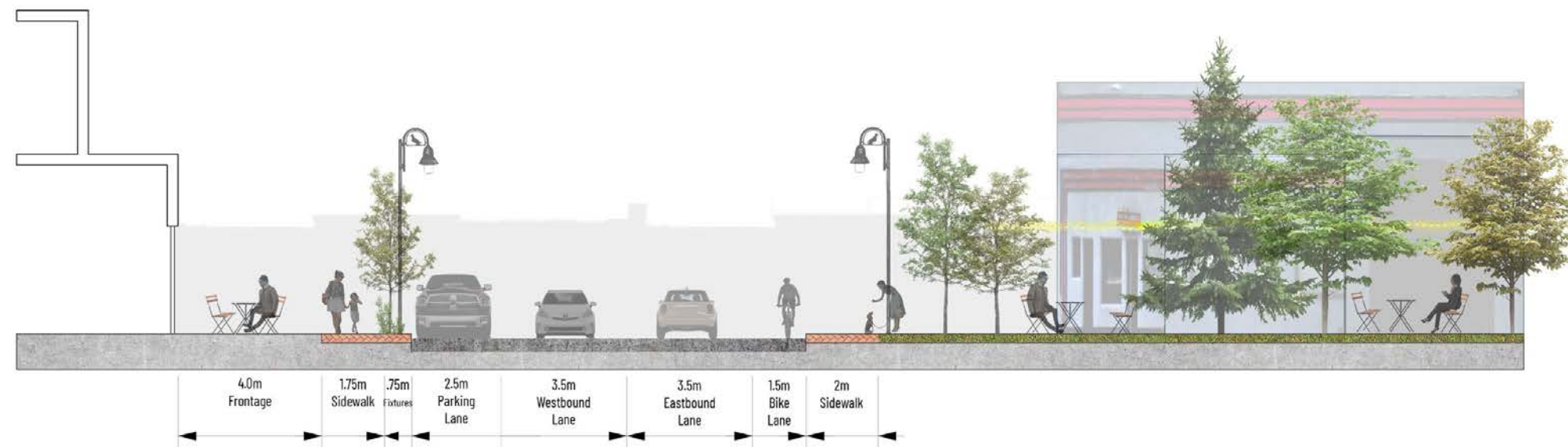
Combined, these interventions foster a lively, vibrant Main Street with a new, dedicated space on the Southwest corner for events and recreation.



17 AVE VIEW WEST - BEFORE



17 AVE VIEW WEST - AFTER



BLAIRMORE MAIN STREET

CURRENT CONDITIONS

Blairmore's Main Street has a strong presence and vibrant shops, making it the most vibrant corridor in the Pass.

A unique feature of Blairmore's commercial corridor is the nearness of CP Rail's main line across from the Main Street store fronts, rendering a one-sided Main Street.

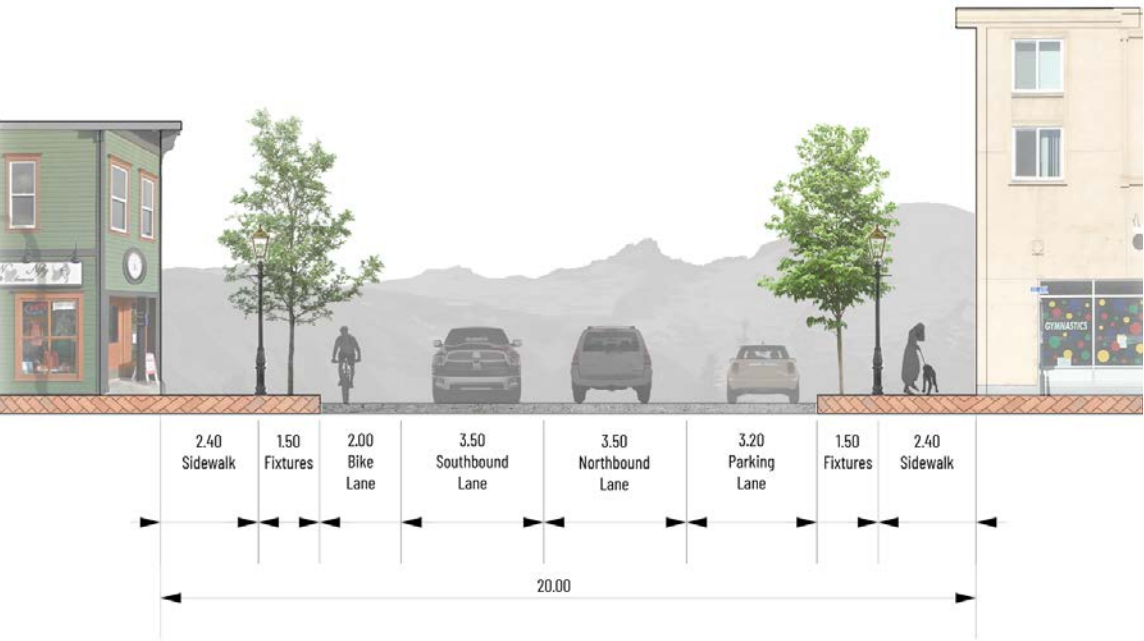
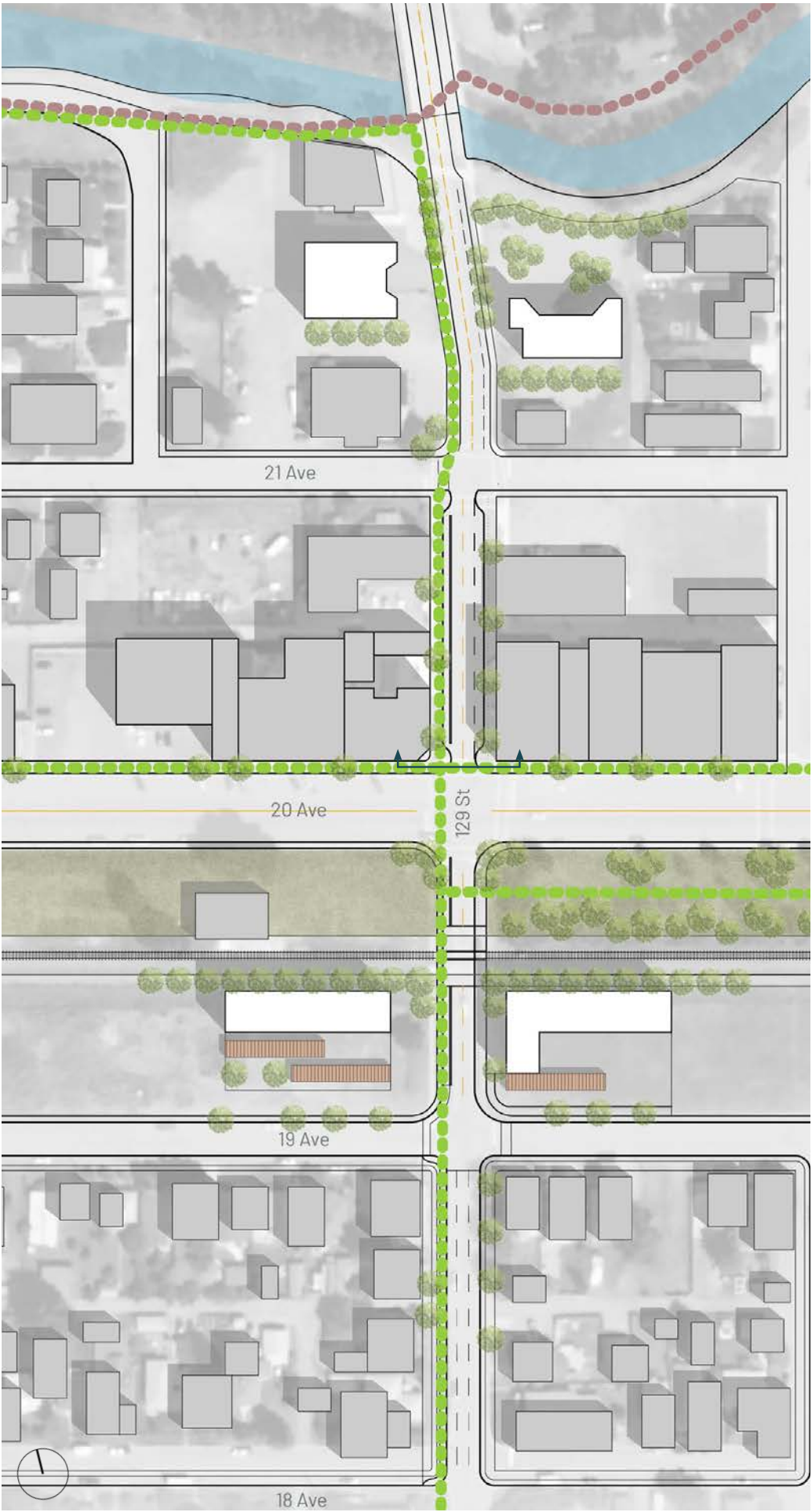
This, combined with scattered vacancies and a wide, open roadway make Blairmore's 20th Ave Main Street corridor a prime location for better development and connectivity.



IDENTIFIED OPPORTUNITIES

- Improve connectivity between Highway 3, Community Trail and Powderkeg Ski Hill.
- Activate open space along CP Rail and Main Street.
- Foster development along southern side of CP Rail
- Improve pedestrian and cycling interfaces along 129th Street and 20th Ave (Main Street)





BLAIRMORE MAIN STREET

RECOMMENDATIONS

We propose improving the current state of 129th St, creating a corridor that intersects and feeds into 20th Ave. Dedicated bike lanes, extended sidewalks, street trees and an improved interface with the community trail help to define 129th as a corridor into Main Street.

Along the rail line, a new development and improvements to the linear park create better wayfinding and connectivity south towards Powderkeg Ski Hill. These elements all revolve around Main Street, creating perpendicular synergy for Blairmore.

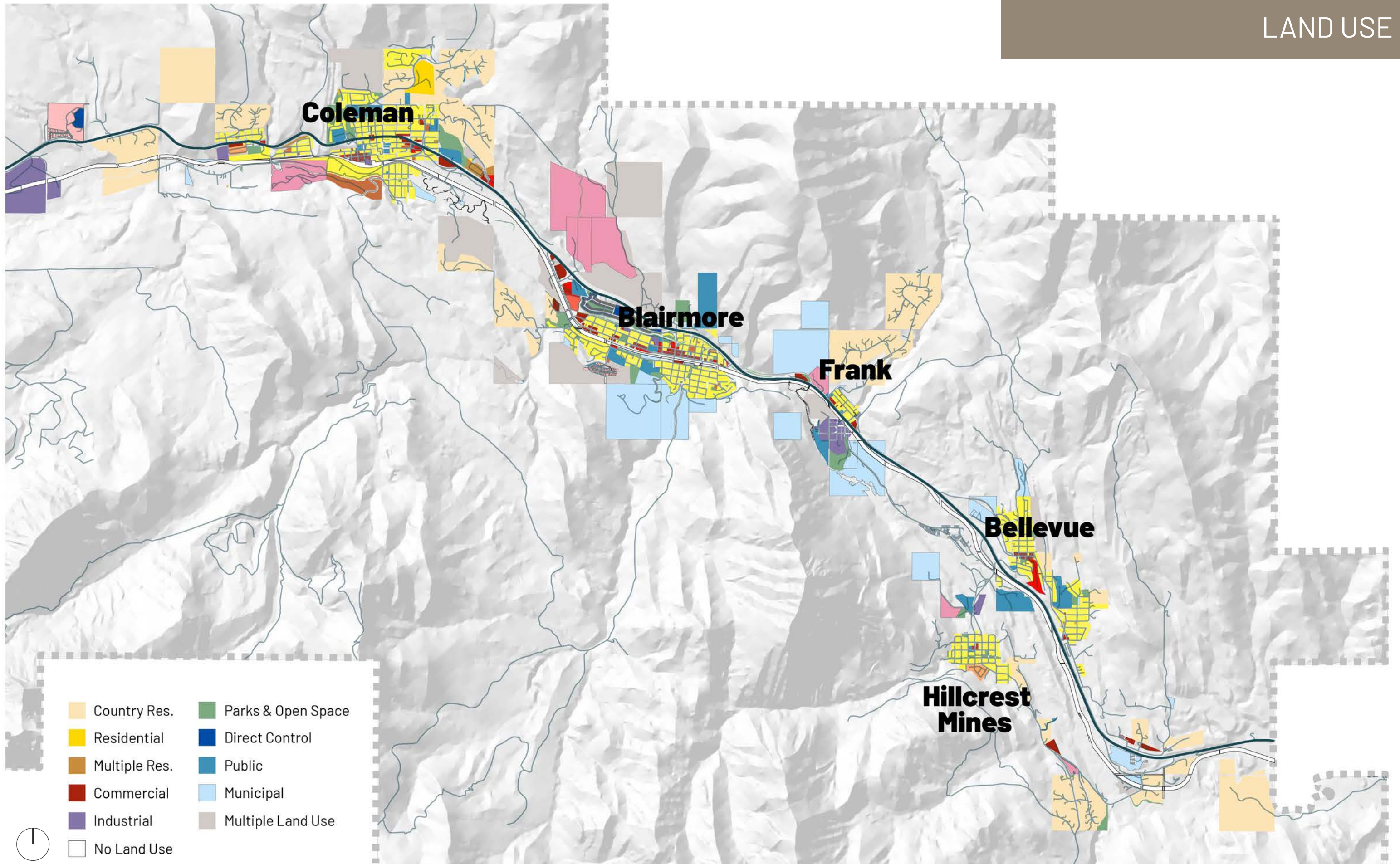
Community Trail
Added Trail



LAND USE

CROWSNEST PASS

LAND USE



LAND USE

OBJECTIVES

- Supplement and strengthen existing land use bylaw and zoning for adaptive growth
- Create opportunities to densify and intensify main street areas and community cores
- Provide diverse and affordable housing options
- Provide opportunity for local businesses and property owners to invest in their community and grow the economy
- Encourage land use that contributes to public realm, non-vehicular modes of transportation, and walkability

STRATEGIES

- Introduction of Mixed-Use land use districts
- Implementation of Additional Dwelling Units in key central growth areas
- Two specific residential interventions to increase affordability and accessibility in housing options for the Pass





LAND USE

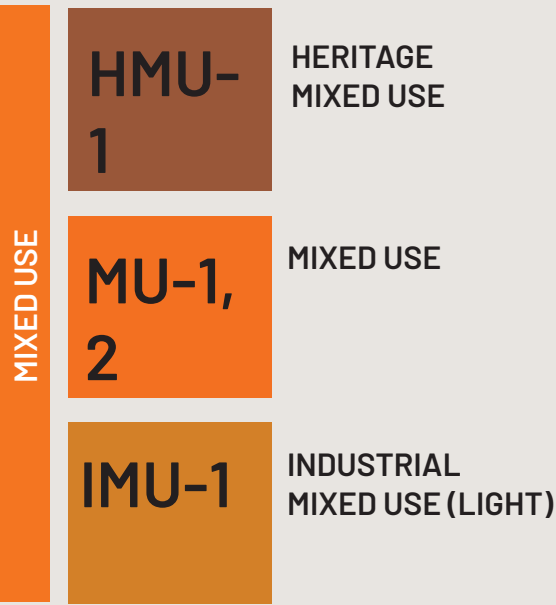
EXISTING ZONING INVENTORY

Urban centres in the Pass are composed of primarily residential uses, punctuated by commercial main streets, select industrial and site-specific uses as well as surrounding commercial recreation assets. The majority of housing is zoned as R-1 or R-1A, single family detached dwellings.

The Municipality of Crowsnest Pass lays a solid foundation for development in its Land Use Bylaw. The changes proposed in this document supplement existing land use to sensitively and strategically densify community cores, contributing to walkability and vibrant main streets while creating housing solutions for current residents and future growth.

PROPOSED ZONING

Proposed changes to the Crowsnest Pass Land Use Bylaw see the introduction of a suite of mixed-use districts for the purpose of allowing active-frontage buildings with ground level retail and residential units on upper floors. These land-use districts include **Heritage Mixed Use** that allows for scale-appropriate buildings with design details that compliment adjacent heritage character, **Mixed Use** for low to medium density development supporting vibrant main street corridors and enhanced public realm, and **Industrial Mixed Use** for light industrial ground-floor uses such as maker spaces and breweries with housing above. The Municipality may use the mixed-use model to accomodate higher densities for future growth as the Pass evolves.



LAND USE

ADDITIONAL DWELLING UNITS

Additional Dwelling Units are secondary residential buildings sometimes known as granny flats, laneway housing, or garden suites. They are smaller homes, generally under 50% floor area of the primary dwelling.

An important key in this strategy is for the municipality to identify key areas that have the highest potential for ADU implementation. This is determined by assessing available space, central infrastructure servicing, and potential for future transit.

In Edmonton, implemented Additional Dwelling Units have proved to be an affordable option in addressing housing demands. This example also introduced an incentive program to subsidize the building of new ADUs if homeowners agreed to rent at below market costs for eligible renters.

Benefits

- Adds to affordable housing stock.
- Promotes multigenerational living, aging in place, naturally supported semi-independent living for folks with disabilities.
- Promotes efficiency of servicing by concentrating density in established areas utilizing existing utilities and infrastructure.
- Generates additional income for property owners as well as tax revenue for the municipality.

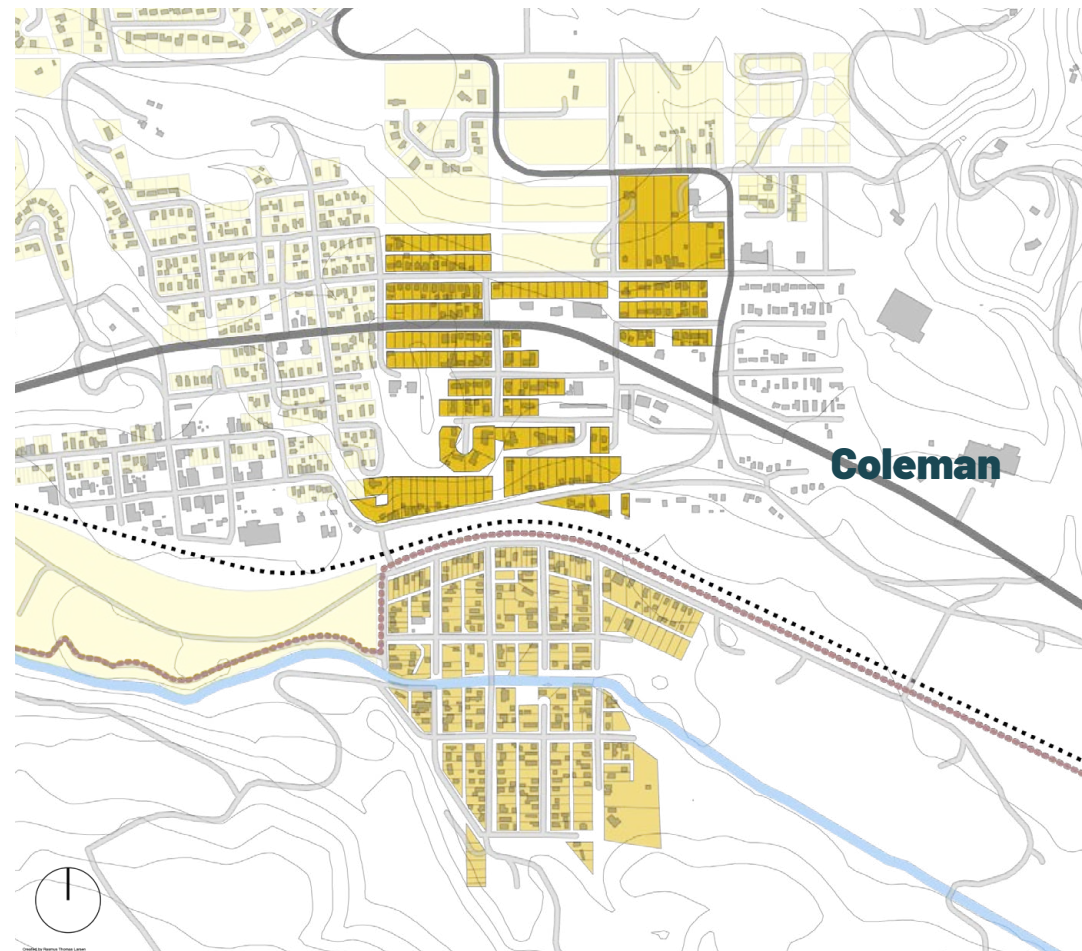
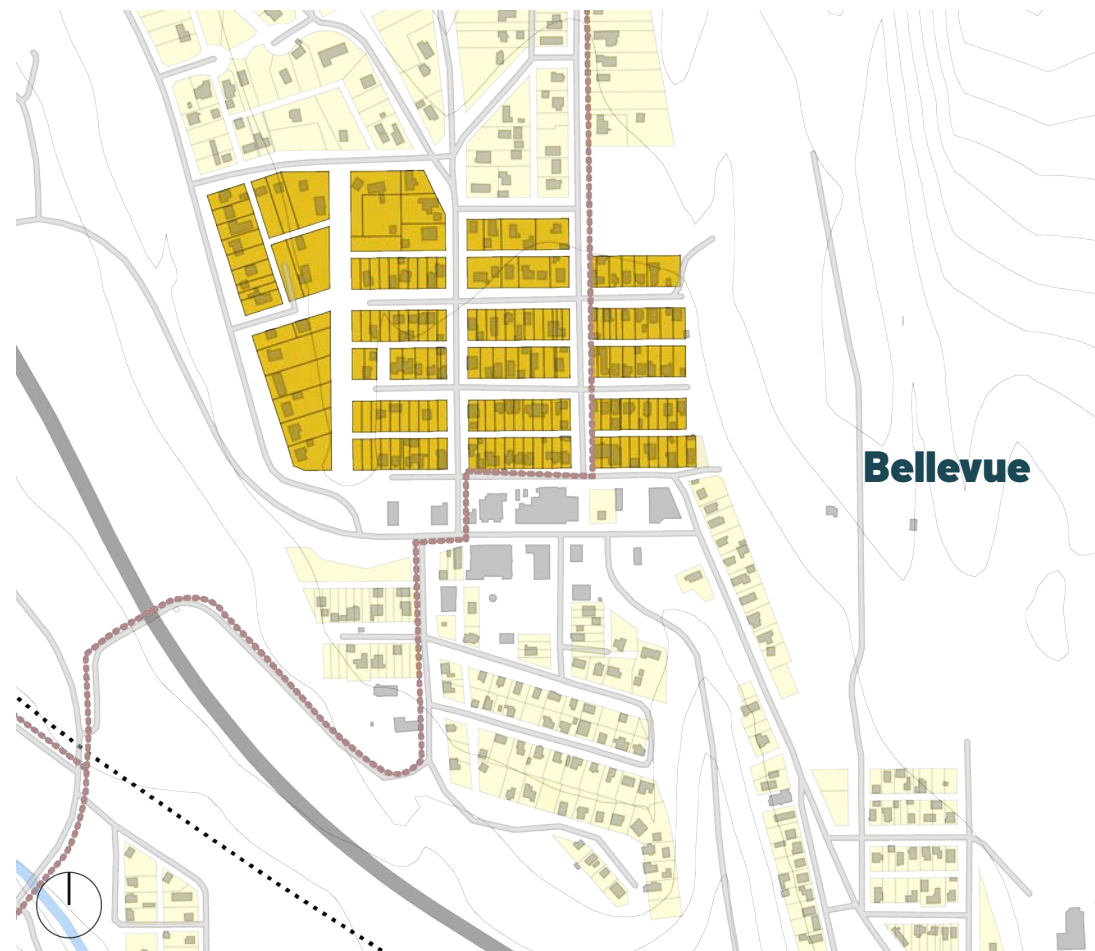


RESIDENTIAL USES IN SOUTHERN COLEMAN



GARDEN SUITES, EDMONTON, ALBERTA



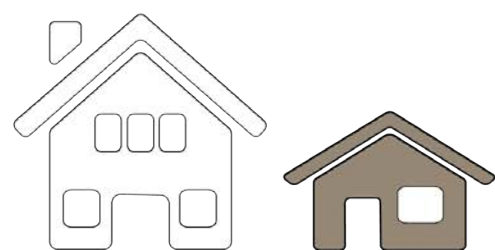


ADDITIONAL DWELLING UNITS

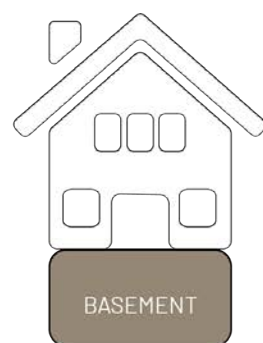
RECOMMENDATIONS

In order for this intervention to succeed, there are a number of considerations and best practices to follow:

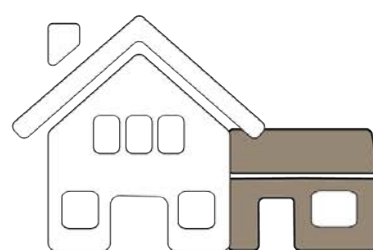
- “Contextual” zoning overlay helps delineate central neighbourhoods where ADUs can strengthen community cores such as central Coleman and Bellevue.
- Successful implementation for integrated ADUs that contribute to the municipality’s economy should be encouraged through a streamlined process. Criteria should be set for building permit requirements within the contextual neighbourhood, and applications that meet criteria can be granted permits automatically without further processing.
- Implementation of additional contextual areas can be phased in as the Pass grows.
- Parking requirements should be flexible to ensure financial feasibility for homeowners. Permeable paving surfaces should be used where parking is still required.
- Design guidelines should be provided to encourage the preservation of neighbourhood character without over regulating the process.



DETACHED



BASEMENT



ATTACHED



DETACHED GARAGE SUITE



UPSTAIRS



ATTACHED GARAGE SUITE



LAND USE

HERITAGE MIXED USE LOW DENSITY

- Infill site - 8 Avenue, western side, north of Canada Post
- Potential Land Use Designation HMU-1
- 2 Storeys (7.5-9m)
- Ground floor retail and upper residential

Alongside significant enhancements to public realm and pedestrian experience, the introduction of scale appropriate mixed-use development will contribute to housing stock and help to amplify small business on Hillcrest's main street by anchoring a central destination in the historic shopping area. Main floor businesses and upper residences surround a garden courtyard space that brings street experience further onto the property, enhancing public realm, and creating a gathering place for residents, shoppers, and visitors. Appropriate plantings and street furnishings can ensure the sheltered courtyard is enjoyable in all seasons.

OBJECTIVES

- Create active frontage, mixed-use node on 8 Avenue that contributes to main street vibrancy
- Contribute alternative residential typologies
- Increase affordable housing stock
- Offer small, flexible retail business spaces to encourage local start-ups
- Maintains and compliments unique heritage character of the adjacent buildings



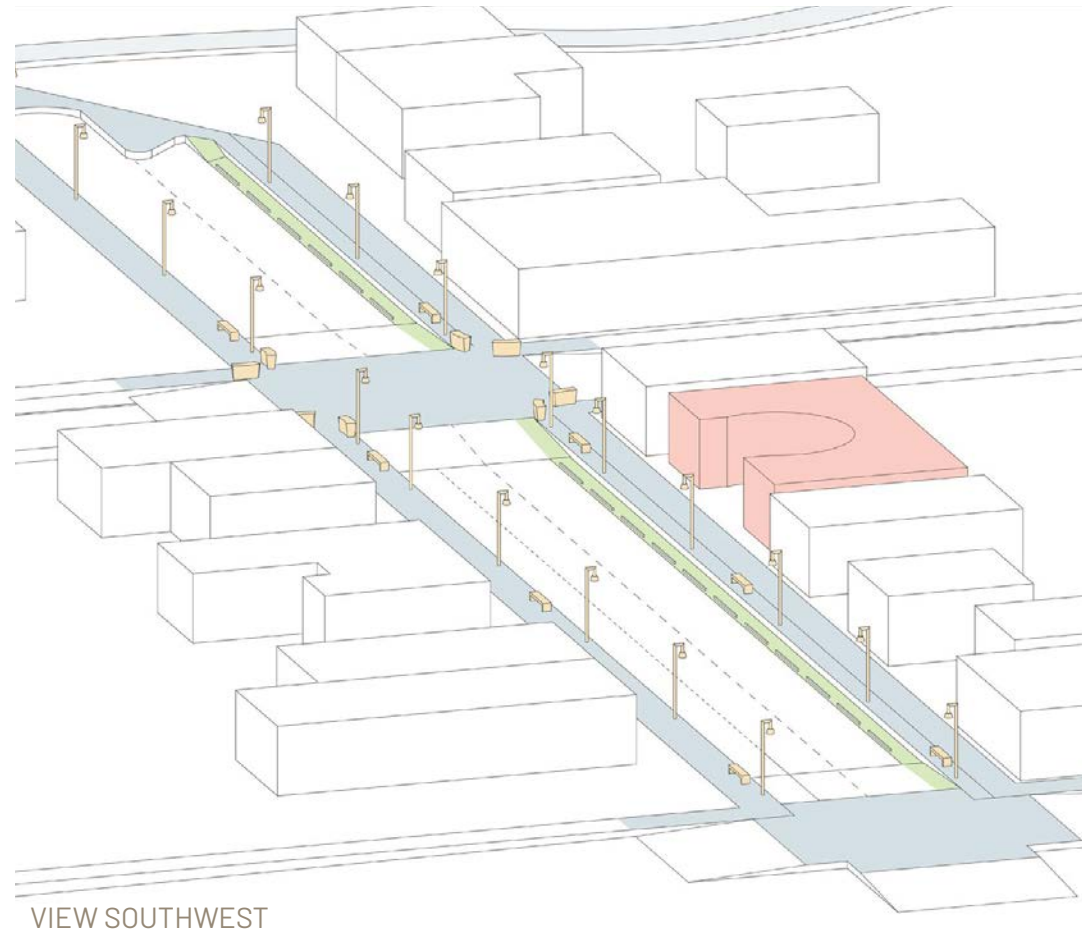
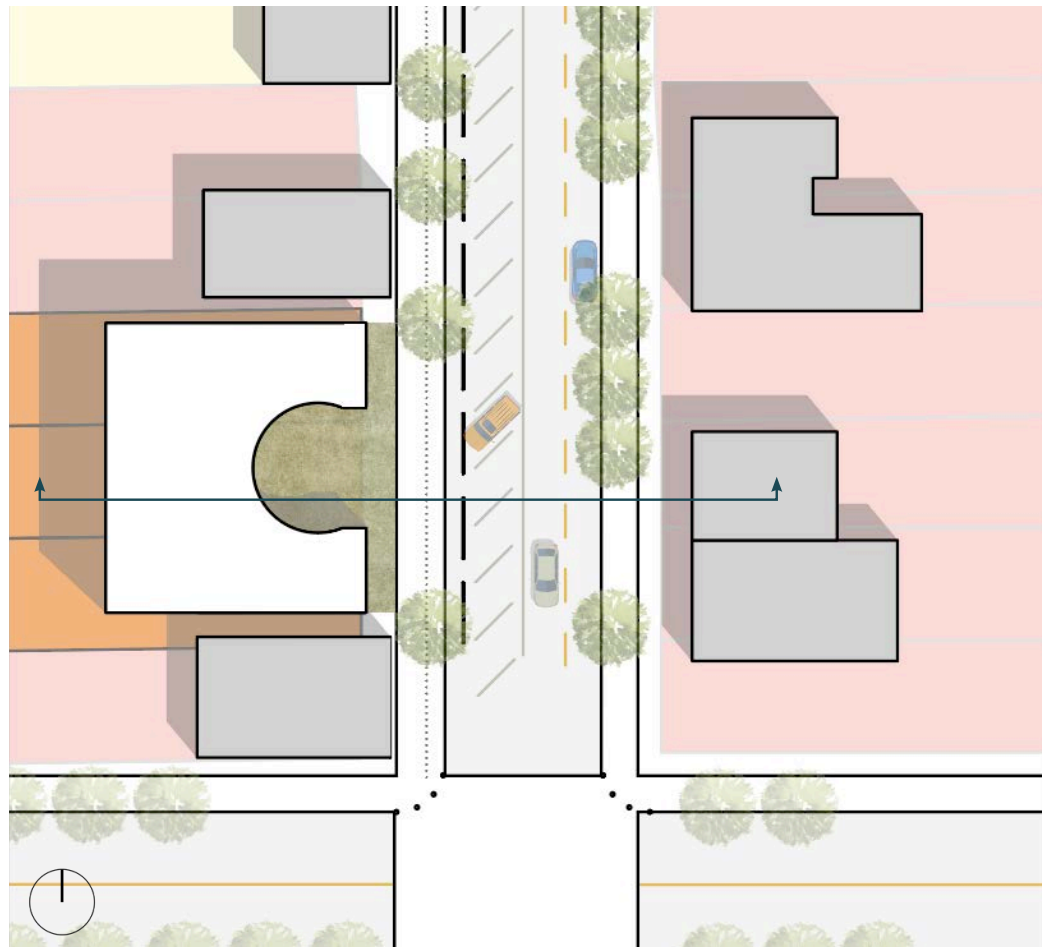
IN FILL SITE VIEW NORTHWEST



PRECEDENT - CALGARY, ALBERTA



PRECEDENT - MEXICO CITY, MEXICO



HILLCREST COURTYARD

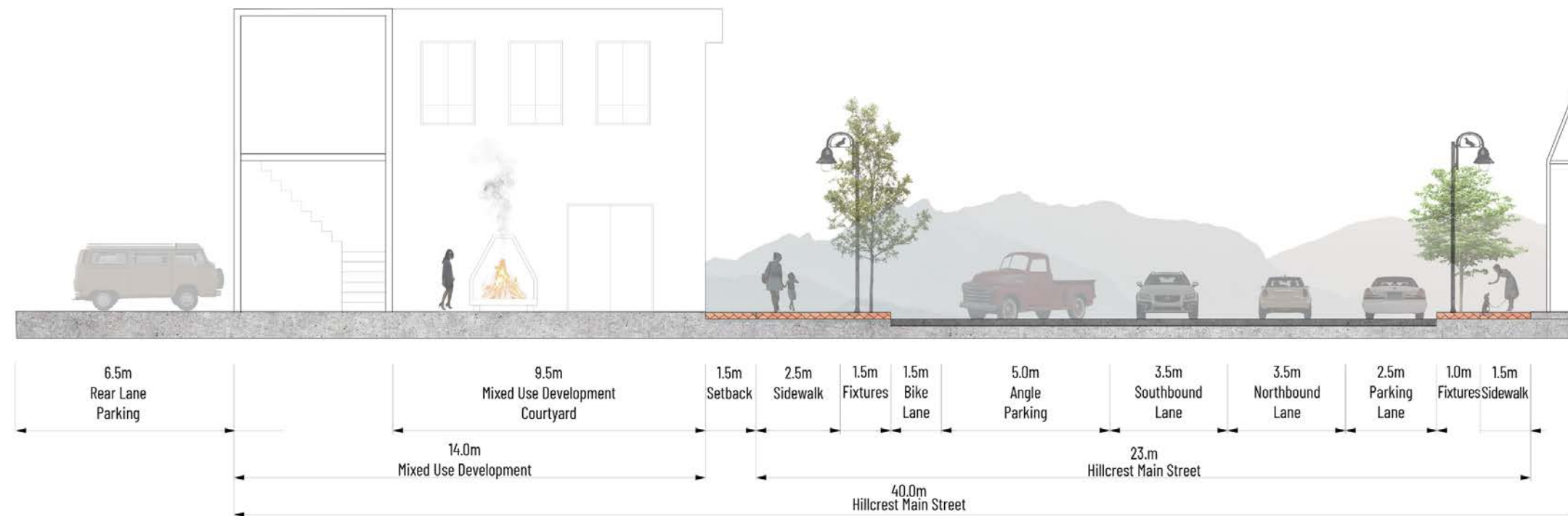
RECOMMENDATIONS

Hillcrest's mixed-use infill development should compliment surrounding building heights and heritage character.

Courtyard space should be utilized to enhance public realm and sense of place, becoming a focal point for residents and shoppers. The courtyard provides potential space for public art, landscaping and furniture such as seating and firepits that encourage social enjoyment of the space.

Ground floor commercial uses should be small scale cafes, shops or restaurants that support vibrant street life with low impact on above residential.

Additional parking and servicing for the site is provided through laneway access.



- Mixed Use
- Retail Commercial C-1

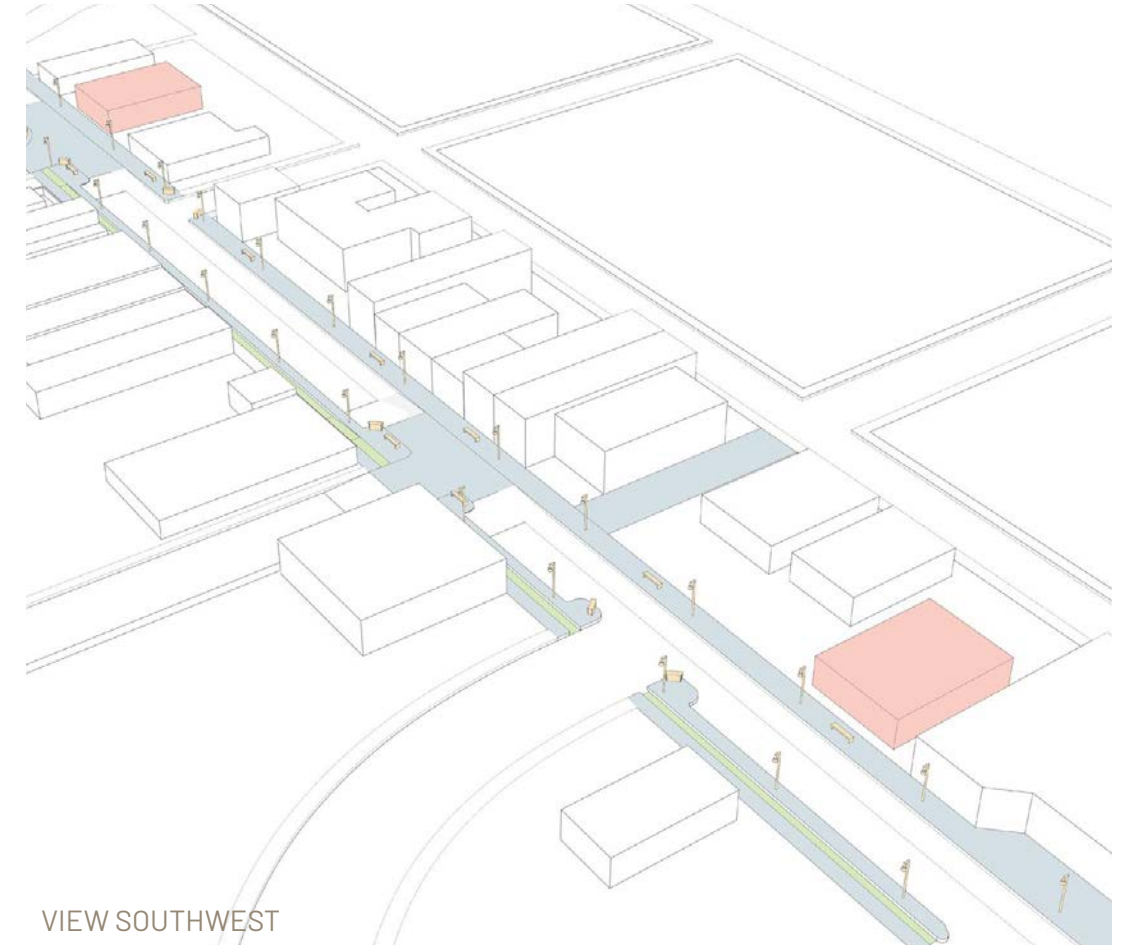
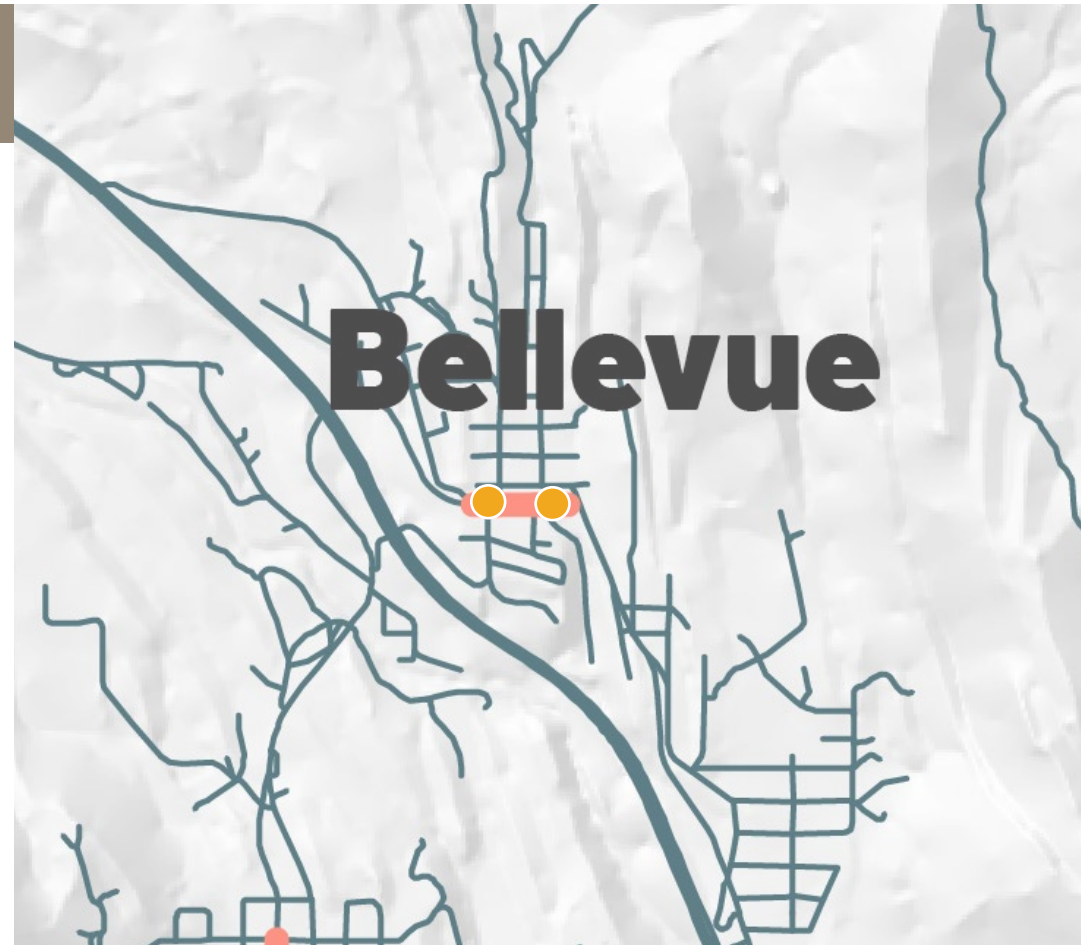


LAND USE

HERITAGE MIXED USE LOW DENSITY

- Potential Land Use Designation HMU-1
- 2 Storeys (7.5-9m)
- Ground floor retail and upper residential

Introduction of mixed-use buildings into the main streets of Crowsnest Pass bridges the gap between commercial cores and their surrounding residential by creating a more compact, live/work community node. Within Bellevue, two potential infill sites have been identified that bookend the main street corridor. 2 storey maximum building heights ensure appropriate densification that respects existing main street character. Architectural guidelines should be created to ensure development compliments the adjacent heritage buildings.



VIEW SOUTHWEST

OBJECTIVES

- Preservation of unique historic character in the district is encouraged.
- Supplement 213 Street with 2 active frontage, mixed-use nodes that essentially frame Bellevue's main street and add to public realm
- Contribute alternative residential typologies
- Increase affordable housing stock
- Offer small, flexible retail business spaces to encourage local start-ups



IN FILL SITE VIEW SOUTH



IN FILL SITE VIEW NORTH

BELLEVUE MIXED USE

RECOMMENDATIONS

Development should preserve and compliment the unique heritage character of Bellevue's main street.

Additional access and servicing should be available from 212 Street.

Ground floor uses are to be small boutique retail, cafes, restaurants etc.

Because of the building's small scale, residential access should be provided at the side or rear of the building, maximizing retail frontage on 213 Street.

Landscape and design of public realm should be of high priority.



- Mixed Use
- Residential R-1
- Multiple Residential R-2A
- Retail Commercial C-1
- Recreation & Open Space R0-1
- Direct Control
- No Land Use



LAND USE

MIXED USE MEDIUM DENSITY

- Infill site - 17 Avenue, northern side, midblock between 75 and 76 Streets
- Potential Land Use Designation MU-2
- 3-4 Storeys (9-15m)
- Ground floor retail and upper residential

With the extension of streetscaping to the western end of Coleman’s heritage main street and the addition of a new commercial and green space on the south side of the street, the northern side midblock is indicated as an opportunity for mixed-use development. This building will bring medium density housing to Coleman main street, increase vibrancy and walkability, and offer up small business units on the ground floor.

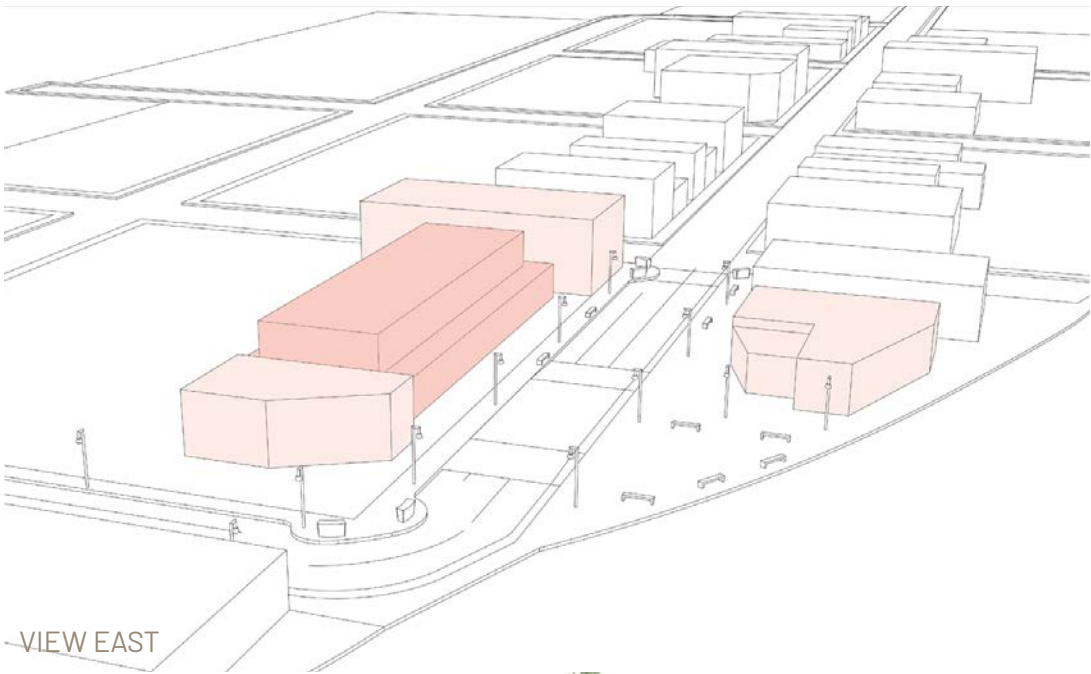
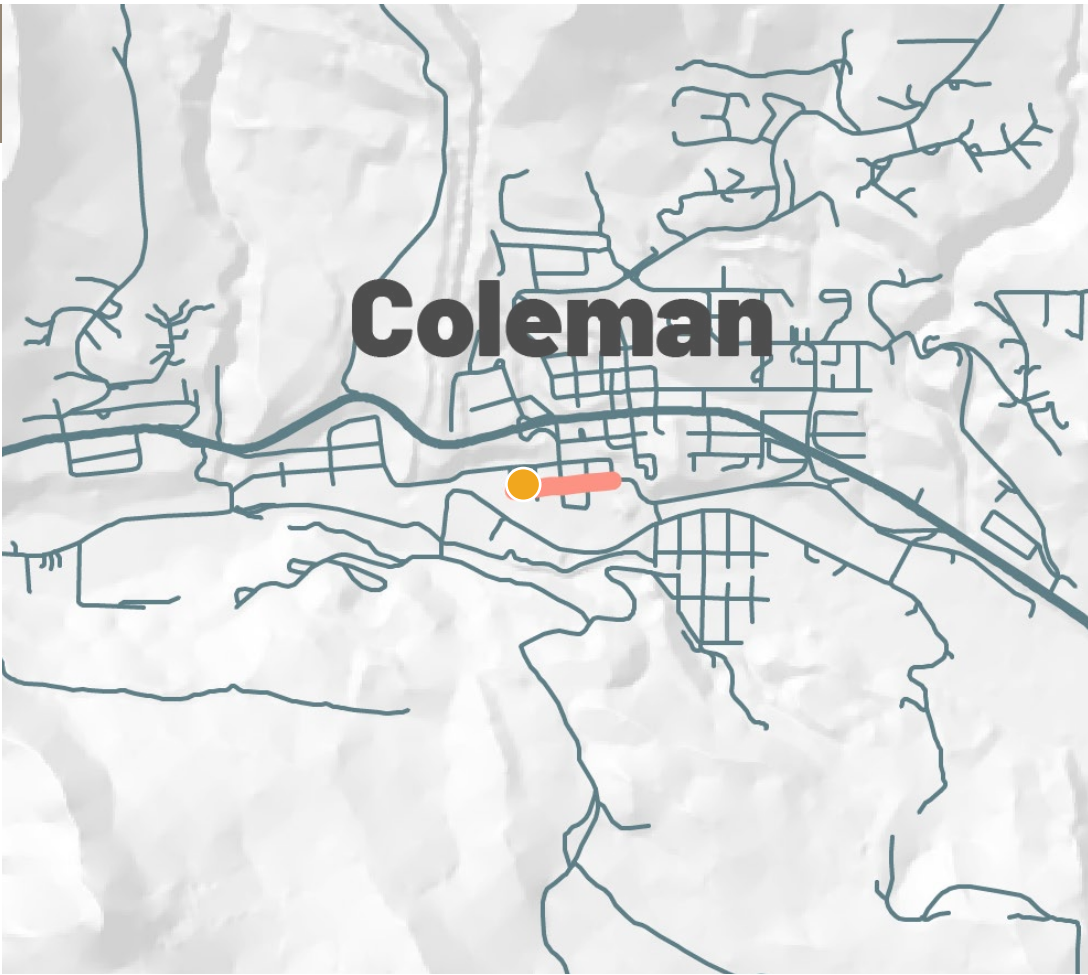
COMPREHENSIVE COMMERCIAL C-3

- Potential Land Use Designation C-3
- 1-2 Storeys (9m maximum)

This change in zoning allows for further commercial activation of the southwest corner of main street with additional uses such as a brewery.

OBJECTIVES

- Create a vibrant community hub and destination at the western end of Coleman’s main street
- Introduce compact residential that provides affordable living for residents
- Enhance public realm
- Preserve and celebrate viewshed



Retail Commercial C-1	Mixed Use
Residential R-1	Comprehensive Commercial C-3
Multiple Residential R-2A	Drive-In Commercial C-2
Public P-1	



RECOMMENDATIONS

Building frontage should be designed to compliment adjacent heritage character.

Resident parking should be provided in underground lot. Parking and servicing access should be provided through the laneway to limit vehicular disruption of pedestrian interface.

Continuous frontage should be maintained at the retail level to maintain pedestrian experience.

Design elements delineating residential floors and setbacks for floors 3 and above (if applicable) will maintain human scale at the street level.

Plantings and street furniture should support an accessible, safe, and enjoyable space for visitors and residents alike.

Open space and wide walkways will be prioritized at the corner of 17 Avenue and 75 Street to encourage a strong pedestrian connection to the adjacent pocket park and businesses on the south side of the street.



17 AVE VIEW WEST - BEFORE



17 AVE VIEW WEST - AFTER



LAND USE

MIXED USE MEDIUM DENSITY

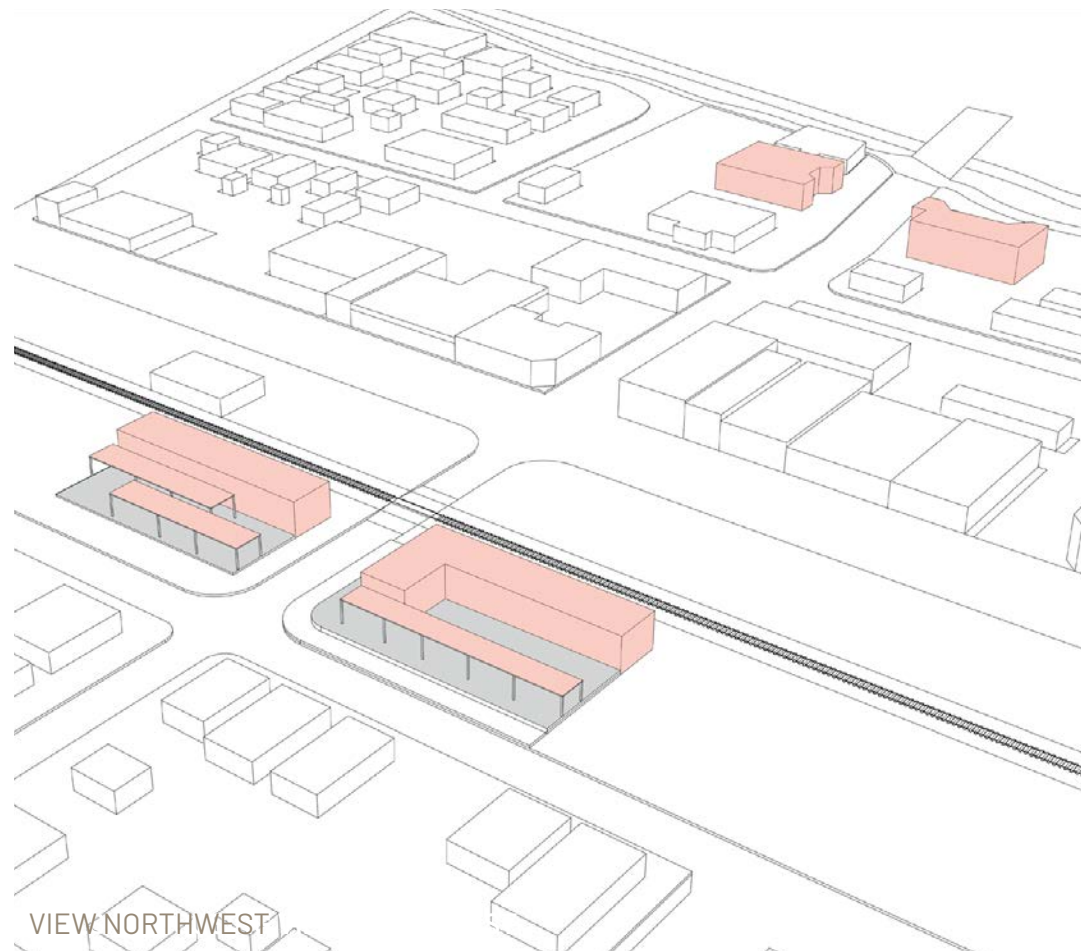
- Infill site - 129 Avenue, east & west midblock, north of 21 Avenue
- Potential Land Use Designation MU-2
- 3-5 Storeys (9-20m)
- Ground floor retail and upper residential
- Potential for hotel use in upper floors

Mixed-use development in Blairmore serves to strengthen main street by establishing an active frontage perpendicular corridor on 129th. These interventions encourage visitors to spend time in Blairmore's core by connecting to Highway 3 through to the southern residential and amenities like Pass Powderkeg Ski Hill. New buildings establish a density gradient from the highway through main street to the south and solidify Blairmore's core as a vibrant, walkable destination.

INDUSTRIAL MIXED USE

- Infill site - 129 Avenue and 19 Street
- Potential Land Use Designation IMU
- 2-3 Storeys (7.5-12 m)
- Ground floor retail/light industrial and upper residential

This new land use district allows for retail commercial and light industrial on the ground floor - uses such as breweries, cafes, restaurants, outdoor outfitters etc are permitted - with residential units on upper floor(s). These southern main corridor nodes will service residents, cyclists and avid outdoor enthusiasts on their way through main street to the community's recreation amenities. Heavy industrial is prohibited. Ground floor uses must promote sustainable practice and take measures to mitigate noise, ensuring community impact is positive and enhances public realm.



RECOMMENDATIONS

Development should prioritize the pedestrian experience and contribute to exceptional public realm. Setback and patio spaces should cater to both pedestrians and cyclists and provide for bicycle parking on the premises. Vehicular parking and access should not interfere with pedestrian interface along 129 Avenue.

Through the implementation of a Medium Mixed Use and Industrial Mixed Use land use, we can encourage site-specific developments. These interventions will support the overarching narrative of evolution and healthy growth in the Pass. The interventions prioritize a safer, better defined pedestrian and cycling realm while also supporting the commercial corridor through 129th Street feeding into Main Street. The development along 19th Ave is intended to have a proper scale and setbacks to coexist with existing massing in the adjacent blocks, allowing for south-facing patios and pergolas with bicycle parking and ample walking and leisure spaces.

■ Mixed Use	■ Retail Commercial C-1
■ Multiple Land Use	■ Drive-In Commercial C-2
■ Non-Urban Area NUA-1	■ Comprehensive Commercial C-3
■ Residential R-1	■ Recreation & Open Space RO-1
■ Multiple Residential R-2A	■ Direct Control
■ Grouped Country Residential GCR-1	■ No Land Use



AVAILABLE LAND VIEW NORTHEAST - BEFORE



MIXED USE VIEW NORTHEAST - AFTER

LAND USE

SPECIAL USE

The Blairmore Wellness Centre reimagines the old York Creek Lodge site, reusing and revitalizing its main building for program and amenity space. New small-scale homes clustered around greenspace and community gardens allow residents the opportunity to enjoy independent living with on-site support and servicing. The centre offers alternative residential typologies for folks aging in place, practicum students or anyone needing a supportive and emersive community environment.

Opportunities for mixed income, mixed tenure or alternative tenure models make the Blairmore Wellness Centre a big contributor to housing diversity in the Pass.



SITE VIEW SOUTHWEST



PRECEDENT - CALGARY, ALBERTA

OBJECTIVES

- Provide flexible, affordable housing solutions for a diverse range of users
- Enhance community wellbeing with programming such as art therapy, community gardens
- Add to affordable housing stock
- Provide alternative and accessible typologies for seniors and other users with mobility needs
- Provide an amenity-rich, human-scale village character close to both services and nature



ADDITIONAL SOUTHERN OPPORTUNITY



PRECEDENT - CALGARY, ALBERTA

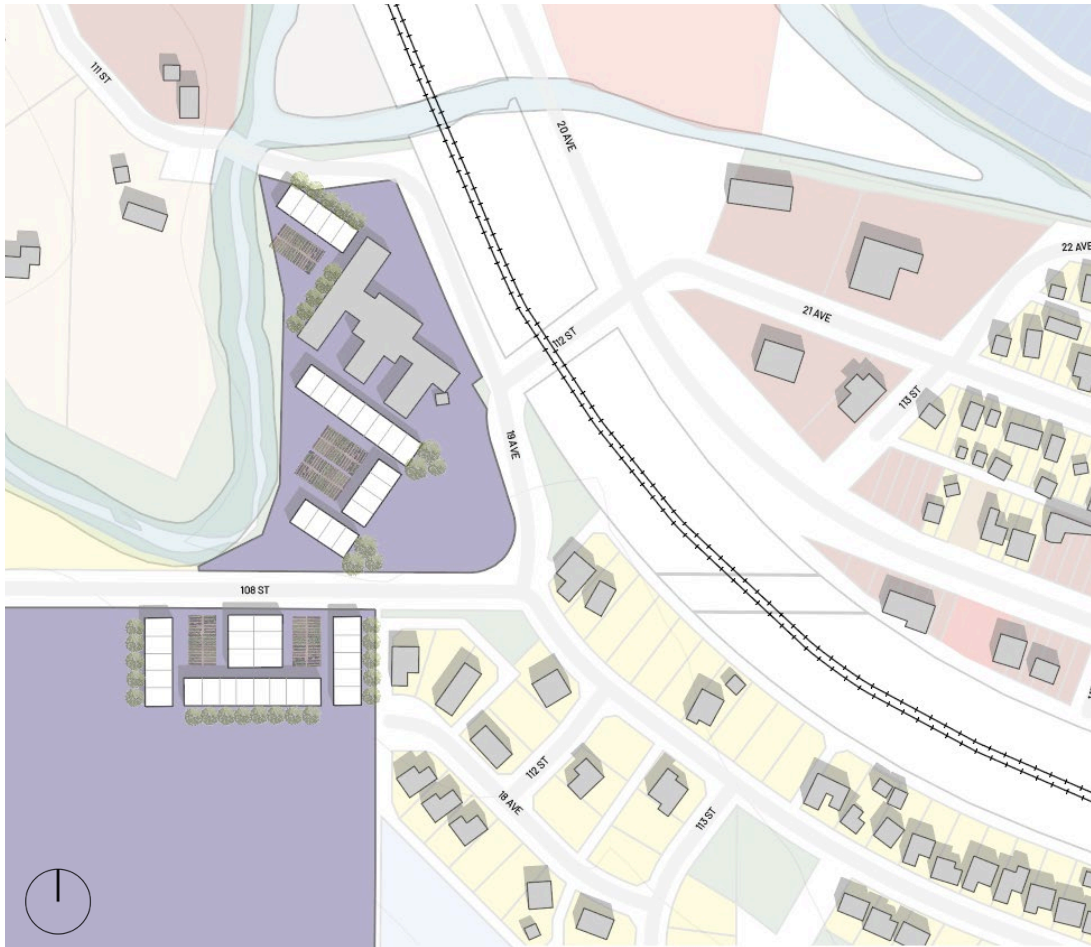
RECOMMENDATIONS

Development should encourage alternative tenure models and provide housing solutions for a variety of income levels and support needs.

Universal design and accessibility principles should be followed across detailed site development.

Walkability and on-vehicular movement should be prioritized within the development, however wide pathway access should allow for occasional service and emergency vehicles.

Green space should be preserved and supplemented with native plantings, community gardens and opportunities for sustainable food production.



SITE VIEW NORTHEAST



SITE VIEW NORTH



WELLNESS CENTRE VIEW OF GARDEN COURTYARD

- | | |
|-----------------------------------|------------------------------|
| Special Use | Retail Commercial C-1 |
| Multiple Land Use | Drive-In Commercial C-2 |
| Non-Urban Area NUA-1 | Comprehensive Commercial C-3 |
| Residential R-1 | Recreation & Open Space RO-1 |
| Multiple Residential R-2A | Direct Control |
| Grouped Country Residential GCR-1 | No Land Use |



LAND USE

MULTIPLE RESIDENTIAL R-2A

- Development site - Coleman Hillside south of 24 Avenue at 85 Street
- Potential Land Use Designation R-2A
- 1-3 Storeys (9m Maximum)
- Terraced multi-residential set into topography

The R-2A Land Use implementation allows for the creation of a unique development in Coleman. The sloped parcel of land north of Highway 3 has an unbeatable viewshed and potential for housing, connectivity and open spaces.

Through the R-2A LU, we can encourage a terraced, multi-family housing design that adapts to the topography, framing both the views and the land itself. This adaptable design allows for open spaces along the site that double as patios and gardens for the residents and as a trail connecting the north side of the highway running through Coleman and the homes at the top of the hill.

This land use and the development it invites allows for Coleman to support a smart, innovative way of densifying while capitalizing on its unique topography and landscape. Without the need for mid-rise development, we can achieve a modern, non-traditional housing stock that supports the communities housing needs.

OBJECTIVES

- Create multi-family residential housing connected by an active pathway system that contributes to Coleman's larger green space network.
- Preserve and maximize viewshed for all residents and adjacent uses.
- Add to Crowsnest Pass' affordable housing stock and alternative typologies



RECOMMENDATIONS

Parking access shall be provided at south and north west edges of the site. Within the development, non-vehicular modes of transportation will be prioritized. Due to vehicle access restrictions with grade, universally accessible suites will be prioritized closest to parking and street access.

Further specifications and design details for the intended development include parking at the top and bottom of the hill. This will allow for the site to be fully pedestrian-oriented, reducing noise pollution, increasing green spaces and preserving both the viewshed and human scale of the space.

Terracing of the individual units allows for an unparalleled southern exposure without disrupting the viewshed of existing homes north of the site. By spacing out the distribution of each module, a winding trail is laid out through the buildings, following and framing the topography of the site. Strategic location of trees and landscaping elements enhance the permeability and quality of the space between the units.

- Multiple Residential R-2A

Grouped Country Residential GCR-1

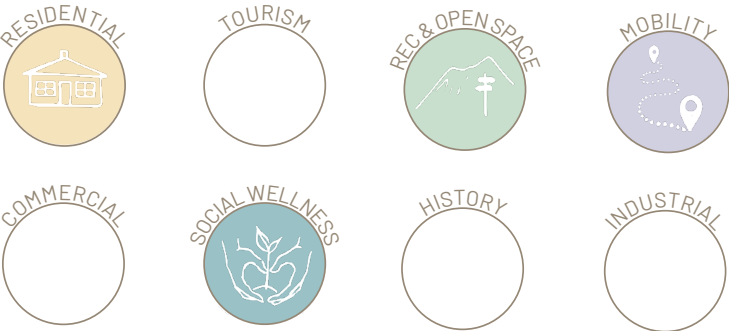
Residential R-1

Retail Commercial C-1

Drive-In Commercial C-2

Recreation & Open Space RO-1

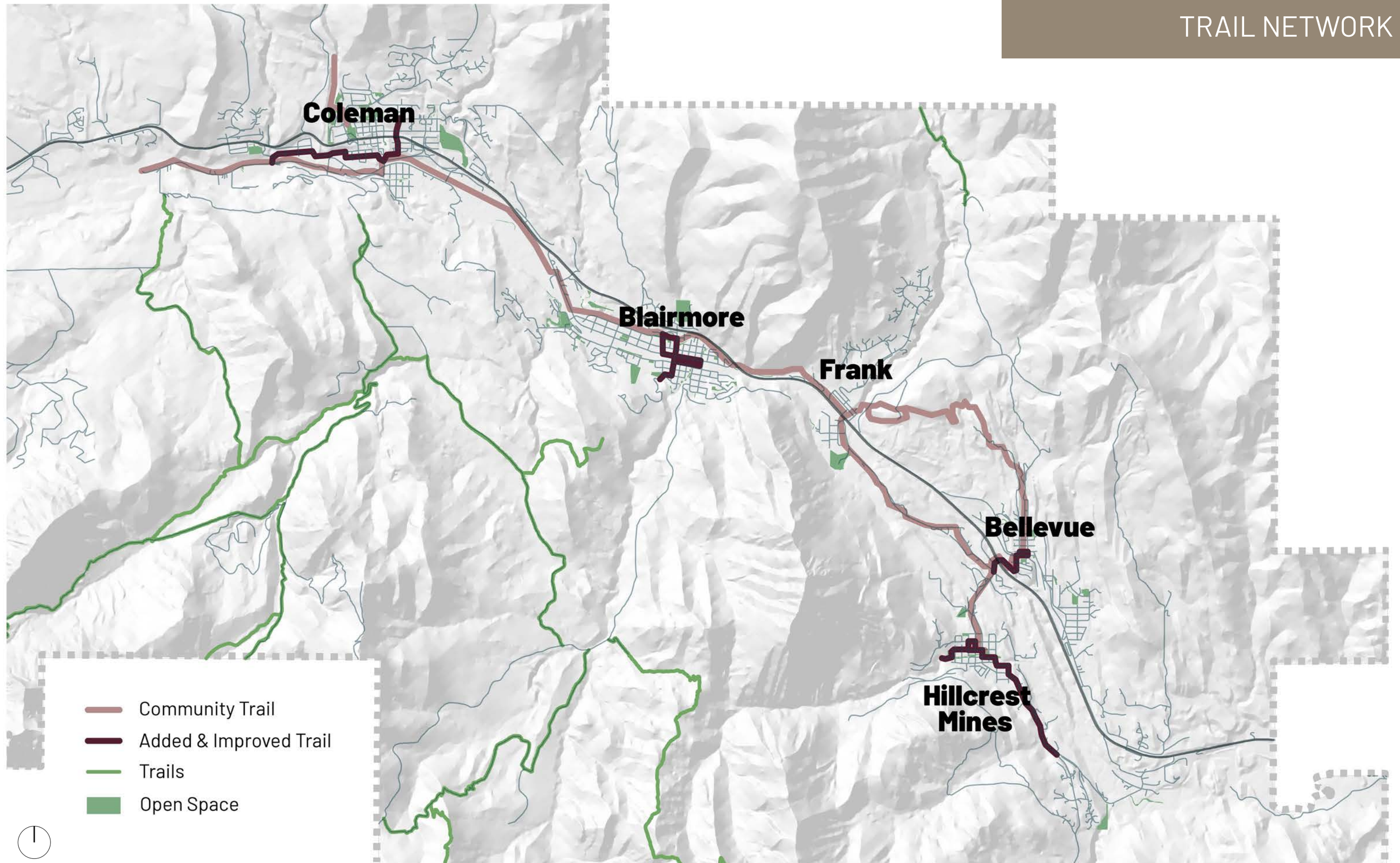
Direct Control



TRAIL NETWORK

CROWSNEST PASS

TRAIL NETWORK



TRAIL NETWORK

OBJECTIVES

The Pass' Community Trail is at the heart of its active outdoor identity and is the thread connecting each of its unique communities.

By proposing certain extensions and improvements, the Trail can become an even stronger driver for community connectivity and vibrancy.



TRAIL NETWORK

EXISTING TRAIL

Crowsnest Pass is home to an extensive trail system that lends access to world-class open spaces and provincial parks. The existing trail layout encompasses connections to each community, making it a key asset of the Pass and fostering its culture and identity as an active and outdoor-oriented place.

The Pass' trail network includes dedicated wayfinding elements and benches throughout, catering to different types of users. Casual hikers, residents commuting within the Pass and visitors all make use of the trails. This grants the trail a huge potential as an asset to unlock further ecotourism economic development, supporting a diversified, vibrant economy moving forward.

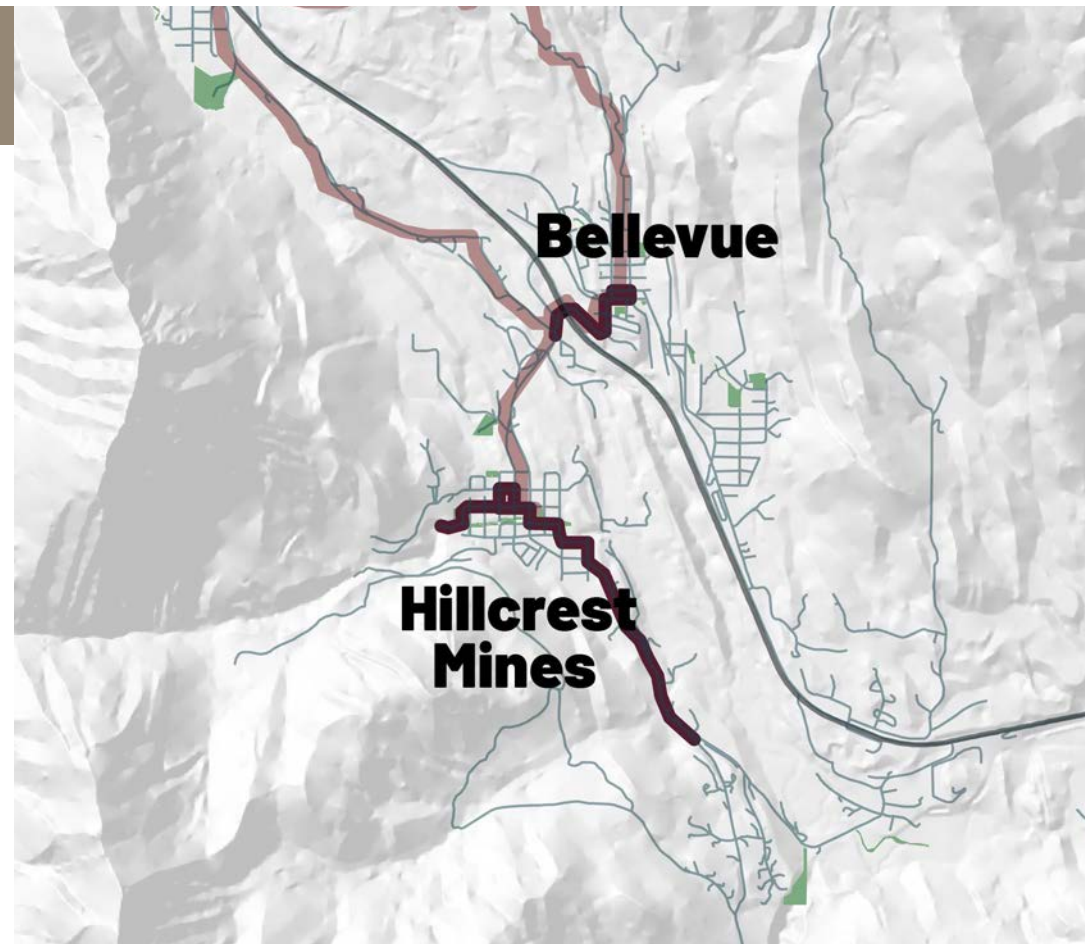


TRAIL NETWORK

HILLCREST TRAIL SYSTEM

Hillcrest's location adjacent to Castle Provincial Park and other open space assets gives it extensive potential to improve access to trails and natural recreational areas. Linking the existing community trail to Hillcrest's town node and Main Street amplifies both the Trail Network and Main Street vibrancy. The built environment and open space create a synergy that benefits the community.

As seen through the Hutor Forest Park in Russia, investing in trail infrastructure can support all-season usage by varying user groups ranging from nature lovers, families, local residents, and tourists.



EXISTING HILLCREST PATHWAY

IDENTIFIED OPPORTUNITIES

- Improving existing trail infrastructure
- Creating trail extensions linking farther south
- Utilizing existing natural features to frame additional trail sections



HUTOR FOREST PARK - ARDATOV, RUSSIA



HUTOR FOREST PARK - ARDATOV, RUSSIA



HILLCREST TRAIL SYSTEM

RECOMMENDATIONS

The existing trail will loop into Hillcrest's Main Street, extending towards the southeast over the creek and into Castle Provincial Park. By using both new and existing trail infrastructure, Hillcrest becomes a gateway and trailhead into Castle, and connects the entirety of the Pass' trail to the Provincial Park. This simple, but impactful intervention creates a whole new layer of activities and flow of people through Hillcrest.

Community Trail

Added Trail

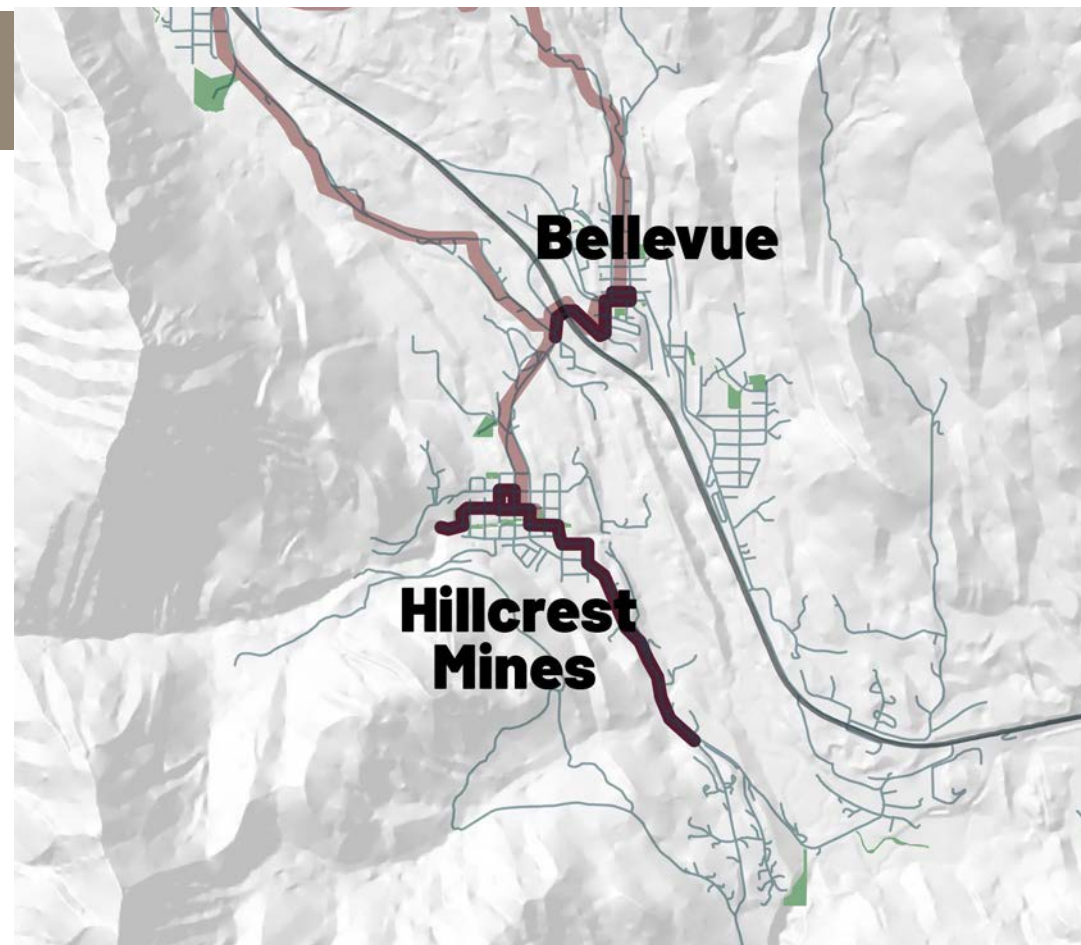


TRAIL NETWORK

BELLECREST TRAIL UNDERPASS

A crucial part of the trail is the underpass between Hillcrest and Bellevue that runs underneath Highway 3. This point of the trail connects the north and south sides of the Pass at its eastern end. Currently, this piece of infrastructure is narrow, dark and not user-friendly. From both an aesthetic and Crime Prevention Through Environmental Design (CPTED) lens, the underpass can benefit from a number of improvements.

Drawing from other existing examples around the world, such as Northampton's bike and pedestrian underpass, we can rethink Crowsnest's trail underpass and transform it into a stretch of trail on par with the rest of the Pass' trail quality.



SITE CONTEXT PHOTO VIEW TOWARDS HIGHWAY 3

IDENTIFIED OPPORTUNITIES

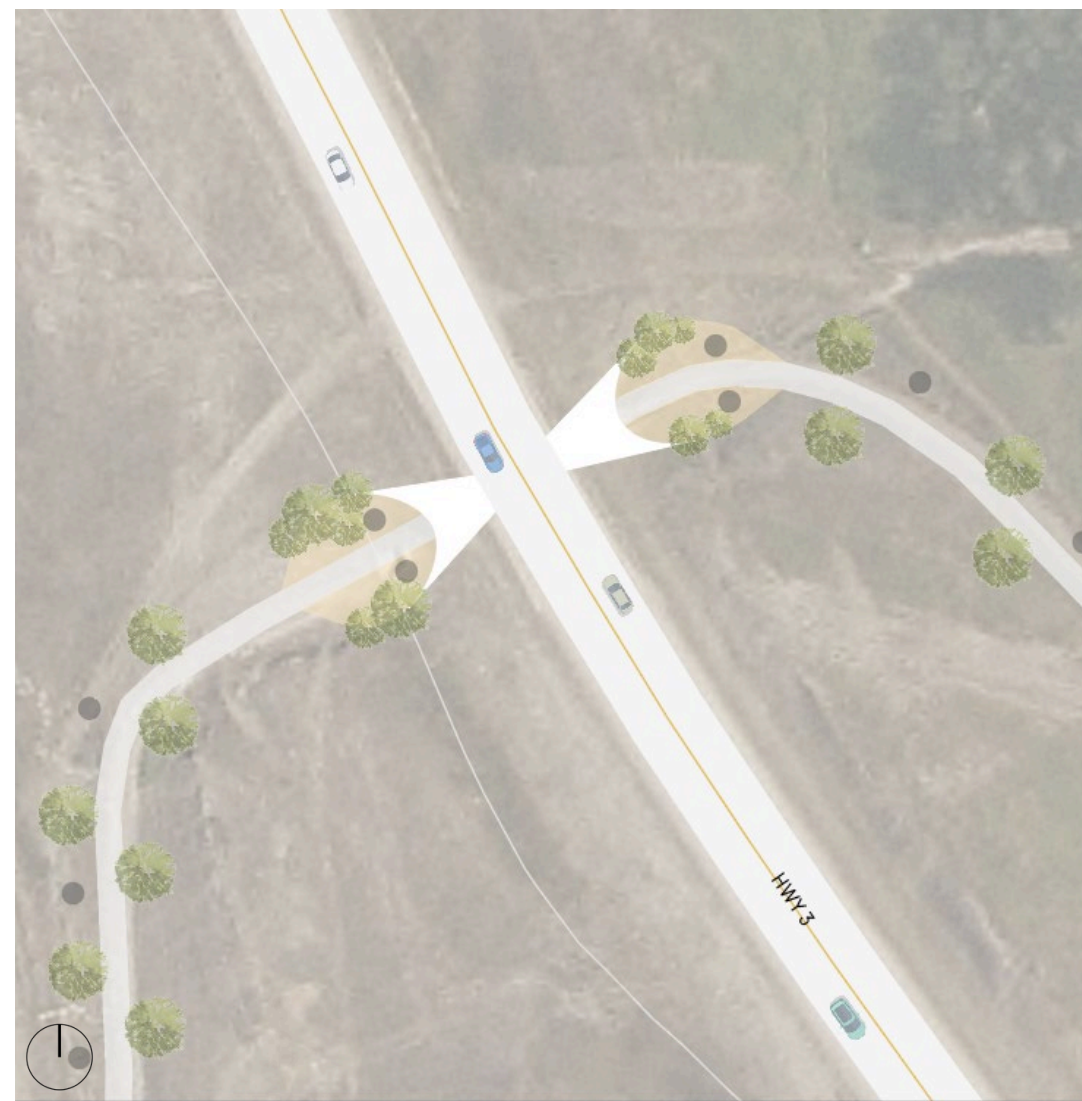
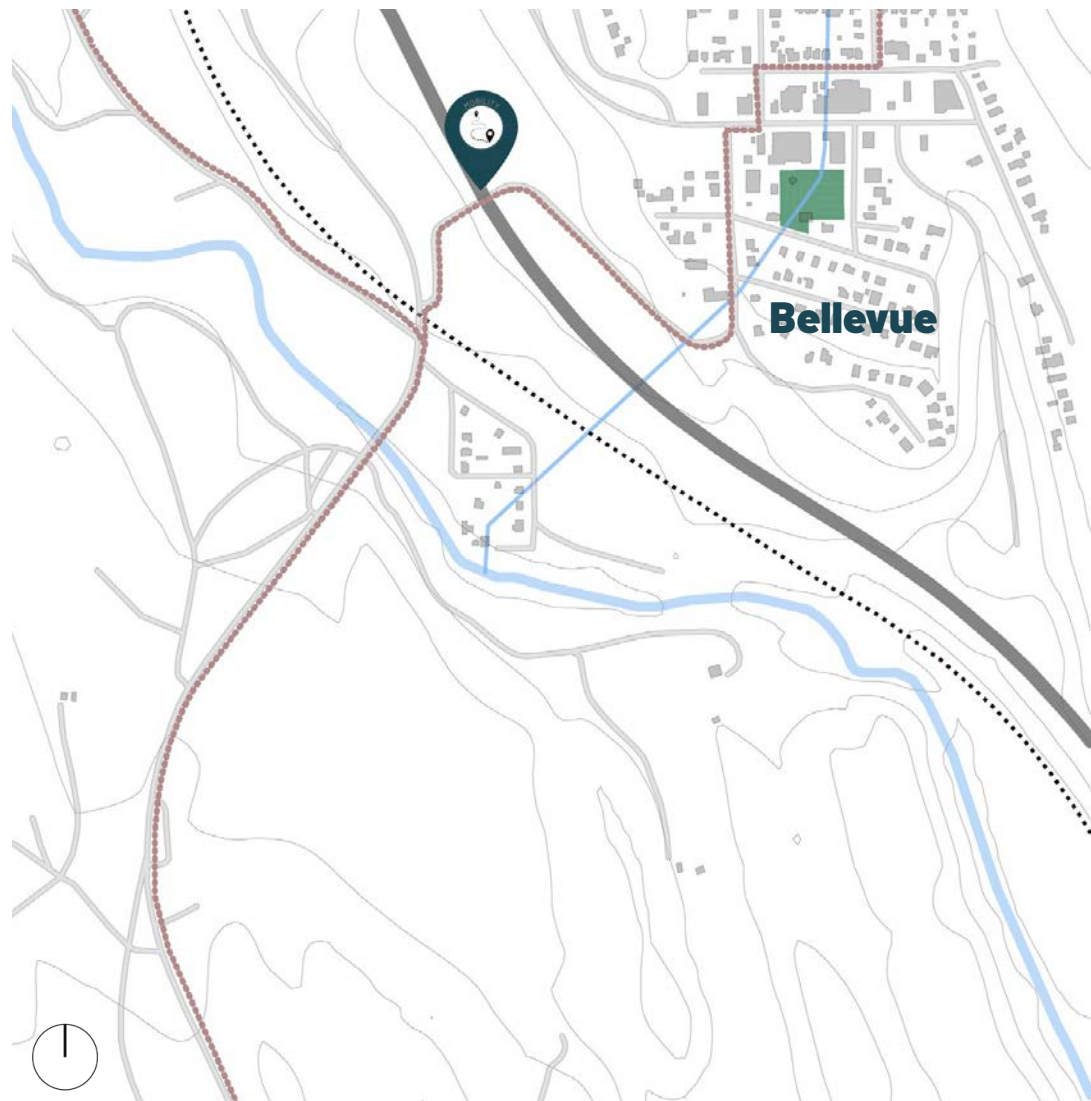
- Improve underpass safety and lighting
- Create a sense of place and stopping point along the existing trail path
- Expand pedestrian and cyclist flows and capacity through the underpass



BIKE & PEDESTRIAN UNDERPASS - NORTHHAMPTON, MA



BIKE & PEDESTRIAN UNDERPASS - NORTHHAMPTON, MA



BELLECREST TRAIL UNDERPASS

RECOMMENDATIONS

The re-envisioning of the trail underpass at Highway 3 is designed to provide a safer and more enjoyable pedestrian and cycling experience. Through new, Crowsnest Pass-branded lamp posts, flared-out entries to the underpass and strategically placed vegetation and benches, the underpass is transformed. The new underpass becomes a destination itself as a rest stop along the trail, guided to the communities on each of its flanks by a tree line framing the trail.



UNDERPASS VIEW NORTHEAST



DAY TIME BEFORE & AFTER



UNDERPASS VIEW SOUTHWEST



NIGHT TIME BEFORE & AFTER

Community Trail

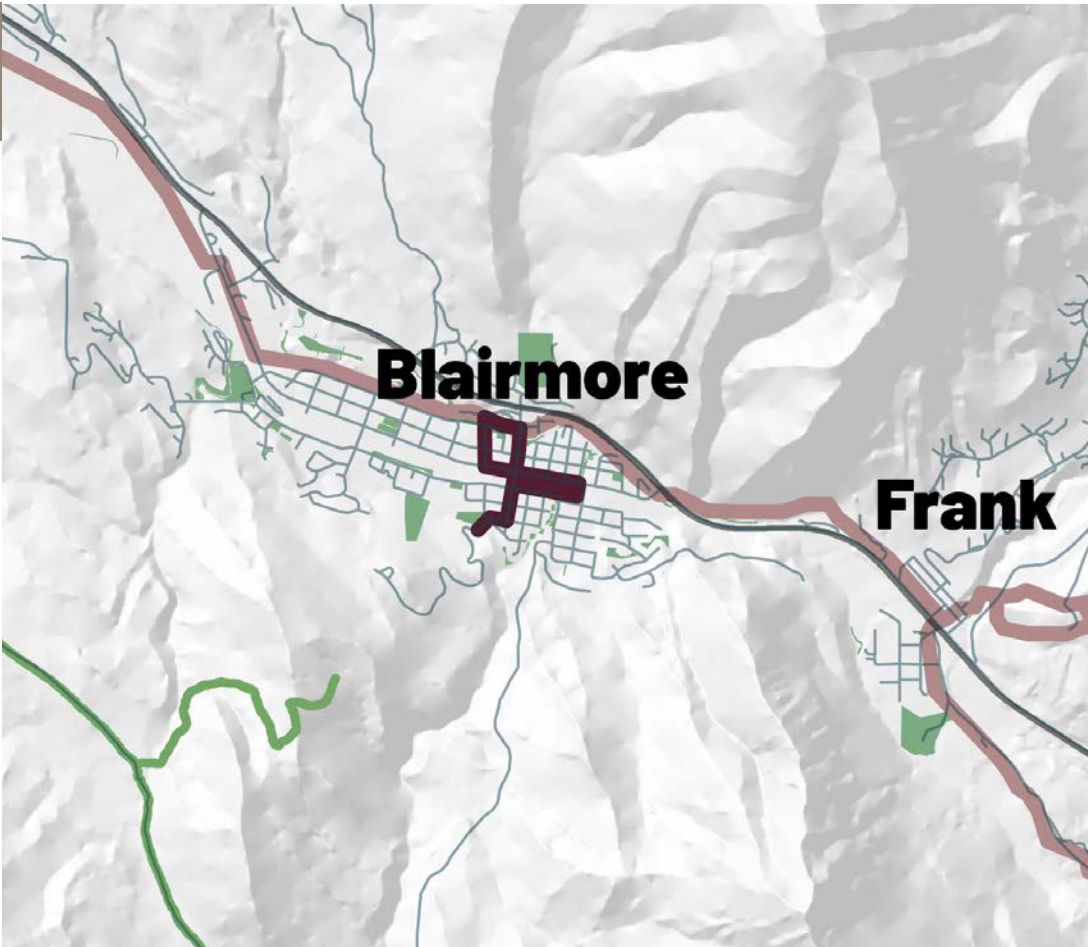


TRAIL NETWORK

BLAIRMORE TRAIL PARK

The existing community trail in Blairmore follows the stream and doesn't have connection to the main street corridor. With Blairmore's strong commercial and outdoor recreational presence, we thought it would strengthen both aspects by creating intersections and connections between the two. Our proposed trail linkage ties existing trail with Pass Powderkeg via 129th street, crossing through Blairmore's main street along the way.

Mexico City's Linear Park (Cuernavaca) shows a precedent example of the relationship between the existing rail line and open space pedestrian movement.



IDENTIFIED OPPORTUNITIES

- Expand and curate existing gazebo park
- Utilize vegetation and designed park to mitigate sound from rail
- Complement and help to better define Blairmore's main street corridor

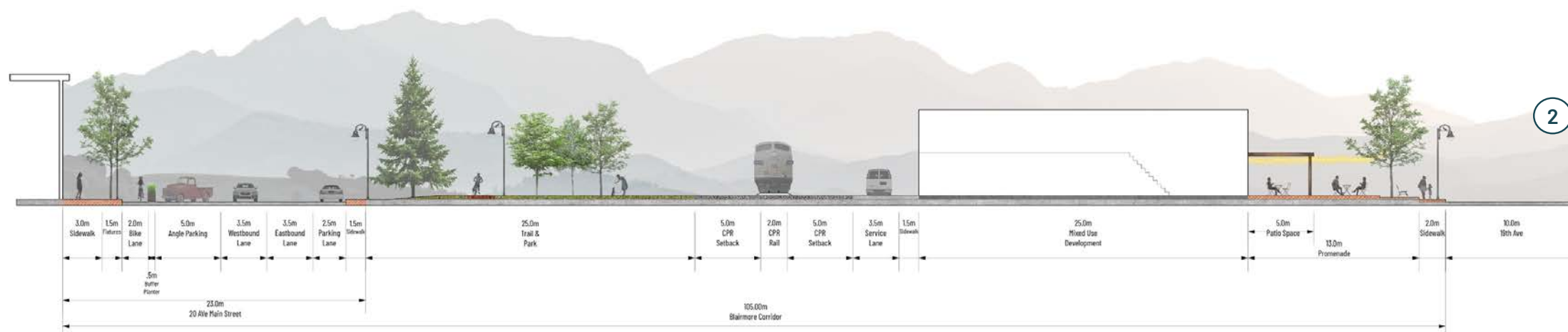
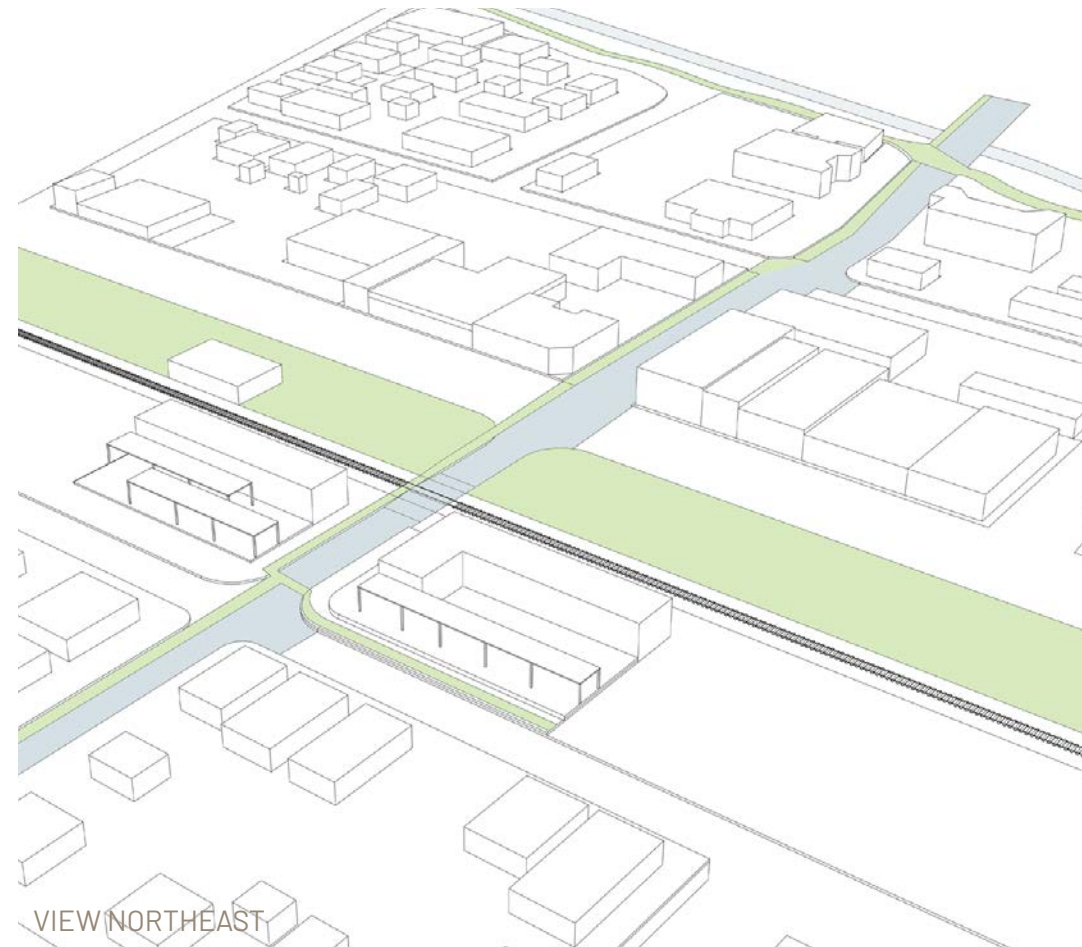
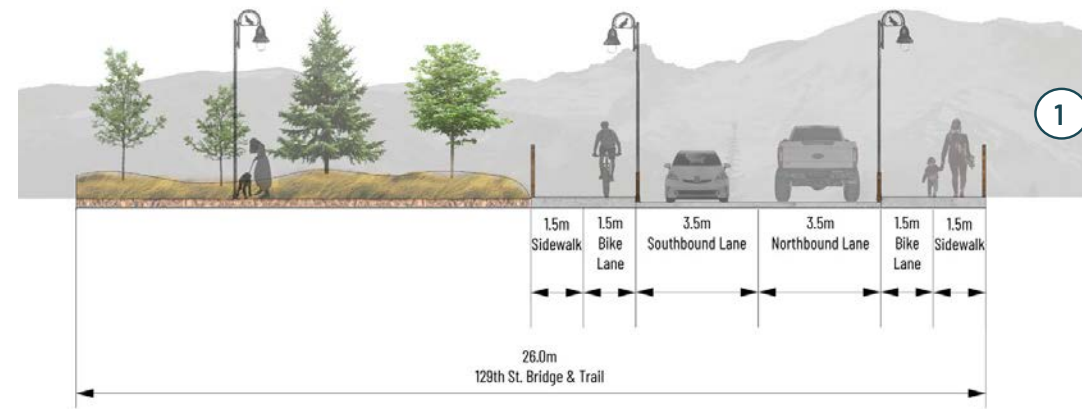
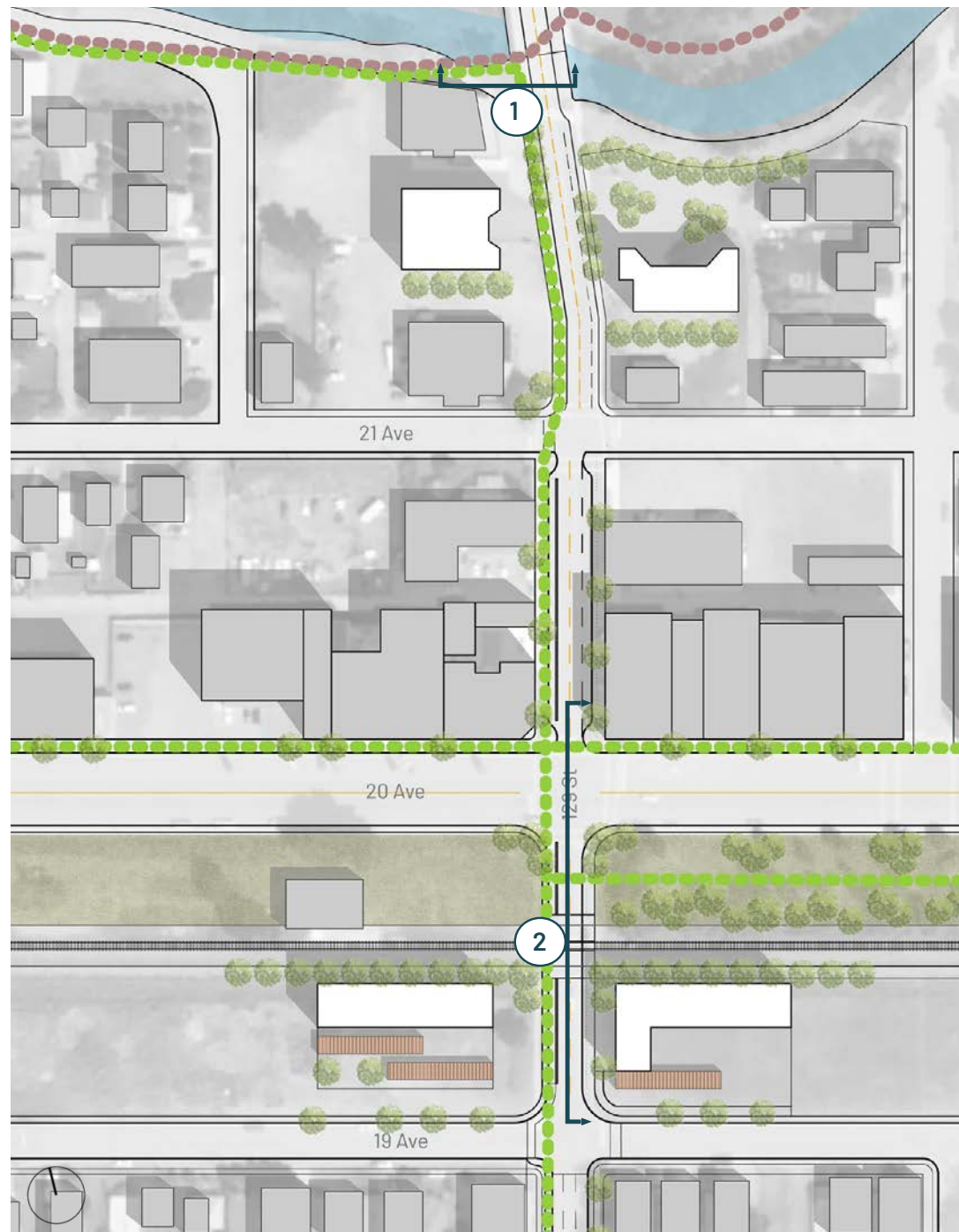


BLAIRMORE TRAIL PARK

RECOMMENDATIONS

The community trail along the southern bank of the river is intervened with a better defined trail and vehicle lanes, as well as lamp posts along the trail leading to 129th St and a new park on the southeast corner of the bridge, adjacent to new lodging amenities.

The linear park along main street and the rail is reimagined with a hiking and biking trail nestled among a line of spruce trees creating a natural sound barrier along the rail. It also creates a natural transition along the corridor before entering the new development south of the tracks and subsequently the residential neighbourhood on the way up to the ski hill.



Community Trail

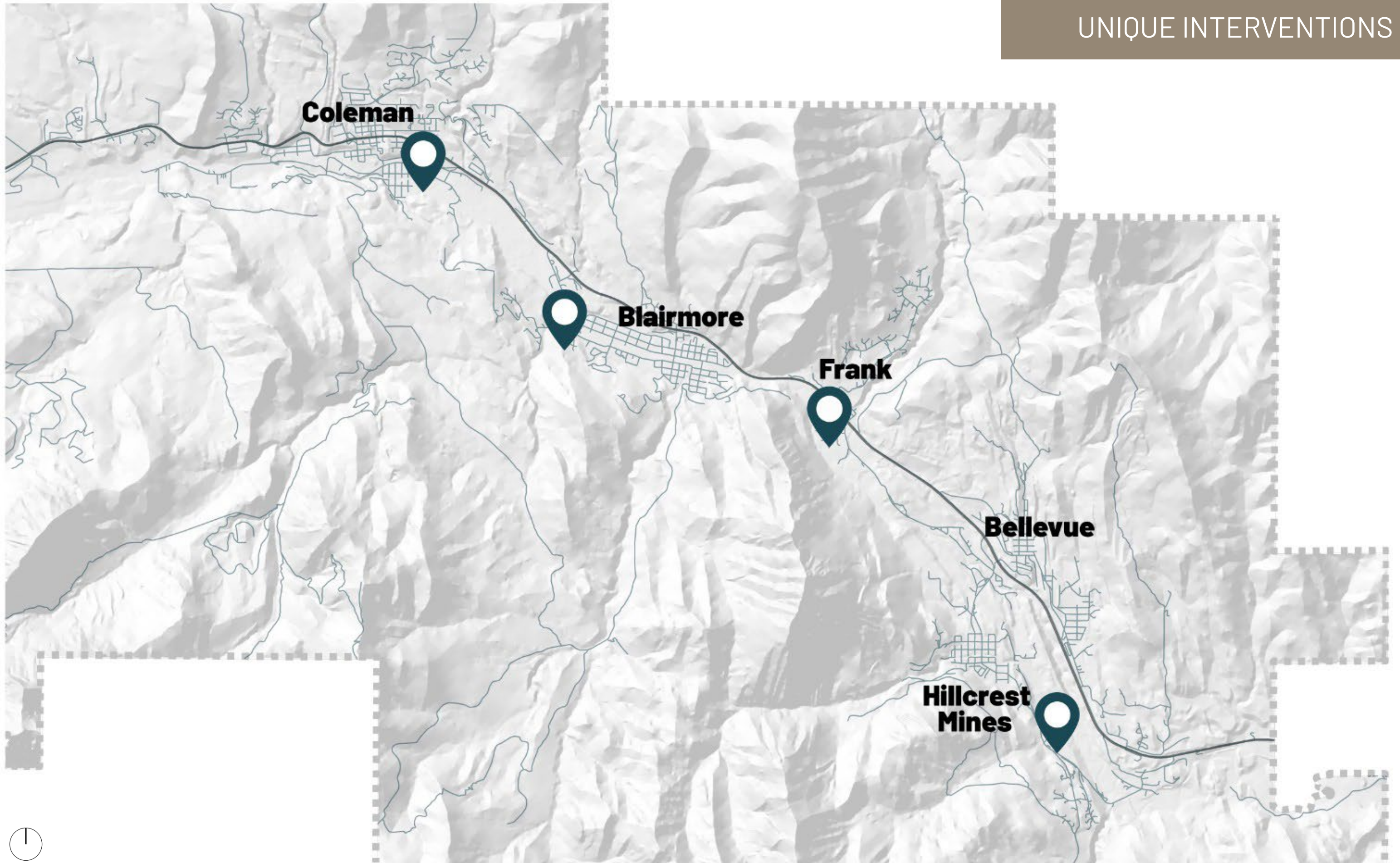
Added Trail



UNIQUE INTERVENTIONS

CROWSNEST PASS

UNIQUE INTERVENTIONS



UNIQUE INTERVENTIONS

OBJECTIVES

The Pass' unique challenges and potential create opportunities for a number of independent interventions that support the overall narrative. These range from tourism to infrastructure, and play a part in this new chapter in the story of the Pass. While these unique interventions are site specific, they have impact across the municipality and are strongly aligned with the community development goals we have set out for the Pass. They help support and supplement the previous three strategies and vision for a healthy Crowsnest Pass.





UNIQUE INTERVENTIONS

OPPORTUNITIES

THE GATEWAY

Hillcrest

RECYCLING FACILITY

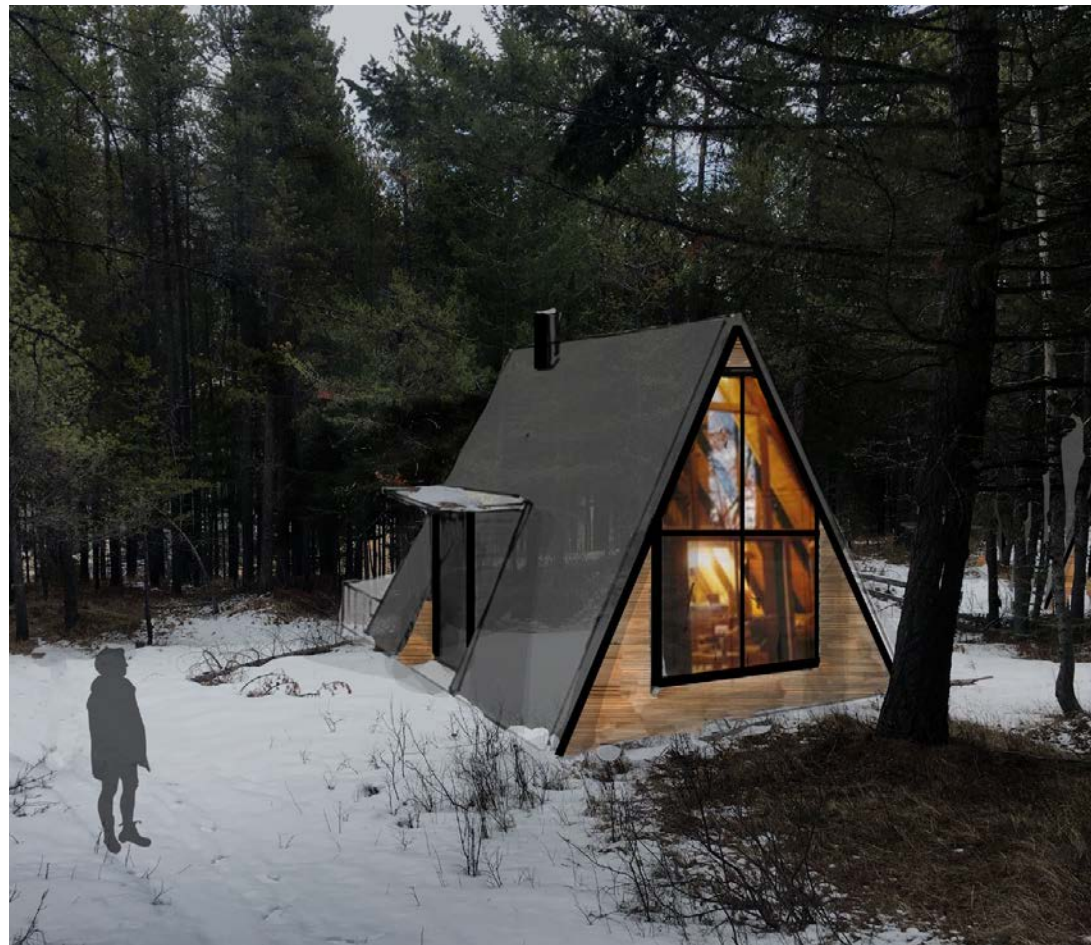
Frank

TINY CABINS

Blairmore

ARTIST CABINS

Coleman



UNIQUE INTERVENTIONS

THE GATEWAY

A unique site located southeast of Hillcrest along 232 St, poses as a great opportunity for the development of a central trailhead.

Tom’s Thumb Trailhead in Scottsdale McDowell sonoran Preserve shows a precedent example of a self sufficient building that supports and provides access to its nearby trail network.



SITE CONTEXT PHOTO VIEW NORTH

IDENTIFIED OPPORTUNITIES

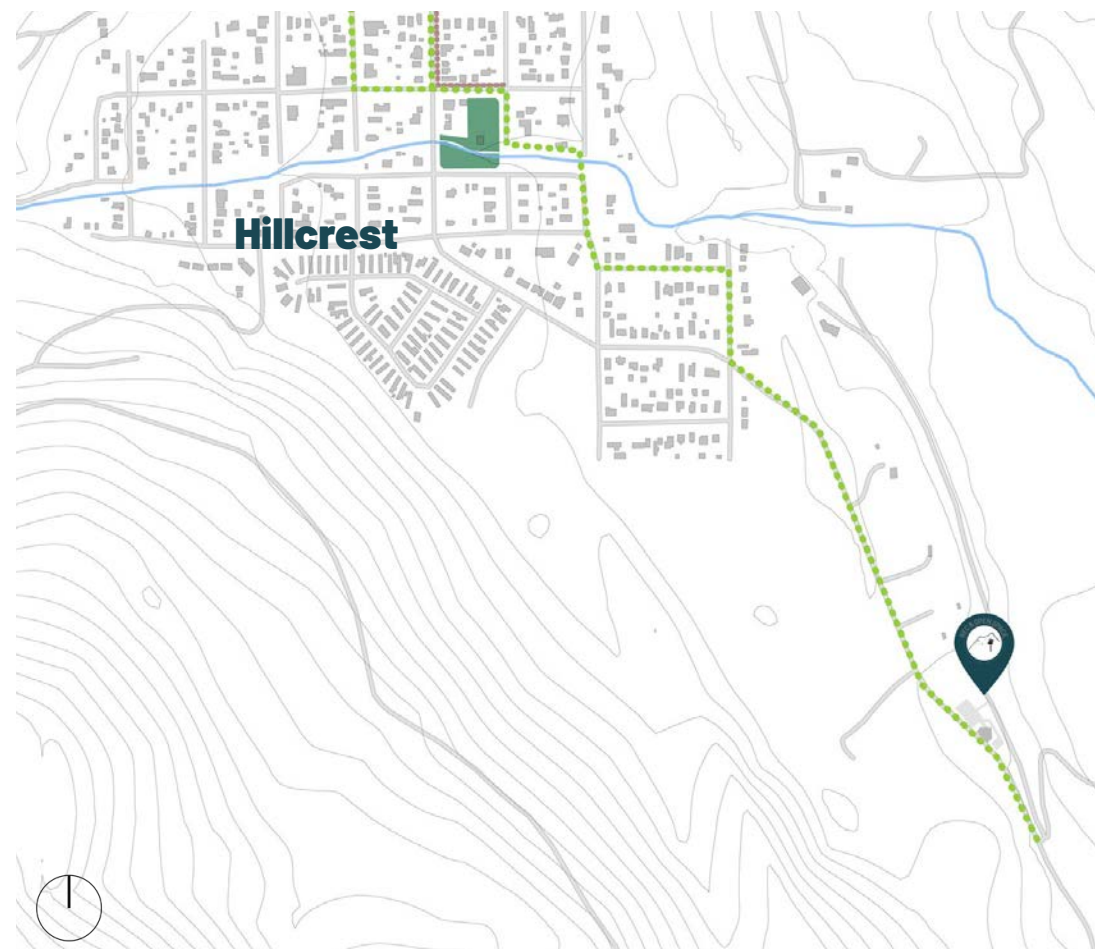
- Linkage to Hillcrests trail system
- Creating a defined trail head that serves diverse amenities
- Opening up central location for resources and parking for nearby recreational activity



TOM'S THUMB TRAILHEAD - SCOTTSDALE, AZ



TOM'S THUMB TRAILHEAD - SCOTTSDALE, AZ



THE GATEWAY

RECOMMENDATIONS

Hillcrest's Gateway welcomes local residents and tourists on their way to Castle Provincial Park. Trees and natural plantings provide shelter while visitors can take a seat and learn about area recreation and park amenities. The information centre houses washrooms and offers up maps, trail guides and other relevant visitor information. The Gateway defines Hillcrest as a trailhead community for outdoor enthusiasts.

With future growth and recreation development, a similar centre could mirror this trailhead and mark the "North Gateway" corridor to Kananaskis.



EAST HILLCREST DR VIEW SOUTHEAST - BEFORE



THE GATEWAY VIEW SOUTHEAST - AFTER

Community Trail

Added Trail



UNIQUE INTERVENTIONS

FRANK RECYCLING FACILITY

During community engagement, residents noted the need for a local recycling facility in the Pass. Given its existing industrial park and central location within the Pass, Frank proves itself to be a great site for a proposed recycling facility.

Frank could also take from El Cerrito's recycling facility, which offers community members a convenient way to reduce their environmental impact through organized reuse and recycling programs.



SITE CONTEXT PHOTO VIEW SOUTH

IDENTIFIED OPPORTUNITIES

- Expanding Frank's industrial park
- Creating a centralized recycling facility
- Integrating direct community benefit and engagement in sustainability initiatives



RECYCLING FACILITY - EL CERRITO, CA



RECYCLING FACILITY - EL CERRITO, CA



FRANK RECYCLING FACILITY

RECOMMENDATIONS

Beyond typical recycling functions, the facility can also serve as a free community exchange and drop off location for reusable items such as books, outdoor gear, and home and building materials. An extended patio with close mountain views and access to the stream links with the community trail in the east, and also creates a unique user experience for those stopping by.



SITE CONTEXT PHOTO VIEW SOUTHWEST



RECYCLING FACILITY VIEW SOUTH

Added Trail



UNIQUE INTERVENTIONS

BLAIRMORE TINY CABINS

Close proximity to Pass Powderkeg and naturally secluded residential areas, give way for potential opportunities for low impact developments that support ecotourism. The creation of alternative typologies that are environmentally sensitive can also be integrated with trail systems. There is the potential of creating a co-op project focused on tourism such as AirBnBs, company retreats, summer camps and the like, activating the ski hill year-round.

Examples of these kinds of constructions and business models exist in North and Latin America, as well as more avant-garde designs such as the Woodnest Cabins in Norway.



BLAIRMORE FOREST CLEARING

IDENTIFIED OPPORTUNITIES

- Linkage to nearby trail systems
- Ecological and low impact development
- Integration of tourism with nature



WOODNEST CABINS -ODDA, NORWAY



WOODNEST CABINS -ODDA, NORWAY



SITE CONTEXT PHOTO VIEW NORTH WEST

BLAIRMORE TINY CABINS

RECOMMENDATIONS

The southwest edge of Blairmore along the pipeline can house small, cozy A-Frame style cabins tucked amongst the trees. The site scouting revealed enough space and clearings to install up to eight cabins without the need of felling trees, as well as accommodating enough parking spaces in the cul-de-sac across the pipeline, making it an easy walk over to a secluded, year-round attraction for tourists to enjoy.

This aligns well with the ASP goal of creating a resort setting while remaining environmentally sensitive. Without the need for additional paved surfaces, the development can mitigate stormwater runoff. This development will make sure to comply with FireSmart building requirements and regulations. Through further assessment and demand, the land can be phased for future growth, dependent on a slope study.



FOREST CLEARING VIEW EAST - BEFORE



TINY SKI CABINS VIEW EAST - AFTER



UNIQUE INTERVENTIONS

COLEMAN ARTIST CABINS

On the southeast side of Coleman, there is opportunity for artist cabins. Just as the Banff Centre for the Arts attracts creatives to immerse themselves in the mountain experience, artists in residence will be inspired by the character and beauty of the Pass as well as the artisan charm of Coleman.



IDENTIFIED OPPORTUNITIES

- Programatic support for existing Coleman artists community
- Secluded work environment in nature
- Low impact development





COLEMAN ARTIST CABINS

RECOMMENDATIONS

In the southeastern corner of Coleman, we are proposing the addition of low impact artist cabins that can work to support and strengthen Coleman's existing arts community, while adding park space for the surrounding community to enjoy as well.

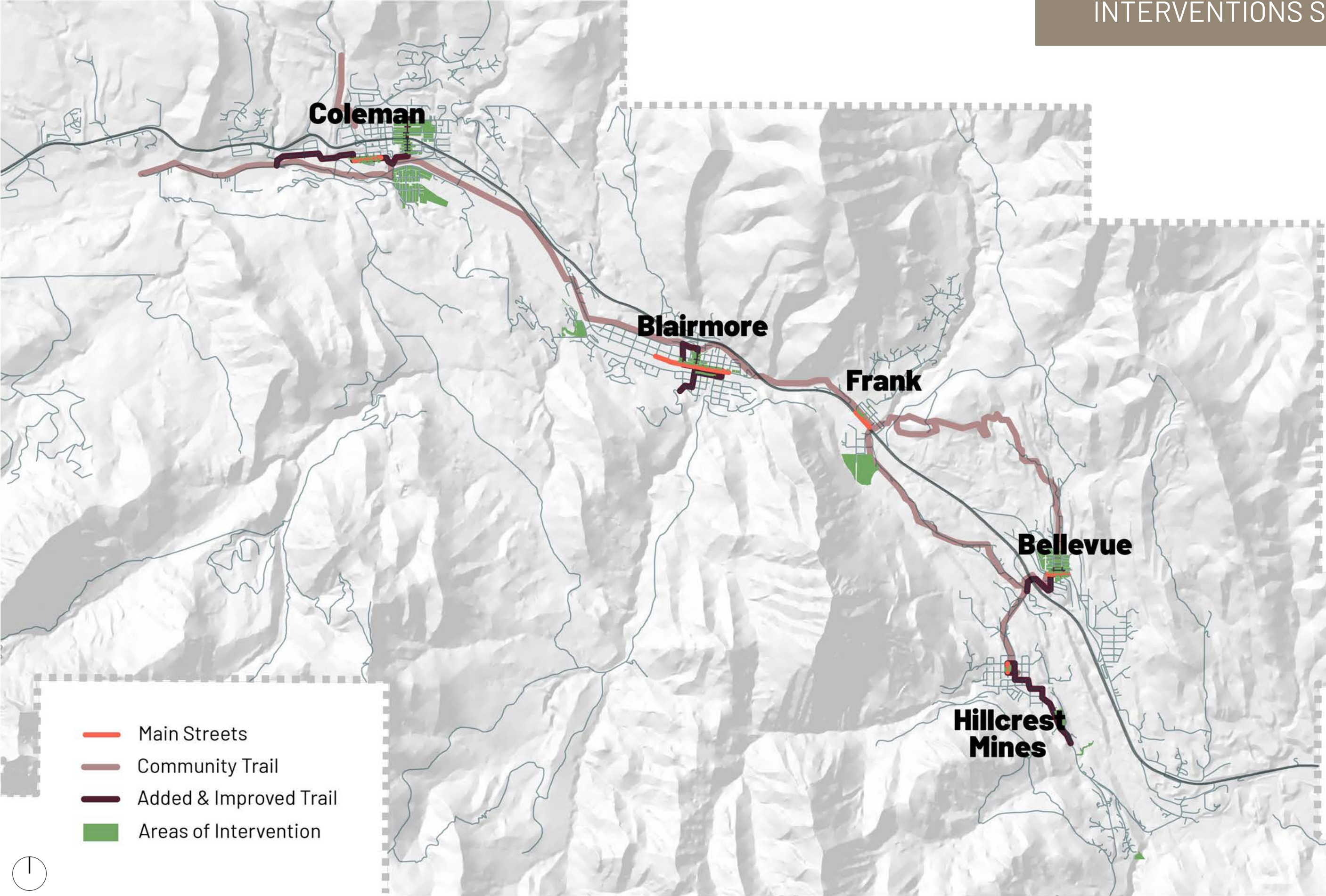
With amazing views and a quiet site location, the cabins offer a great opportunity for artist-in-residence programs to fully immerse themselves in nature and the rich cultural heritage of the Pass and work outside their usual environments.



SUMMARY & CONCLUSION

CROWSNEST PASS

INTERVENTIONS SUMMARY



SUMMARY

TIMELINE & COST

With a diverse range in scope, the varying levels of design interventions mentioned in this report can be implemented at a wide range of costs and time frames. We have characterized each intervention type through a timeline and cost implementation estimate.

This chart lists potential timelines for interventions on a scale where 1 indicates quicker implementation and 3 indicates more long-term strategies and development.

All of these interventions have unique positive impact and social return on investment that should be further explored and defined by the Municipality of Crowsnest Pass. We recommend that priority, impact, and budget should be among the included factors in assessment and community engagement.

Interventions	Timeline	Cost to Implement*
Tactical & Flexible Street Improvements	1	\$
Additional Dwelling Units	1	\$
Bellecrest Trail Underpass	1	\$
Blairmore Tiny Cabins	1	\$
Blairmore Trail Park	2	\$
Permanent Street Improvements	2	\$\$
Trail Extensions & Improvements	2	\$\$
The Gateway	2	\$\$
Coleman Artist Cabins	2	\$\$
Blairmore Wellness Centre	2	\$\$\$
Mixed Use Development	3	\$\$
Coleman Hillside Housing	3	\$\$\$
Frank Recycling Facility	3	\$\$\$

*These are broad cost estimates that can range and are subject to site conditions and land ownership.

LOOKING FORWARD

Crowsnest Pass is a unique place and community with a rich history and untapped potential. It is also a community at a crossroads.

Looking forward, the Pass can become a community that embraces its history, collective identity and values, a place where the built environment works to create a vibrant and resilient community that adapts and responds to the needs of its residents and visitors alike.

In an ever-evolving world where social change, economic challenges, and environmental conservation affect how we build and rethink our communities, the Pass can step up to the challenge by adapting and overcoming obstacles.

Through strategic, smart and focused interventions like the ones presented in this report, Crowsnest Pass can preserve and amplify its essence and identity while adapting to the world around it and evolving in innovative ways that keep making it a place worth visiting, living in, and caring for.



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