

# CROWSNEST PASS VISION BRIEF

PLANNING + DESIGN

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UNIVERSITY OF CALGARY  
SCHOOL OF ARCHITECTURE,  
PLANNING AND LANDSCAPE

**HS<sup>2</sup> PLANNING  
GROUP**

APRIL 2021



# ACKNOWLEDGMENTS

On behalf of HS2 Planning Group, we would like to extend a thank you to our Professor, Francisco Alaniz Uribe, and The Steering Committee from The Crowsnest Pass for providing guidance and feedback through this process.

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Chair Municipal Planning Commission  
Bellecrest Community Association*

*Frank Slide Interpretive Centre  
Chamber of Commerce  
Municipality of Crowsnest Pass*

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**HS<sup>2</sup> PLANNING GROUP**, based in Calgary, Alberta, believes in community driven projects that work not only to improve traditional standards of life, but to make more livable designs that consider the softer aspects of life and all living things through each project that we embrace.



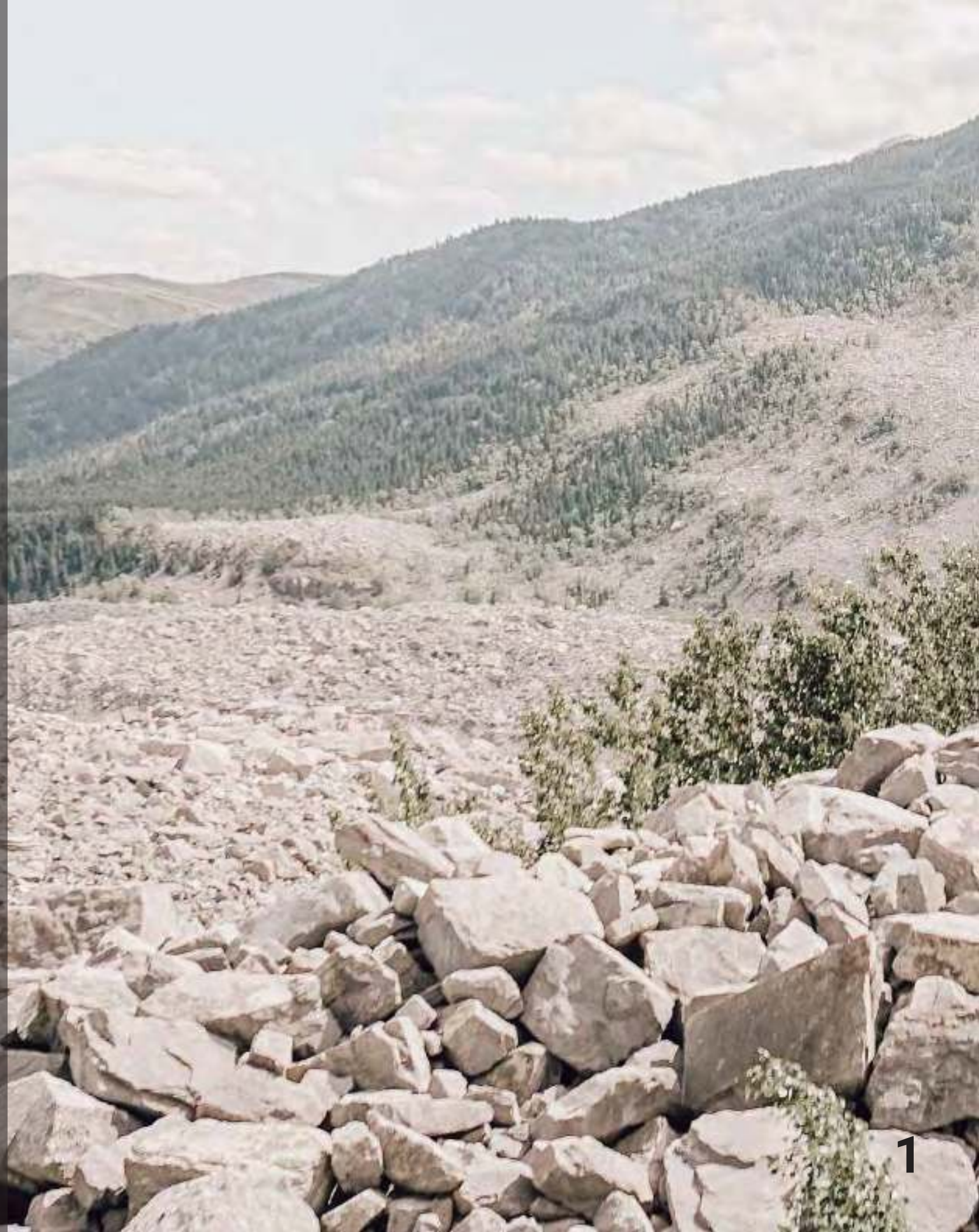
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## 1. EXECUTIVE SUMMARY

The Crowsnest Pass is a historically rich natural and cultural landscape. From pre-western development as a significant passage through the Rocky Mountains, to a booming coal mining industry, The Crowsnest Pass, or known as The Pass to locals, is now represents a Western Canadian hot spot for nature-based activities such as hiking and skiing. Due to a shift away from reliance on coal as a fuel resource, and the future of coal mining in question in Alberta, The Pass has an opportunity to decide how they will grow into the 21st century. The purpose of this report is to provide a vision for The Pass that is centred on sustainable growth which can be achieved through a series of recommendations or design interventions that are achievable and will help The Pass prosper while retaining its grounded sense of place. These design interventions are categorized into land use, parks and open space, mobility, historic buildings, main streets, and wayfinding, to ensure that all aspects from the natural to the cultural environment are considered. The three guiding principles of revitalizing, connecting, and attracting were considered through all of these categories.

An extensive site analysis helped HS2 Planning Group better understand these environments and landscapes, and learn where there were constraints and opportunities. Public consultation through an open house helped to understand which of these opportunities and constraints mattered most to community members and identify some that were missed in the site analysis. These two phases helped guide the design process and provide the basis for which interventions were implemented. Through consultation with a Steering Committee from The Pass, our designs were guided and altered throughout this process to ensure they addressed key concerns ethically and authentically. This report can be used as a guide to design interventions throughout The Pass that will help it achieve sustainable growth, along with various methods for how they can be implemented.





## 2. INTRODUCTION

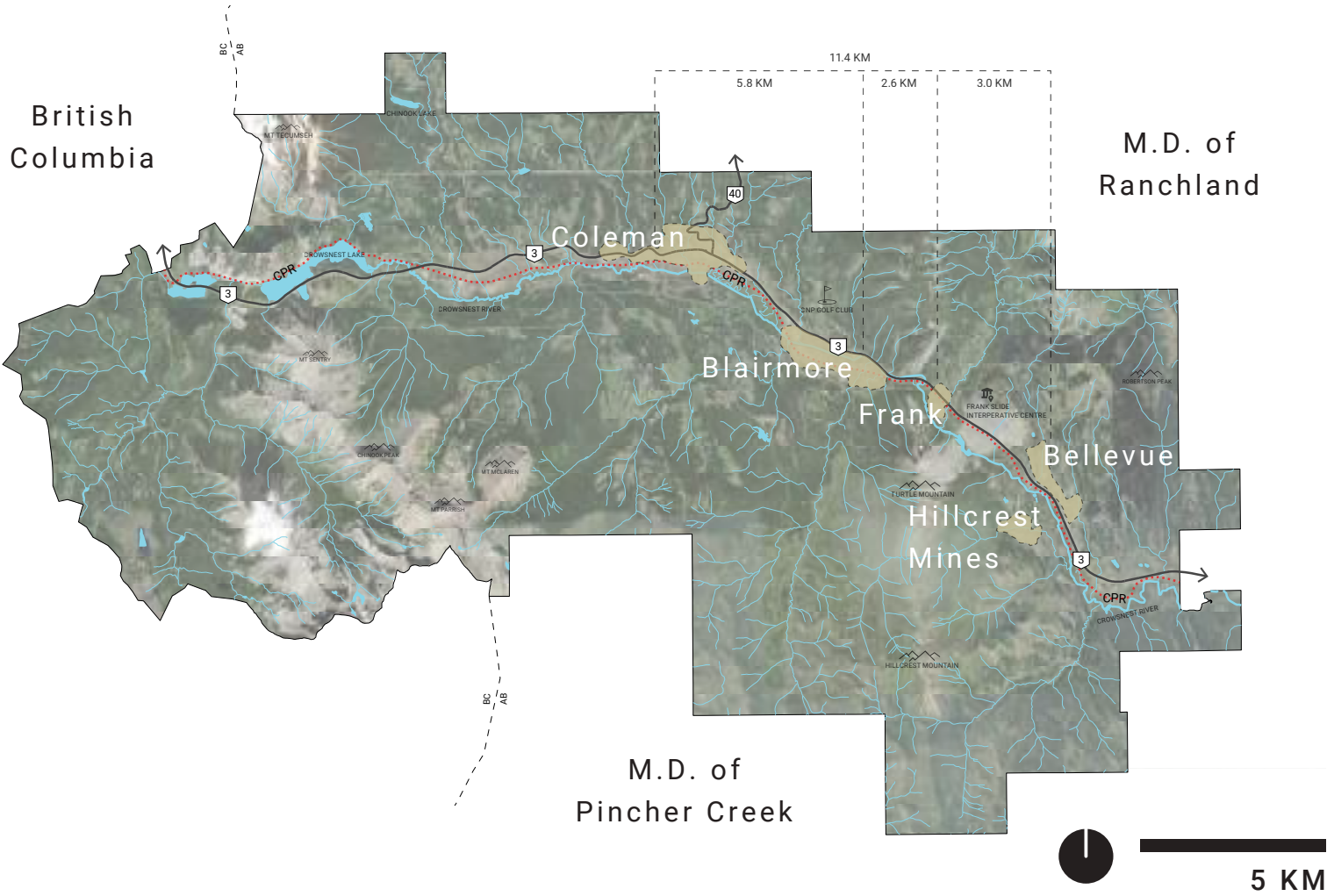




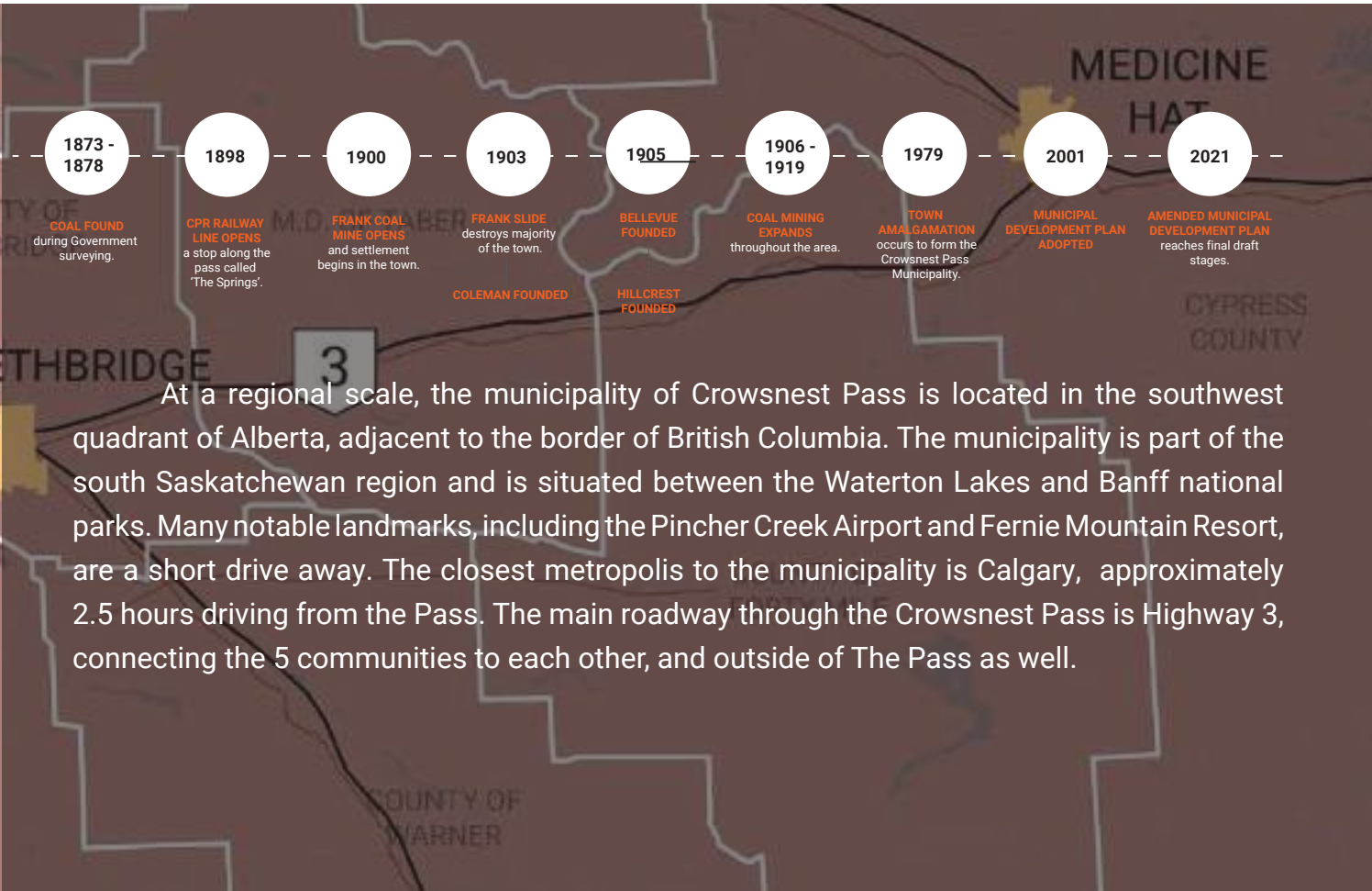
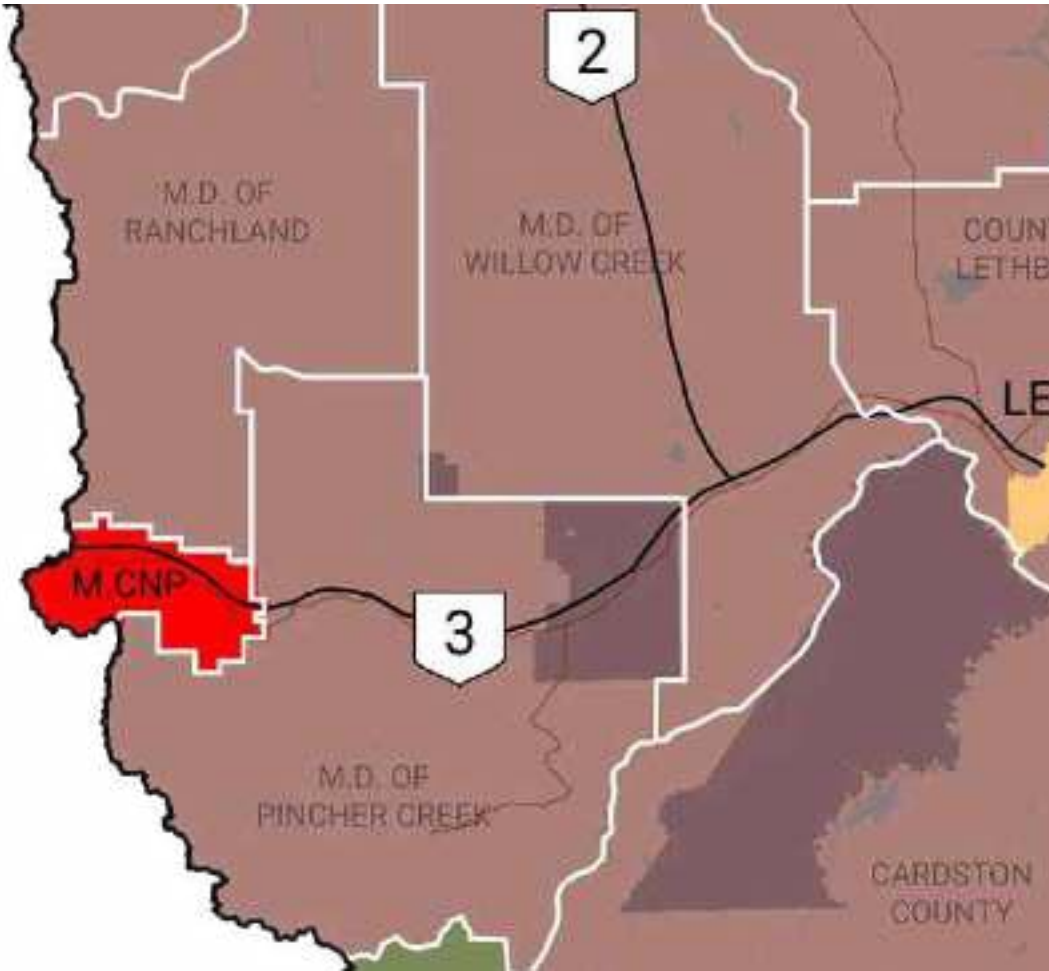
INTRODUCTION

2.1 SITE CONTEXT

The Crowsnest Pass is situated in the southern Albertan Rockies and is home to both wildlife and residents. The Crowsnest Pass is full of rich history, unique identity, and a largely untouched natural landscape. Looking at The Pass, there are 5, distinct communities that make up the municipality. The 5 towns, founded on coal extraction, span across roughly 11km, and are surrounded by several mountain peaks and historical sites. Coleman and Blairmore are the largest two communities, with a grocery store, restaurants, and most of the commercial. Frank, Hillcrest Mines, and Bellevue are the smaller three communities, composed of largely residential with significant attractions such as the Bellevue Underground Mines, the Hillcrest Mine Disaster Cemetery, and the Frank Slide Interpretive Centre.



- CN Rail
- Major Highway
- National Park
- Water Body
- South Sask. Region
- Crowsnest Pass
- Cities
- First Nations Land



At a regional scale, the municipality of Crowsnest Pass is located in the southwest quadrant of Alberta, adjacent to the border of British Columbia. The municipality is part of the south Saskatchewan region and is situated between the Waterton Lakes and Banff national parks. Many notable landmarks, including the Pincher Creek Airport and Fernie Mountain Resort, are a short drive away. The closest metropolis to the municipality is Calgary, approximately 2.5 hours driving from the Pass. The main roadway through the Crowsnest Pass is Highway 3, connecting the 5 communities to each other, and outside of The Pass as well.





## MUNICIPAL

### INTER-MUNICIPAL DEVELOPMENT PLAN (IDP)

To cultivate ongoing collaboration between bordering municipalities, this document acts as a conflict resolution strategy for shared areas. Crowsnest Pass borders both the Pincher Creek and Ranchland municipality districts, and utilizes this preventative tool to navigate shared transportation corridors, such as Highway 3 (Oldman River Regional Services Commission, 2020).

### MUNICIPAL DEVELOPMENT PLAN (MDP)

This tool manages and directs future municipal growth through comprehensive policy compilation. Thorough content and context analysis inform these decisions for change. Crowsnest Pass recently approved their new MDP in 2021 to replace the original guide formed in 2001. (Oldman River Intermunicipal Service Agency, 2001)

### AREA STRUCTURE PLAN (ASP)

This comprehensive guide uses context-specific information to inform at in-depth framework for development within a specific area. The municipality of Crowsnest Pass has 11 existing documents that pertain to the following areas: Aspen Creek, BridgeGate, Crowsnest Mountain, Gold Creek, Kananaskis Wilds, Nez Perce, North Coleman, River Run, Sawback Ridge, Southmore, and Valley Ridge.

### LAND USE BYLAW

Development that occurs within the Municipality, new or existing, must comply with the regulations set out within this document. This tool regulates the permitted uses and applicable zoning within the land districts. This has a significant impact on the growth pattern within the area, as it may limit the applications for change. (Oldman River Regional Services Commission, 2013)

### HISTORICAL MANAGEMENT PLAN

The rich and unique history of Crowsnest Pass is acknowledged within this document. The goal of this tool is to guide heritage management through the identification, conservation, and protection of local heritage sites and resources. The use of this document within the decision-making process could help to continue community character and sense of place throughout development and change. (Community Design Strategies Inc., 2019)

## INTRODUCTION

# 2.2 LEGAL FRAMEWORK



## PROVINCIAL

### MUNICIPAL GOVERNMENT ACT (MGA)

This document both guides and informs all other policy. It is applicable to all entities, in both public and private areas. Within this framework, Crowsnest Pass is labelled as a specialized municipality, as the area is both urban and rural. (Government of Alberta, 2020)



## REGIONAL

### SOUTH SASKATCHEWAN REGIONAL PLAN (SSRP)

This document is structured to address region-wide systems, such as water, transportation, infrastructure, and natural aspects. This environmental management framework outlines specific requirements to be executed at each spatial level, including the Municipality of Crowsnest Pass. (Government of Alberta, 2018)



## 2.4 PROJECT UNDERSTANDING

### **ECONOMIC DIVERSIFICATION**

Natural resource extraction has been a traditional economic driver for the residents of Crowsnest Pass. Expansion within the coal mining sector is predicted for the area, although the industry is commonly impacted by a boom and bust cycle. To reduce economic risk and increase reliability, industry diversification is vital.

### **STAKEHOLDERS**

The future of the municipality is guided by various interest groups, such as community associations, developers, planning professionals, and bordering municipalities. Expectations and concerns for the future of Crowsnest Pass have recently been voiced by these prominent groups within the Community Survey produced during the MDP development process.

Through the development of this Vision Brief for The Crowsnest Pass, the Steering Committee represented community groups and the municipality to help guide design. Public engagement events throughout the process gave residents a chance to provide feedback and help us understand local perspective.

### **POPULATION PROJECTION**

The population within the municipality is aging, and has been trending downwards over the last decade. Although, the MDP has forecast substantial population growth within the communities. The anticipated 8000-9000 residents by 2040 is a substantial increase from the current 5,600 (MDP, 2020).

### **URBAN INTENSIFICATION**

The anticipated growth is to be concentrated within specific areas along Highway 3. This intensification aligns with increased density, to expand the housing stock and options available for potential residents. Integrating commercial and industrial land uses are also a focus of the community vision for town centres. The availability of Municipal land for sale could be a potential development opportunity to accommodate growth, alongside main street and town centre infill.

### **HERITAGE PRESERVATION**

There is a commitment within the Pass to safeguard historically significant landmarks throughout change and development to protect community character. The rich history within the area and abundance of existing heritage sites are considerable.

### **MUNICIPAL CONNECTIVITY**

The five communities located within the municipality are culturally connected through heritage, and physically connected by Highway 3. Other than this primary corridor and the recently established Crowsnest Pass Community Trail, there are minimal inter-community transportation connectors.

### **NATURAL LANDSCAPE AND AMENITIES**

The unique physical features and vegetation within the mountainous area create a potential natural tourism destination. Leveraging the landscape and existing amenities could create a destination similar to other mountain town destinations.



## 2.4 PROJECT UNDERSTANDING

### NATURAL SYSTEMS

The convergence of mountain ranges within the Pass has formed a landscape with prominent topography. These elements, alongside environmentally sensitive areas, create a barrier for potential development, servicing, and drainage. Presence of wildlife corridors and habitats along the urban interface must be considered within development strategies. The forested land coverage poses a risk for existing and future development in term of wild fires.

### INFRASTRUCTURE AND SERVICING

Existing infrastructure is shared across the communities. This infrastructure is aging and will require updating to accommodate the expected municipal growth. Future development must consider the distance between communities, and budget accordingly to respond to housing stock densification.

### FRAGMENTED CONNECTIVITY

The rural communities within the municipality are close in proximity, but are generally fragmented from one another. The creation of a mobility network could physically reinforce the cultural connection formed through heritage. This has been masked by the focus on the future twinning of Highway 3.

### SUSTAIN COMMUNITY CHARACTER

Heritage conservation is a priority within the municipality, as historical components are unique identifiers that create a sense of place. This is aimed to be safeguarded throughout growth and development through historical designation. Although, proposed urban intensification, densification of from single-family households to a multi-family housing stock, and the integration of required infrastructure could put the existing character at risk.

### ECONOMIC RISK

The local economy has been traditionally reliant on natural resource extraction industries, such as coal mining and forestry. Although, the unreliable economic cycle of these industries would require other sectors to accommodate projected growth. Currently, there is inadequate infrastructure to sustain a seamless expansion of other industries.

### DEVELOPMENT LIMITATIONS

The majority of land within the municipal boundaries of Crowsnest Pass is crown land. This creates rigid boundaries for future development, as crown land is undevelopable by the municipality. Thus, growth must be concentrated within the existing linear community corridor. This will further be limited due to the planned twinning of Highway 3, as it requires considerable land along the corridor. The available developable land is located primarily within country residential parcels. Density could potentially disrupt the low-density oriented housing fabric and character. Development is restricted within specific areas, further reducing the accommodation of growth to concentrated locations. For instance, the Turtle Mountain Restricted Development Area has been formed due to risk of rock slide and history of disaster. Also, the Canadian Pacific Railway (CPR) prohibits residential development adjacent to the train line.



# 2.5 METHODOLOGY

Our methodology for approaching the Crowsnest Pass Vision Brief was divided into 5 phases. Each one led into the next, and provided the foundation to move onto the design phase. In total, the process took 4 months from January to April 2021. The first phase, Project Planning, involved creating a proposal for the project, which included identifying key stakeholders and applicable policy. The Site Analysis Phase involved a guided site visit and a presentation of key findings to the Steering Committee.

The Community Involvement Phase included an online community workshop to identify residents concerns and interests following the site analysis, summarized in a What We Heard Report. This provided the information to create a draft design concept for The Pass which was finalized into the Final Design Concept Phase through further site visits, feedback from the Steering Committee, and eventually presented to Council and the community through a final open house.





## 2.5 METHODOLOGY

**The Project Planning Phase** allows the consulting team to understand the key components of the project, what needs to be achieved, and how to get there. This phase involved data collection (GIS, ground and aerial photos), understanding the project context, identification of key issues the region faces and researching relevant policy and legislation pertinent to the municipality. A project methodology, work plan, and budget are included to help understand the scale of the project and how deliverables will be achieved.

**The Site Analysis Phase** allows the team to better understand the existing context and conditions of the area. It included a guided site visit to provide an in-person experience of the place, mapping and analysis of environmental factors, historic evolution, infrastructure, land use and function, housing and building typology, public realm inventory, and socio-demographics. This was compiled in an analysis report that was presented to the steering committee and council.

**The Community Involvement Phase** included community workshops, working with the steering committee, and an open house. The community workshop took place after the analysis to help the community identify areas of concern or opportunities in the area to the consulting team. A What We Heard Report was produced from this that guided the design phase. A final open house with the community allowed residents to see the final design concept.

**The Draft Design Concept Phase** included using the site analysis and the community guidance to draft a design concept. This addressed land use and development, sense of place and historic integration, community and green space, structure and redevelopment, and mobility. This phase also included another site visit to help the consulting team re-introduce themselves to the region after further understanding. The draft was presented to the steering committee for feedback.

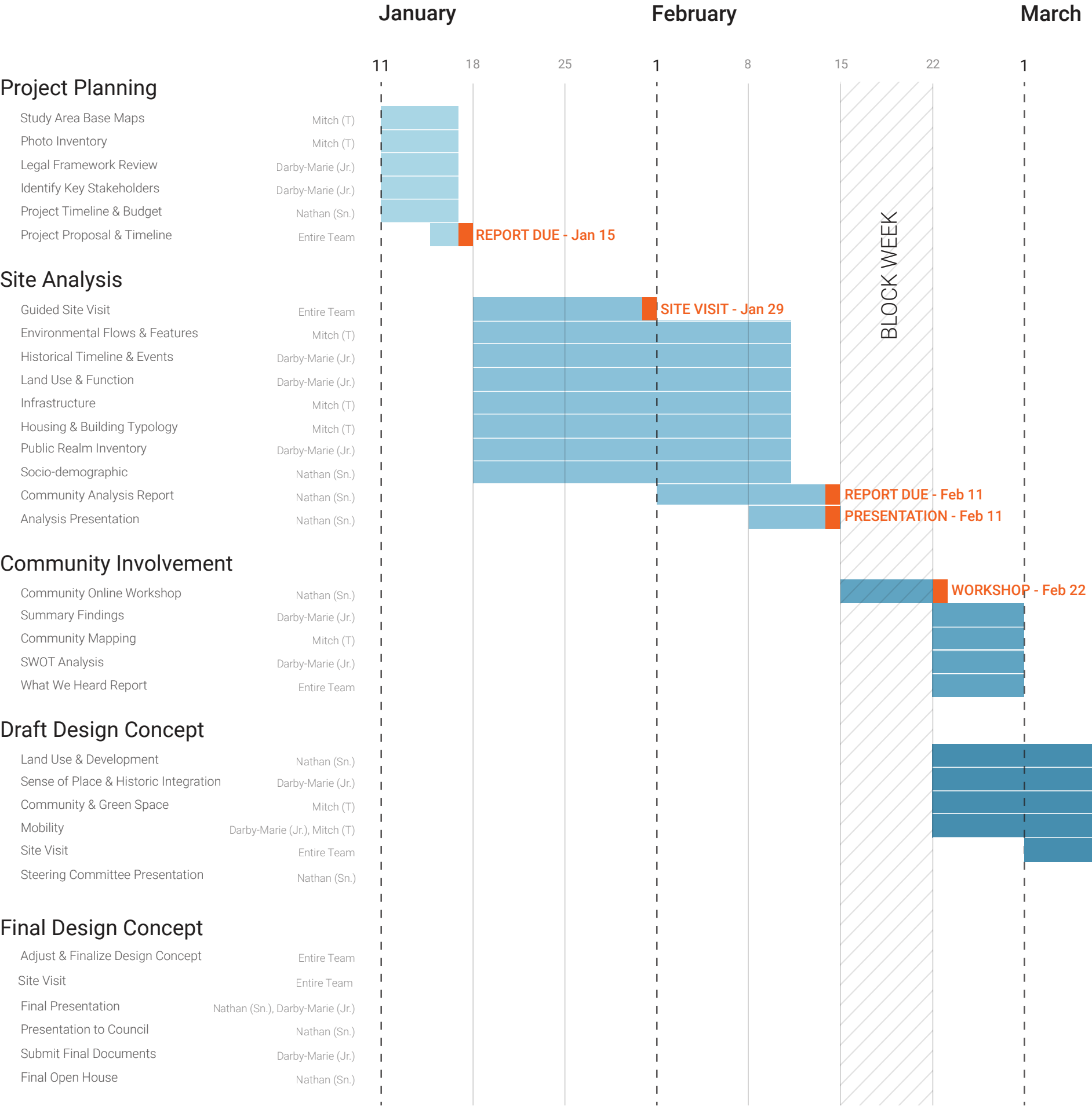
**The Final Design Concept Phase** included adjusting the draft based on feedback from the steering committee, finalizing the design, creating the report, and presenting it to the committee. A condensed version of the report was presented to council and a final open house gave the community a chance to see the design and provide comments.



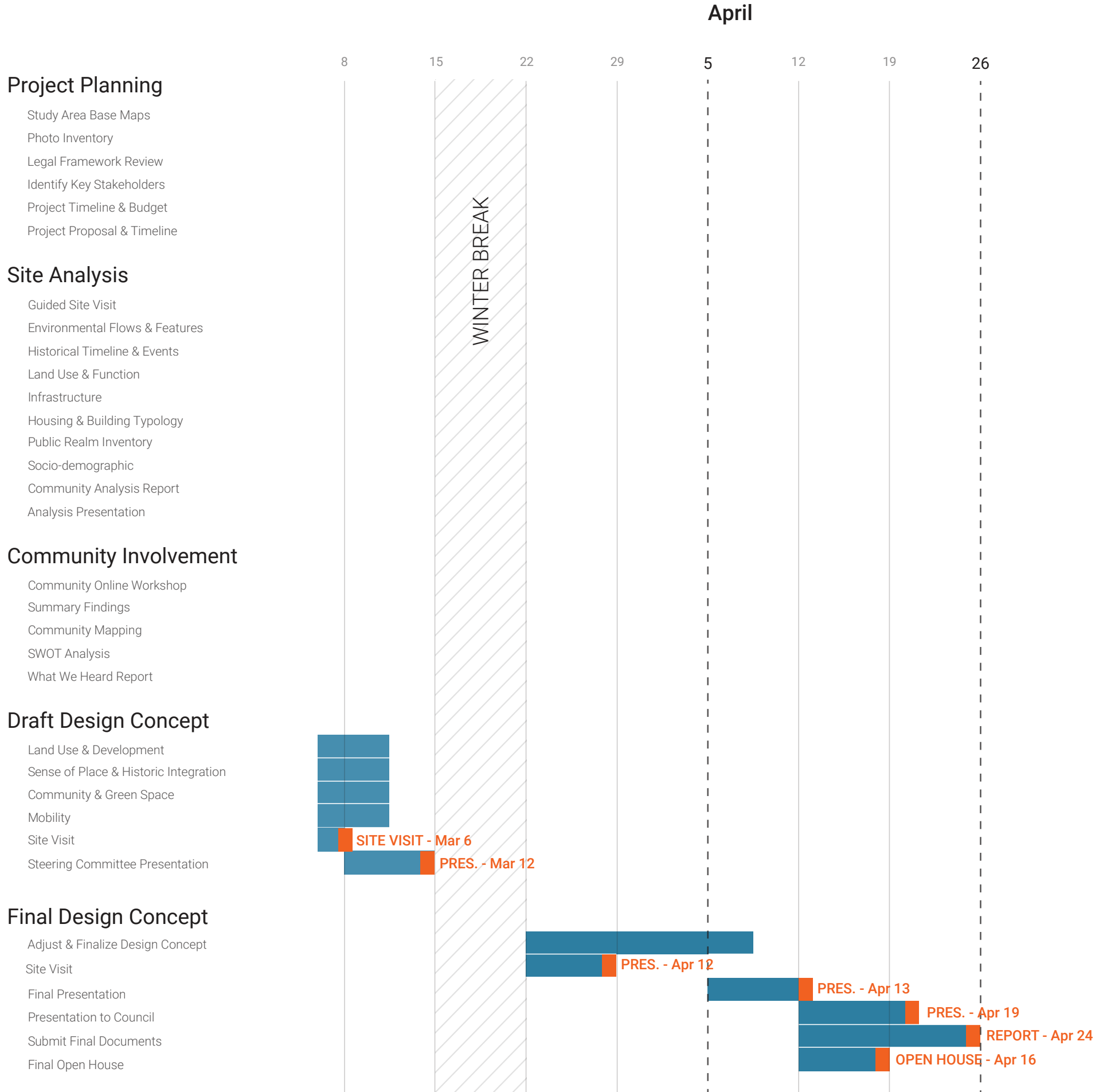


INTRODUCTION

2.5 METHODOLOGY

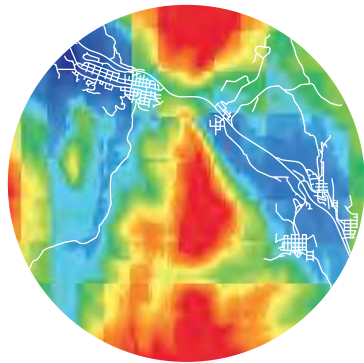








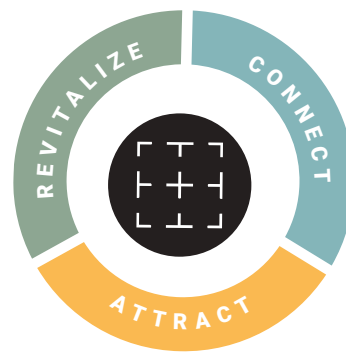
# 2.6 REPORT STRUCTURE



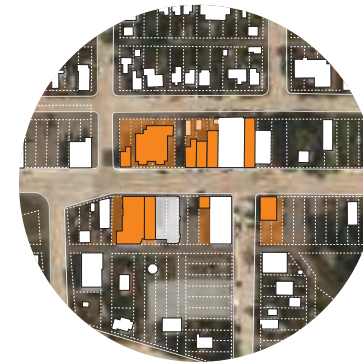
**SITE ANALYSIS**



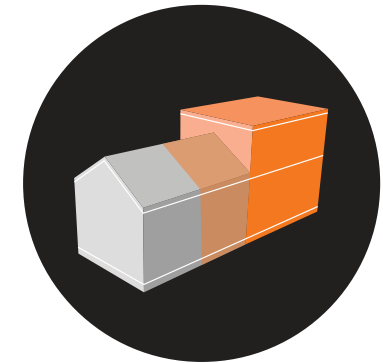
**PUBLIC ENGAGEMENT**



**GUIDING POLICY**



**EXISTING CONTEXT**



**DESIGN INTERVENTION**

This report is structured so decision makers can understand the rationale behind each design recommendation. The site analysis and the public consultation provide the basis for the designs and foundation. Each design intervention category, from land use to way finding, is grounded in background research and the vision for the Crowsnest Pass, with specific guiding policy for each to understand the goals and objectives of the designs. Within each category, the series of design interventions aim to achieve these goals and objectives. These design interventions act as recommendations that can be

implemented throughout The Pass, with examples for specific locations where they would be best suited. Within each design intervention, the existing context is provided to understand how the landscape currently looks, and what these changes would look like. Renders, site plans, sections, and diagrams are provided throughout to help the reader visualize these designs and how they can impact the community. As well, suggested implementation tools are provided for ways these designs could be achieved such as land use redesignation, parcel amalgamation, or potential funding sources.

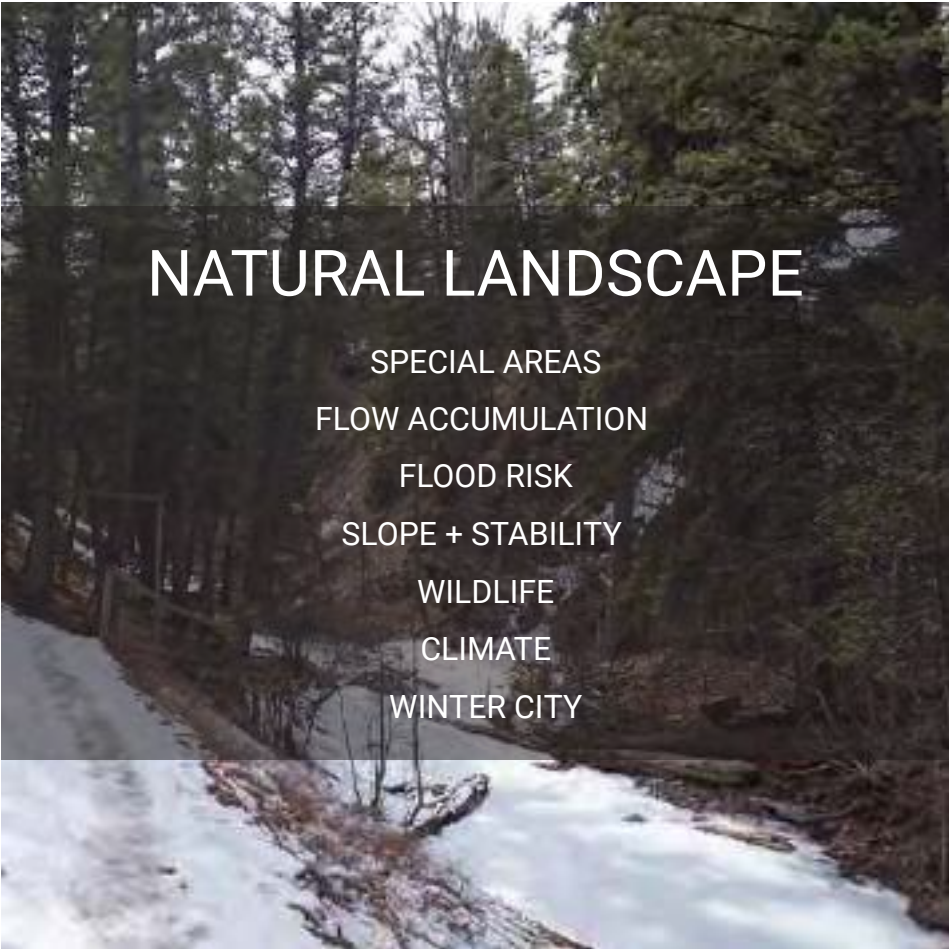


## 3. SITE ANALYSIS



# OVERVIEW

The analysis phase involved an extensive look at several categories, including cultural landscapes, built form, infrastructure, and the natural landscape. Analyzing these areas helped determine where to consider improvements, and what the potential setbacks could be for certain areas. Cultural landscapes explored the nature of The Pass as a community - both present-day and historically. The natural landscape section identified key features of the environment, from flood and slope risk areas to wildlife corridors. In built form, the focus was on understanding the urban fabric of each community - including the zoning, subdivision, and building typologies. Last, studying infrastructure helped determine the current servicing of The Pass, as well as important systems like pedestrian and vehicular mobility. Upon collecting and analyzing the information for each section, overall opportunities and constraints maps were created to give insight into any themes and takeaways from the phase.





# 3.1 CULTURAL LANDSCAPES

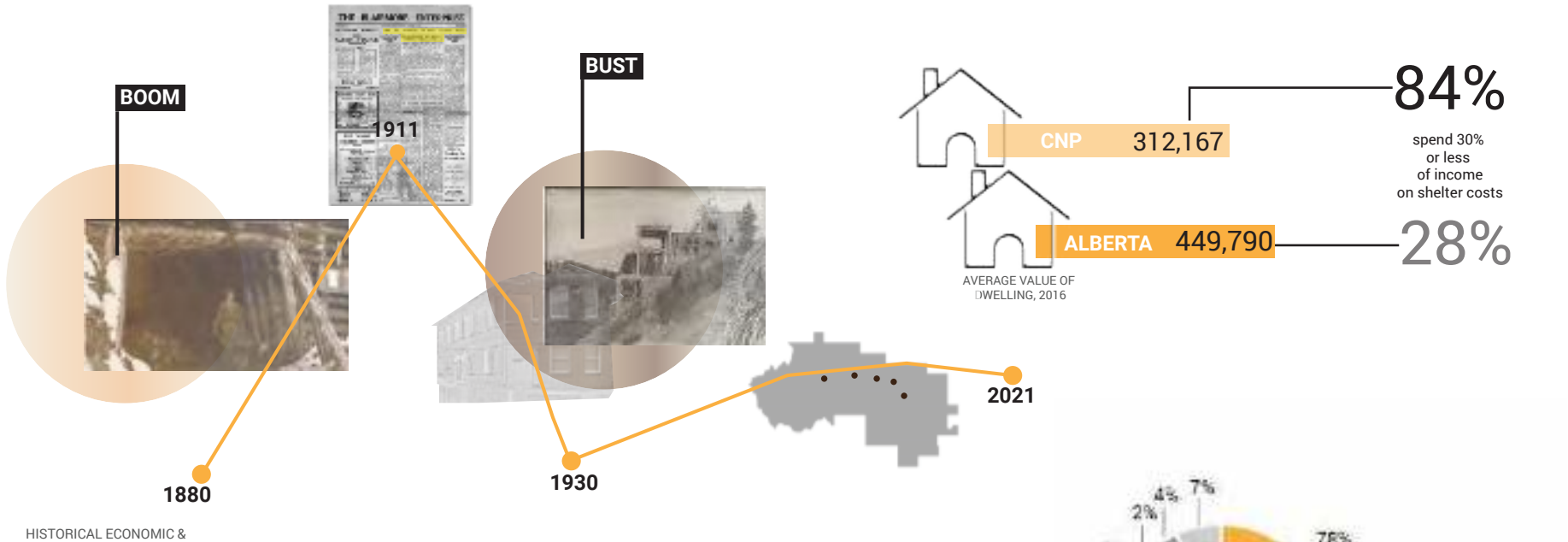
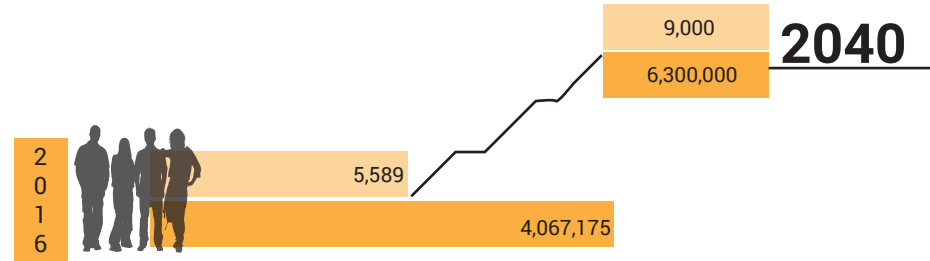
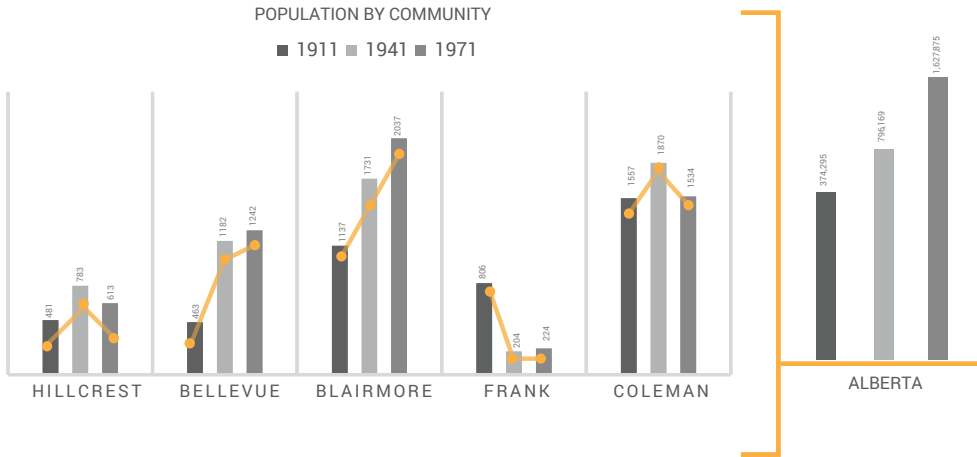




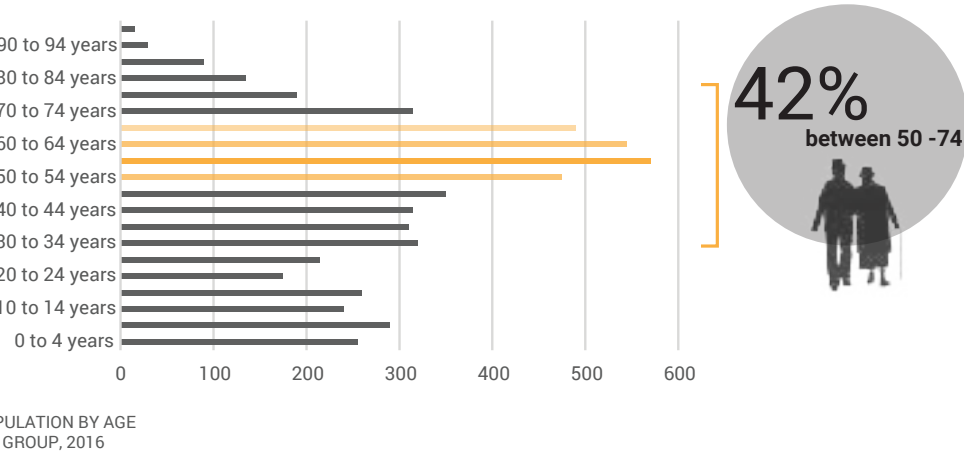
# CULTURAL LANDSCAPES

## COMMUNITY PROFILE

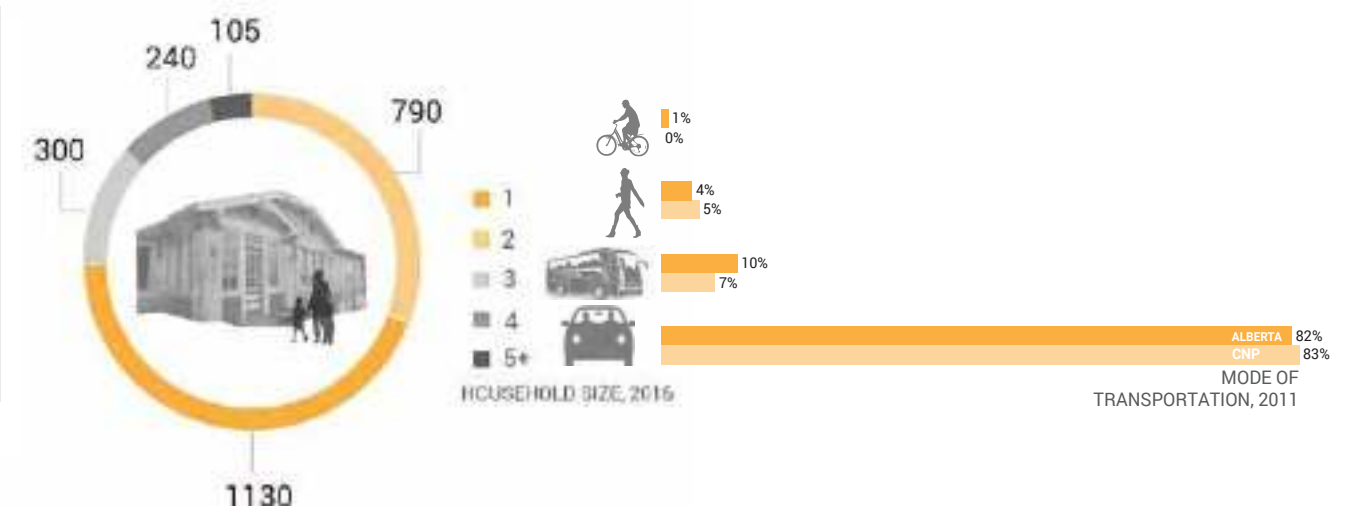
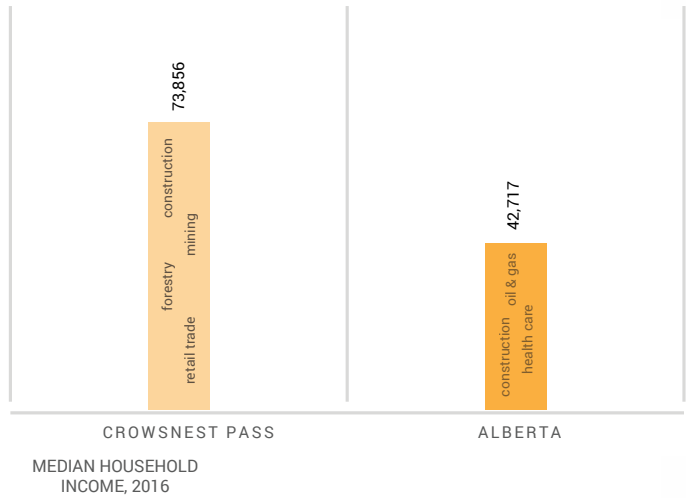
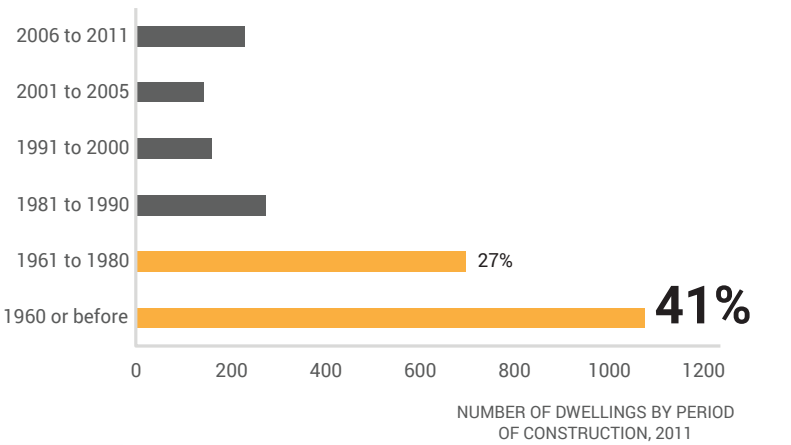
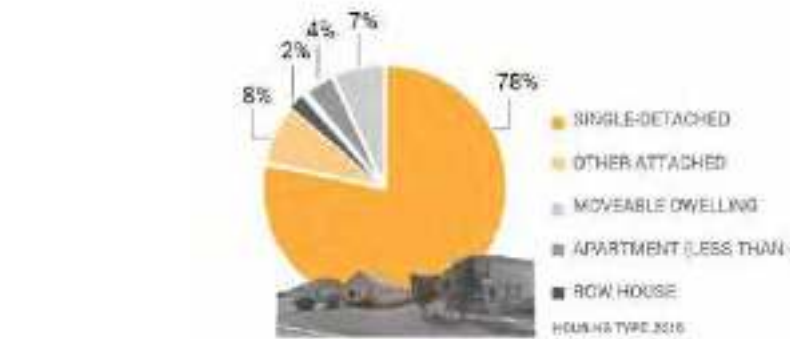
The five towns within The Pass have historically fluctuated in terms of demographics and economics, due to the ‘boom and bust’ cycle of coal mining. However, the revitalized Municipal Development Plan (MDP) expects consistent growth within the area in the next 20 years. Current demographic data showcases an ageing housing stock within The Pass, that primarily consists of single-family, single-person households. While the cost of living is generally affordable, with 84% of the population spending less than 30% of their income on accommodation, the primary economic drivers within the area are natural resource-based and lack reliability for the ageing population. This data should be considered to adequately prepare for the anticipated growth.



HISTORICAL ECONOMIC &



POPULATION BY AGE GROUP, 2016





A. RAPID GROWTH



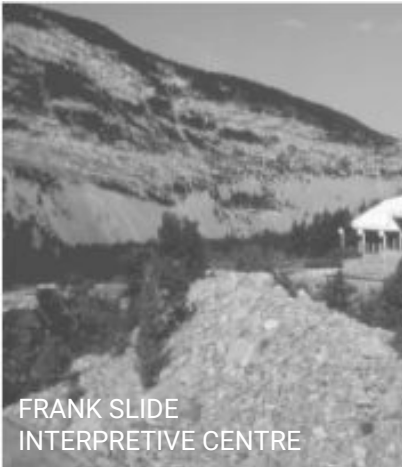
DOWNTOWN COLEMAN

B. REPAIR



HILLCREST MINE EXPLOSION

C. REVITALIZATION



FRANK SLIDE  
INTERPRETIVE CENTRE

CULTURAL LANDSCAPES

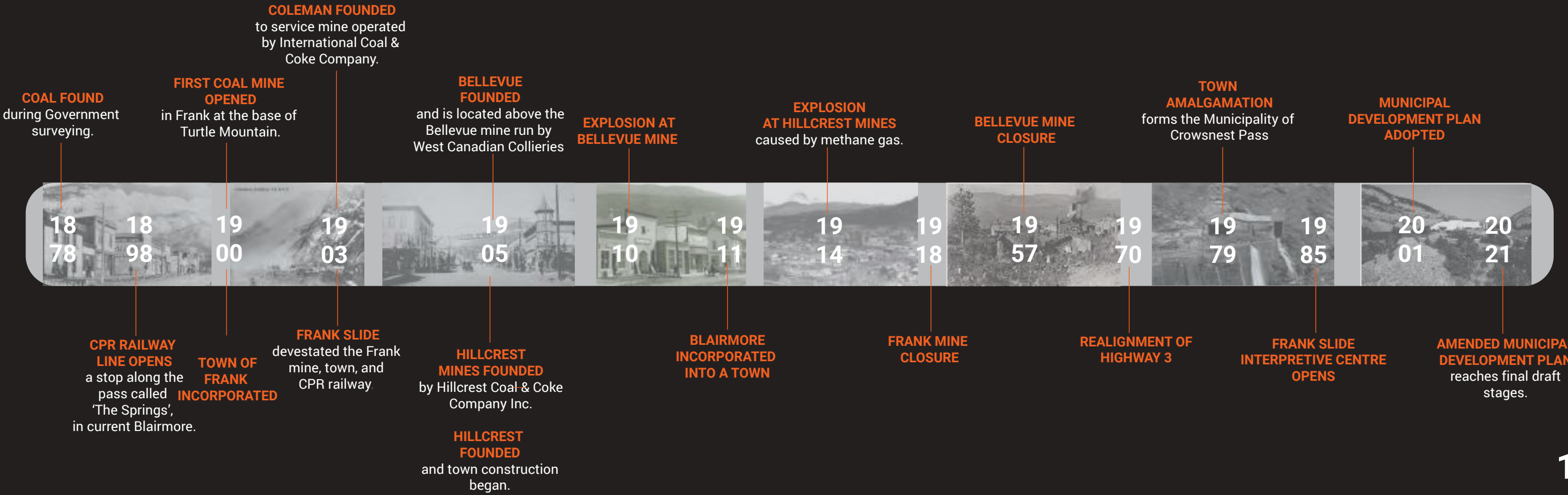
TIMELINE

The Pass has a rich history, with origins in the pre-historic era and Clovis culture. However, modern settlement within the area began as a response to the discovery of coal in 1878. The development of each town was strategically situated between the mine and the Canadian Pacific Railway to create a seamless transition from production to transport. The towns relied significantly on mining as an economic driver, leading to required economic repair after mine disaster and closure. Although, the Municipality of Crowsnest Pass was formed through town amalgamation in 1979 and has embraced revitalization since.

A. RAPID GROWTH

B. REPAIR

C. REVITALIZATION



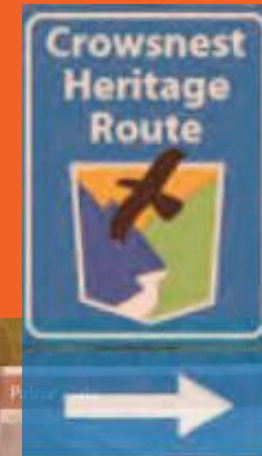
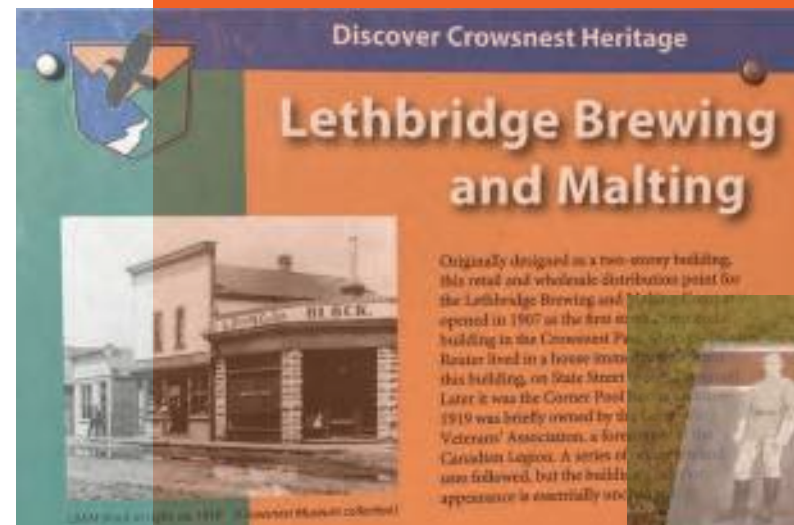


## CULTURAL LANDSCAPES

# HERITAGE

The Discover Crowsnest Heritage initiative has been influential in promoting the history of the area, through interactive signage and information kiosks, located throughout The Pass. Each town has an abundance of historical buildings within its streetscapes that produce a unique sense of heritage within the area. However, preservation strategies have yet to utilize the historical buildings to their fullest extent, as a large majority of them are underutilized or vacant.

### PRESERVATION



#### HILLCREST MINES



HILLCREST TRADING CO., 1921

#### FRANK



MAIN STREET, 1903

#### BELLEVUE



BELLEVUE CAFE, 1917

#### BLAIRMORE



GREENHILL GRILL, 1922

#### COLEMAN



MERCANTILE BUILDING, 1904



# CULTURAL LANDSCAPES

## HERITAGE

The historical significance of the area is recognized not only at the municipal level but also within the provincial and national context. The reason for this significance is because a variety of elements and landmarks within The Pass reflect Canadian history and historical development. For example, the Frank Slide, the Coleman Collieries, and the Hillcrest Miners Cemetery are all nationally recognized monuments showcasing the rich history of coal mining.

LEITCH  
COLLIERIES



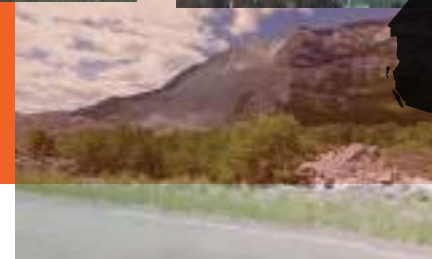
BELLEVEUE MINE



COLEMAN  
COLLIERIES



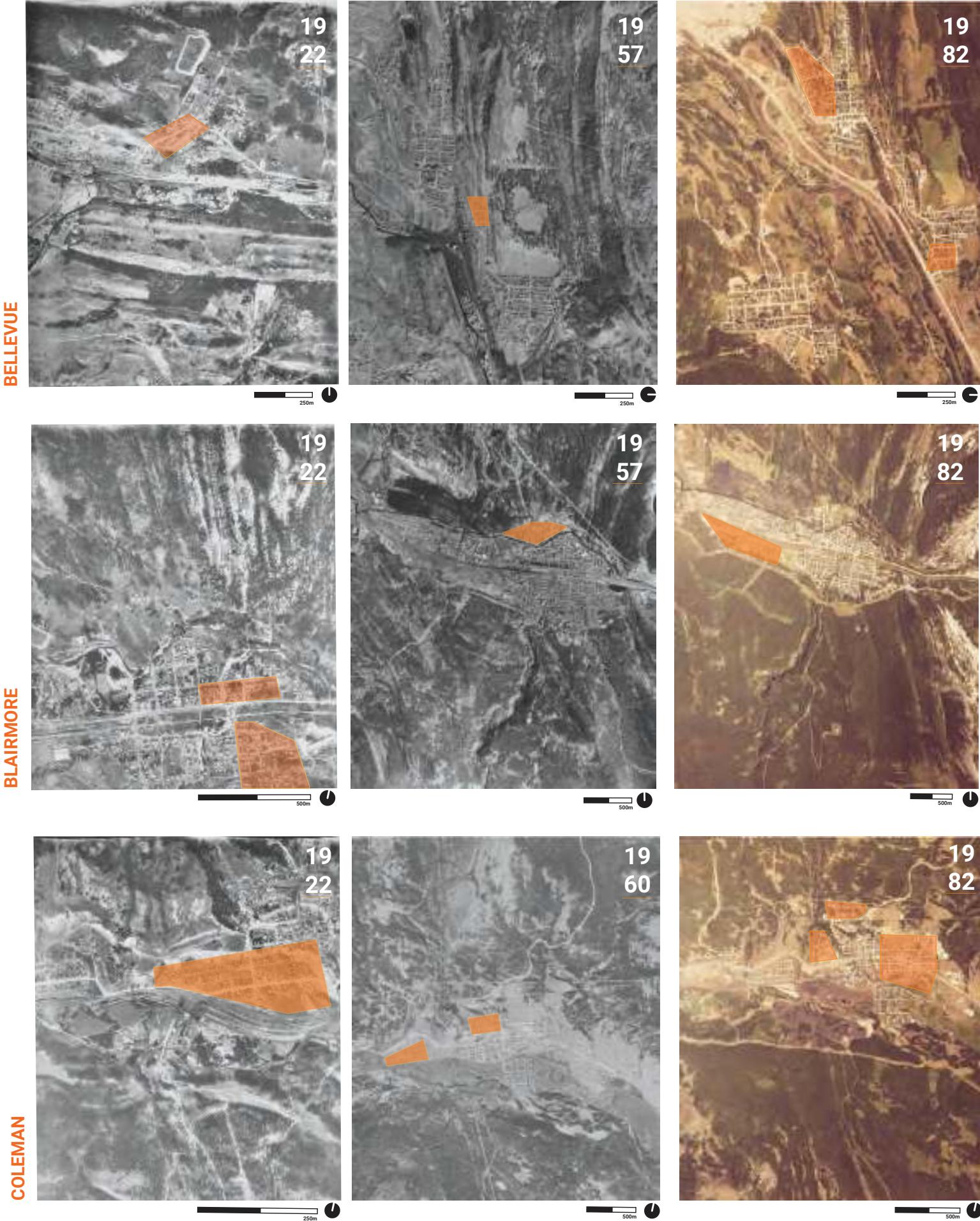
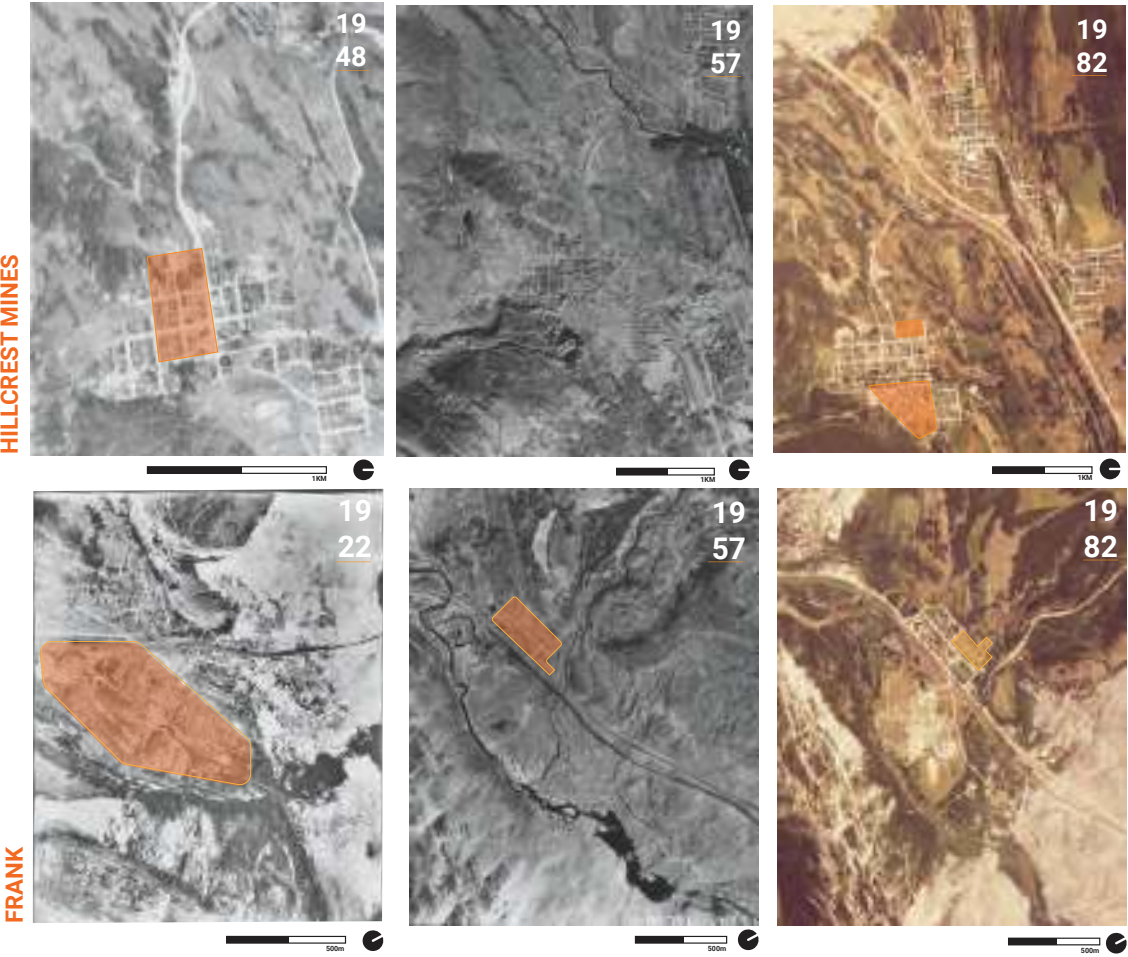
FRANK  
SLIDE |  
TURTLE MOUNTAIN





# MORPHOLOGY

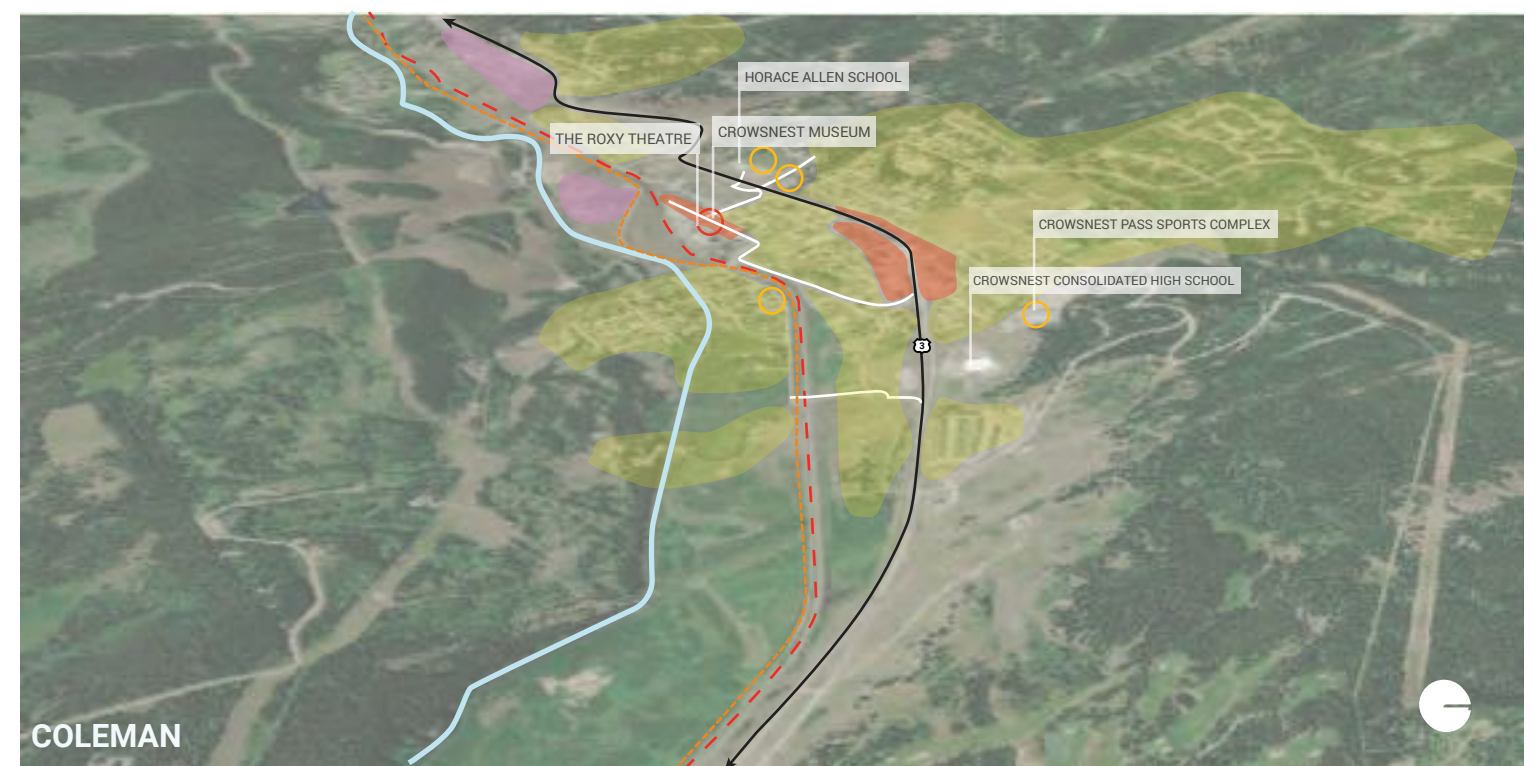
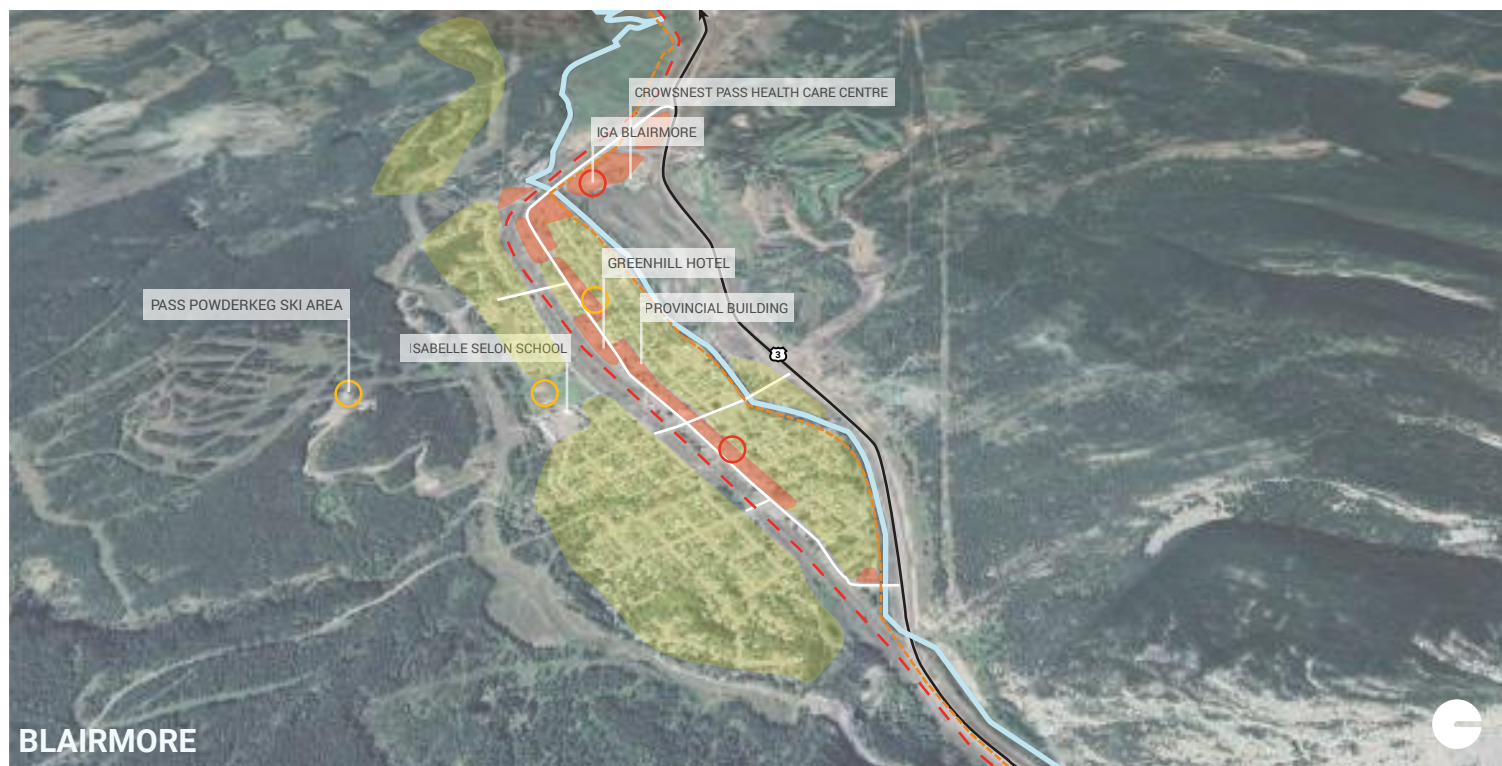
As identified, early settlement within The Pass was strategically situated between the working mines and the Canadian Pacific Railway (CPR). Over time, these settlements altered minimally, due to inconsistent growth and population fluctuation. It should be noted that the structure of the area has also been substantially impacted by the infrastructure. The installation of Highway 3 has solidified a linear pattern throughout the valley and has formed a substantial barrier causing fragmentation between towns.





## FUNCTIONAL ANALYSIS

The five communities located within The Pass all share similar functionality characteristics. The main arterial corridor, Highway 3, is the primary connector between the communities and other destinations. However, the recent introduction of the Crowsnest Community Trail has provided an alternative connection, grounded in active transportation.



- |                                 |                 |                        |
|---------------------------------|-----------------|------------------------|
| ----- Crowsnest Community Trail | Industrial      | ○ Community nodes      |
| --- Railway                     | Residential     | ○ Parks and recreation |
| — Regional traffic              | Commercial      |                        |
| — Local traffic                 | Crowsnest River |                        |

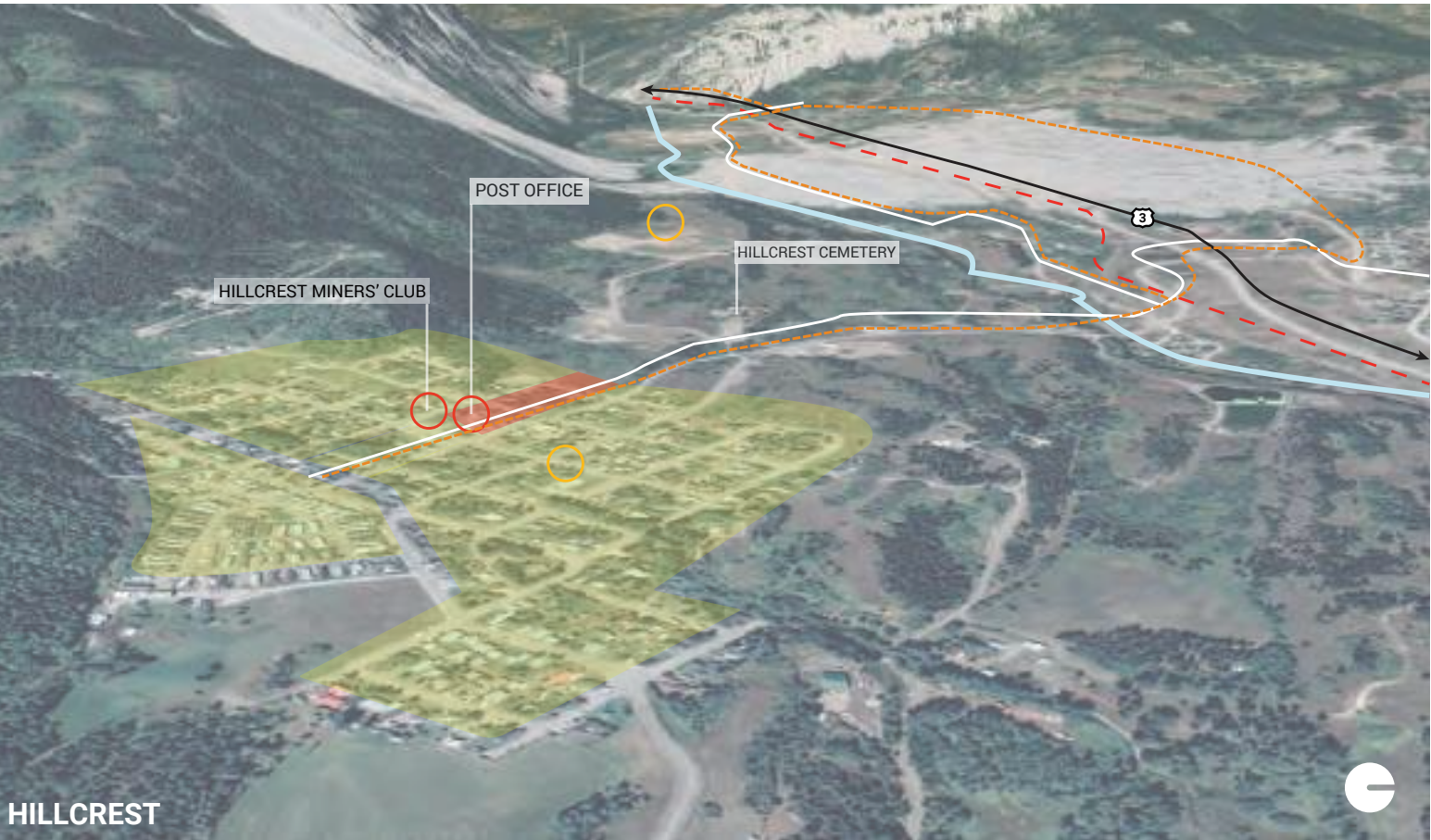
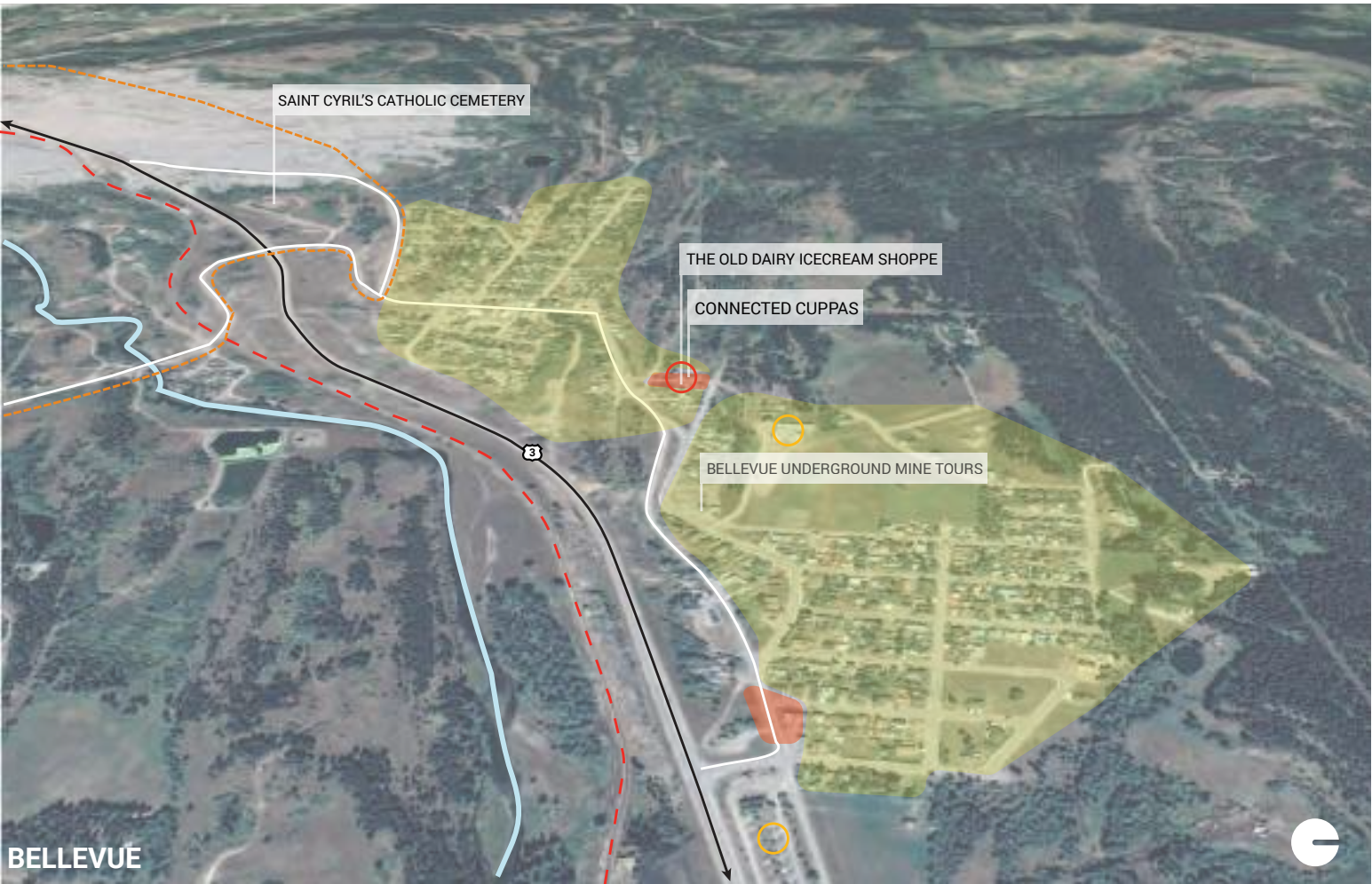


# CULTURAL LANDSCAPES

## FUNCTIONAL ANALYSIS

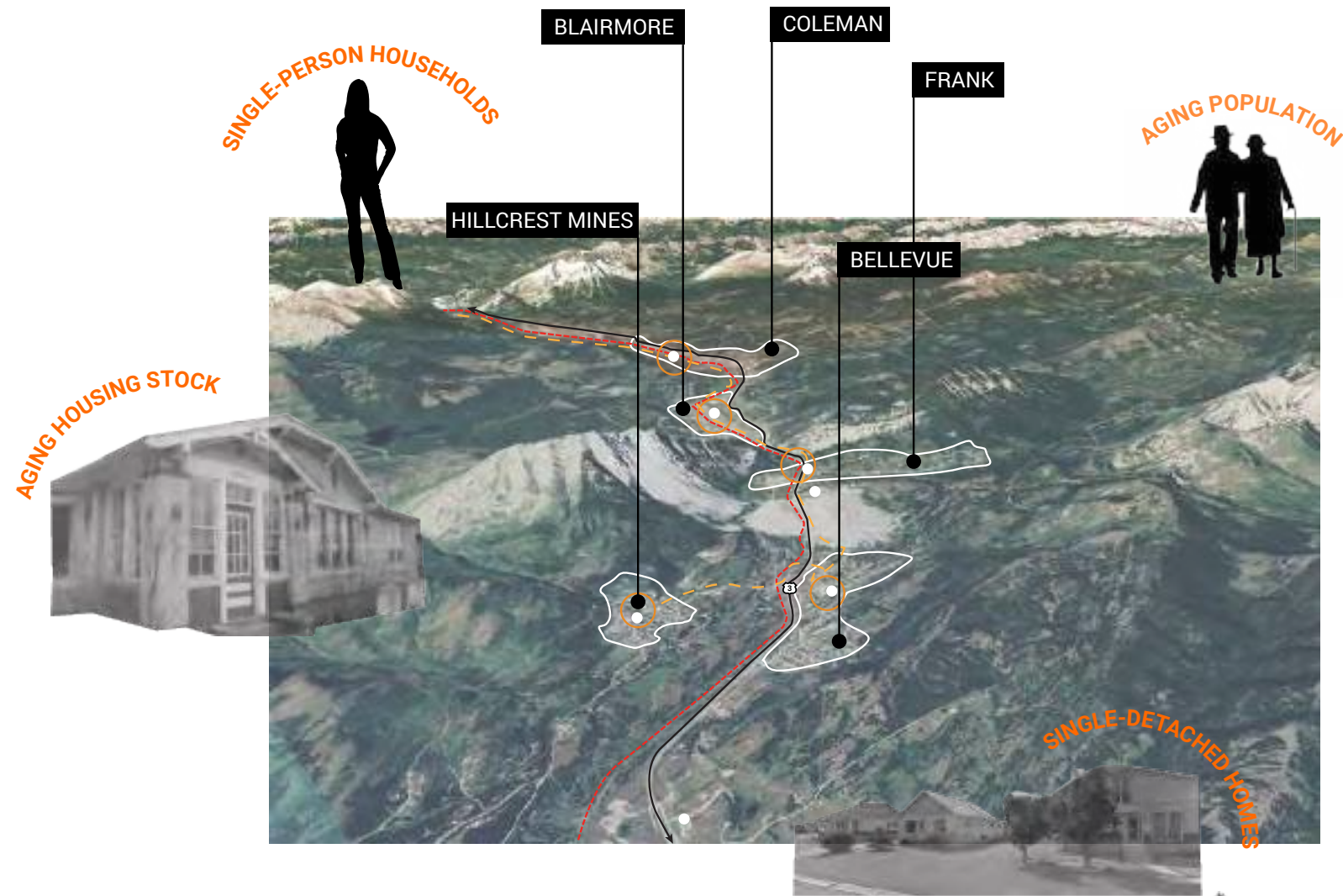
The focal point of each community is located along the historical main streets. These areas are the influx of landmarks and amenities, which attracts a higher volume of users, from residents to visitors. The general footprint of the communities is primarily residential, however, there are a handful of commercial zones, and a considerable number of recreational amenities throughout the municipality.

- Crowsnest Community Trail
- Railway
- Regional traffic
- Local traffic
- Industrial
- Residential
- Commercial
- Crowsnest River
- Community nodes
- Parks and recreation

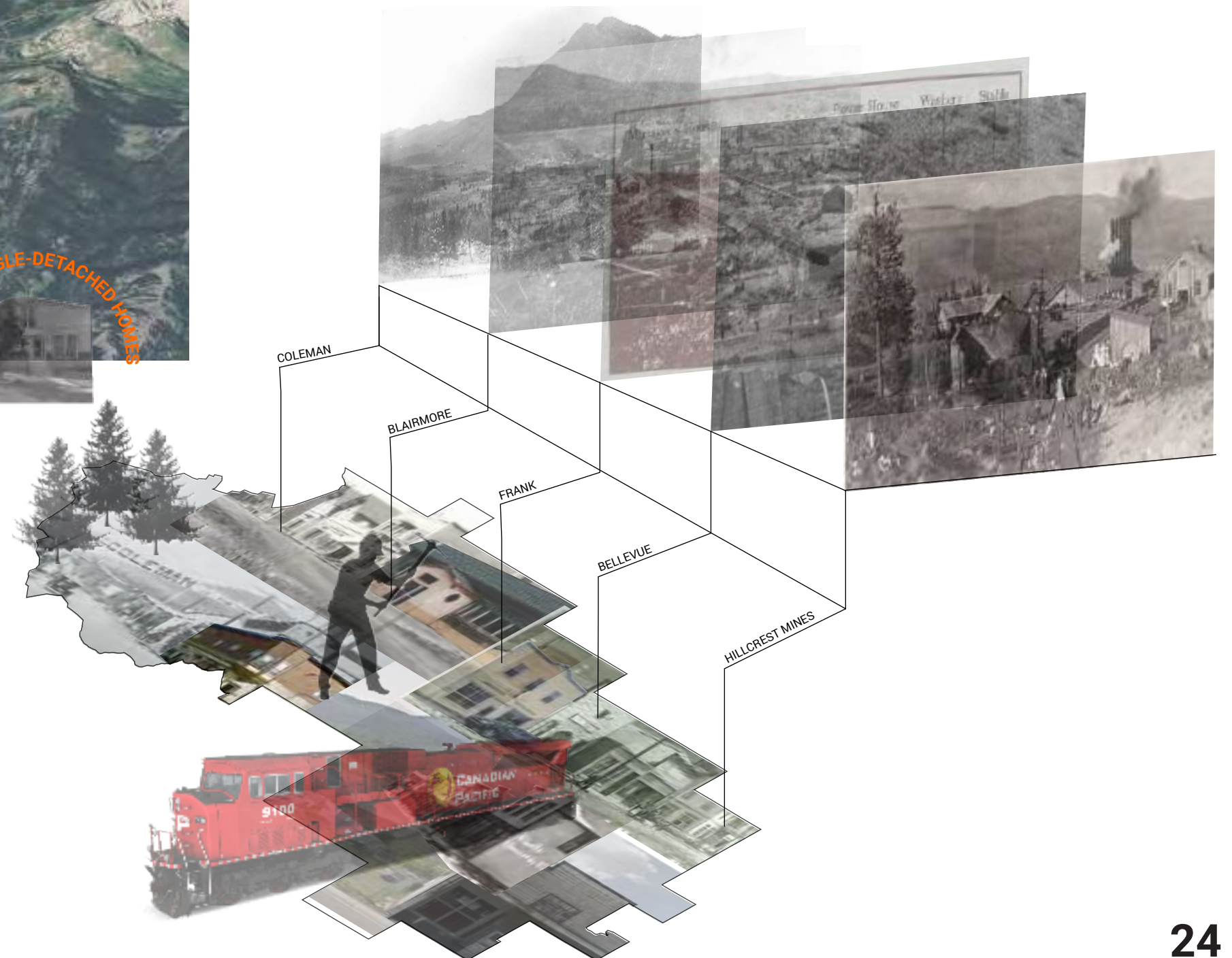




## SUMMARY



To summarize, The Pass is culturally rich, with an abundance of historical elements and landmarks existing municipality wide. Initial settlement was inspired by coal mining, which ultimately guided growth and subsequent development within the area. However, when accommodating for the anticipated growth within the municipality, consideration of the existing demographics should be prioritized. This is influential in creating economic diversification within the area.

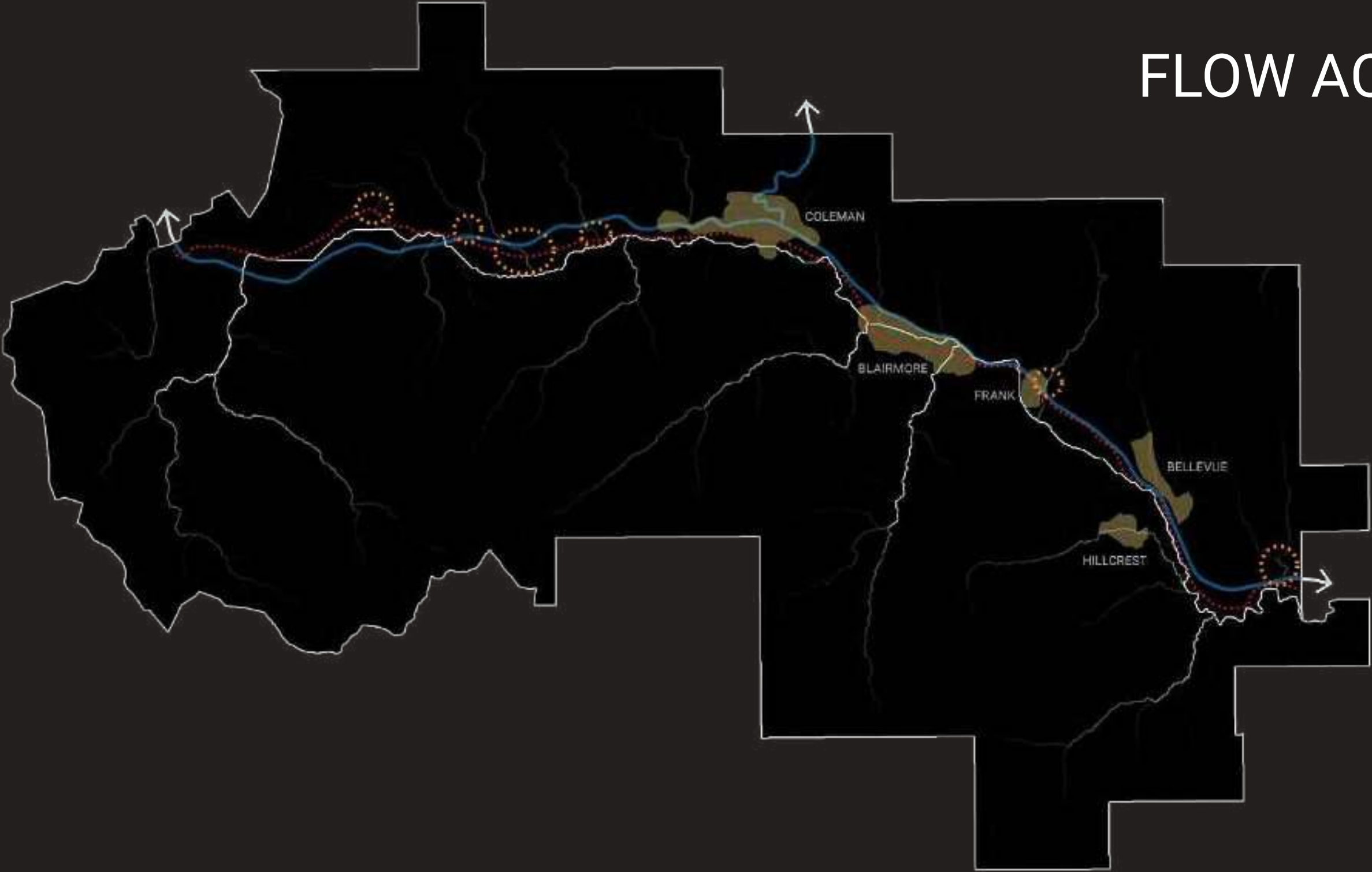




## 3.2 NATURAL LANDSCAPE



# FLOW ACCUMULATION



- Railway
- Flood risk areas
- HWY 3
- Community boundaries



RAILWAY BERMS

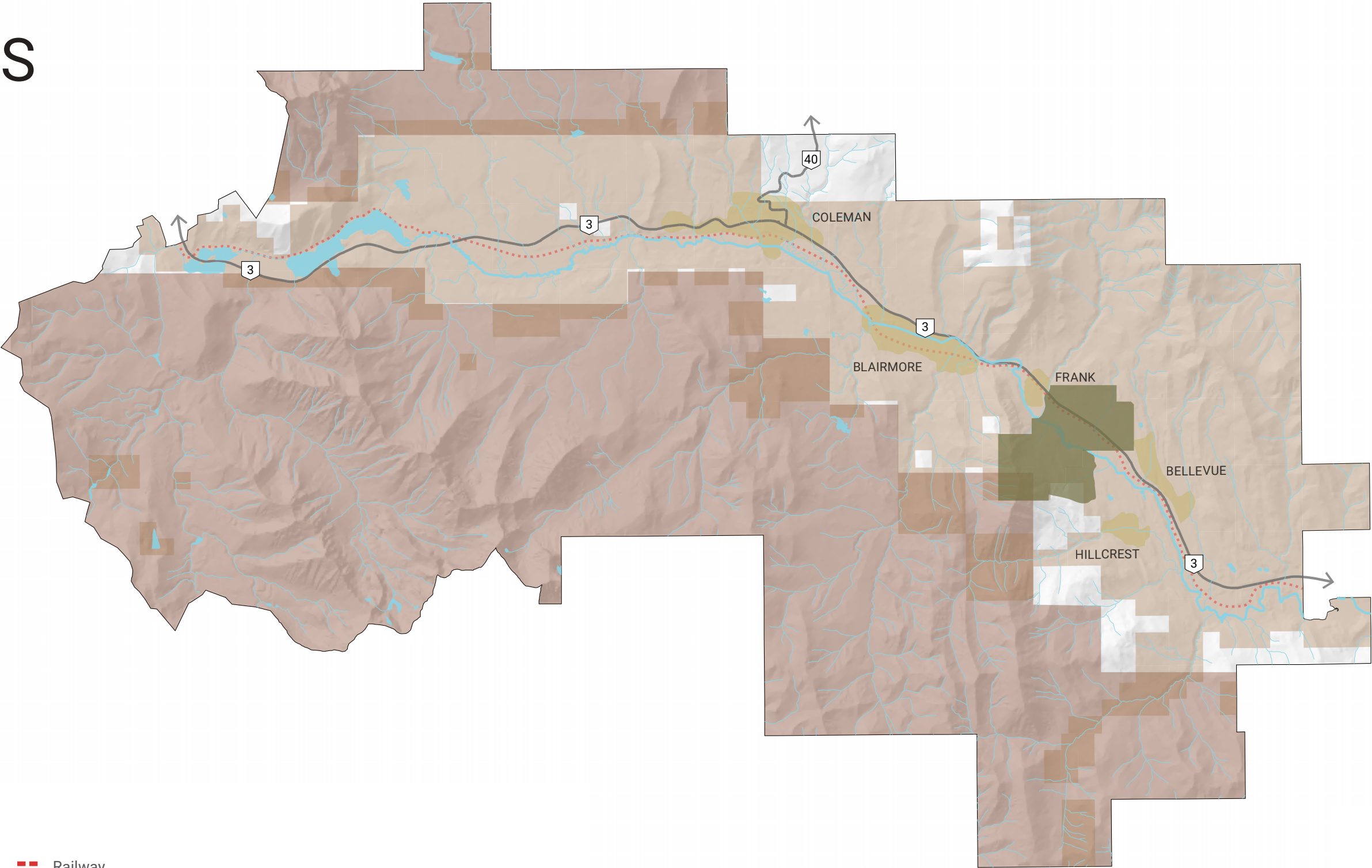
As a valley, The Pass is subject to water flow accumulation that affects where development should occur. As mountain streams run into the Crowsnest River, this creates drainage channels that cannot be blocked without the risk of flooding. Railway berms are commonly known to potentially stop or slow natural water drainage. As such, these areas are identified, along with the largest flow channels of The Pass.





# SPECIAL AREAS

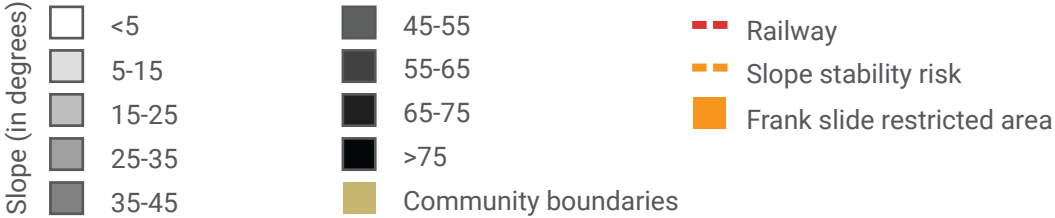
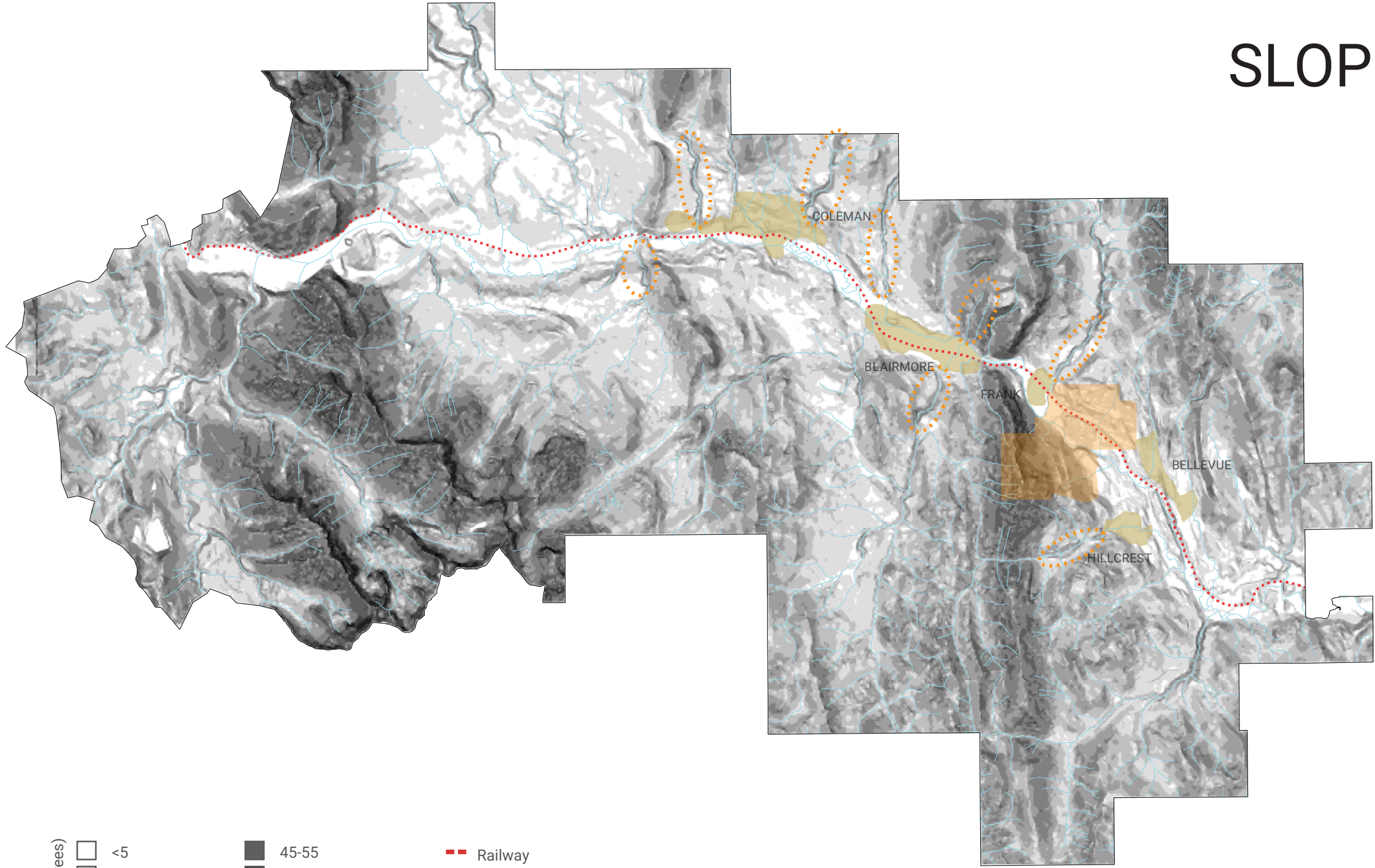
There are many considerations when seeking suitable development land. The Crowsnest Pass possesses plenty of historically significant land - such as the Frank Slide restricted area. Places like these not only have historic value, they also represent environmental concerns. Other considerations include government-owned crown land and corridors like the CPR.



- Railway
- Frank Slide restricted area
- Community boundaries
- Crown land
- Historic area



# SLOPE + STABILITY

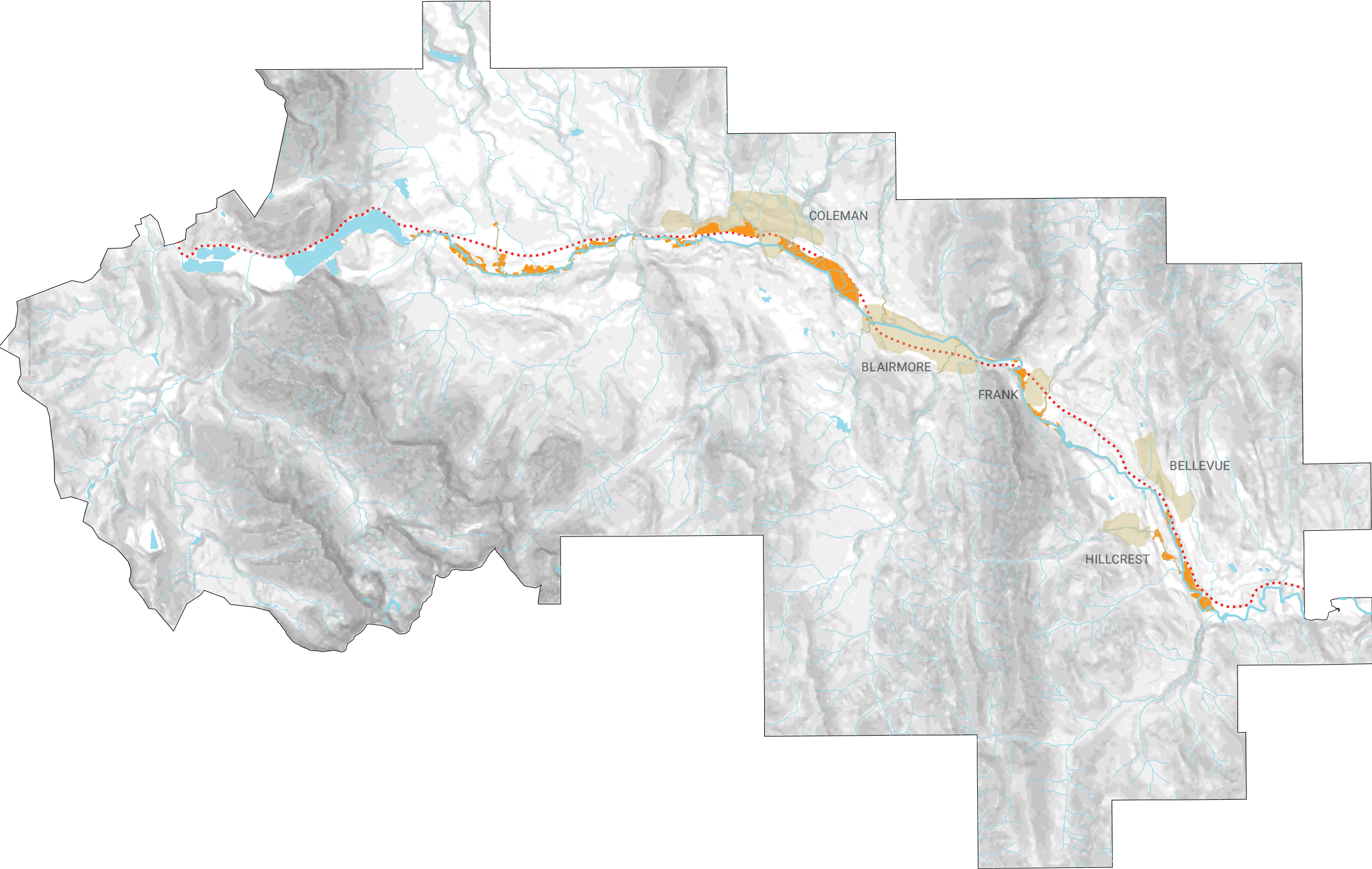


The Pass has a history with slope stability and the surrounding mountainous environment. As a result, there is a large non-development zone for the area of Frank in response to previously catastrophic events. In addition to this area, other zones should be considered dangerous due to high levels of water flow and steep slopes.





# FLOOD RISK

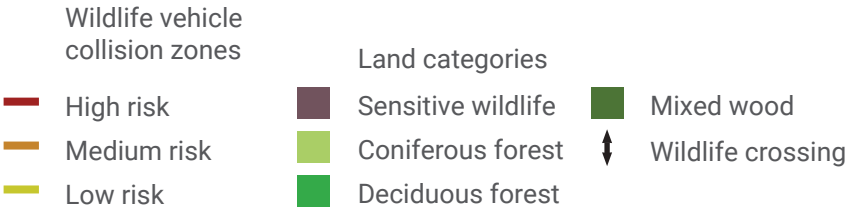
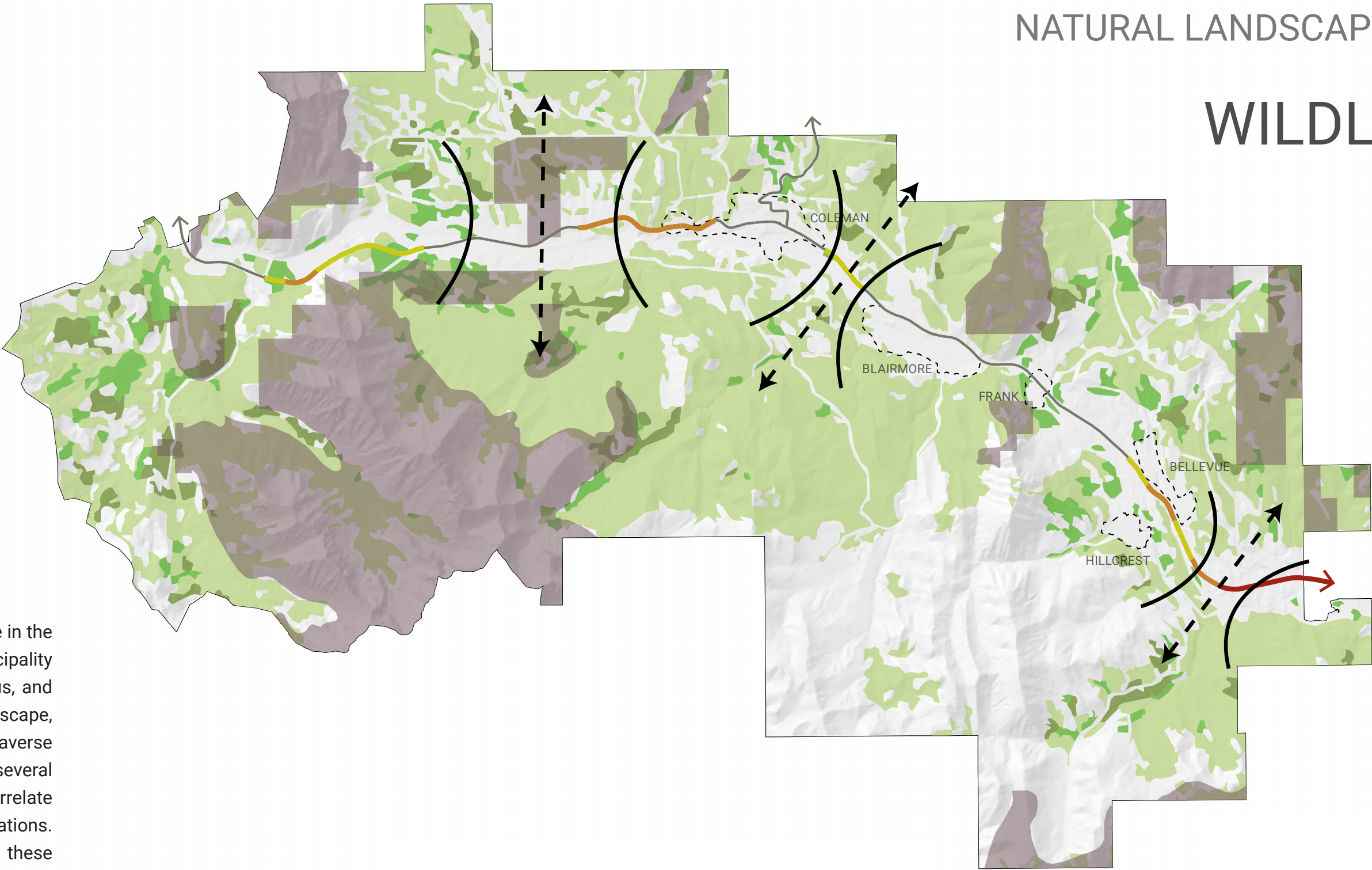


In addition to locations of flow accumulation, there are flood areas along the Crowsnest River that must be considered. These areas are most commonly present in and around Coleman - however, they are distributed throughout the entire Pass. As new developments are considered, the municipality should avoid these flood risk zones in case of increased precipitation and river overflow.

- Railway
- Flood risk areas
- Community boundaries



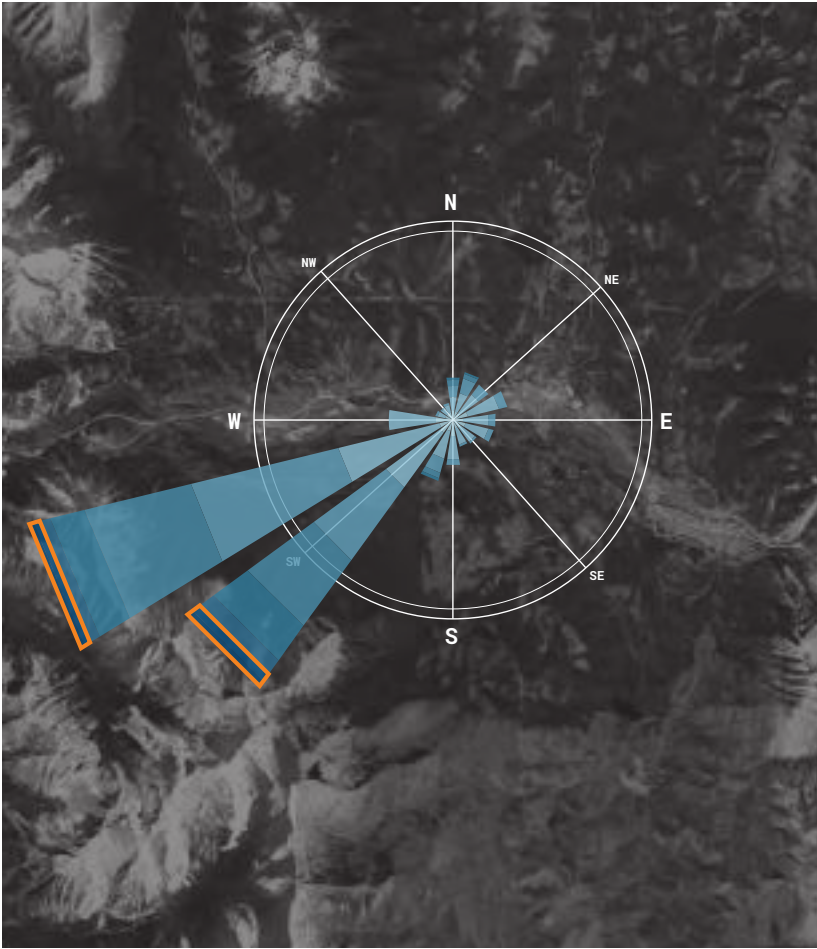
Many species make their home in the Crowsnest Pass. Much of the municipality is forested with coniferous, deciduous, and other tree types. With this natural landscape, there are plenty of animals that traverse between spaces. The MDP identified several animal crossing zones that often correlate with high-risk vehicle collision locations. New development must consider these areas as essential passages for all species.



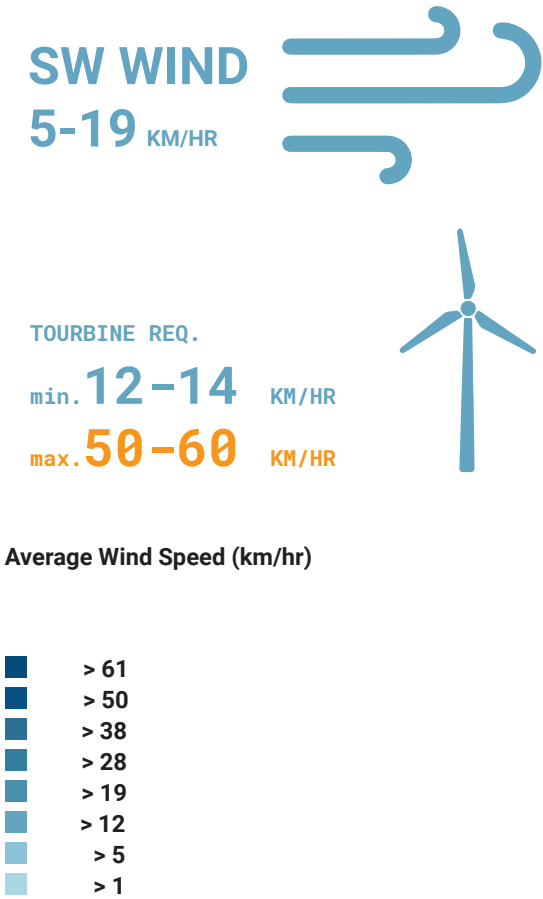


NATURAL LANDSCAPE

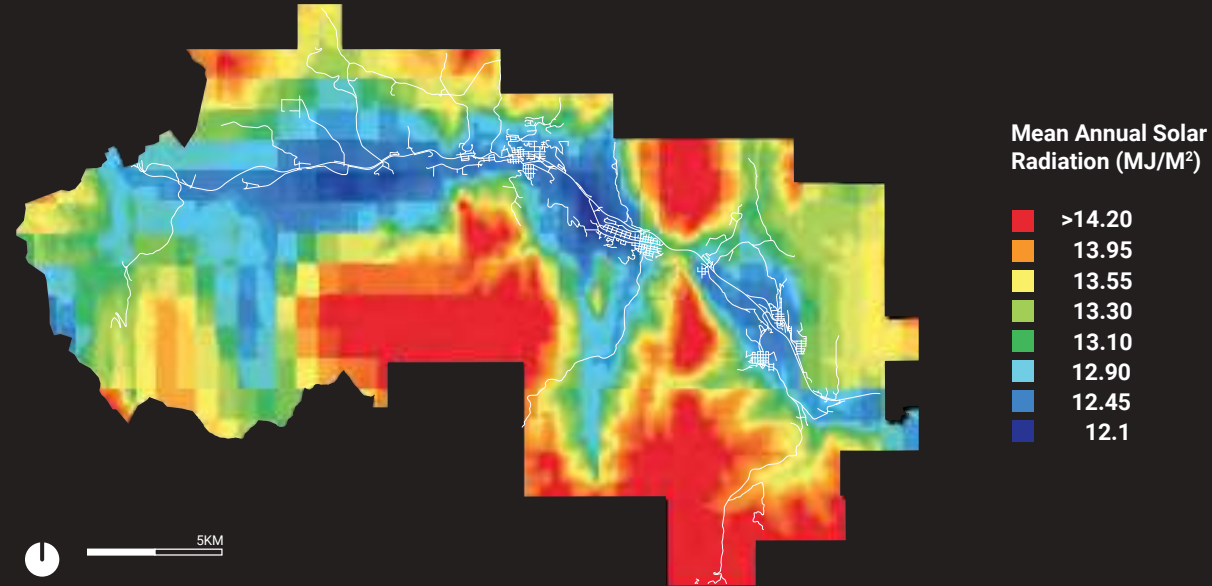
CLIMATE



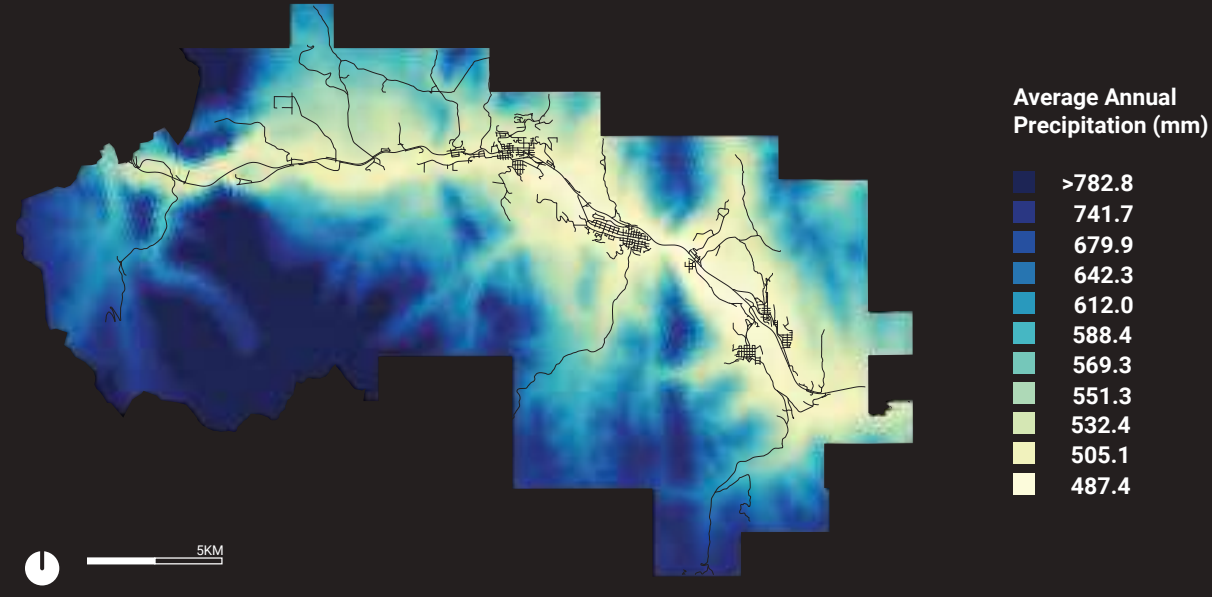
The Pass has a strong SW wind which can sustain wind turbines from average to peak capacity. The warmest parts of The Pass are the developed areas at the lowest elevation where there is also the least precipitation, but also the least amount of solar radiation.



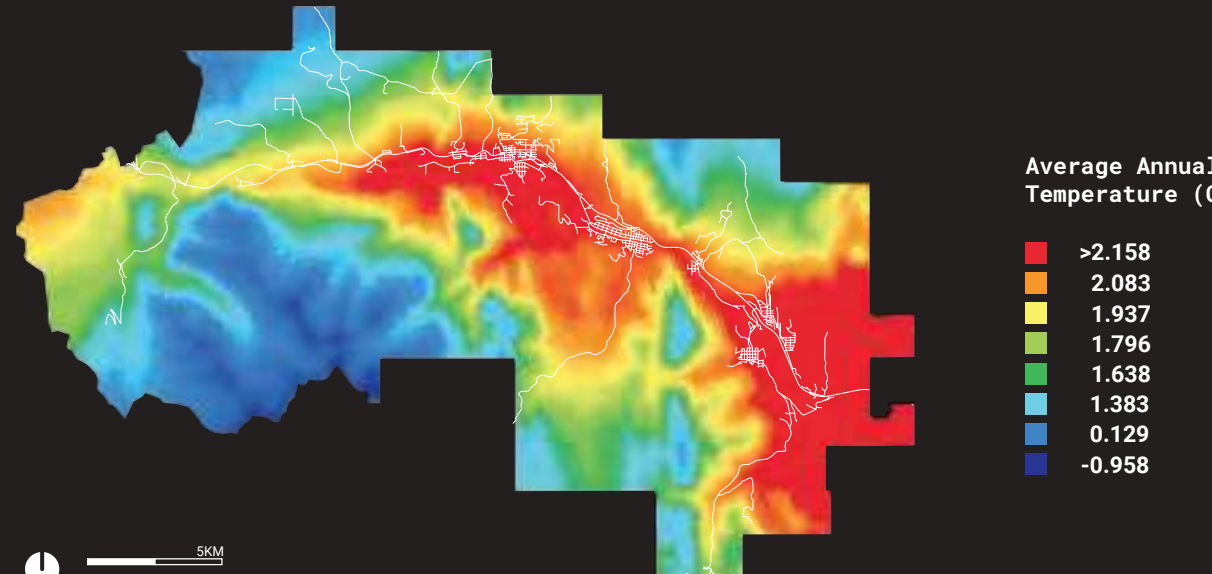
SOLAR RADIATION



PRECIPITATION



TEMPERATURE

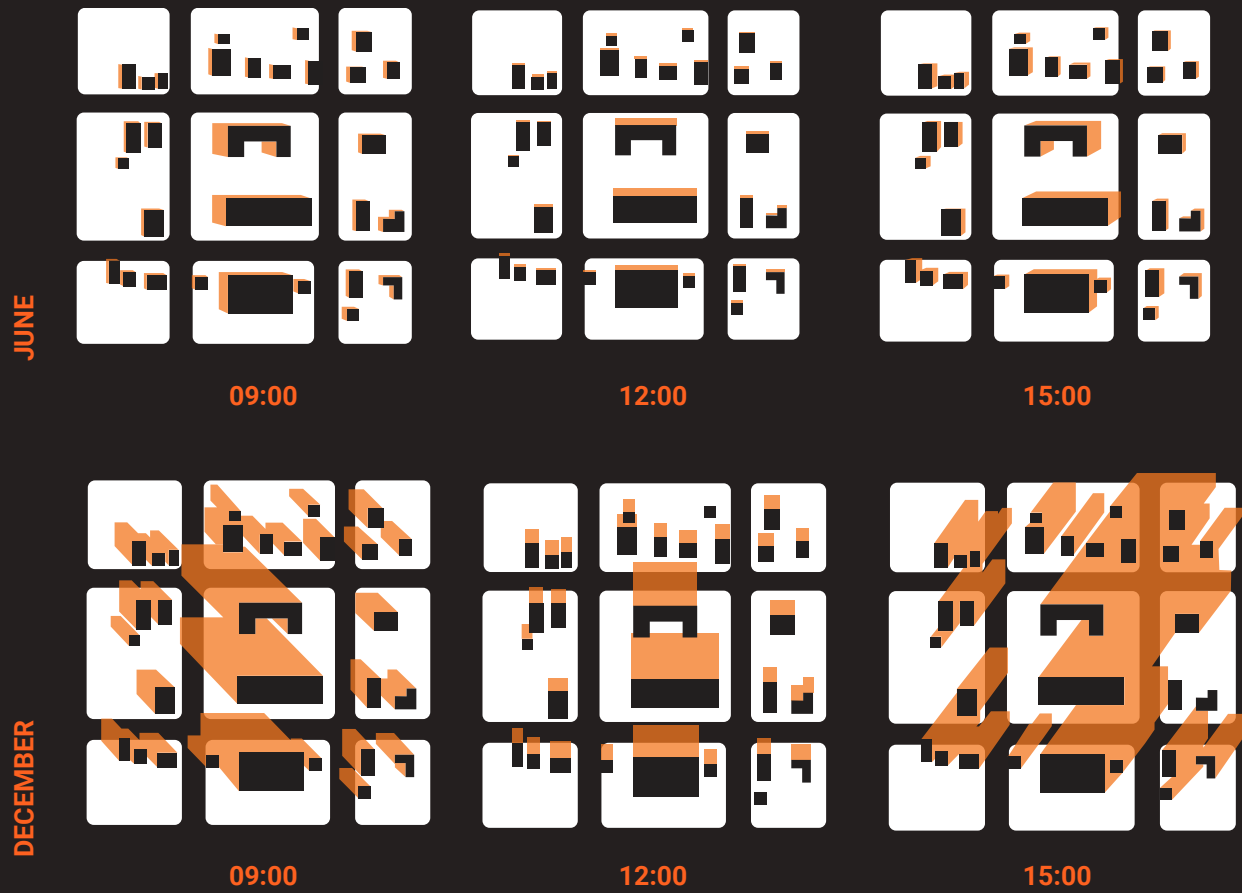




MOUNTAIN SHADOW STUDY



HOUSE & APARTMENT SHADOW STUDY



NATURAL LANDSCAPE

CLIMATE

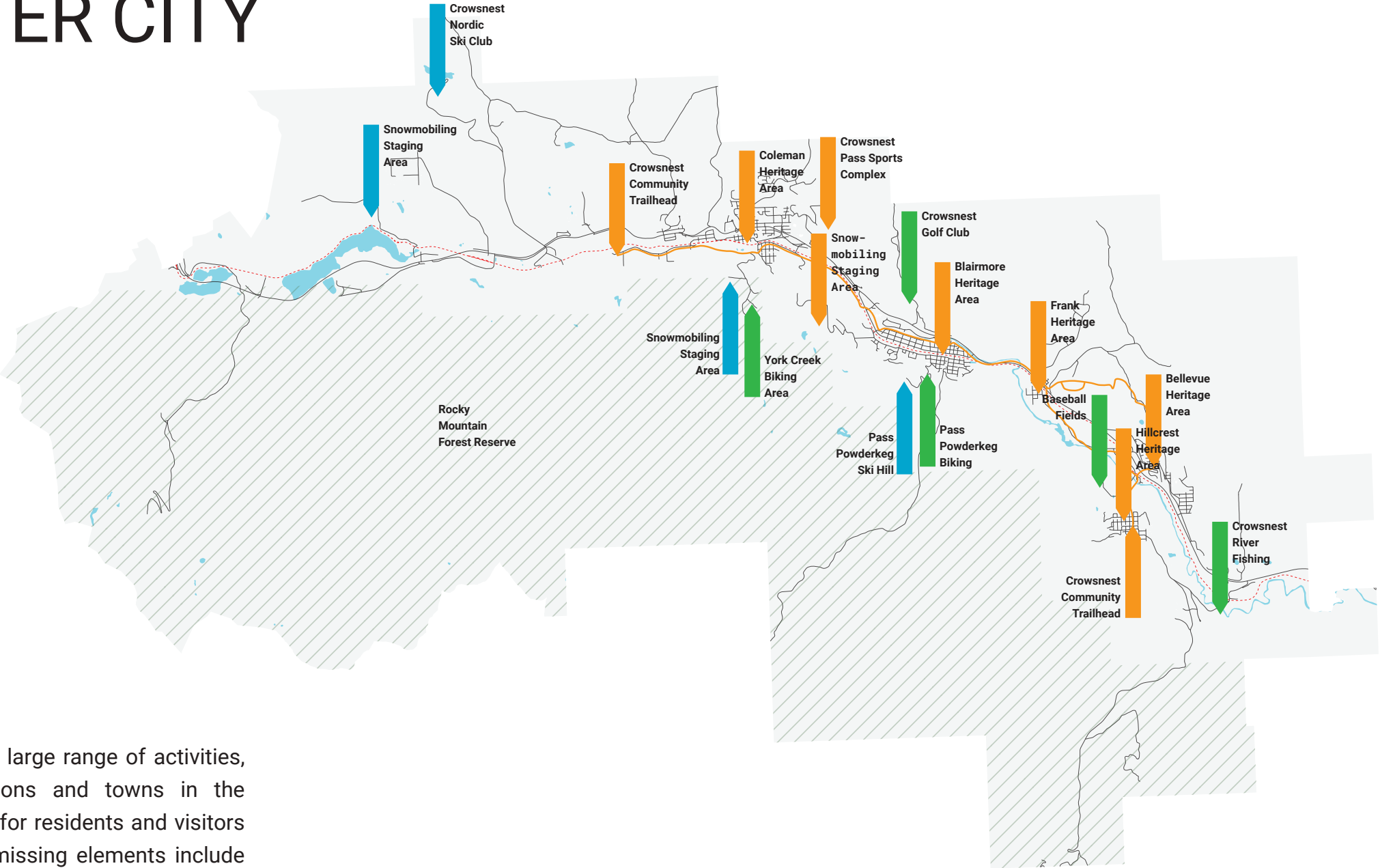


The mountain shadows cover significant area, especially in the winter months as seen in the top diagram, and commonly shaded areas have been noted. At the built form scale, buildings have little shadow impact in the summer but can reach a full block away in the winter



# NATURAL LANDSCAPE

# WINTER CITY



There is a large range of activities, across all seasons and towns in the Crowsnest Pass for residents and visitors alike. However, missing elements include winter city design guidelines and tourism-oriented festivals which the pass could benefit from.

## ALL-SEASON ACTIVITY



**Crowsnest Pass Community Trail**  
The 23 km Community Trail Connects the communities of Crowsnest Pass through active transportation through all seasons.



**Discover Crowsnest Heritage**  
Crowsnest Heritage Initiative is working to preserve and celebrate the historical features of the pass through guided tours, signage, and more.

## SUMMER ACTIVITY



**Crowsnest Pass Golf Club**  
An 18-hole golf course set in the Rocky Mountains, the Crowsnest Pass Golf Course offers day activities, golf tournaments, and stays with Kanata Hotel.



**Fishing in Crowsnest Pass**  
The Crowsnest River is an attraction for fly-fishing, especially South of Hillcrest, with support from the Crowsnest Angler Fly Shop in Bellevue.



**Mountain Biking**  
There are a series of well maintained mountain biking trails on Pass Powderkeg and south of Coleman which are supported by groups such as UROC.

## WINTER ACTIVITY



**Downhill Skiing**  
Pass Powderkeg is a 27 run Ski Hill with lessons and equipment rentals that offers affordable rates and discounts for local residents.



**X-Country Skiing / Snowshoe**  
The Crowsnest Nordic Ski Club maintains the x-country and snowshoe area on Tecumseh Mountain with toilet facilities and a warm up hut.



**Snowmobiling**  
CrowSnow Riders is a nonprofit organization that maintains 200km of groomed trail for snowmobiling with staging areas throughout Crowsnest Pass.



**Winter Festivals**  
Winter festivals that celebrate the season include the Crowsnest Mountain Spirit Festival, Christmas in the Mountains, and the Million Lights Festival.

## MISSING ELEMENTS



**Winter Design Guidelines**  
Design guidelines for a winter city that guide development to create a comfortable pedestrian experience in the winter season.

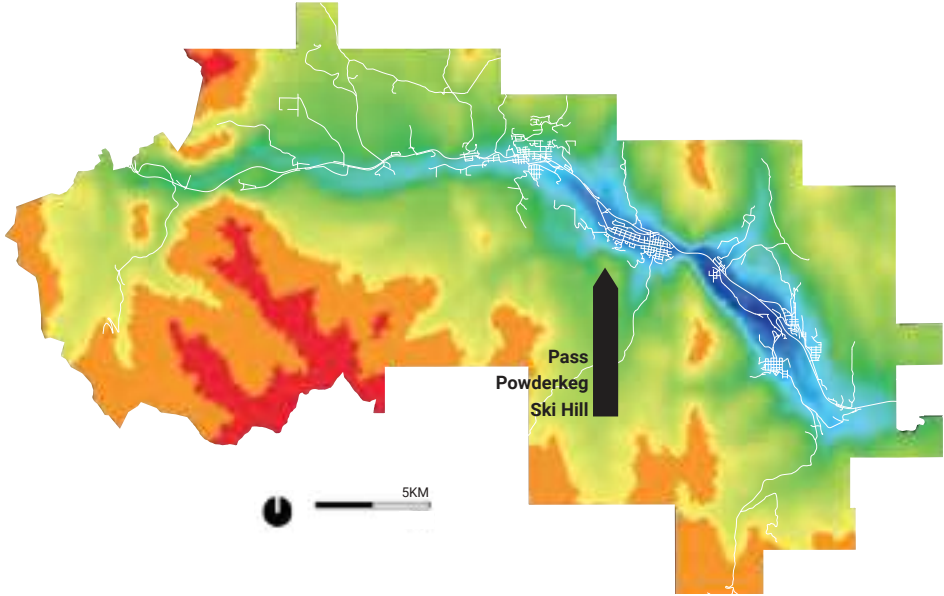


**Commercial Oriented Festivals**  
Festivals that promote local businesses and encourage tourism. Examples of this include the popular Banff Craft Beer Festival.

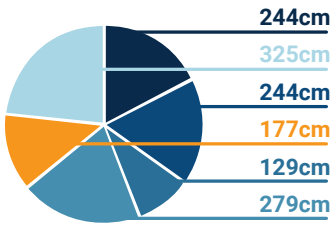


# NATURAL LANDSCAPE

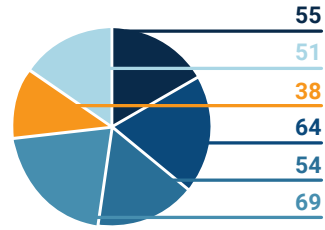
## WINTER CITY



MUNICIPAL SNOW FALL



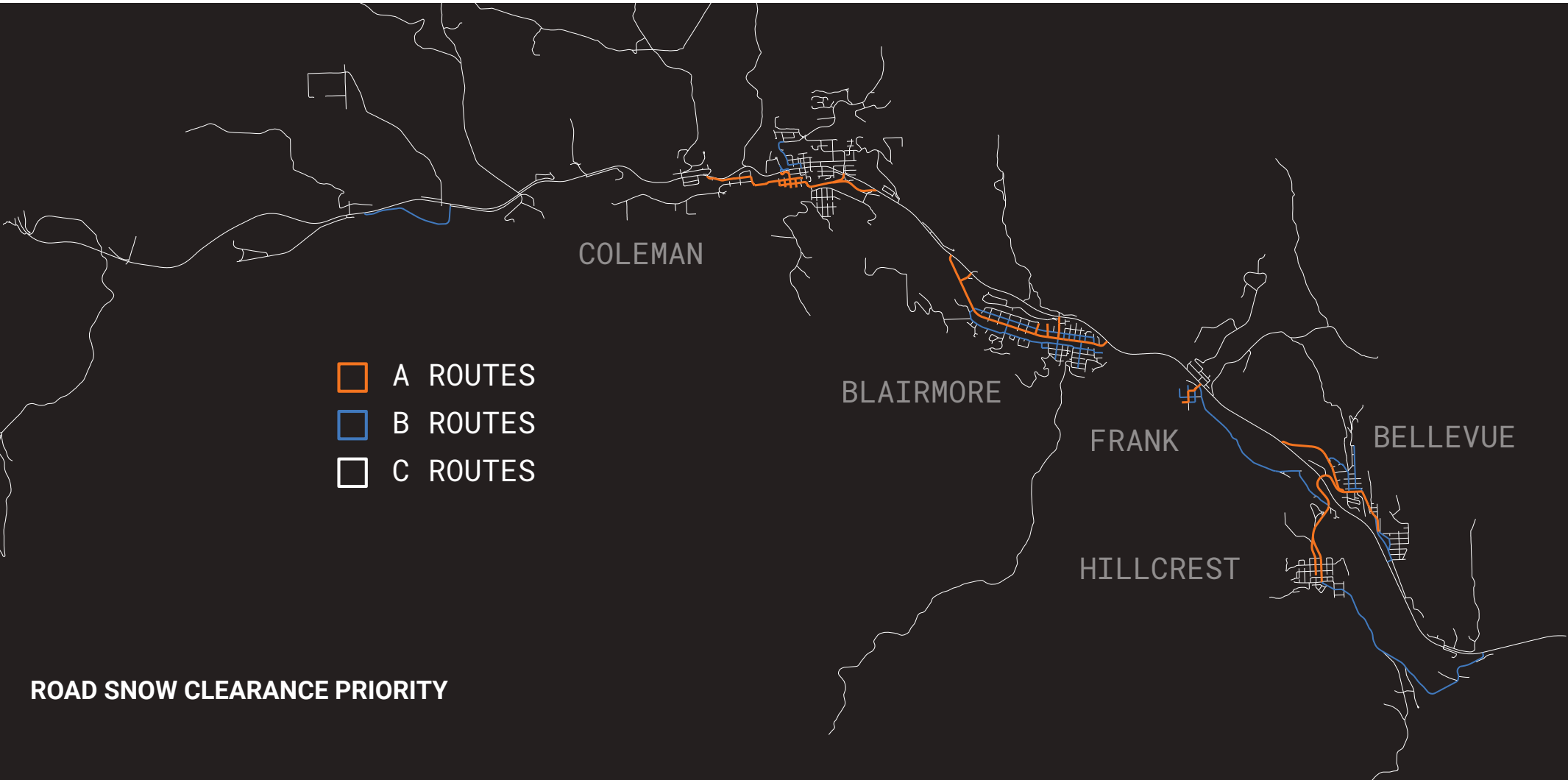
ANNUAL SNOWFALL



AVG. SNOW DAYS

- CANMORE
- BANFF
- CALGARY
- LAKE LOUISE
- FERNIE
- COLEMAN

PRIORITY	TYPE	DESCRIPTION
A	Roadway	Arterial Roads & Commercial Streets
B	Roadway	Collector Roads, School Zones & Industrial
C	Roadway	Remainder Roads & All Residential
D	Roadway	Lanes, Municipal Parking, Rec. Roads
E	Roadway	Recreation Accesses, Commercial Parking
Primary	Walkway	Municipal Facility Adjacent, Bridges
Secondary	Walkway	Municipal Property Adjacent
Not Cleared	Walkway	Trails w/n Municipality Owned Land



ROAD SNOW CLEARANCE PRIORITY

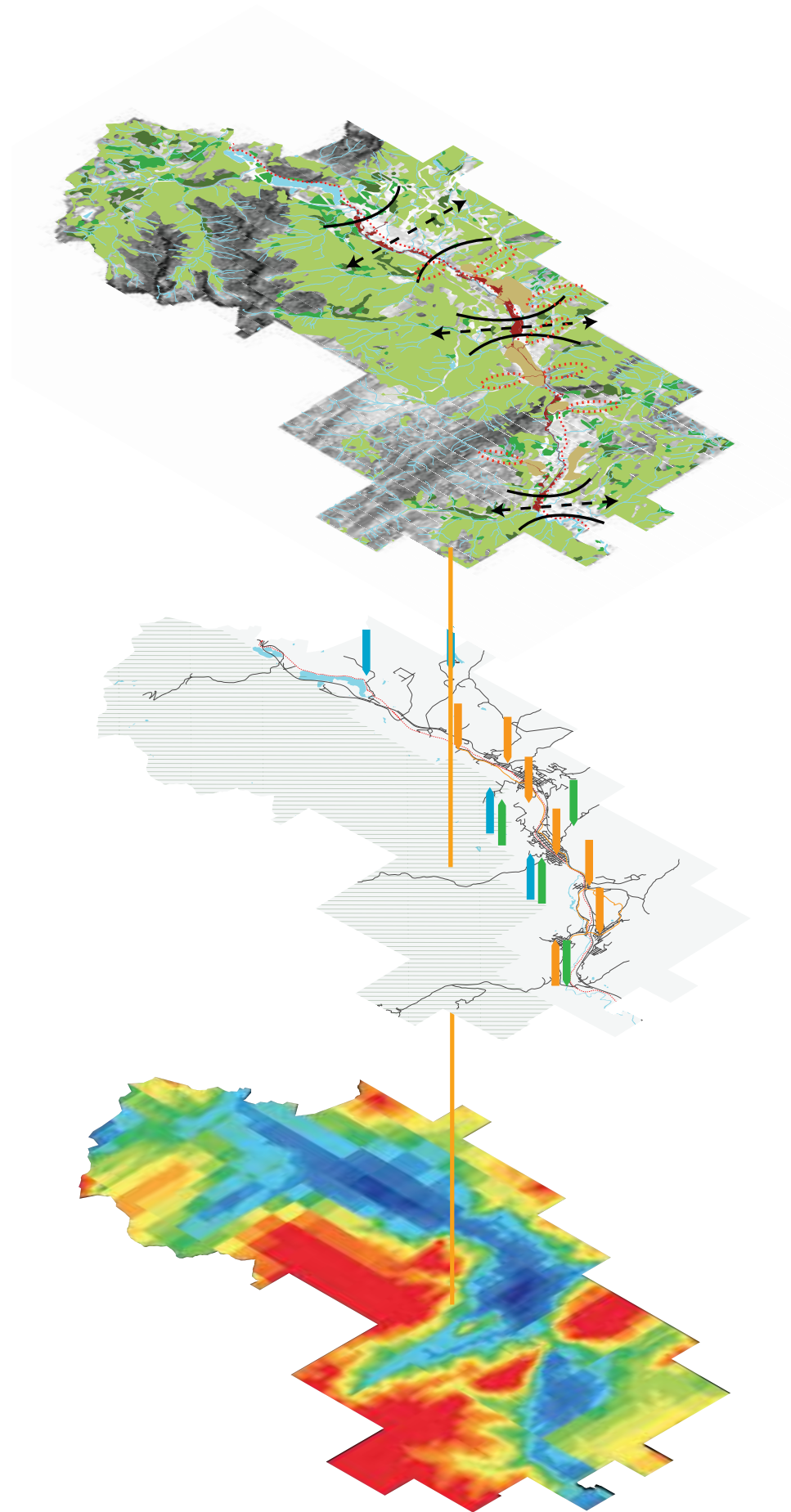
Being a winter town, The Pass is a huge attraction for winter activities and has comparable snowfall to other nearby mountain towns. The municipality prioritizes the commercial main streets for snow clearance which is an important consideration for winter regions.



# SUMMARY



The natural landscape of Crowsnest Pass offers many opportunities and challenges to development growth. Natural constraints such as flooding, shadows, and protecting wildlife corridors as well as the opportunities for tourism and recreation must be taken into account when considering new development.



### NATURAL FEATURES

Favourable development area in the Pass is affected by factors like slope, shade, and sensitivity zones. The mountainous topography creates both opportunities and constraints for development to occur.

### WINTER CITY

Crowsnest Pass has lots of winter and summer based activities that take advantage of it's mountain location, but there is opportunity for new festivals / design guidelines to make it more attractive to tourism.

### CLIMATE

The Pass has lots of topography and therefore a diverse range of solar radiation which affects temperature. The Pass also has significant shadows and wind movement due to the mountains that must be considered when looking at locations for development.

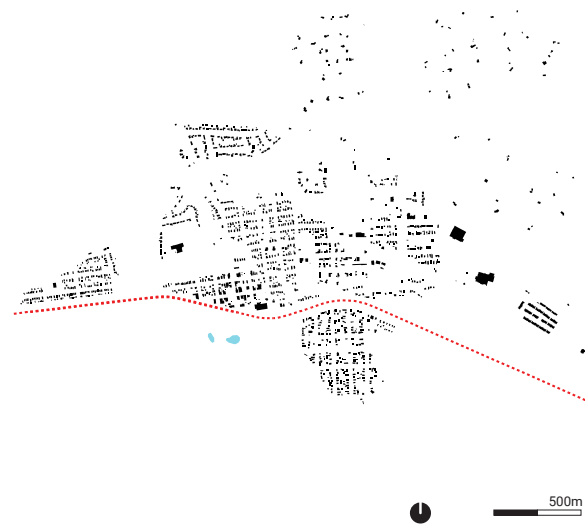


# 3.3 BUILT FORM



## BUILT FORM

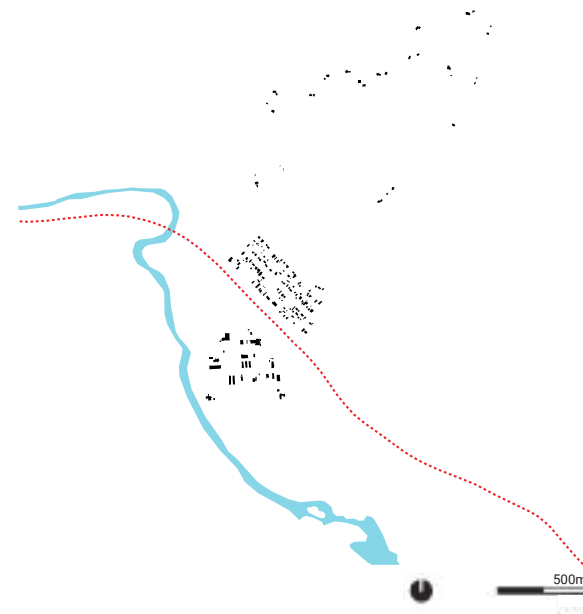
# FIGURE GROUND



COLEMAN



BLAIRMORE



FRANK

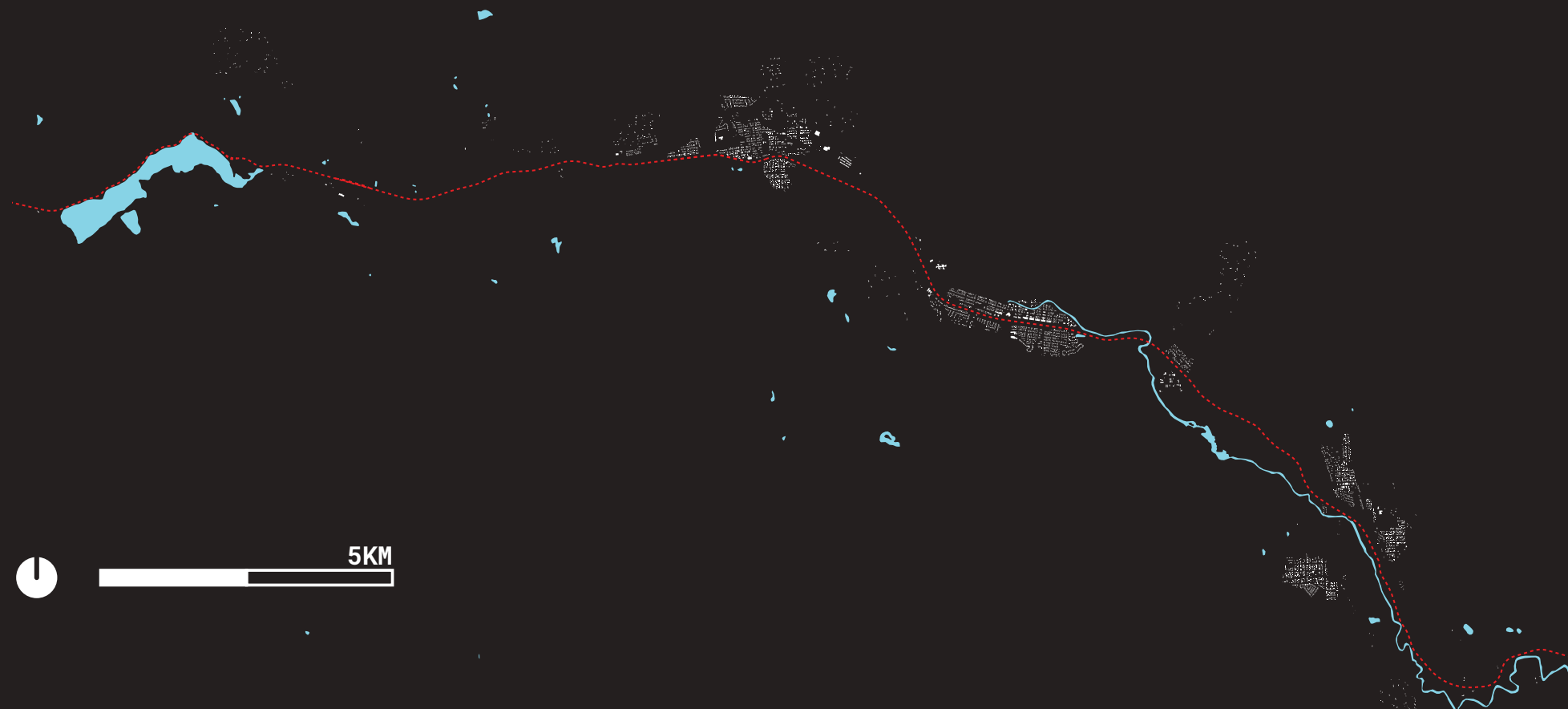


BELLEVUE



HILLCREST

The built form reflects the topography of the landscape, matching the edges of the mountains. The train line runs through the centre of the built form, creating two disconnected sides within most of the communities. The largest buildings are focused along the main streets and Highway 3, with smaller single-family dwellings towards the edges.





# FIGURE GROUND



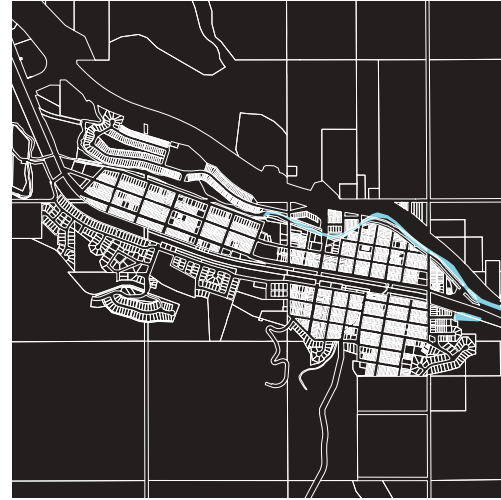
The figure-ground maps for each town showcase the unique types of built form throughout. small footprint homes are the most prominent in each, with larger residential and commercial buildings present in Coleman and Blairmore.



# LAND SUBDIVISION



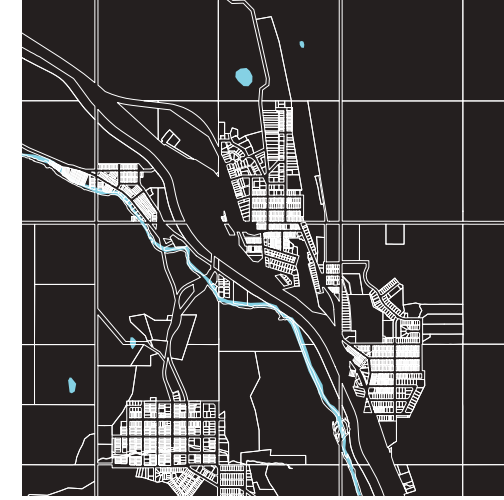
COLEMAN



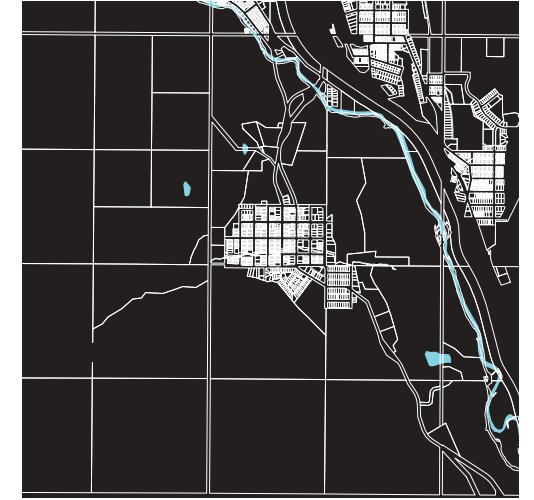
BLAIRMORE



FRANK



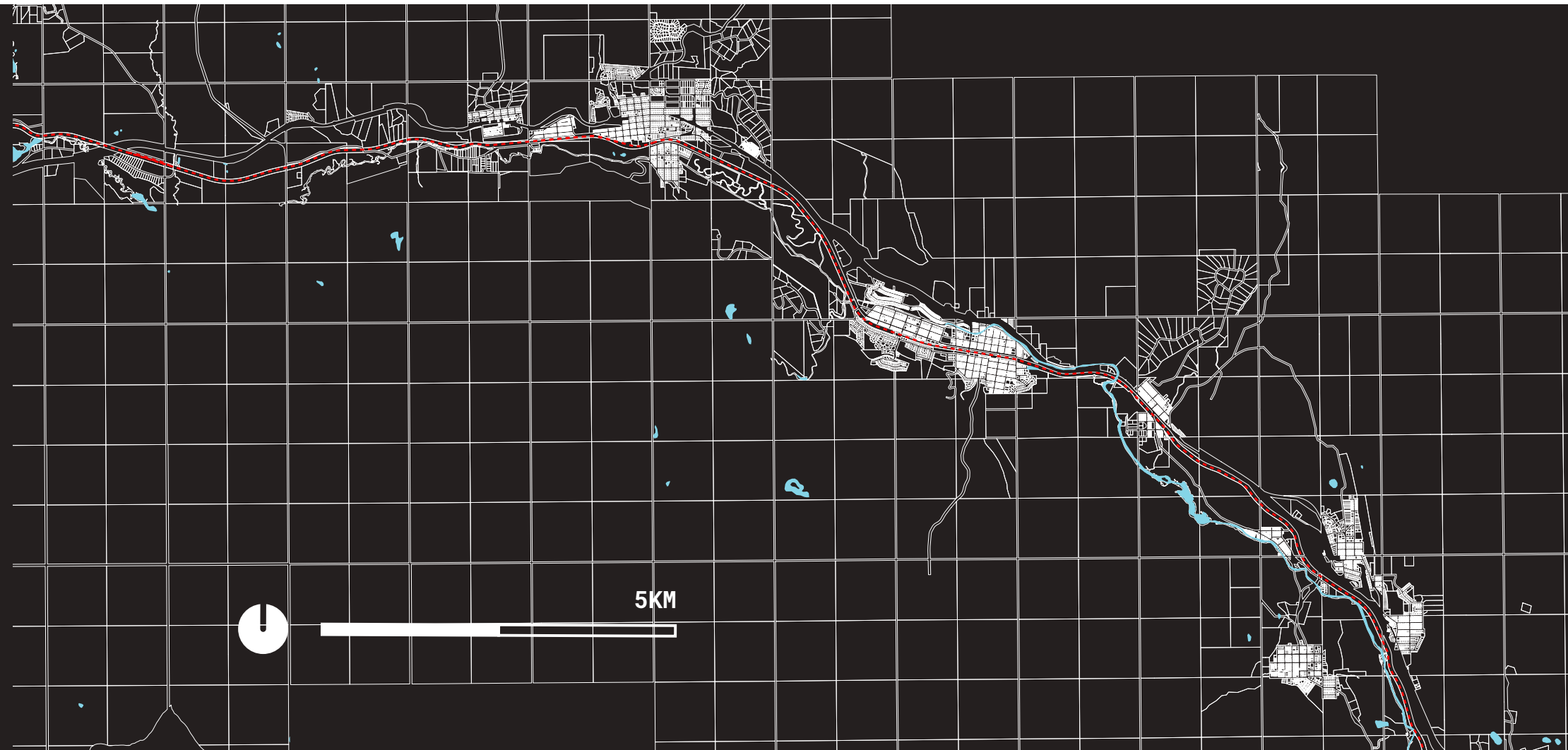
BELLEVUE



HILLCREST



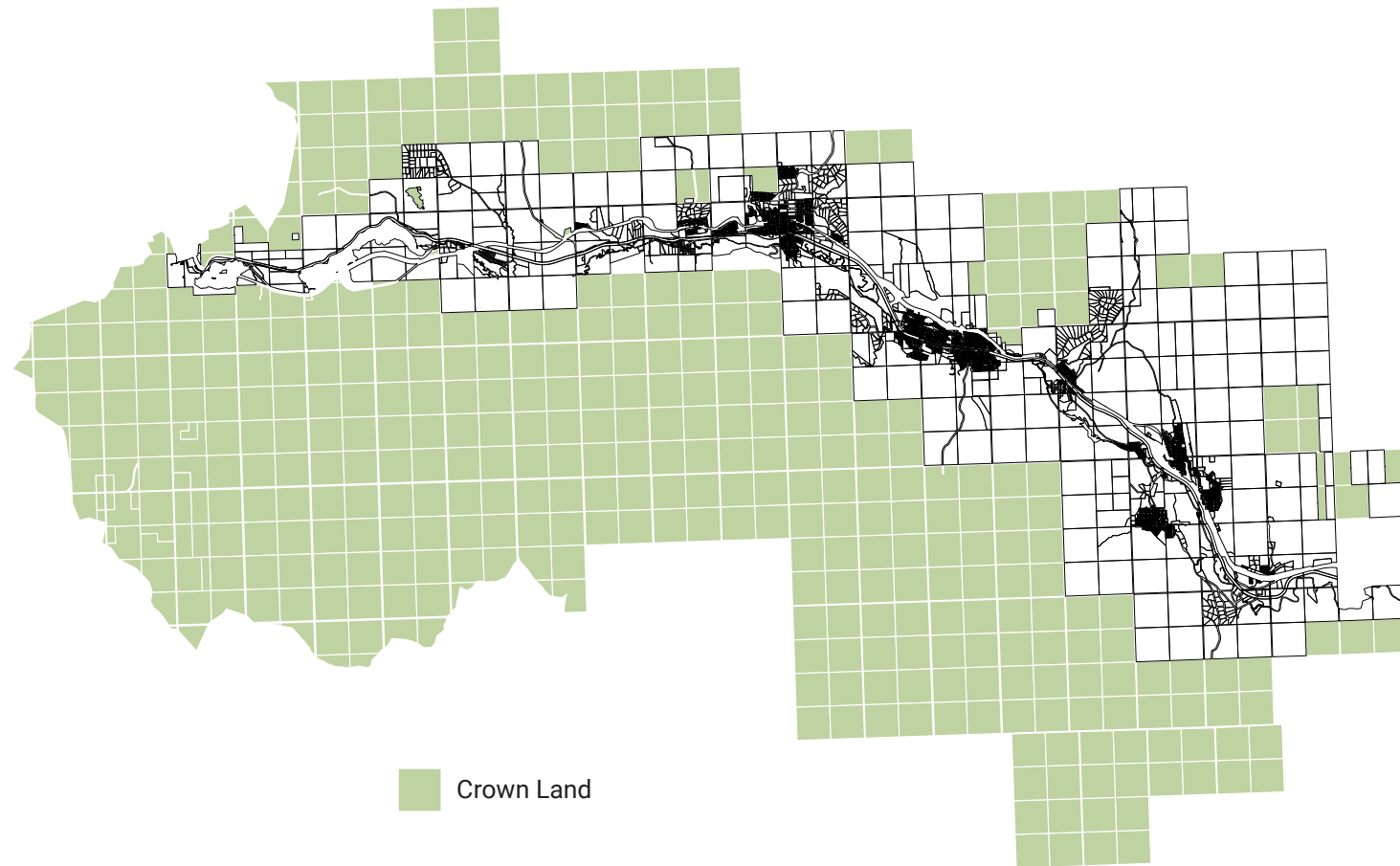
The subdivision of the pass reflects the development of the towns. The original sections from the land surveyors have been further subdivided into small narrow lots on a grid road network.



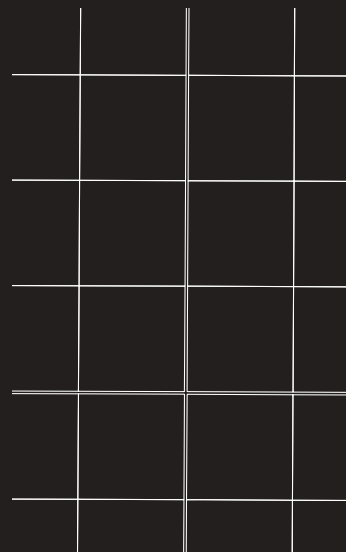


# LAND SUBDIVISION

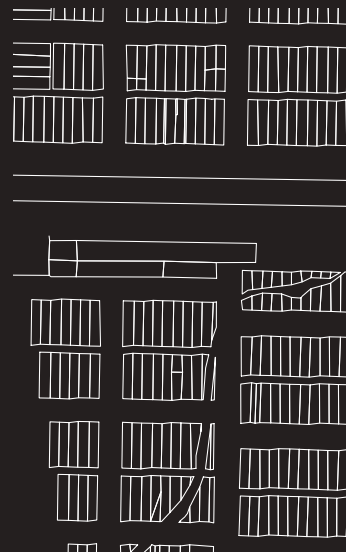
As seen in the diagram on the left, the subdivision changes in recent years into larger lot sizes for country residential and suburban-style growth. The original quarter sections are still largely public crown land, which is highlighted in green.



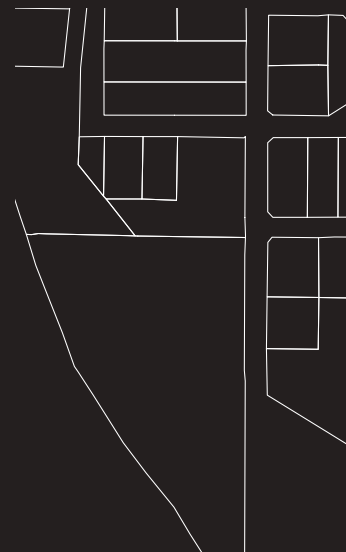
Crown Land



Alberta Land Surveyors



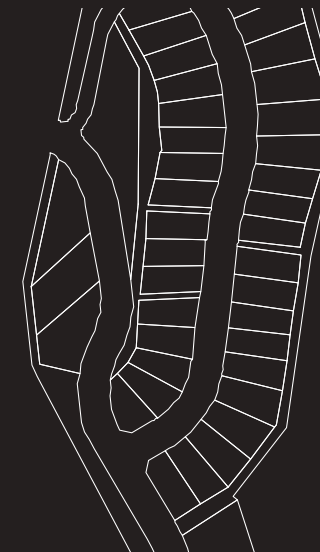
Railroad Town Plan



Industrial



Country Residential



Loops & Lollipods

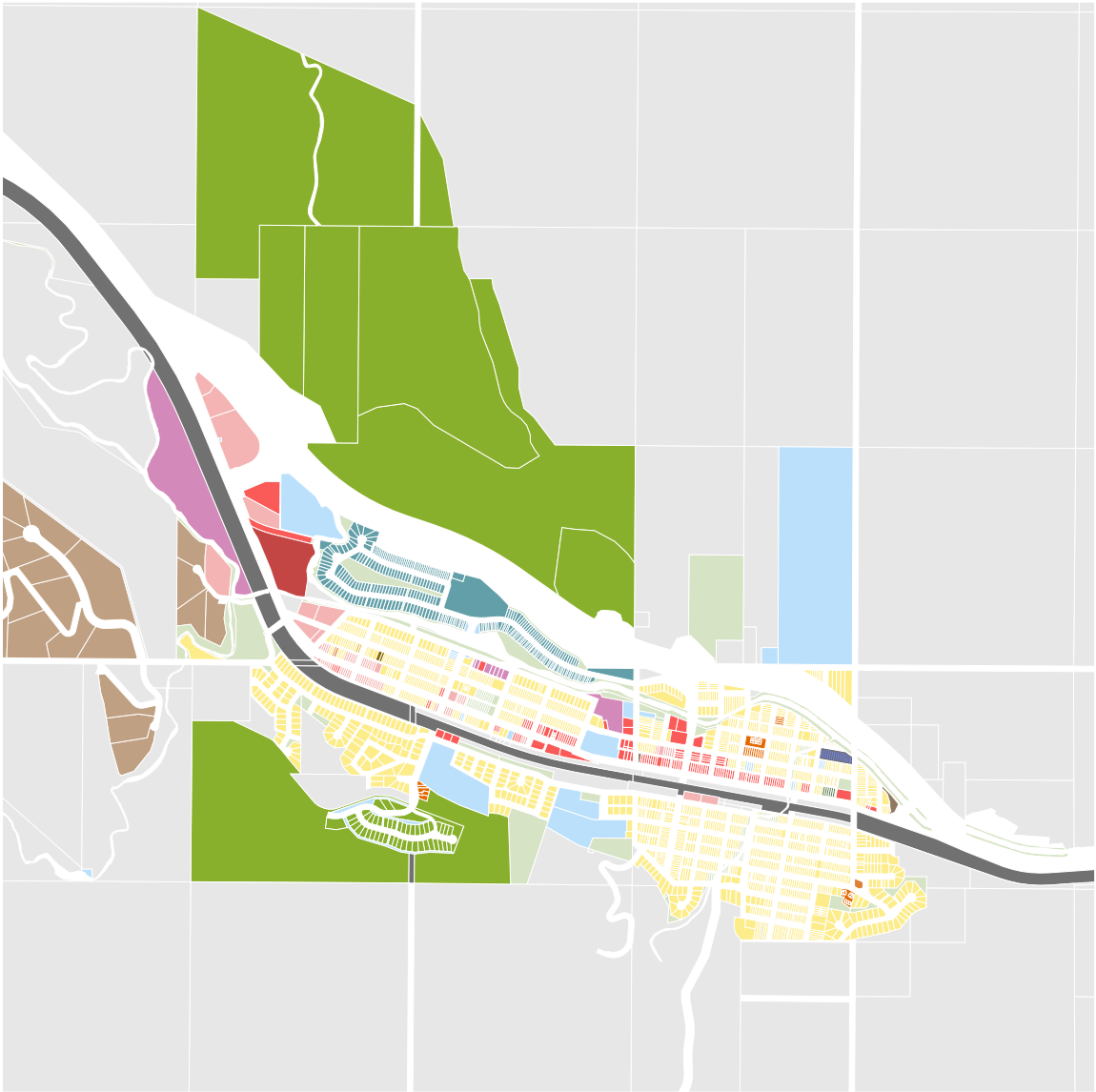




# BUILT FORM

## LAND ZONING

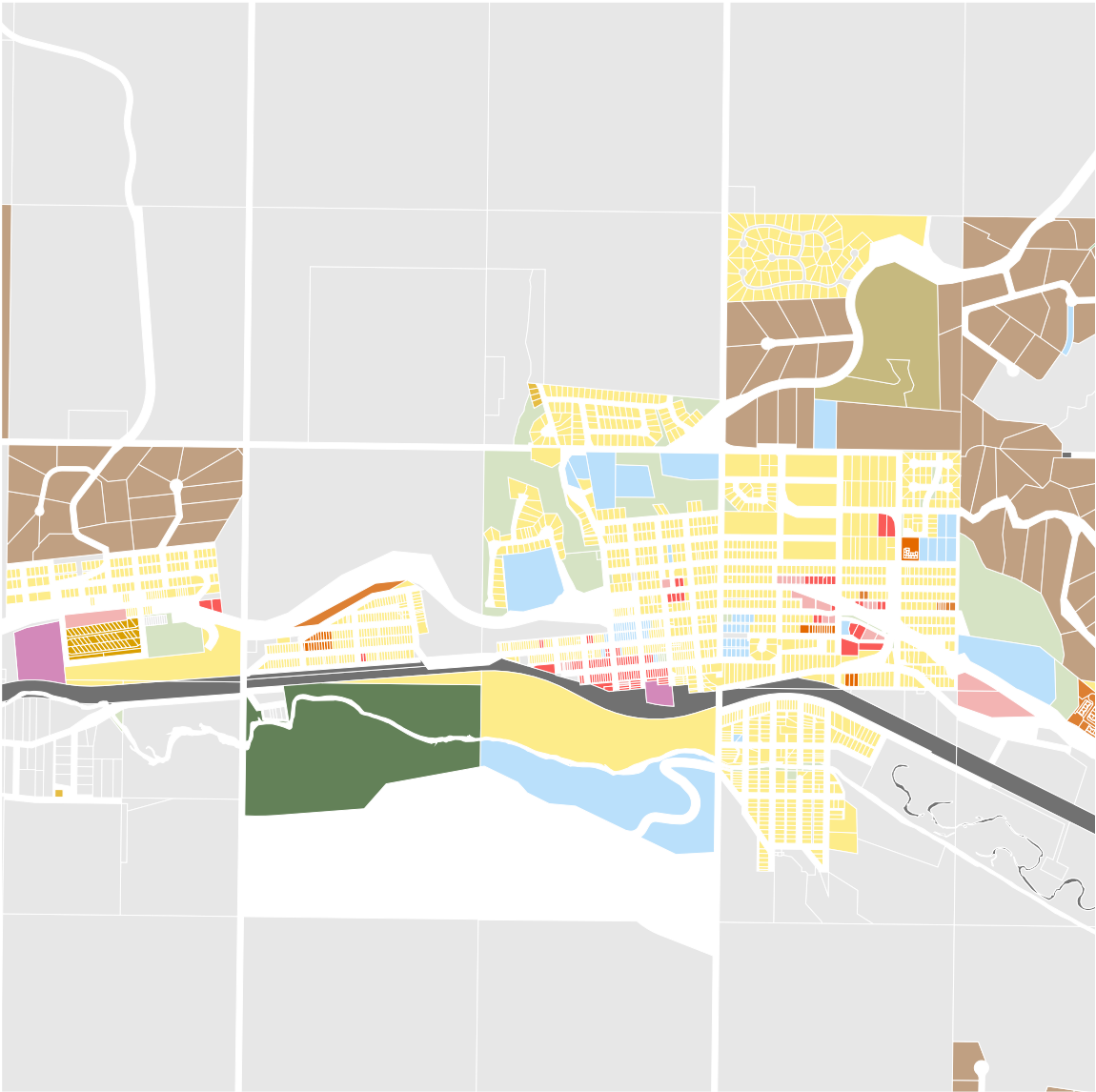
The zoning maps of each town show mostly residential, with pockets of open space, commercial centred around the main streets, and industrial zones groups on the peripheries. Large groups of country residential land can be seen on the edges of each town.



COLEMAN



500m

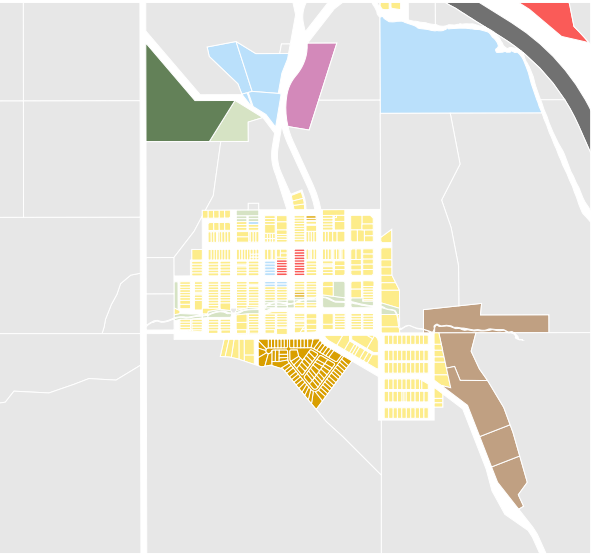


BLAIRMORE



500m

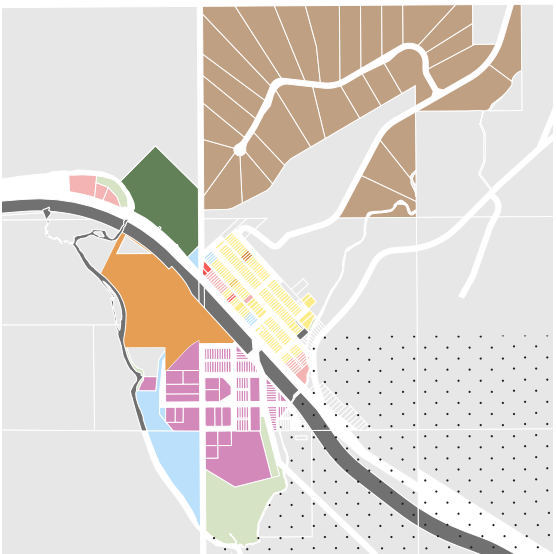
- Residential (R-1)
- Residential (R-1A)
- Duplex Residential (R-2)
- Multiple Residential (R-2A)
- Multiple Residential (R-3)
- Narrow Lot Residential (R-5)
- Grouped Country Residential (GCR-1)
- Manufacturing / Modular Home Communities (R-4)
- Drive-in Commercial (C-2)
- Retail Commercial (C-1)
- Comprehensive Commercial (C-3)

Cannabis Retail Commercial (C-5)Industrial (I-1)Recreation & Open Space (RO-1)Non-Urban Commercial Recreation (NUCR-1)Public (P-1)Restricted Development Area (RDA)Non-urban Area (NUA-1)No Land UseDC4Comprehensive Ski Village

HILLCREST



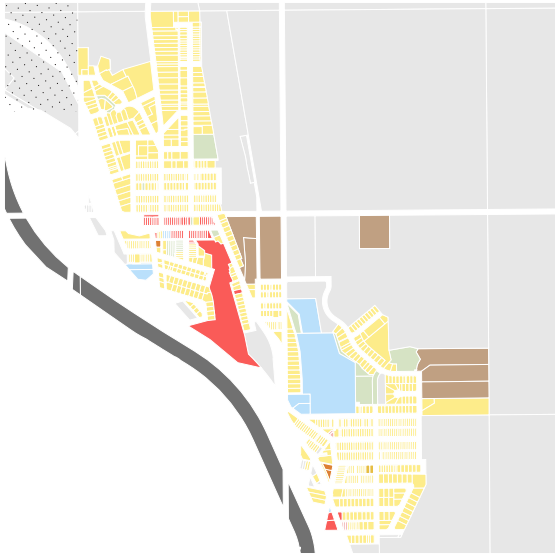
500m



FRANK



500m



BELLEVUE



500m



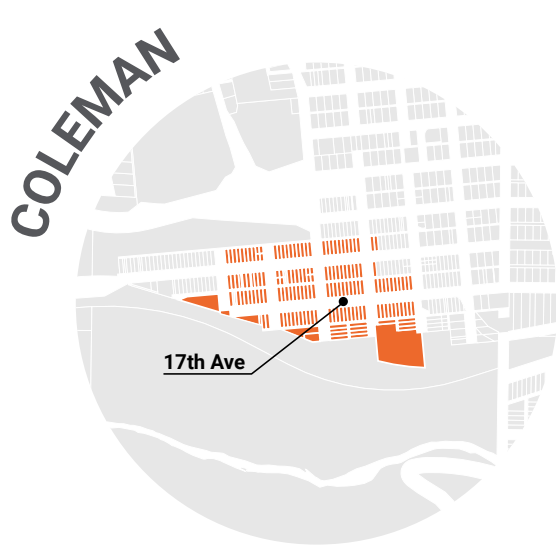
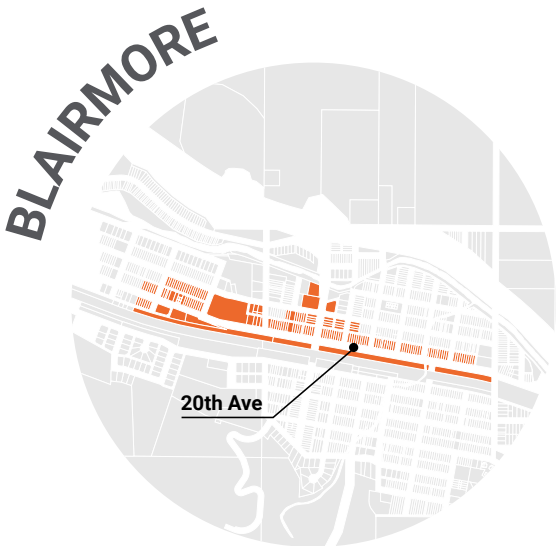
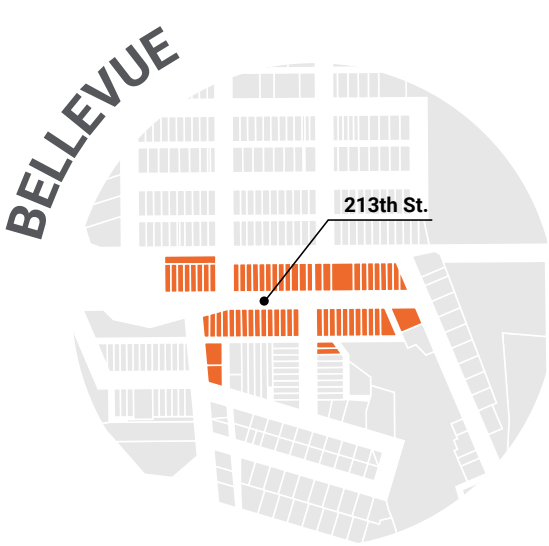
# LAND ZONING

*“To promote and protect the significance of historic commercial areas and areas immediately adjacent to historic commercial areas by ensuring development is designed and constructed in a manner that **respects the sense of place evoked by these areas**, reinforces the character of these areas and ensures a high quality of development.”*

*- Land Use Bylaw - Schedule 17 (2020)*



ZONE	TYPE	MAX LOT COVERAGE	MAX HIEGHT
R-1	Single Family Detached	PB: 35% AB: 15%	10m
R-1A	Single Family Detached	PB: 35% AB: 15%	10m
R-2	2 Unit Semi-Detached Dwelling	PB: 40% AB: 15%	10m (10 Units / Acre)
R-2A	2-8 Unit Semi-Detached Dwelling	PB: 50% AB: 15%	10m (12 Units / Acre)
R-3	Apartment up to 3 Stories	PB: 50% AB: 15%	10m (20 Units / Acre)
R-4	Manufactured / Modular Home	PB: 40% AB: 15%	6.1m
R-5	Narrow Lot Infill	PB: 40% AB: 15%	10m
GCR-1	Country Residential	N/A	13m
GCR-2	Country Residential Infill	N/A	13m
C-1	CBD Retail Commercial	Total: 80%	10m
C-2	Car Oriented Commercial	Total: 40%	7.6m
C-3	Large Scale Commercial	N/A	6.1m
C-4	Cannabis Retail within CBD	Total: 80%	10m
I-1	Industrial, Manufacturing, Storage	N/A	10m
SIP-1	Pre-Planned Industrial Site	N/A	N/A
RO-1	Institutional, Open Space, Public Park	N/A	10m
P-1	Institutional, Public, Semi-Public	PB: 40% AB: 10%	7.6m
NUCR-1	Non-Urban Commercial Recreation	N/A	N/A
NUCR-2	Non-Urban Commercial Recreation	N/A	N/A
NUA-1	Preserve Non-Urban Area for Dev.	13m	N/A
CRV	Comprehensive Resort Village	PB: 40% AB: 15%	13m
CSV	Comprehensive Ski Village	PB: 40% AB: 15%	15m



It must be noted the land use bylaw restricts most development to 10m in height when considering new development. The historical commercial areas overlay preserves the historic integrity of the main streets and must be considered if redevelopment is to occur in these areas.

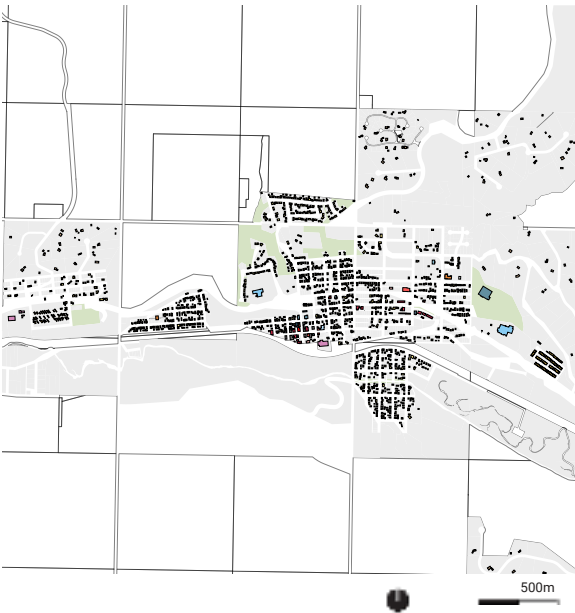




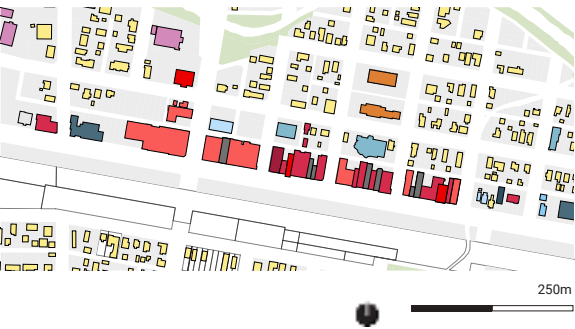
BUILT FORM

LAND USE

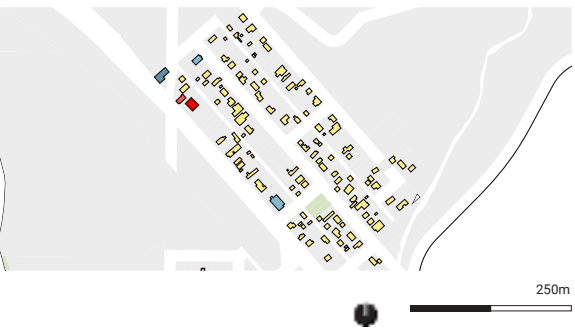
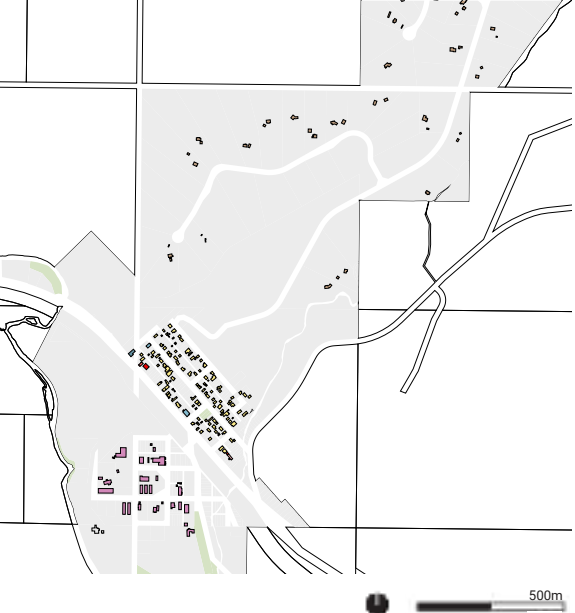
COLEMAN



BLAIRMORE



FRANK



BELLEVUE



HILLCREST



Looking at the ground floor land use in The Pass, the commercial cores have a variety of different uses from retail to food and drink, but this doesn't translate to the residential areas which are quite monotonous in land use.

- Single Family Residential
- Duplex Residential
- Apartment Building Residential
- Country Estate Residential
- Modular Home
- Public Open Space
- Natural Area
- Utilities Shed

Commercial - Gas / Automotive ServicesCommercial - RetailCommercial - Professional ServicesCommercial - AccommodationCommercial - Food & DrinkVacant Commercial / OfficeIndustrialClub FacilitySchoolPlace of WorshipPublic RecreationMunicipal OfficeMedical / EmergencyUtilities Building



BUILT FORM

# LAND USE

The land uses fall into four general categories of residential, open space, public places, and commercial. Zooming in on those commercial areas, we counted 31 vacancies. These spaces are critical to main streets and their revitalization is necessary moving forward.

31 VACANT SPACES\*

## TYPOLOGIES

### RESIDENTIAL



### OPEN SPACE



### PUBLIC PLACES



### COMMERCIAL







BUILT FORM

3D MODEL

GROWTH PATTERN DETERMINANTS



NATURAL  
LANDSCAPE



HIGHWAY



RAILWAY

Modelling the towns of The Pass, it's apparent that the topography is a huge factor and the scale of the built form is small in comparison, just a few stories tall at most. The largest determinants of the growth pattern appear to be the natural landscape, Highway 3, and the railway.

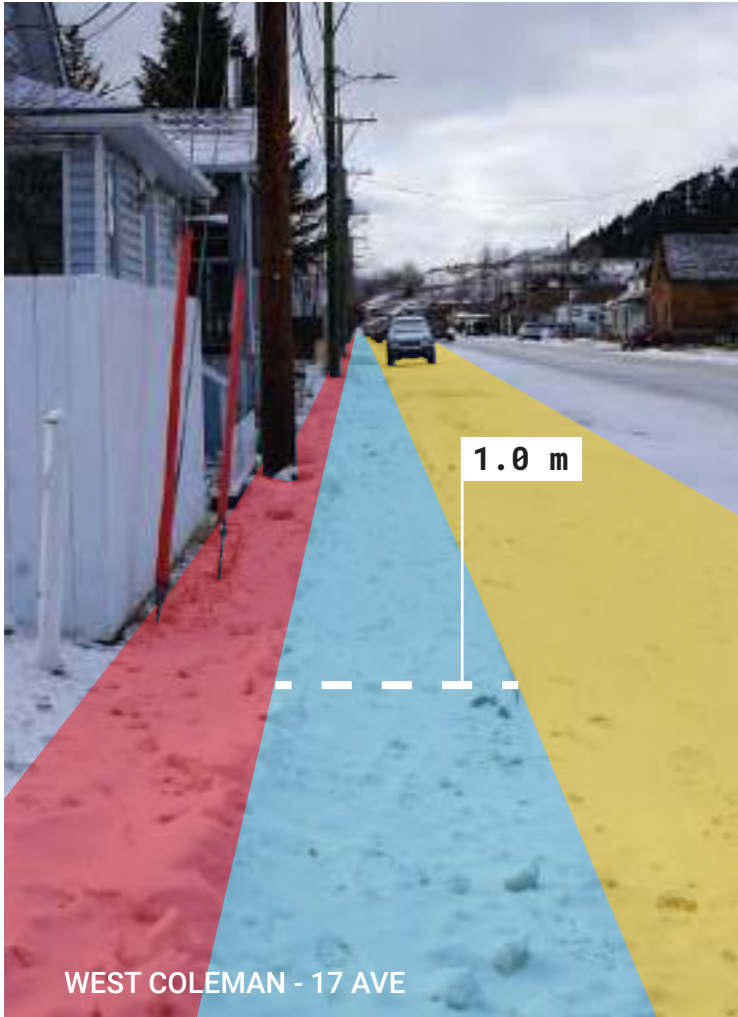




Coming down to the streets, most commercial streets are pedestrian-oriented with large sidewalks and human-scale buildings that don't overpower the street. Other areas such as Highway 3 at Frank and residential areas have opportunities to better interact buildings with people on the street.

BUILT FORM

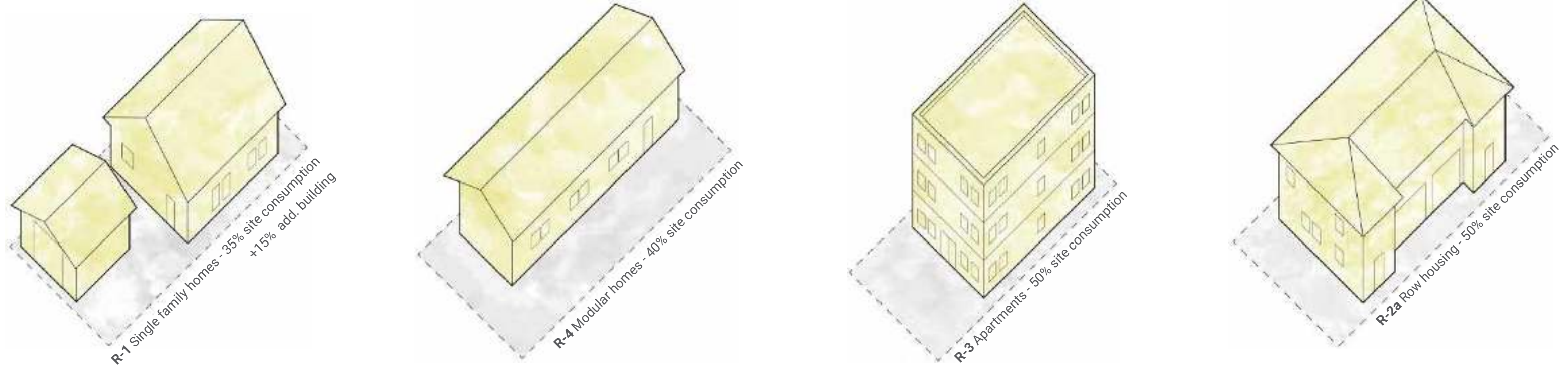
3D MODEL



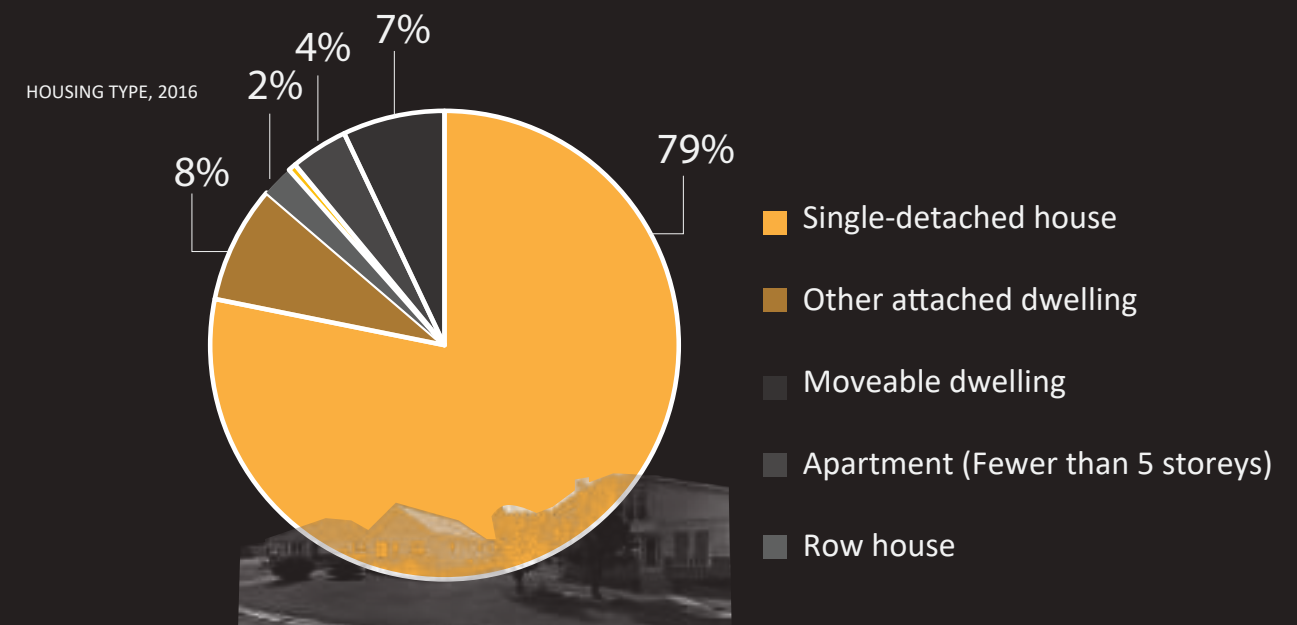
- Private Building Setback
- Pedestrian Through Zone
- Furnishing Zone
- Street Parking
- Utilities



# BUILDING TYPOLOGIES



The current residential building typologies of The Pass are limited to four main categories: single-detached homes, modular homes, row houses, and apartments. Single-detached homes make up almost 80 per cent of the housing stock - contributing to a monotonous housing market. The zoning associated with these housing types allows for less density than what is typical. This can be manipulated by changing the site consumption allowances and encouraging more concentrated development.





### BUILDING TYPOLOGY

Single-detached homes make up the majority of housing stock within The Pass. There is a need to diversify the housing typology to increase density and future settlement opportunities.

### BUILDING FOOTPRINT

The most common building footprint is small single family detached residential, but new commercial is largely big footprint - single floor buildings and new residential is large country residential.

### SUBDIVISION

Subdivision type is reflective of it's age. There is a lack of infill subdivision (narrow lots), most new development is country residential style. There is opportunity to subdivide and infill the country residential with GCR-2 Zoning.

### LAND USE

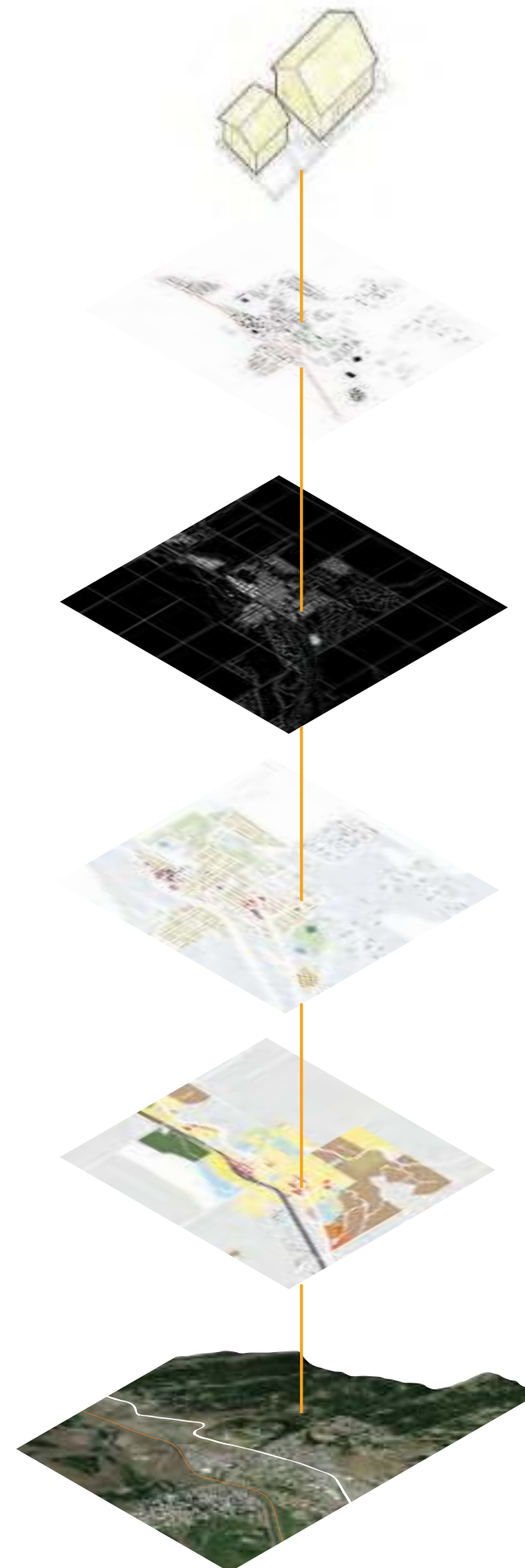
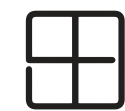
Commercial and office spaces are focused around the centre of the towns and near the highway. Residential homes surround the commercial cores with little diversity in typology between single family detached and country residential.

### ZONING

Zoning is largely separated between residential, commercial, public, and industrial with a lack of mixed uses. The Land Use Bylaw mostly restricts development past 10m in height and has special consideration for Historic Commercial Areas.

### 3D MASSING

Topography is the largest restriction of development, defining the boundaries of each community, with the heart of each centered around the train and highway. The built form is low density with pedestrian-oriented commercial streets.



## BUILT FORM SUMMARY

The built form of the Crowsnest Pass is historically rich and community-oriented. Adapted planning policy and bylaw would allow new development to occur that helps the communities grow in a sustainable method such as increased density, mixed-use, and walkable neighbourhoods.

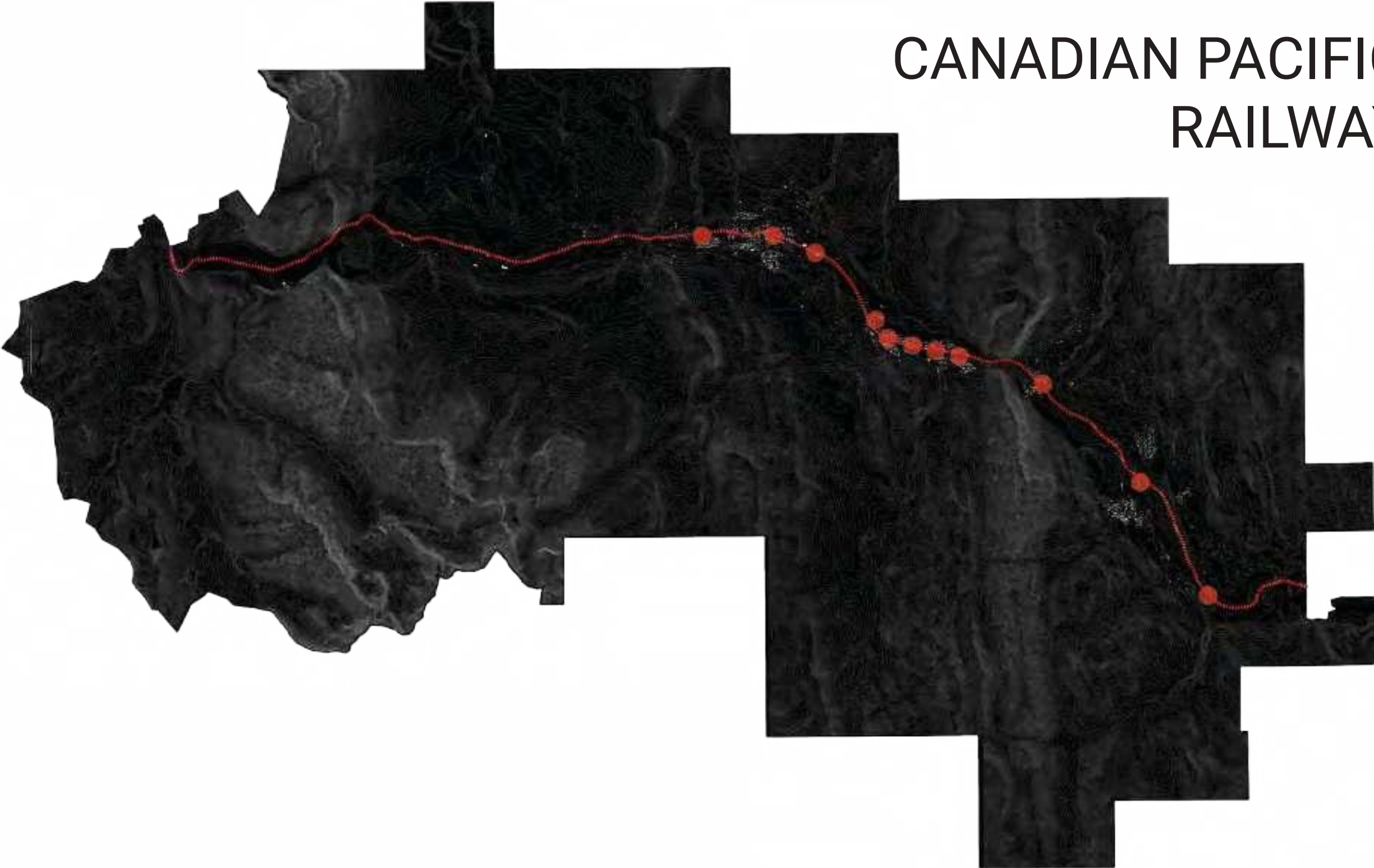


## 3.4 INFRASTRUCTURE





# CANADIAN PACIFIC RAILWAY



--- Railway  
■ Railway crossings

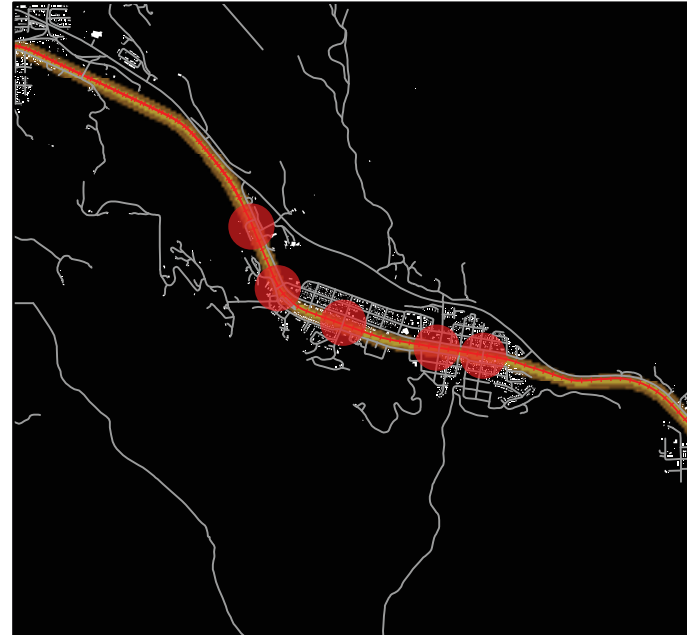
The Canadian Pacific Railway (CPR) has been a prominent element within The Pass throughout history. The location of the railway has guided settlement and has also produced a sense of place within each town. However, the railway has also generated fragmentation within the municipality, creating a movement barrier between towns. Growth must consider and accommodate for the CPR line when considering potential areas for development, as it is extremely challenging to develop additional railway crossings.



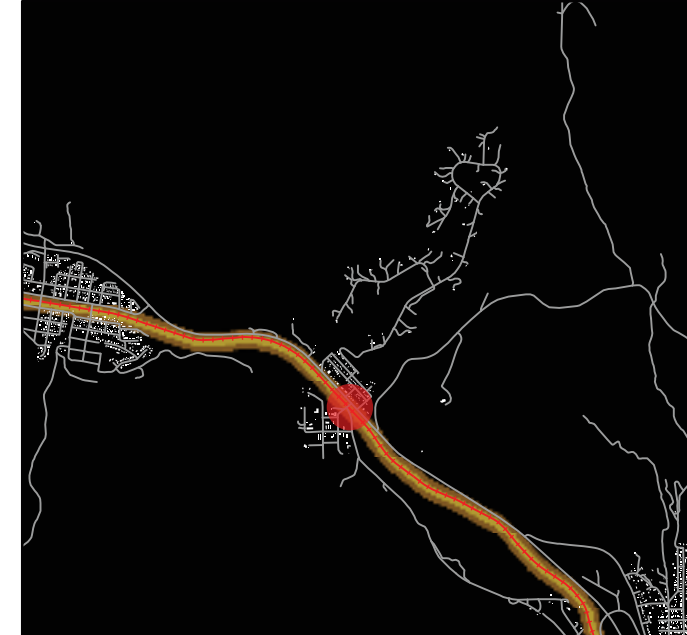
# RAILWAY CROSSINGS



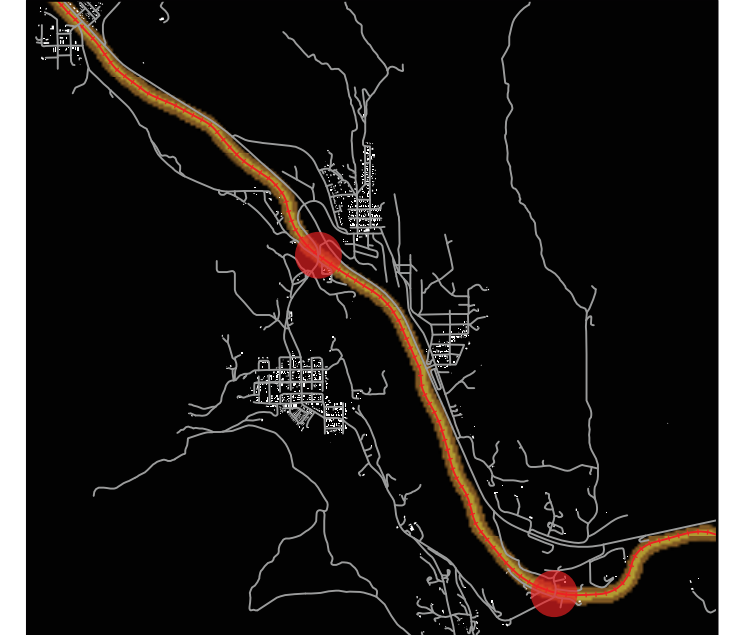
COLEMAN



BLAIRMORE



FRANK



BELLEVUE | HILLCREST MINES



HILLCREST MINES CROSSING



BLAIRMORE MAIN STREET CROSSING



WEST COLEMAN RAILWAY

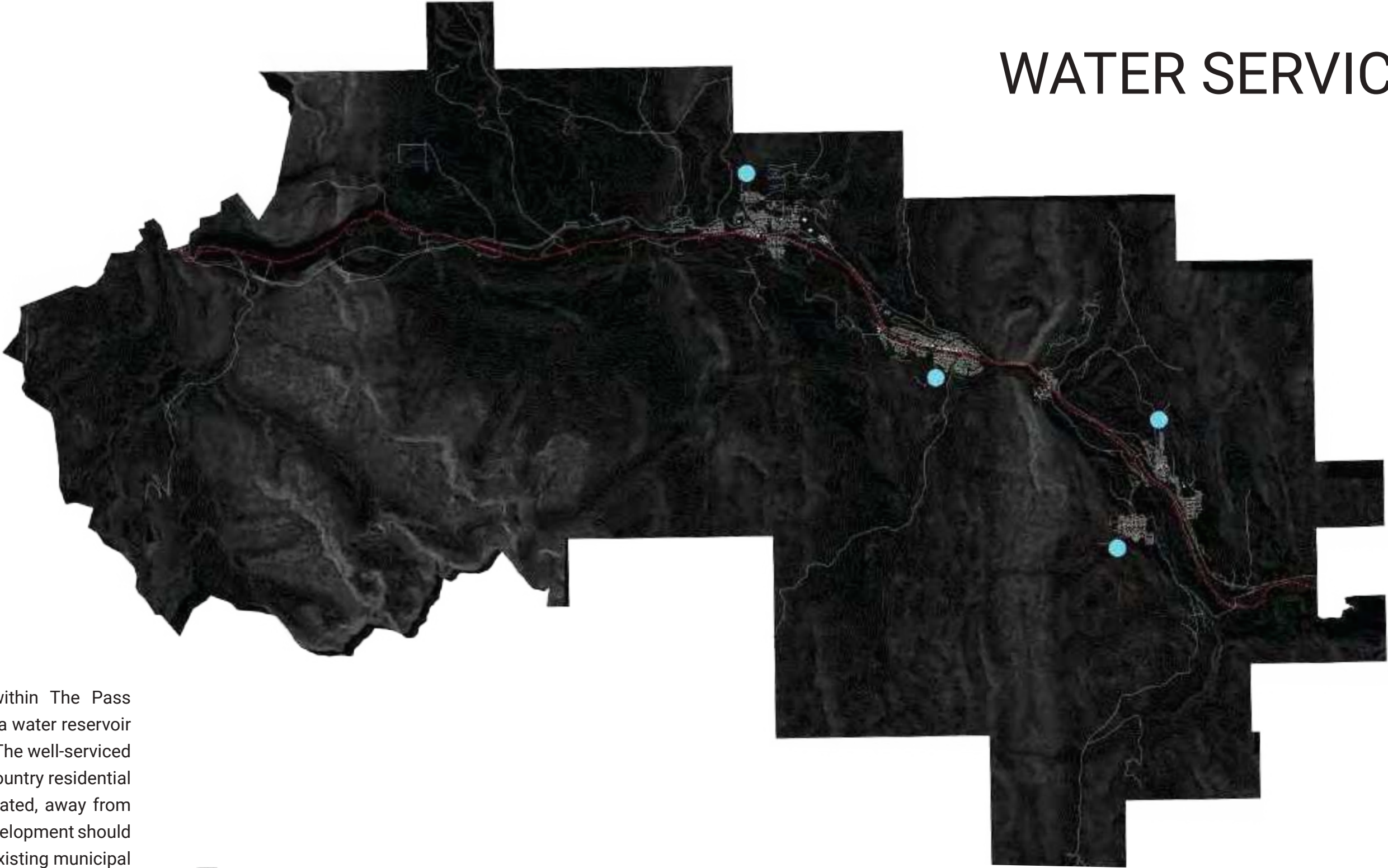
- Railway
- Railway crossings
- Residential buffer zone (30m)
- Residential buffer zone (75m)



The interface between the communities and the railway has presented potential safety concerns, especially in terms of the minimalistic design of crossing infrastructure for active transportation users. However, safety setbacks have been integrated alongside the railway line, with 30m required for commercial uses, and 75m for residential.



# WATER SERVICING

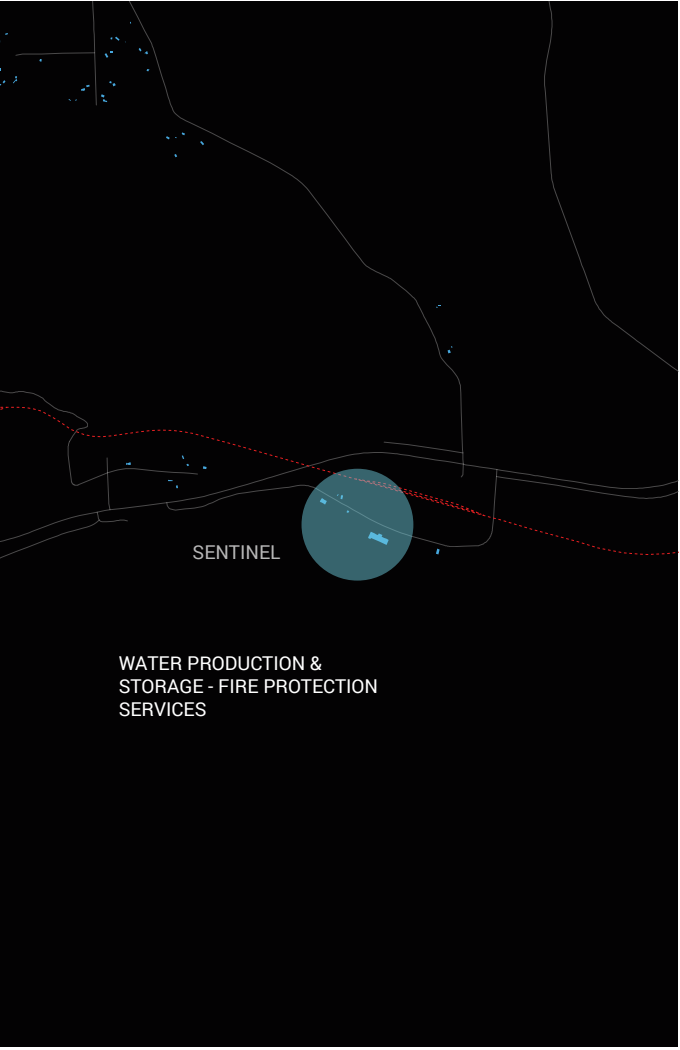
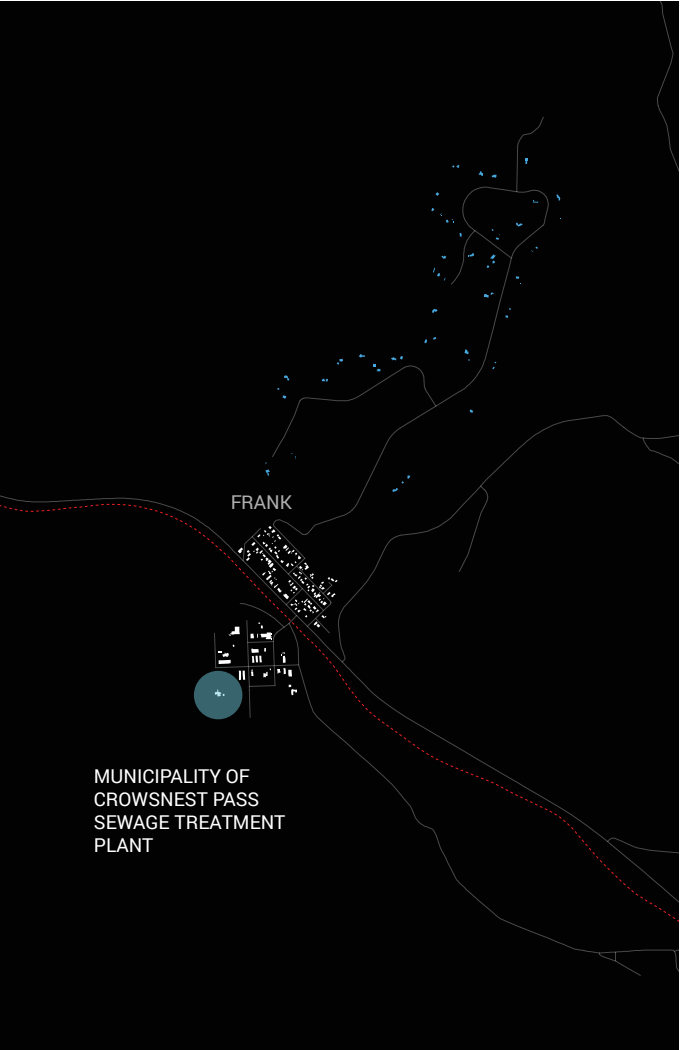


The communities within The Pass are either serviced through a water reservoir system or individual wells. The well-serviced areas primarily consist of country residential homes, that are rurally situated, away from the town centres. Future development should strategically locate below existing municipal reservoirs to lower infrastructure costs.

- Municipally serviced
- Well serviced
- Municipal water reservoirs



# WATER SERVICING



- Municipally serviced
- Well serviced
- Wastewater treatment plant
- Fire protection reservoirs



Wastewater within The Pass is treated based on location. The communities of Hillcrest and Bellevue are serviced by the Extended Aeration Lagoons located in North Hillcrest, while Frank, Blairmore, and Coleman are serviced by the Municipality of Crowsnest Pass Sewage Treatment Plant located in Frank. The location of these services should be considered when establishing growth nodes.



# POWER



- Transmission lines
- Power lines (above ground)
- Powerplant



The communities within The Pass are serviced electricity through horizontal transmission lines, running west to east. These transmission lines are connected to the power grid within each town, which ultimately connects power to each development area. When planning for growth, it is important to consider the location of existing transmission lines, to strategically develop in serviced areas to avoid costly infrastructure interventions.



# INDUSTRY

Historically, economic activity in the Pass has been dominated by large-scale industrial operations, such as mining and forestry sites. These locations determined where development took place and the fluctuation of residents. Today, each town contains nearby small industrial areas which help feed the local economy.







- Industrial
- Mining sites
- Forestry sites
- Community boundaries
- Railway



# PIPELINE

The TC Energy pipeline connects to British Columbia and the United States through The Pass. Therefore, The Pass is a critical component for successful commodification of natural resources, as the corridor provides key linkages to market leaders. However, this important gateway has various development implications, such as a substantial building setback is required. The pipeline also creates an environmental risk within the area, which has been identified as an important component for quality of life for residents and wildlife within The Pass.

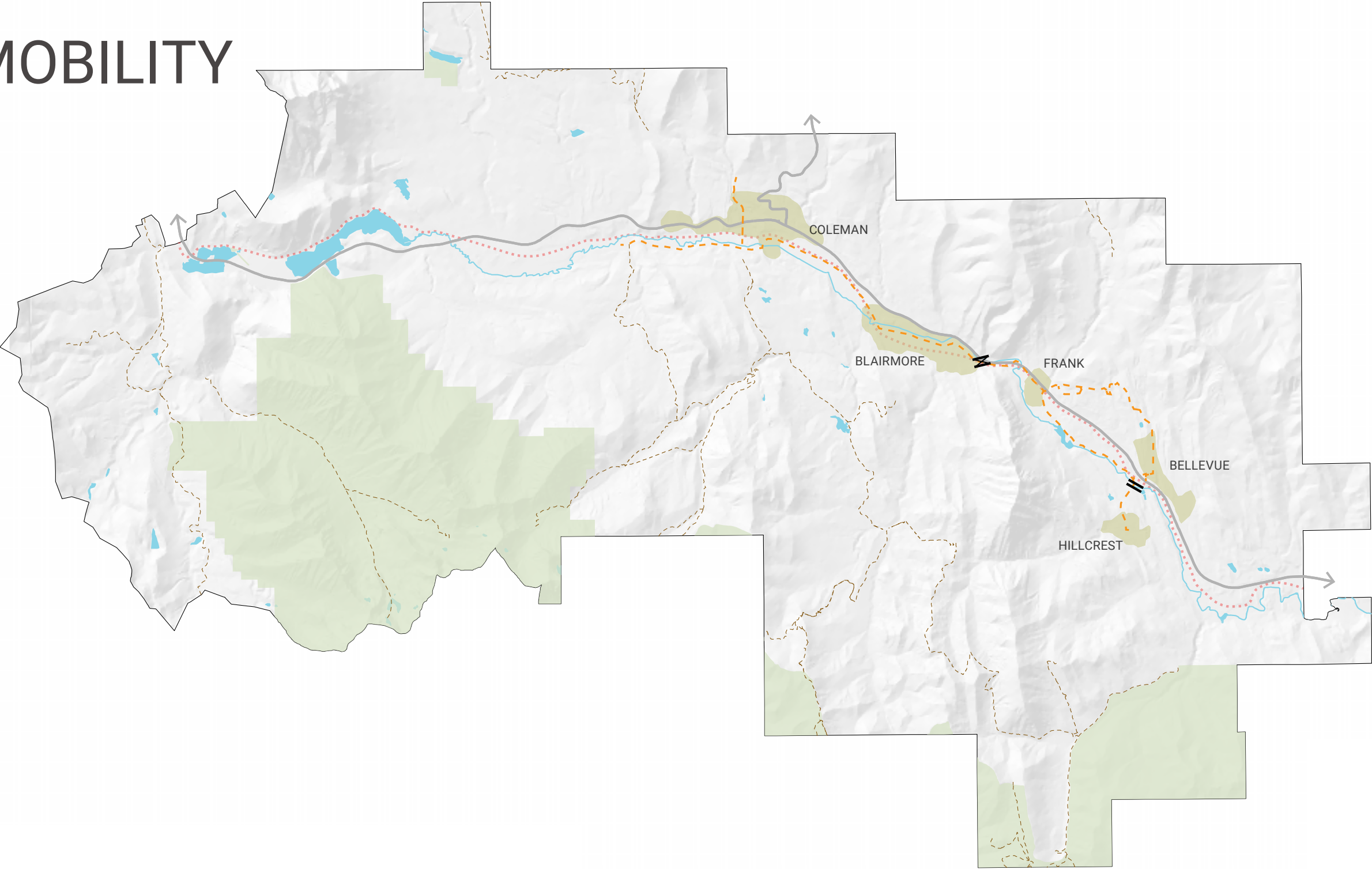
-  TC Energy pipeline
-  Railway
-  Prescribed setback area (30m)
-  TC Energy facility





# PEDESTRIAN MOBILITY

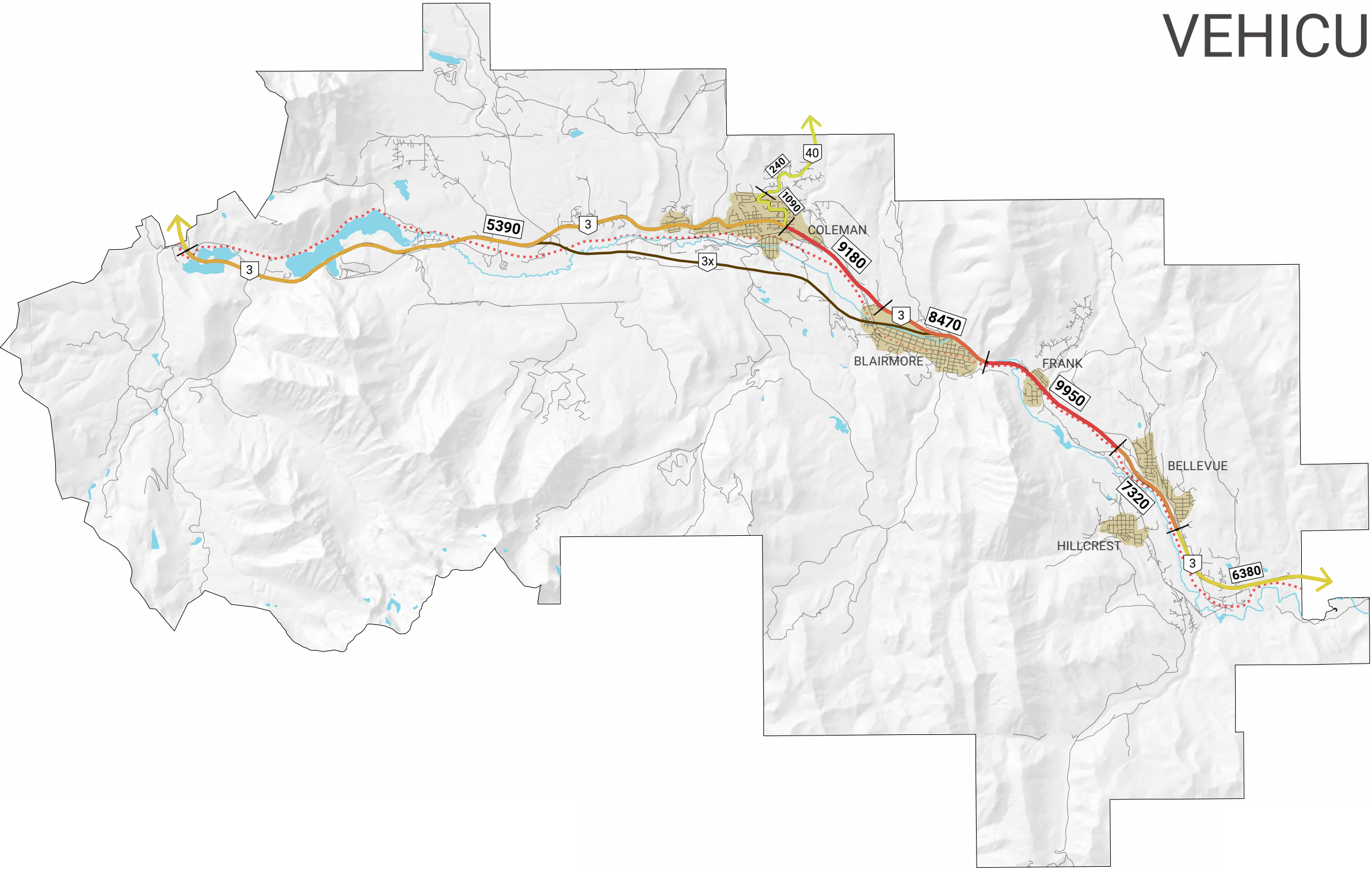
The Pass is populated with several hiking and walking trails that create a network throughout. Most prominent, the Crowsnest Community Trail travels between each of the 5 communities. This pathway is key to providing a movement corridor for those who do not wish to drive between towns. Along the trail are several underground and above-ground crossings which help facilitate movement over natural features such as the Crowsnest River.



- Railway
- Trails
- Community trail
- Trails
- == Underground crossing
- ⌵ Above-ground crossing



# VEHICULAR MOBILITY



- Railway
- Road network
- Community boundaries

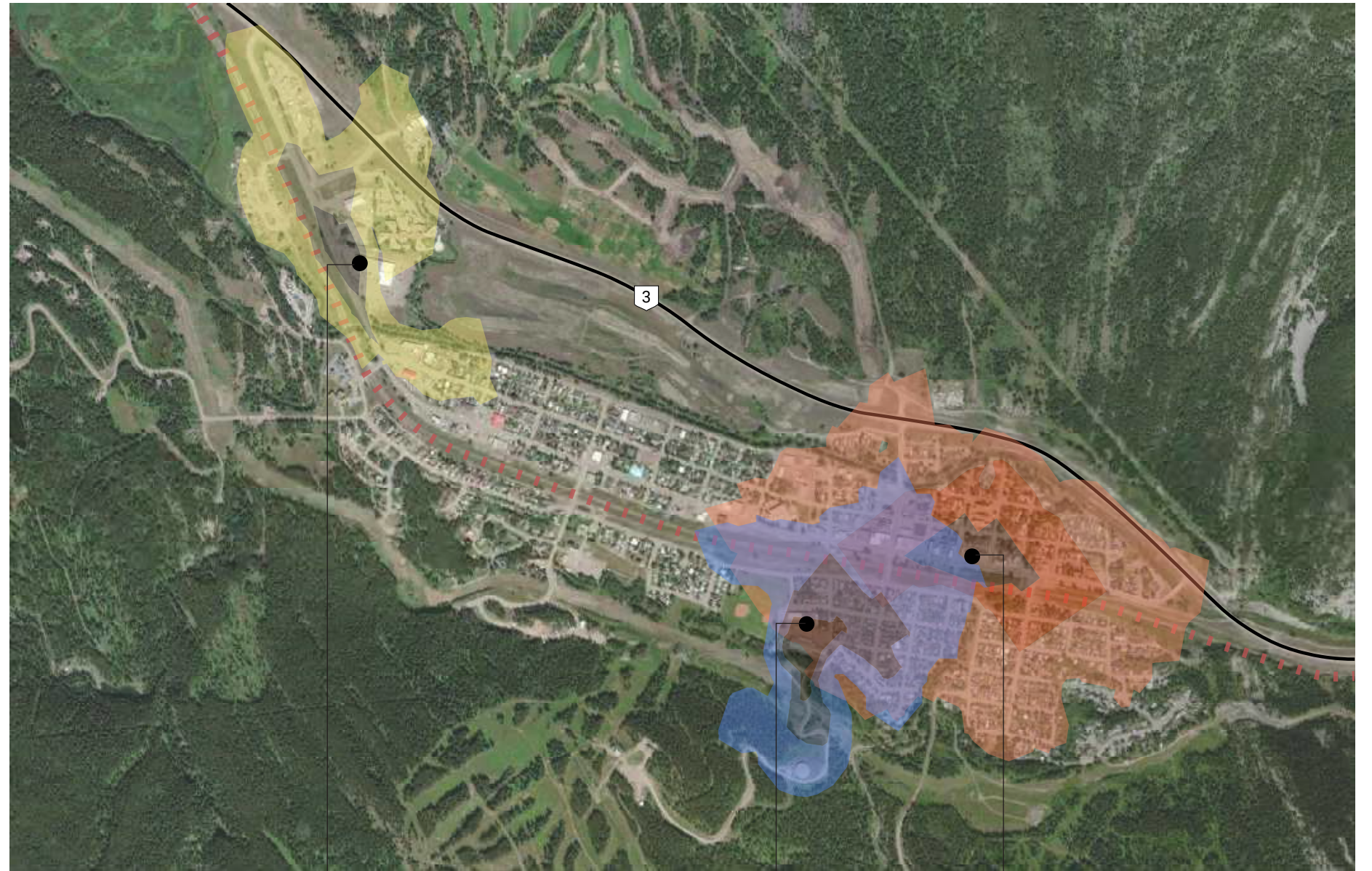


The primary vehicular corridor is the Crow'snest Highway (3). An additional highway (3X) has been proposed to run parallel to Highway 3 under Coleman. The section of the road which receives the most traffic is those which are adjacent to Blairmore, likely due to the commercial offerings of the community in comparison to the others.



# WALKSHED EXAMPLE BLAIRMORE

Blairmore is considered a commercial hub in The Pass because of the vibrant main street and shopping locations. Additionally, The Municipal Hospital is within the community, as well as recreation opportunities like the Pass Powderkeg ski area. The three points of interest chosen for the walkshed analysis were the IGA, elementary school, and main street. From this analysis, one can see that the walkshed favours the east side of Blairmore, where the main street is most vibrant. Due to the location of the shopping area, it is not comfortably accessible by foot for most of the community. The school is also not accessible by foot for much of the community, unless an individual is willing to walk for a greater distance and time.



BLAIRMORE IGA

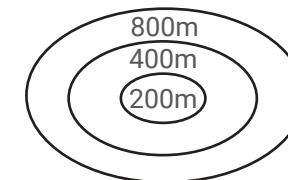


ISABELLE SELLON SCHOOL



20TH AVENUE

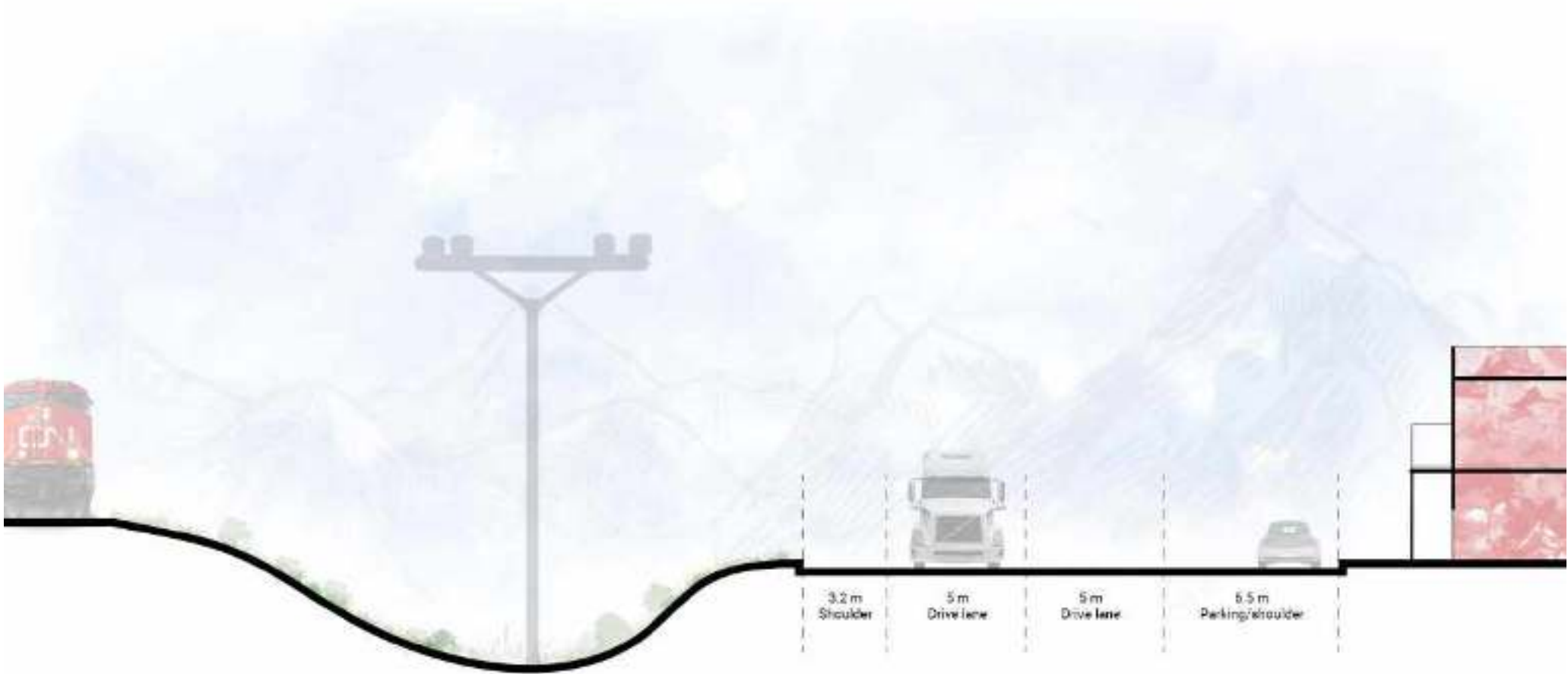
--- Railway



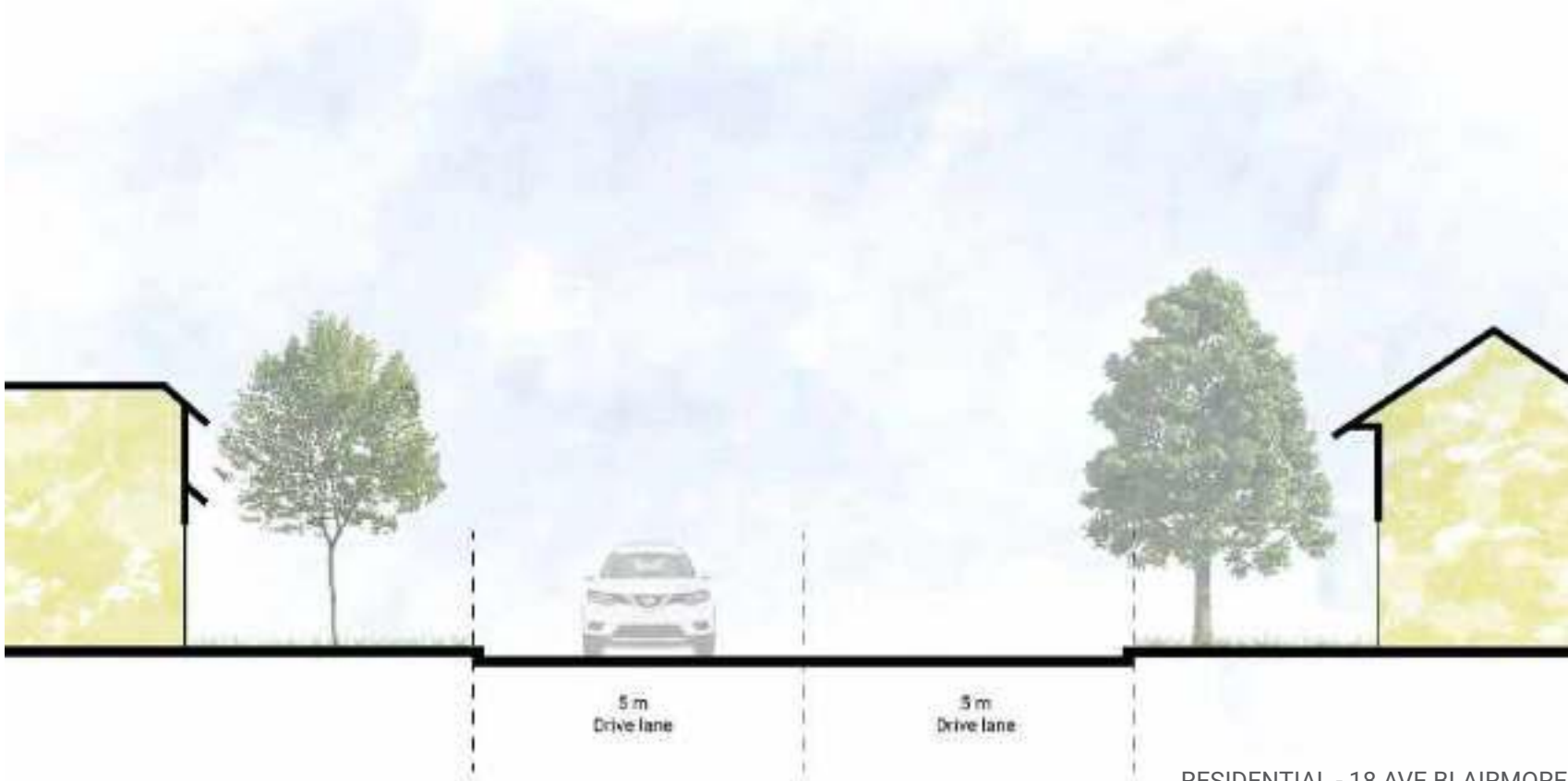


# STREET DETAILS

The Crowsnest Highway and CN railway both run throughout the Pass and are each significant infrastructural features. In any given town, the rail and highway must be considered when determining where to develop. There are also several instances where the highway interacts with a commercial or residential interface, such as the area depicted in Frank. Moreover, the typical single-family residential street is the most common type throughout the Pass. Here, road widths are wide and comfortably accommodate traffic, parking, and winter snow clearance.



HIGHWAY - CROWSNEST HIGHWAY FRANK



RESIDENTIAL - 18 AVE BLAIRMORE



FRANK HIGHWAY INTERFACE



BLAIRMORE RESIDENTIAL



## STREET DETAILS

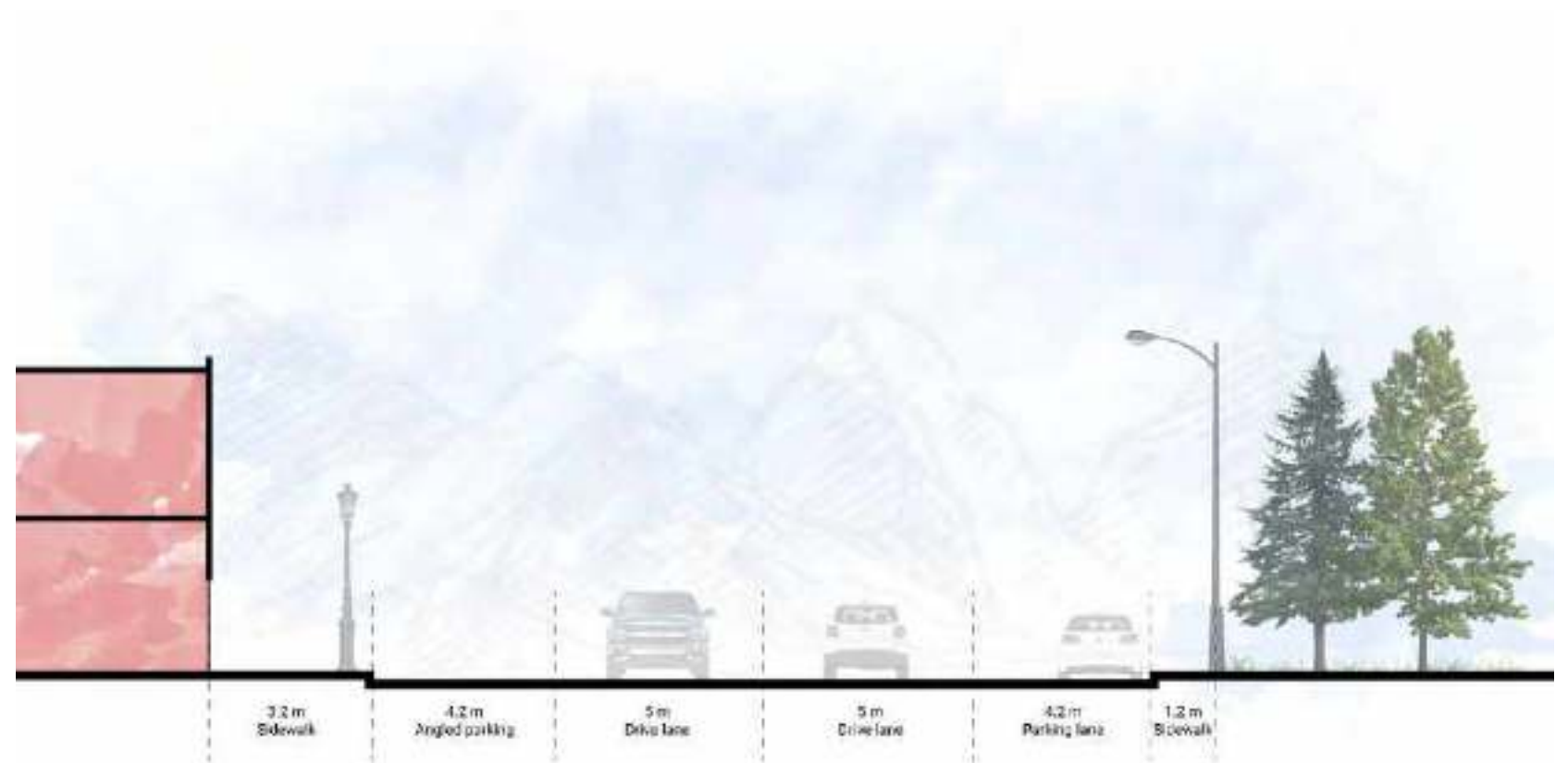
The main streets in each community are essential in providing a commercial hub and communal gathering areas for residents to enjoy. The two most prominent main streets in The Pass are Blairmore's 20th Avenue, and Coleman's 17th Avenue. Each street possesses its unique character and offerings. Important to note is the scale of the buildings in relation to the street. The widths are considerably wide and the buildings remain at a small scale of up to 3 stories. It is also interesting to compare the layout and functionality of the streets as they differ between being one or two-sided.



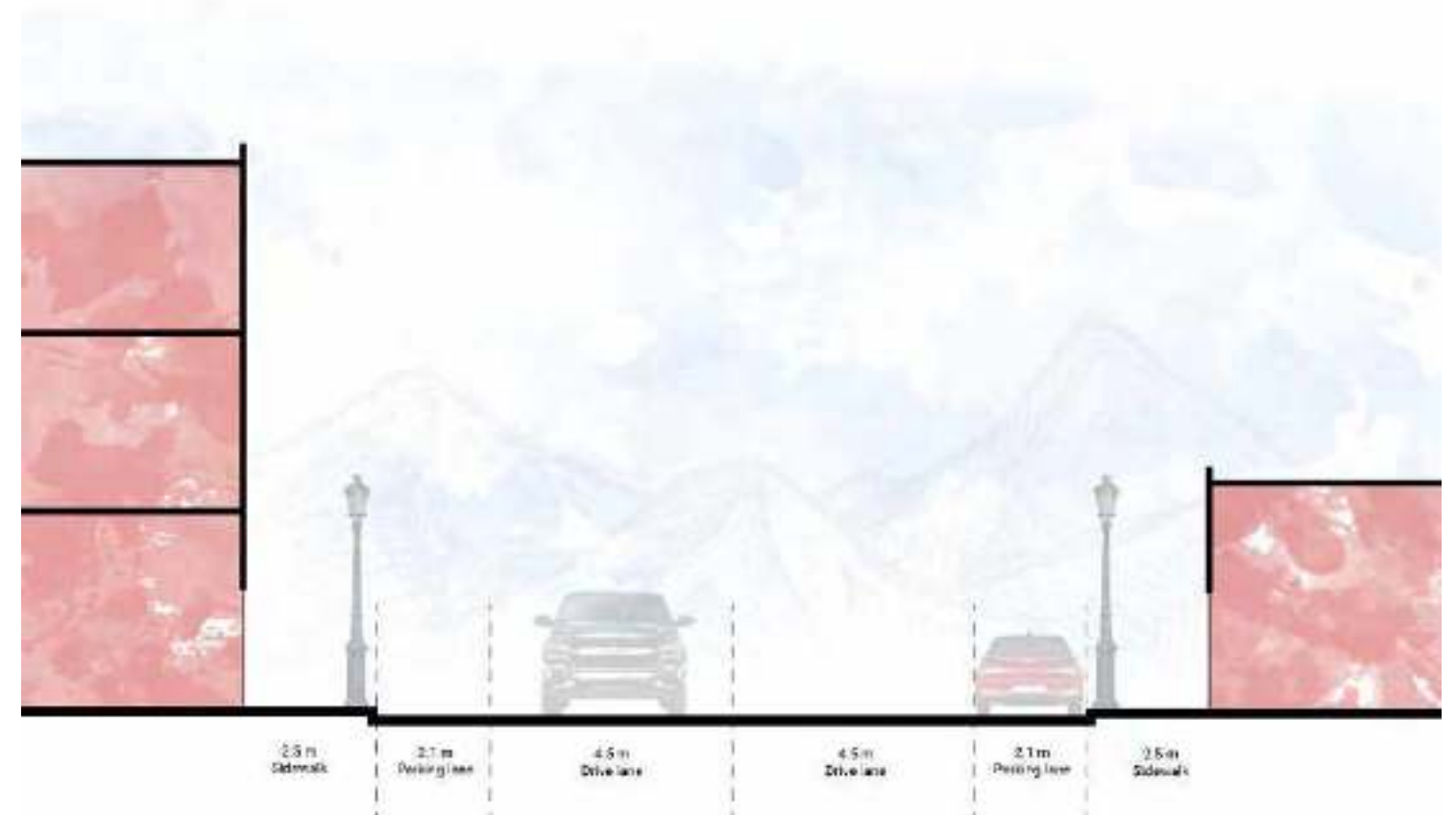
20 AVE BLAIRMORE



17 AVE COLEMAN



MAIN STREET - 20 AVE BLAIRMORE



MAIN STREET - 17 AVE COLEMAN



## SUMMARY

### MOBILITY

The two major mobility corridors in the pass are Highway 3 and the Crowsnest Community Trail. There is a need for greater connectivity between communities in addition to the existing infrastructure.

### RAILWAY SYSTEM

Early settlement was based on mine/railway location; crosses through communities; creates disconnection & safety concerns; creates a sense of place - future development must incorporate this as it is difficult to move/create new crossings.

### WATER SYSTEM

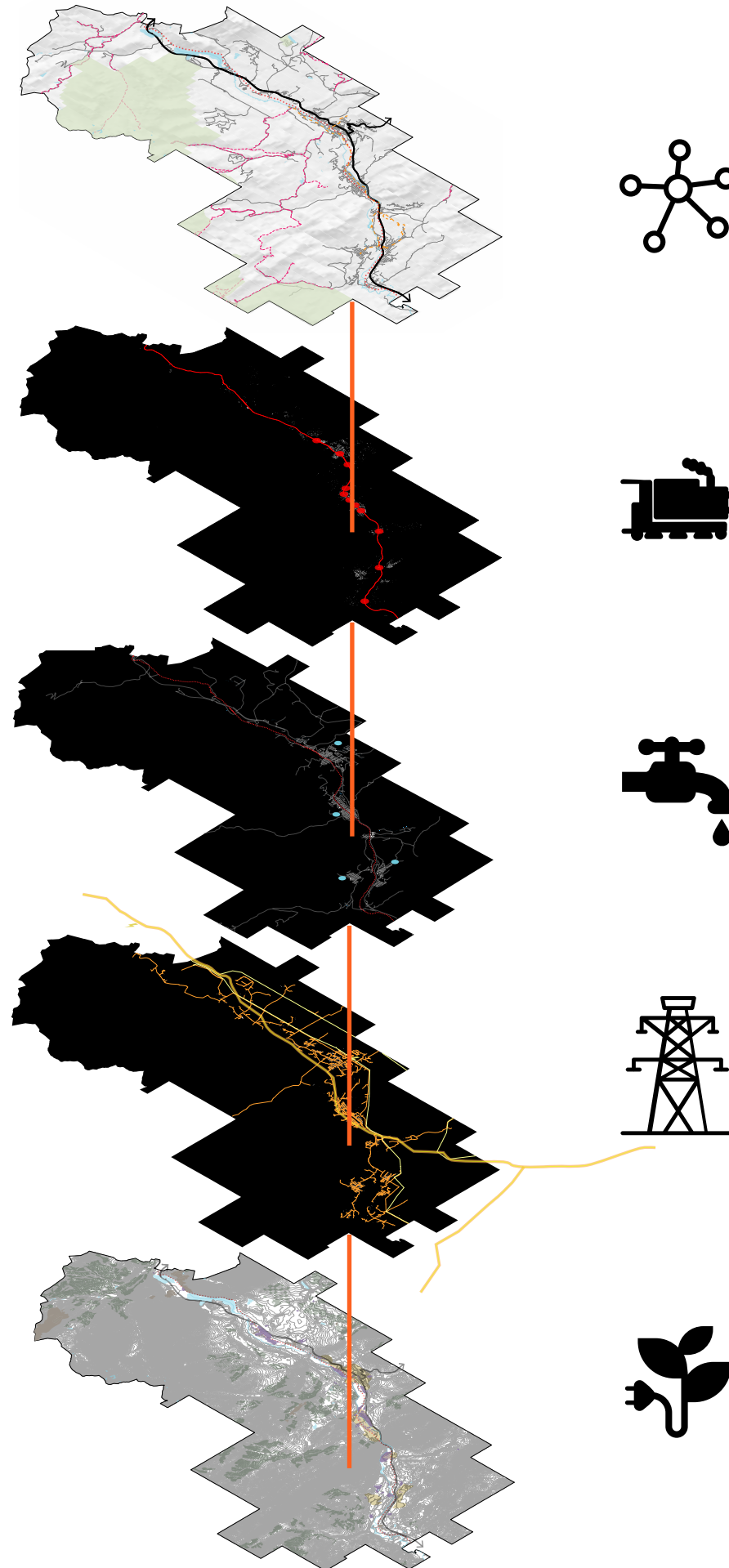
Development must consider well/municipal servicing; Have to do it within servicing boundaries/abilities; Need to build below water reservoirs.

### POWER SYSTEM

Development impacted by servicing connectivity; buffer zone from pipeline creates limitations.

### ECONOMIC RESOURCES

Each community possesses industrial area that feeds the local economy. Additionally, forestry and mining sites scattered throughout the pass contribute to the fluctuation of people and capital.

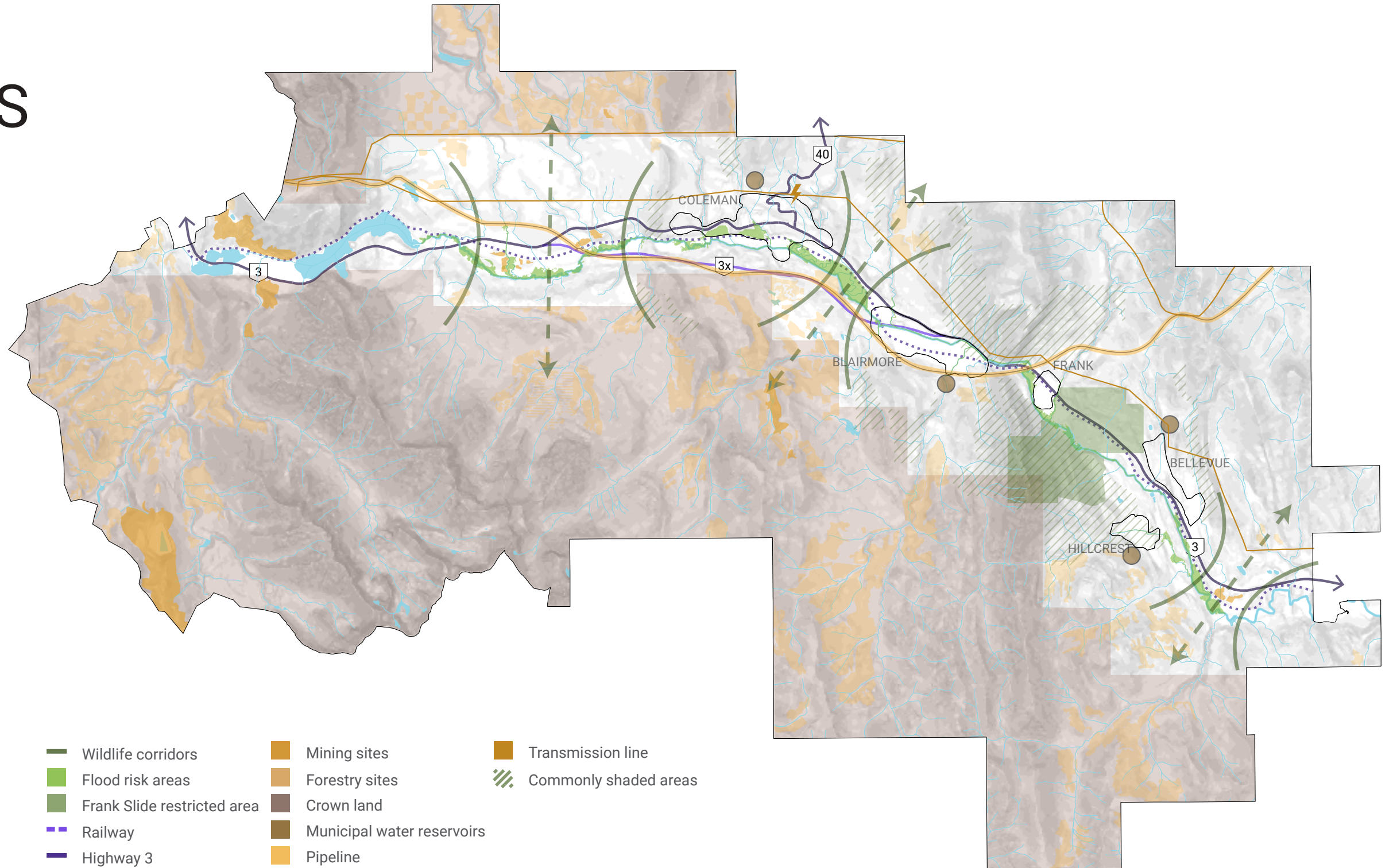


The infrastructure of The Pass is diverse and offers many opportunities and constraints. While people can traverse communities using the community trail, there are a limited number of active transportation alternatives. Barriers like the CPR and utility right-of-ways negatively affect mobility and development potential. However, The Pass and its infrastructure can support more economic and residential activity if need be. Many areas are serviced, and there are existing established commercial or industrial hubs scattered throughout.



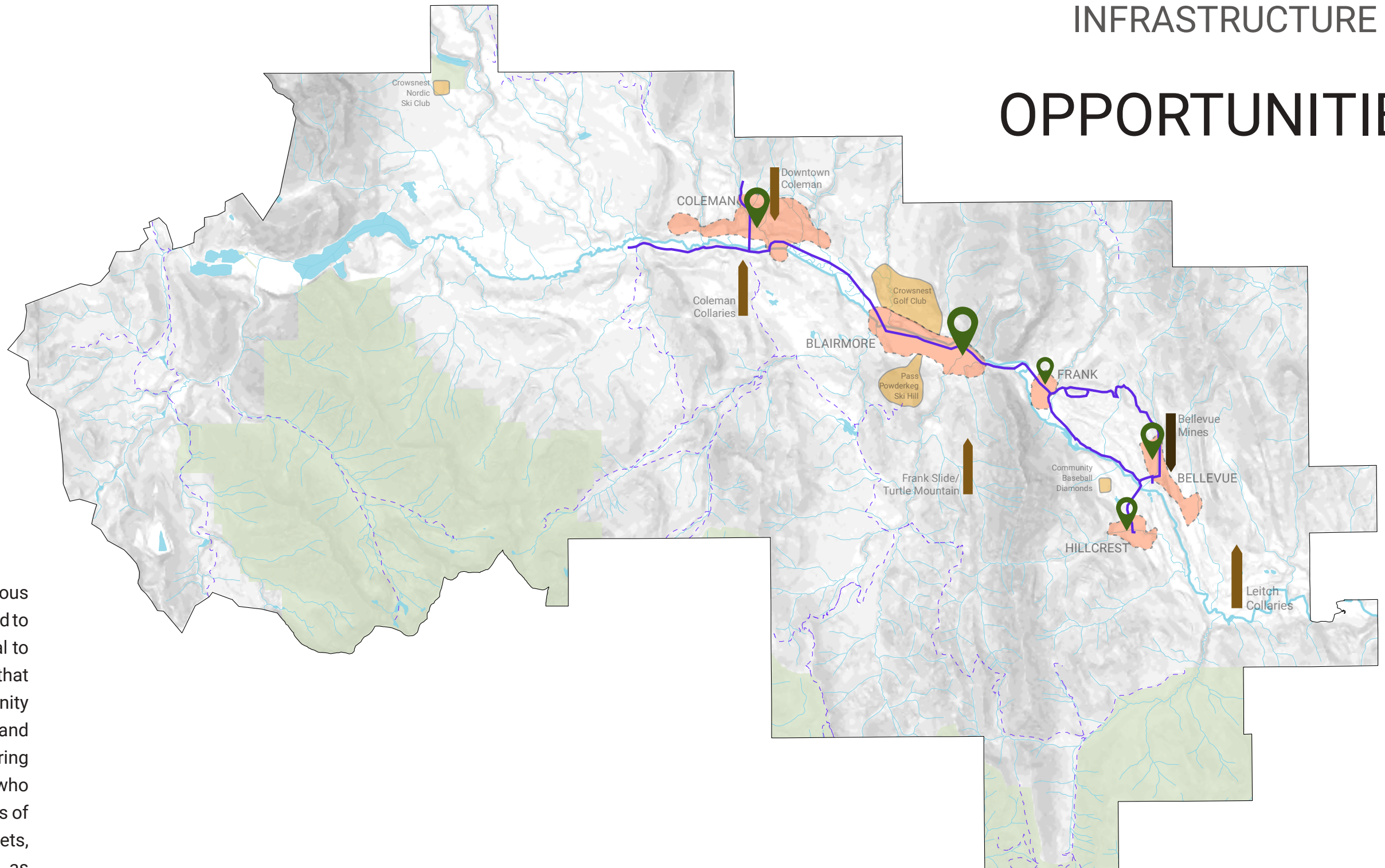
## CONSTRAINTS

The diverse landscape and natural features of The Pass lend to some challenges, such as shaded areas, flood zones, restricted development zones, and wildlife passages. In terms of infrastructure, the pass is developed with pipelines, transmission lines, transportation corridors – such as the CN railway and Crowsnest Highway 3 – and several industry sites that house forestry and mining operations. Water supply is also important for new development should be located downhill from the appropriate water reservoir. All things considered, being conscious of these different layers of constraints will benefit the determination of improvements within The Pass.





# INFRASTRUCTURE OPPORTUNITIES



There are many advantageous features of the Pass that can be leveraged to improve the area. First, there is potential to improve the existing mobility network that already contains the Crowsnest Community Trail. Next, leveraging historical assets and leisure spots is worth considering to bring people in, and improve the lives of those who already reside. Finally, investing in nodes of activity, such as community main streets, would create economic opportunities, as well as encourage greater density around each core.

- Parks
- Town hubs
- Leisure areas
- Municipal historic sites
- Provincial/federal historic sites
- Community trail
- Trails





# 4.0 PUBLIC ENGAGEMENT





## 4.0 PROCESS

### COMMUNITY PHOTO INVENTORY

Collaborating with community members and relevant stakeholders within The Pass was pinnacle for site understanding and intervention creation. Due to the physical restrictions as a result of the COVID-19 pandemic, the public engagement process was restructured to an on-line format. This adjustment required convenient and reliable tools that were easily accessible to interested community members. For this reason, Zoom was used as the primary communication tool throughout the process. The following components encompassed the public engagement process:

#### STEERING COMMITTEE

A steering committee, composed of key community stakeholders, guided each phase of the project through strategic recommendations and input. The feedback gathered from the committee informed each design and aided in establishing feasibility.

#### COMMUNITY WORKSHOP

The community workshop held on February 23rd, 2021, was an interactive opportunity to collaborate with participants about the issues, opportunities, and constraints within The Pass. This information filled any potential gaps within the analysis process.

#### STAKEHOLDER PRESENTATIONS

As part of the study process, a variety of stakeholder and interest groups provided informative sessions to guide analysis and inform the design process: Brad Stelfox - Regional Context of the Oldman River Watershed, Fred Bradley - History & Culture, and Doug Leighton - Tourism Planning.

#### OPEN HOUSE

On April 16th, 2021, a 2-hour community open house was held. This engagement session was an opportunity for community members or interested parties to visualize the final concept posters and provide feedback.

#### COUNCIL PRESENTATION

A final presentation of recommended design interventions was showcased to the Municipality of Crowsnest Pass Council on April 19th, 2021. The presentations were followed by a brief discussion period.



\* Photos submitted through public engagement of special areas to residents



## 4.0 COMMUNITY WORKSHOP

## MAPPING EXERCISE



## OVERVIEW

The community workshop was a voluntary collaboration session with key stakeholders in the Crowsnest Pass. This provided an opportunity to craft a candid understanding about the area through focus group discussion. A total of 30 community participants attended the workshop alongside the student groups.

## STRUCTURE + METHODOLOGY

The workshop was administered through Zoom breakout rooms. Each room included two student moderators and a few community participants. Discussion points were recorded and organized by theme to ensure convenient analysis and comparison of the collected data. In addition, a mapping exercise was used to visualize the community feedback at the Municipal scale. The information gathered from the workshop session was analyzed thoroughly to establish connections between themes.

## SURVEY

A survey was administered to the workshop participants prior to the engagement session. The purpose of this was to establish a background understanding of the demographics of attendees. The survey identified that:

- The average age was between 56-65
- The majority reside in Coleman
- The majority are full-time residents
- The majority have lived in The Pass for 11-20 years
- The majority do not work within The Pass

The survey also showcased that the natural setting and small-town atmosphere was the most influential reason for residing within The Pass.

## FOCUS GROUP DISCUSSION

The discussion focused on the opportunities and challenges within The Pass, particularly within the areas of land use, mobility, economy, and parks & open space. A set of specific questions were developed through site analysis and applied across each focus group to establish a sense of structure and consistency. However, candid communication was encouraged to fill any potential analysis or research gaps.



# 4.0 WHAT WE HEARD SUMMARY

## LAND USE

- Lack of diversity + density in built form
- Limited developable land
- Housing affordability gap
- Integrated industrial uses
- Proposed Highway 3x has halted planning efforts

## IDENTITY/TOURISM

- Many all-season activities for visitors + residents
- Lack of hotels to attract + accommodate tourism
- Interested in an integrated way finding strategy
- Individual town vs. Municipal identity divide

## MOBILITY/MAIN STREETS

- Crossing concerns: Highway 3 + Canadian Pacific Railway
- Minimal public transit options
- Lack of consistency in sidewalk conditions
- Better linkages and maintenance required for Crowsnest Community Trail

## PARKS AND OPEN SPACE/TRAILS

- Many multi-use trails, but lack regulation
- Interest in a community dog park
- Lack of programmed event space in existing parks
- Trails are used by residents and visitors
- The Crowsnest River is a prominent recreational focal point

## TOWN CENTRES/HISTORIC

- Interest in live/work dynamic
- More grocery options are required
- Run-down condition of historic buildings
- Vacant buildings
- Lack of commercial uses in Hillcrest + Bellevue

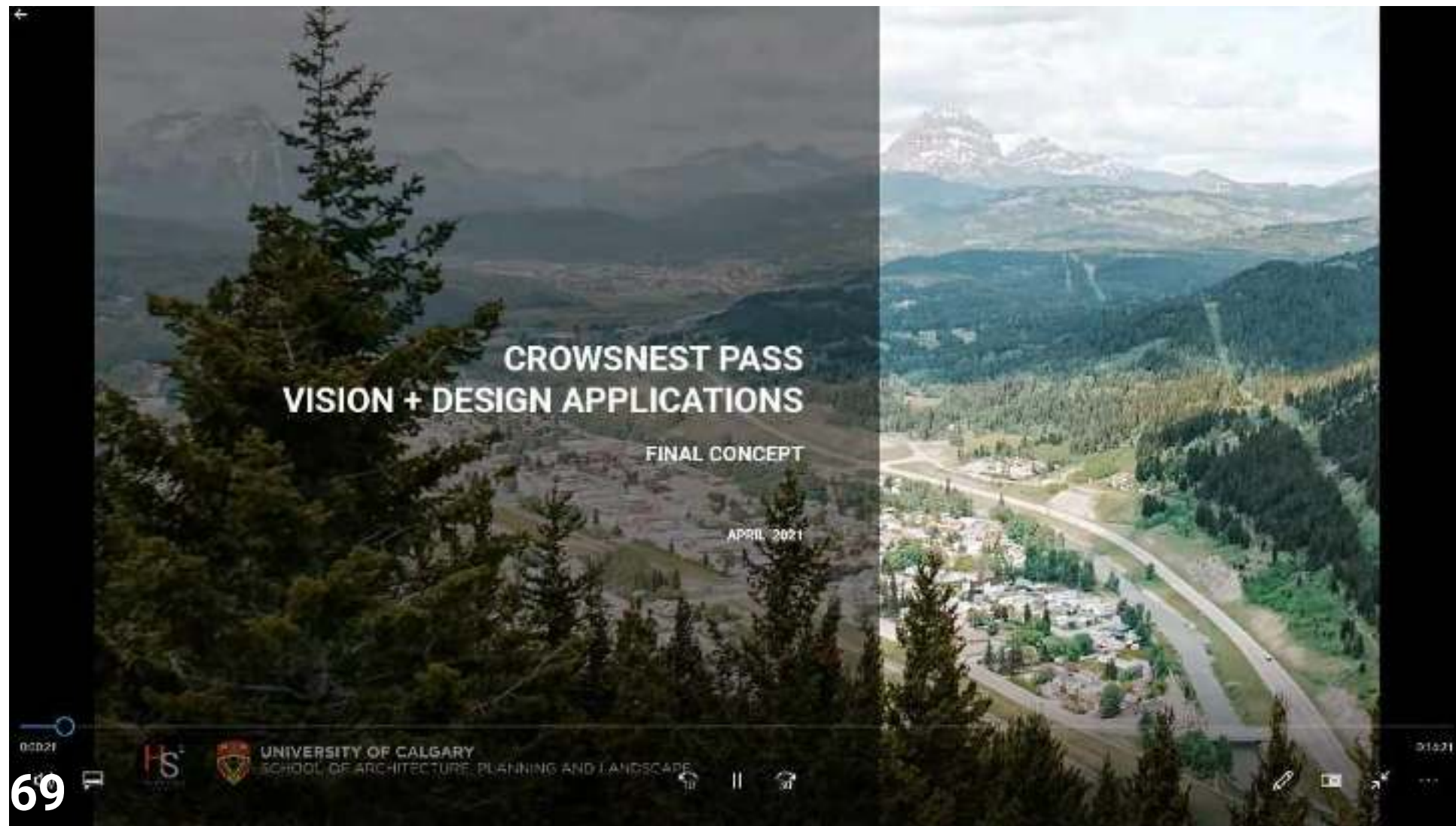


The workshop generated a variety of community perspectives that pertained to specific focus areas. The most prominent themes included: Land Use, Identity/ Tourism, Mobility/Main Streets, Parks and Open Space/Trails, Town Centers/ Historic. These identified opportunities and constraints were used alongside site analysis to develop an overall vision and guiding principles, and informed subsequent interventions strategies.



## 4.0 OPEN HOUSE + COUNCIL PRESENTATION

### VIDEO PRESENTATION



### OPEN HOUSE

The final design concepts were presented to members of the community through an open house format on April 16th, 2021. The event was held on Zoom, and mimicked a traditional in-person open house, with participants interacting with project posters and teammates at their leisure. The goal of this engagement session was to provide an opportunity for members of the community to connect with the recommended interventions, and provide feedback on the final iterations. Overall, 45 people participated in the event, with a large majority residing in The Pass. The session produced an abundance of constructive criticism, and eagerly encouraged the students to question feasibility and possible strategies for implementation.

### COUNCIL PRESENTATION

The Municipality of Crowsnest Pass Council was presented the final design concepts on April 19th, 2021. This Zoom-based engagement session showcased each intervention and potential application recommendations for The Pass. The council were particularly interested in the designs that were feasible to integrate in a timely manner and at a low-cost. An intervention that resonated unanimously by the council members was the incorporation of way finding at a variety of spatial scales throughout The Pass. This recommendation was seen as beneficial for the exploration of the Municipality for residents and visitors.



# 5.0 DESIGN INTERVENTIONS



# DESIGN INTERVENTIONS



We have created a vision and guiding principles for The Pass that layout what the future of the municipality can look like. Revitalize, Connect, and Attract are our three guiding principles. These aim to leverage and improve existing features, while introducing new, strategic changes that benefit those residing and visiting. The proposals we are presenting today represent key examples that can be implemented throughout other viable areas in The Pass. Each intervention is strategic in its objective and relationship to other interventions.

**REVITALIZE** the historic town centres and diversify housing to bring new life into the communities.

- A. Improve the existing town centres and historical resources to allow for new development and maintain historic continuity
- B. Adopt a housing strategy that supports sustainable, accessible, and affordable growth that meets the needs of each community
- C. Focus growth in pre-developed areas to densify and diversify residential to mitigate infrastructure demand

**CONNECT** people through a multi-modal transportation network.

- A. Enhancing the existing mobility pathways to incorporate safety, active transportation, and encourage usership
- B. Connect fragmented community focal points and members through safe and engaging pathways

**ATTRACT** people through leveraging spatial, historic, and environmental features.

- A. Promote tourism focused amenities that support a sense of place
- B. Reinforce identity through way-finding tools and promotion of local attractions
- C. Expand accommodation options to absorb growing tourism





5.2

LAND USE

5.2.1

COMMUNITY HOUSING





# VISION + PRINCIPLES

Housing in The Pass is key in providing quality places for current and future residents to reside in. There is currently a lack of diversity in the housing stock, with most of the properties being single-family homes which encourage sprawl and inefficient land use. Our vision for housing is to provide more and better dwelling options for individuals and families. Within this vision, we aim to increase housing diversity, strategically densify targeted areas, create opportunities for affordable housing, support local and regional tourism, and ultimately initiate vibrant, unique communities that are connected to the town centres and surrounding amenities.



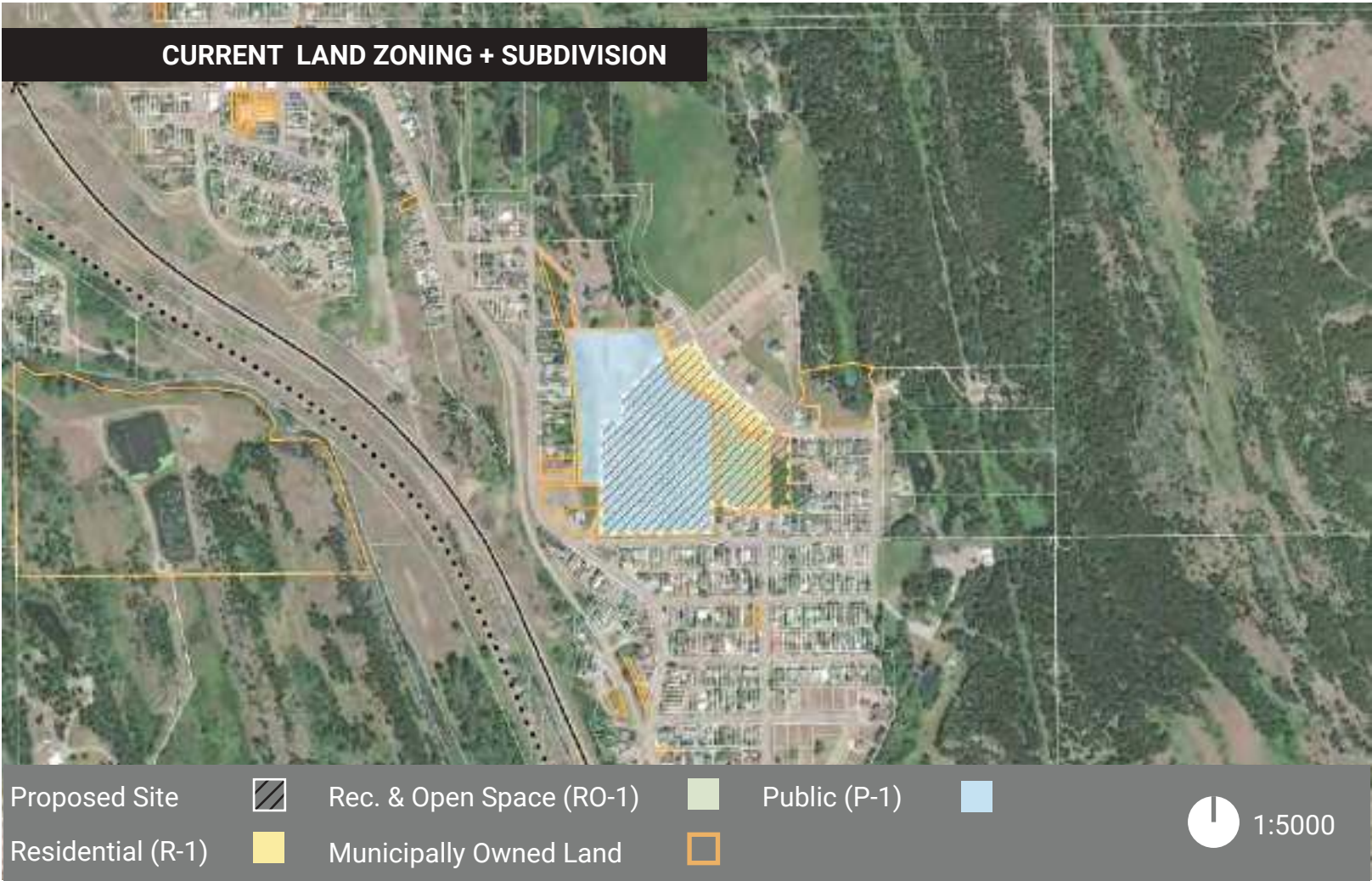
Improve the existing housing stock by increasing the diversity and affordability of developments.

Attract future residents with more and better housing options.

Propose developments that are connected to nearby amenities.







# BELLEVUE COMMUNITY PARK

## SITE CONTEXT



The Bellevue Community Park is an exciting opportunity to introduce a unique development that compliments the existing neighbourhood fabric. The proposed plot of land is conveniently located southeast of Bellevue Main Street and has not been identified as an area of potential concern within the analysis. In terms of zoning, the land is subdivided into three zoning types: public, recreation and open space, and residential. All of the immediate surrounding neighbourhood is single-family residential, with some newer homes reflecting country residential. Most of the proposed land is municipally owned, offering an easier development process.



## BELLEVUE COMMUNITY PARK

# PHOTO INVENTORY

A photo inventory was collected from several site visits to the proposal area. The land is filled with potential, offering mountain sights, trail accessibility, and plenty of green space. The topography of the site also lends well to development, with the west edge possessing a small hill that overlooks the field, and the middle of the site being flat and easy to build on. From the visit, it is also easy to envision more, similar development occurring on some of the adjacent site edges.

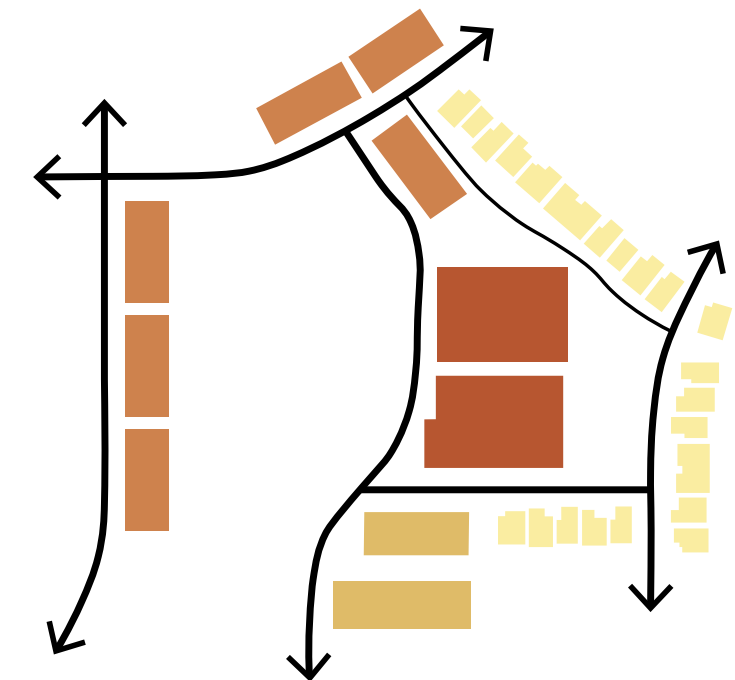






## BELLEVUE COMMUNITY PARK

# MASTER PLAN



Residential (R-1)

Duplex Residential (R-3)

Multiple Residential (R-2A)

Multiple Residential (R-3)



BUILDING TYPOLOGIES



The development contains a diverse mix of housing types that adds and expands the current catalogue. This includes single-family residential, duplexes, townhomes, and condominiums. This plan aims to address the concerns brought up in public engagement, such as a lack of housing diversity and affordability while being compact and non-intrusive to the surrounding nature.



## BELLEVUE COMMUNITY PARK

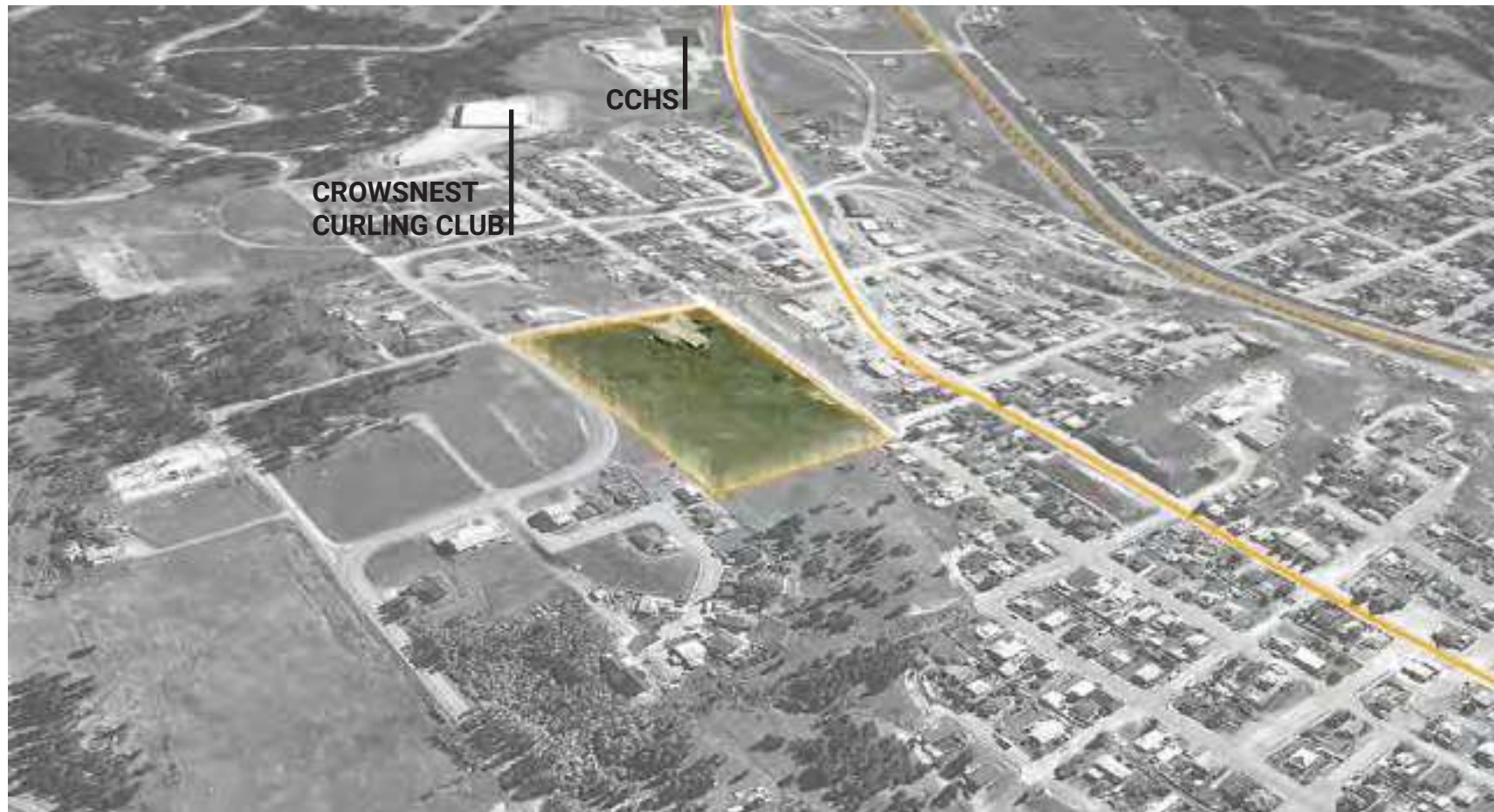
# MASSING + RENDER

The scale of the buildings will remain under 4 stories, to ensure sun exposure is minimally affected. In terms of building design precedents, there are notable developments in similar mountain communities such as Golden and Canmore. The massing model and renders shown, illustrate some of the physical and visual conditions of the plan. The central park of the plan acts as a hub and activity node for the adjacent and nearby residents. It is lightly programmed and aims to bring people and the community together to enjoy the outdoors. The Park features covered areas and gazebos which help facilitate events and gatherings to occur year-round.





## PHOTO INVENTORY



## NORTHILL AT COLEMAN

# SITE CONTEXT



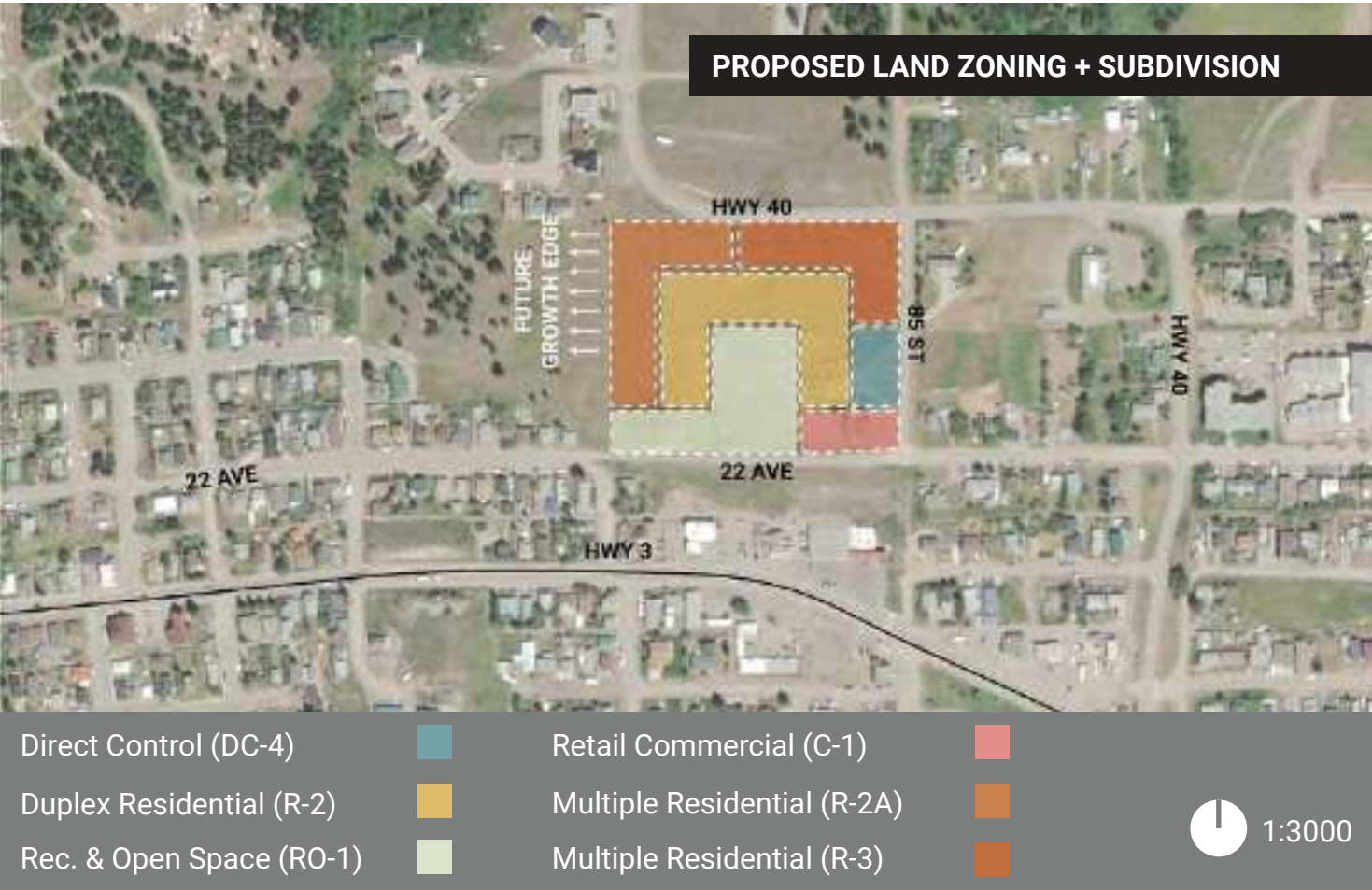
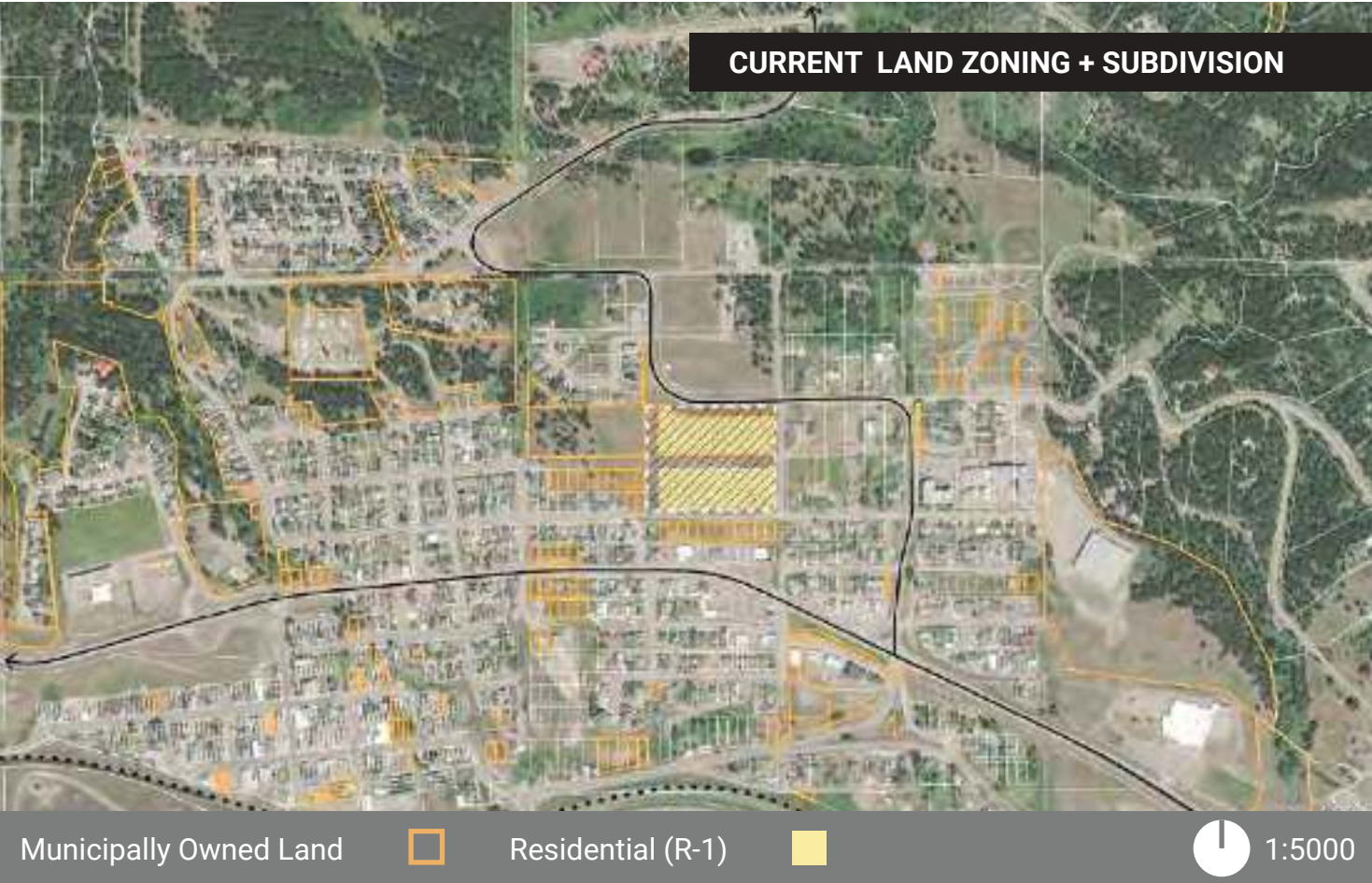
This site in Coleman offers a promising opportunity for new, exciting development. With the commercialized highway interface not far, along with nodes such as the Crowsnest Curling Club and Crowsnest Consolidated High School, this site is within walking distance to amenities and points of interest. The photo inventory illustrates the topographical conditions of the site. Given the sloped characteristic of the site, this makes for opportunistic mountain viewsheds. There is ample potential to create an interesting and intriguing development on this large empty plot of land in north Coleman.



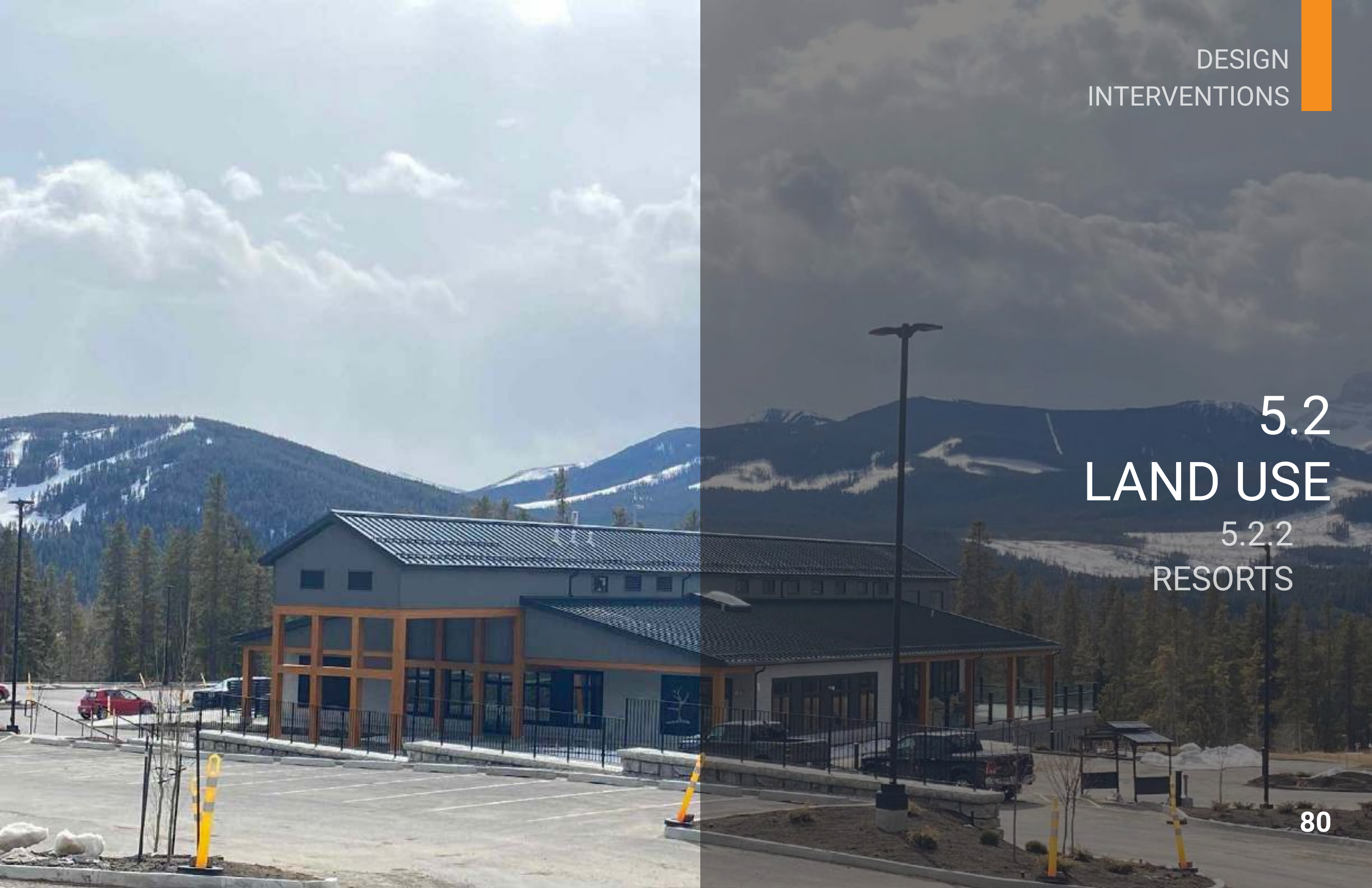
# NORTHILL AT COLEMAN

## ZONING + BUBBLE MAP

Approximately half of the site is municipally owned land, making it ideal to develop on. The other half is privately owned but is currently for sale as of March 2021. In terms of current zoning, the site is entirely residential (R-1). Our proposal, as illustrated by the bubble plan, is to subdivide the land into a diverse mix of housing, business, and mixed-use. Although this plan is more conceptual, the same principles and understanding from the Bellevue Community Park can be applied. There is a focus on creating more diversity, connectivity, and affordability in housing while offering a pleasant living experience that is complemented by plenty of open space. This meets the goals set out in the vision, which was created based on analysis and community feedback. There is also land adjacent to the site that is available and municipally owned, offering the potential for future expansion to occur.







5.2  
LAND USE  
5.2.2  
RESORTS



# VISION + PRINCIPLES

The Pass has many exciting and unique attractions that encourage tourists from around the world to visit. For example, the Crowsnest Pass Golf Club is a popular destination that draws many people in the summer months of operation. Similarly, Pass PowderKeg Ski Hill has the potential to invite tourists for a localized, quaint mountain experience. Our vision for tourism in The Pass is to leverage these existing attractions to create accommodation opportunities that draw people in for an extended stay. Although The Pass is a great place for day trips - with many local hikes and activities - there is a gap in the market for those wanting to take in the community for a longer duration. Through introducing exciting accommodation options, such as golf or ski resorts, The Pass has the potential to become a robust tourism destination, while not sacrificing the unique character of the 5 towns.

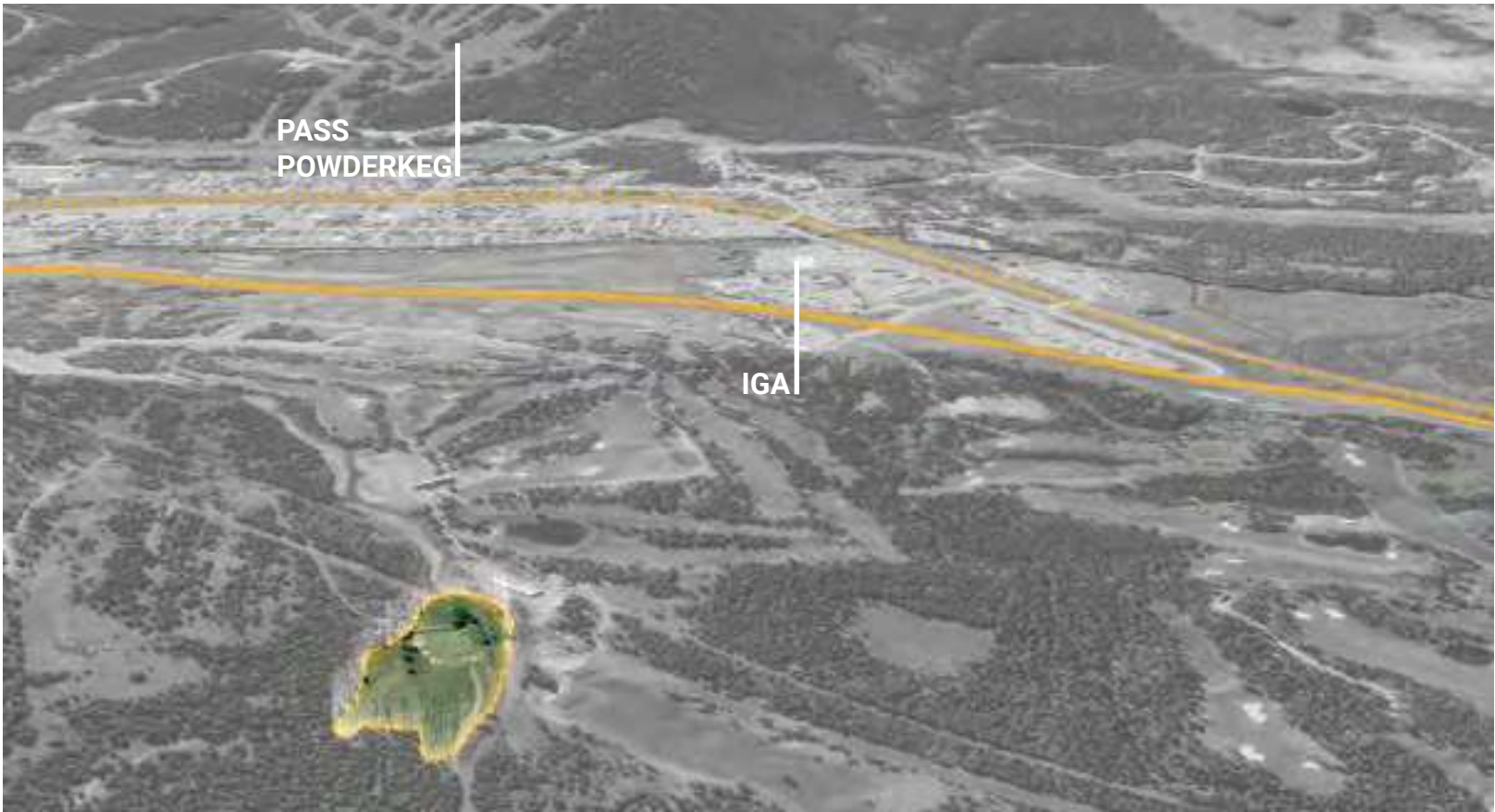


**Contribute to a more robust tourism market through offering exciting accommodations that compliment the existing experiences.**





SITE CONTEXT



Municipally Owned Land



Multiple Land Use



1:5000

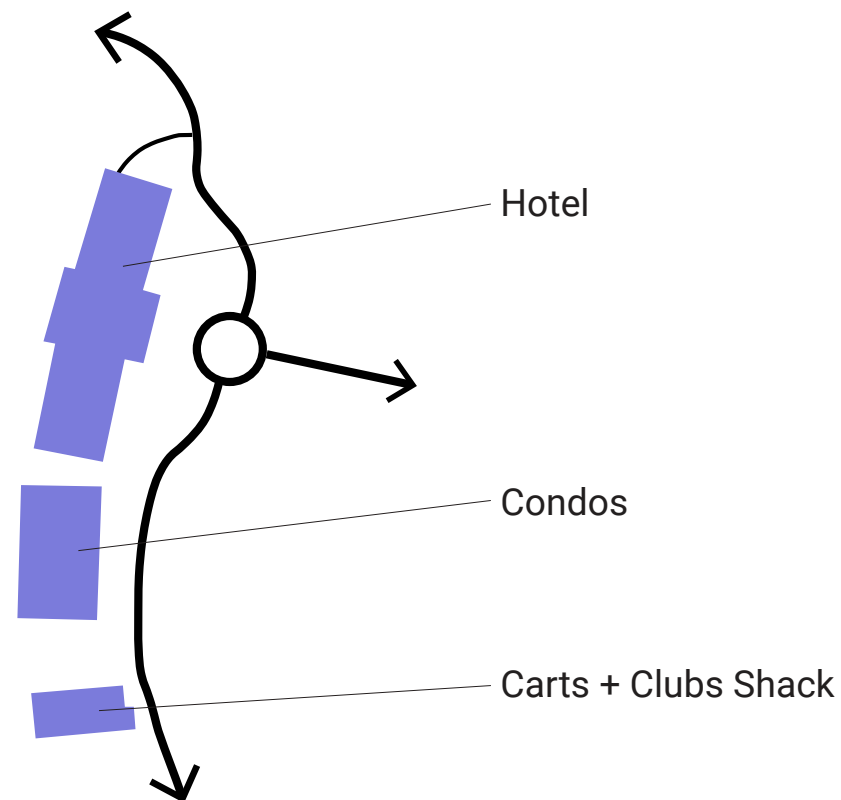


The site area is located just north of the golf course club house and is currently zoned as Multiple Land Use (MLU). In addition to the nearby golf course amenities, the site is also a short drive to the local IGA, making the area suitable for long term accommodation offerings. There is also plenty of potential for the area to expand as the resort increases in popularity. All of the surrounding area is also zoned as multiple land use, making for a simplified subdivision and rezoning process.



## CROWSNEST PASS GOLF RESORT

# MASTER PLAN



Comprehensive Resort Village (CRV)



The proposed master plan for the golf resort starts with three components and is designed to allow for expansion to occur as popularity increases. To start, there is a hotel, condo building, and a cart and club storage shack. The intention is for tourists or resort residents to be able to store their personal or rented carts and clubs within the resort, and use the cart-dedicated paths to access the nearby clubhouse and driving range. One of the key precedents used was Predator Ridge in BC, which achieves a popular resort community that has diverse amenities – from golfing to indoor tennis facilities.



PREDATOR RIDGE RESORT, BC





## CROWSNEST PASS GOLF RESORT

# MASSING + RENDER

The scale and placement of buildings were carefully considered in the design to allow for hotel and condo guests to enjoy mountain viewsheds. At the centre of the resort is a promenade that circulates pedestrians, golf carts, and cars through the space. The promenade also offers an element of grandeur to the resort, creating excitement for those visiting or returning home. The surface parking is intentionally spacious to accommodate future growth and offer a space for events to occur in any season. As the resort continues to expand, there will be potential to host activities in a significant space like the central lot. This flexibility is important to consider to ensure that the land is being used to its full potential at all times.



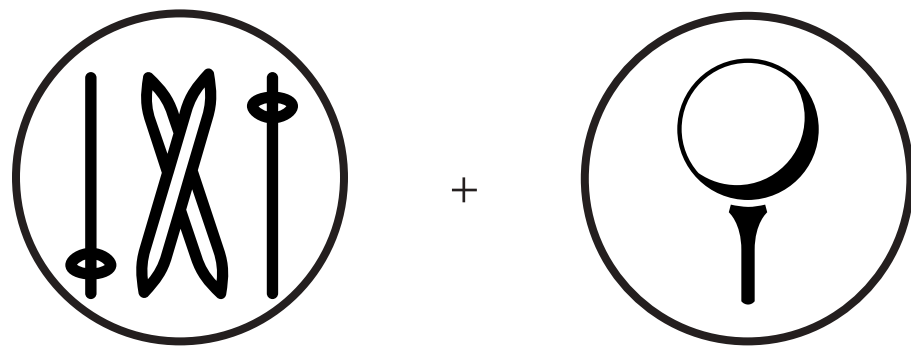
CROWSNEST PASS GOLF CLUB



## CROWSNEST PASS GOLF RESORT

# CONNECTIONS + POTENTIAL

As mentioned, the resort is well-connected to the clubhouse and driving range facilities. There is also potential for expansion to occur on the edges of the site in future phases. In terms of all-season potential, the resort could adopt similar strategies as Fernie Golf Club, which supports a robust, cross-country skiing program in the winter, in addition to summer golf. Creating a multi-functional resort increases its year-round viability and encourages the development to be seen as a community, rather than a short-term, niche accommodation. Through offering a robust tourist attraction like the Crowsnest Pass Golf Resort, this will attract newcomers and existing residents to experience an exciting, memorable stay that is complimented by activities and comfort. In turn, this addresses the need for better tourism features identified by the public engagement and analysis processes.





# 5.3 PARKS + OPEN SPACE



## PARKS + OPEN SPACE

# EXISTING CONTEXT

The Pass has a variety of parks and open space facilities; however, these locations are fragmented throughout the towns and are under programmed with minimal inclusive amenities for residents or visitor usage. For example, common programming found within town parks include playgrounds, splash parks, and sports amenities. Community engagement identified a significant gap in amenities for seniors, dog-owners, or even interpretive use. While the existing parks and open spaces have the potential to offer these desired uses, revitalization has yet to occur.



BLAIRMORE



HILLCREST



COLEMAN



# PROPOSED GREEN NETWORK

Improve existing parks and open space by integrating inclusive elements that are complimentary to nature.

Provide convenient network accessibility through key active transportation corridors across the municipality.

Create interesting spaces for residents and visitors.



Prioritizing the success of new and existing parks and open space is inspired by each of our three design principles: revitalize, connect, and attract. The revitalization of these spaces will benefit the municipality, by integrating inclusive and adaptable amenities. These spaces will service a variety of users, both residents and visitors, through strategic and engaging programming that is complimentary to nature, and connected to active transportation pathways, which enhances convenience and accessibility. The creation of a municipal Green Network will create connected parks and open space system for the enjoyment of all potential users.





# DESIGN INTERVENTION COMMUNITY RECREATION

The first component of the Green Network intervention strategy is Community Recreation sites. These spaces are existing within The Pass and have the potential to provide quality recreation space for residents and visitors if revitalized strategically.

The site analysis phase identified a range of parks and open space facilities throughout The Pass, dispersed across each town. However, the community engagement process uncovered that these facilities failed to respond to the needs of all users. The designated parks and open space locations are currently programmed with amenities that pertain to a younger demographic, despite The Pass' significant senior population.

Adequate parks and open space amenities are a strong indicator of the quality of life within a community. Therefore, revitalization efforts to incorporate inclusive programming that is adaptable for user convenience and all-seasonal enjoyment will be beneficial for residents and visitors.





# DESIGN APPLICATION

## MINERS MEADOW PARK

Miners Meadow Park, formerly known as the Hillcrest Ball Diamonds, is a multi-use recreational space that leverages existing uses, such as the ball diamonds and parking area, as the foundation for an activity hub. The applications utilized for this intervention space were inspired by concerns identified during community engagement sessions. The design principles aimed to integrate adaptable, year-round spaces, that are inclusive and complementary to nature. The key integrations include an off-leash dog park, a convertible hockey rink, a playground, and a pavilion. This strategically programmed park space can be enjoyed by residents and visitors alike, as it interconnects with The Passage community trail (see Mobility).

Community engagement showcased the need and desire for a gathering space within the municipality. The Miners Meadow Park is the optimal location, as it is in close distance to historically significant sites such as the Frank Slide and the Hillcrest Miners Cemetery. This untapped sense of place brings purpose to this space.



### DESIGN PRINCIPLES





# MINERS MEADOW PARK

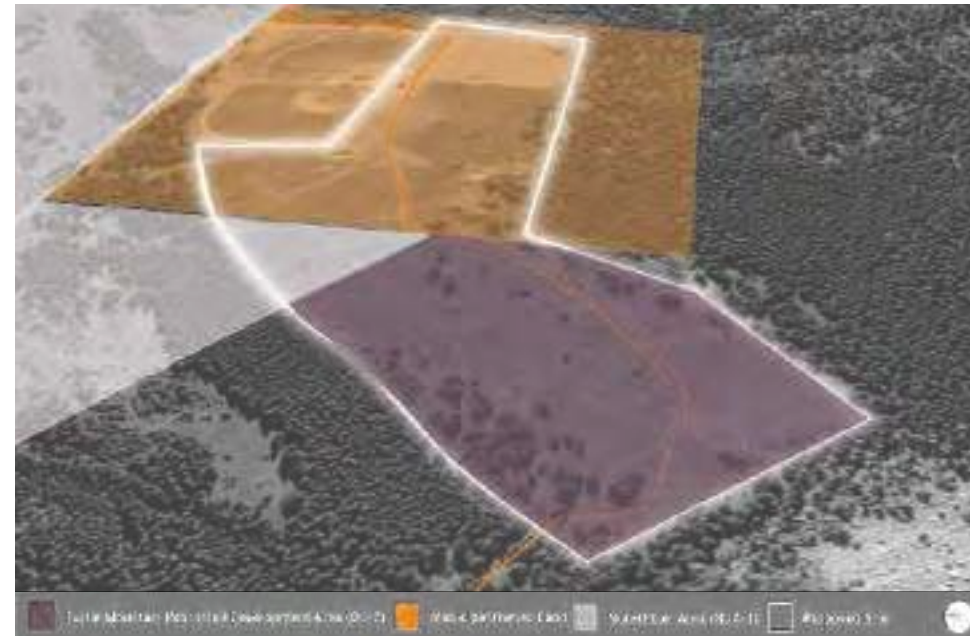
This render illuminates the focal point of the Miners Meadow Park - the gathering space. Creating a place for residents within the municipality to gather and host events was highlighted as a key objective during the community engagement process. The community made us aware that this specific area has been the site of various community events in the past, as it is large enough to accommodate a large number of people. However, the minimal programming of park facilities has limited the users potentially.

To actualize the opportunities available within this space, elements were strategically integrated. For example, The Pavilion, inspired by the O'Syiam Pavilion in Squamish, BC, has been integrated to accommodate a variety of events, while remaining complementary to nature through the use of natural materials such as local timber. The same outlook and material methodology are used for the playground space, which is centred around nature-inspired play. The natural materials utilized within each design element will reduce the environmental harm caused by the potential second Turtle Mountain slide, as they are biodegradable. Thus, this space is beneficial for residents, visitors, and the environment.





## ZONING STRATEGY



## PARKS + OPEN SPACE

# COMMUNITY IMPACT

The existing fabric of Miners Meadow Park intersects three zoning categories: Municipal Owned, Non-Urban Area (NUA-1), and Turtle Mountain Restricted Development Area (DC-2). However, the current zoning must be altered to Recreation and Open Space (RO-1) to account for the proposed changes. This zoning district accounts for the restricted development area through the discretionary use of an Environmental Reserve. Thus, the space can be utilized to supplement the park experience while also safeguarding from the anticipated secondary slide at Turtle Mountain.

Similar applications can be scaled to other underutilized areas within The Pass. For example, using modest programming, the Bellevue Community Park can be revitalized to respond to the recreational needs of surrounding residents. Similarly, introducing Powderkeg Park, proposed above the pipeline, will leverage underutilized green space. The same application can also be utilized in Coleman at the Lookout Park, to service potential growth nodes.

To actualize these applications, a variety of implementation strategies are available. For instance, the Alberta Recreation and Parks Association has created grant programs for revitalization efforts in communities. The Crowsnest Pass is eligible to apply to the Community Initiatives Program (CIP), which could provide a maximum of \$75,000 per year for a recreational project-based initiative (Alberta Recreation and Parks Association, 2021).

## OTHER APPLICATION LOCATIONS





# DESIGN INTERVENTION

## RIVER CORRIDOR

The Crowsnest River is an environmentally sensitive area, recognized at the municipal, regional, and national level. The river and the adjacent lands are critically important spaces, not only for the recreational enjoyment of residents, as identified during engagement sessions, but for the wildlife within the area.

The riverway spans the entirety of The Pass, connecting to each town. The existing land use adjacent to the river consists predominantly of residential and municipally owned land. Site analysis has identified that the areas that are municipally owned are underutilized, with unmaintained green space with forest coverage.

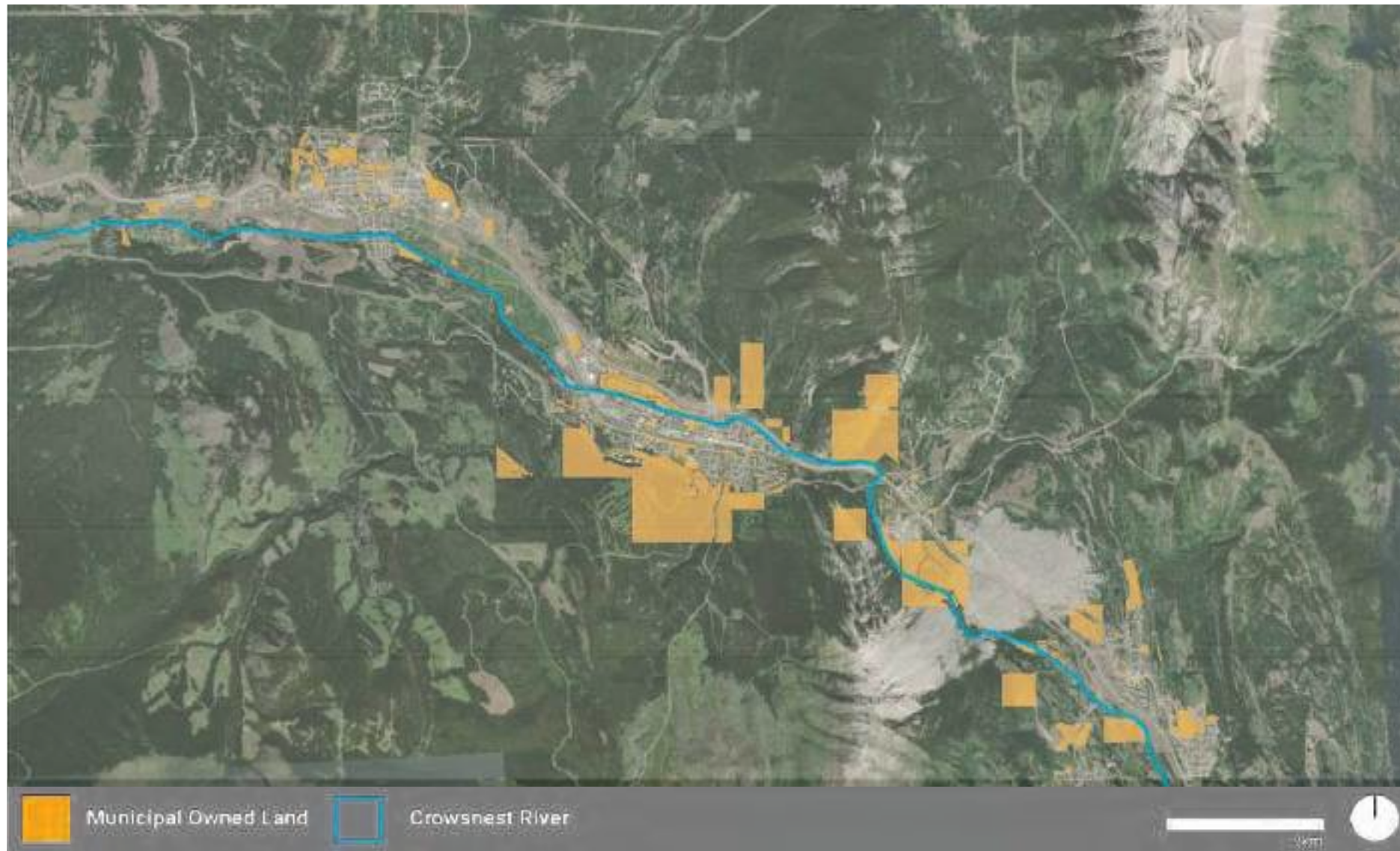
The purpose of the River Corridor is to create a connection between the Community Recreation spaces in each town, through a series of micro-parks on land adjacent to the riverway. The micro-parks will be formed on the underutilized municipal green space and will integrate modest interpretive programming. The goal is to celebrate the existing natural space for the enjoyment of residents and visitors.



# DESIGN APPLICATION

## RIVER CORRIDOR

The municipal-owned land adjacent to the Crowsnest River is underutilized and will be leveraged to create a River Corridor. The River Corridor will connect the Community Recreation spaces within the towns while protecting the environmentally sensitive river from disruptive development. Furthermore, site analysis has identified that development around the river is undevelopable, as it is prone to flooding. The incorporation of the River Corridor would leverage these undevelopable areas to provide a recreational amenity for the usership of residents and visitors. The design principles for these micro-parks spaces include nature-based amenities, preservation strategies, and leveraging existing space.



### DESIGN PRINCIPLES





# COLEMAN RIVERSIDE PARK

The Coleman Riverside Park, located in South Coleman, is an optimal location for the application of the River Corridor. This site is municipally owned and flood-prone, as identified through site analysis. Also, the site borders a residential area that is currently under-served in terms of parks and open space amenities. Barriers such as the Canadian Pacific Railway line and the Highway 3 corridor limit the natural connection this residential area has to green space. Therefore, integrating an interpretive micro-park within this area is beneficial for the environment and the adjacent communities.

The site plan showcases the modest programming approach to the River Corridor. The Riverside Park has incorporated riverfront seating, walking paths, and fire pit nooks to accommodate year-round use. The revitalization efforts will refrain from introducing new vegetation to the area and will leverage the existing canopies within the space. The goal of this intervention is to promote resilient use of space through sustainable programming, to be celebrated by residents and visitors.



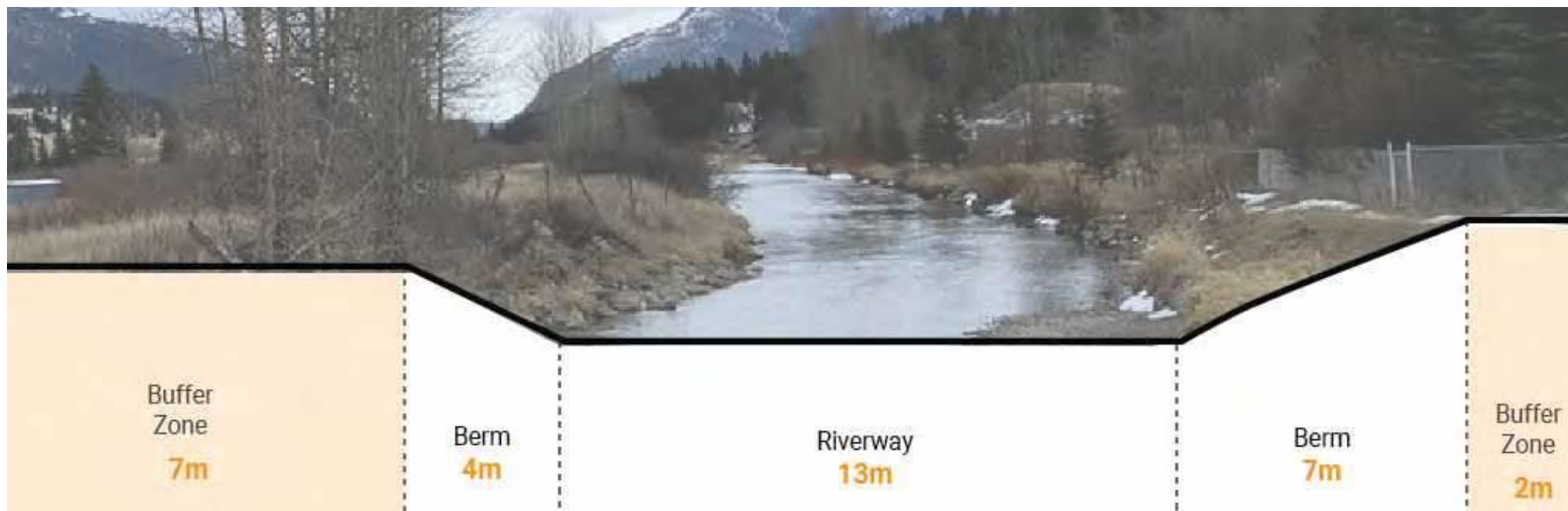


# COLEMAN RIVERSIDE PARK



This render depicts the interpretive activity and serene setting at Riverside Park in Coleman. This simplistic programming of this space is strategically crafted to service a wide range of potential users. Therefore, this micro-park space can accommodate residents from adjacent residential zones, while also attracting other community residents and beyond. The goal of this intervention is to actualize the potential of underutilized spaces, alongside the protection of the natural environment. Community engagement highlighted the natural features within The Pass as the most commonly identified reason for visiting and residing in the area.

The cross-section showcases the relationship between the river-way and the adjacent land area. To ensure resiliency and sustainability along the River Corridor, a riparian zone should be considered. The specific application at Riverside Park has included a buffer zone, which limits human interaction with the river, to reduce ecosystem degradation and uphold environmental protection measures. However, it is suggested and encouraged to create a riparian zone setback within other intervention sites along the River Corridor, where applicable.





## PARKS + OPEN SPACE

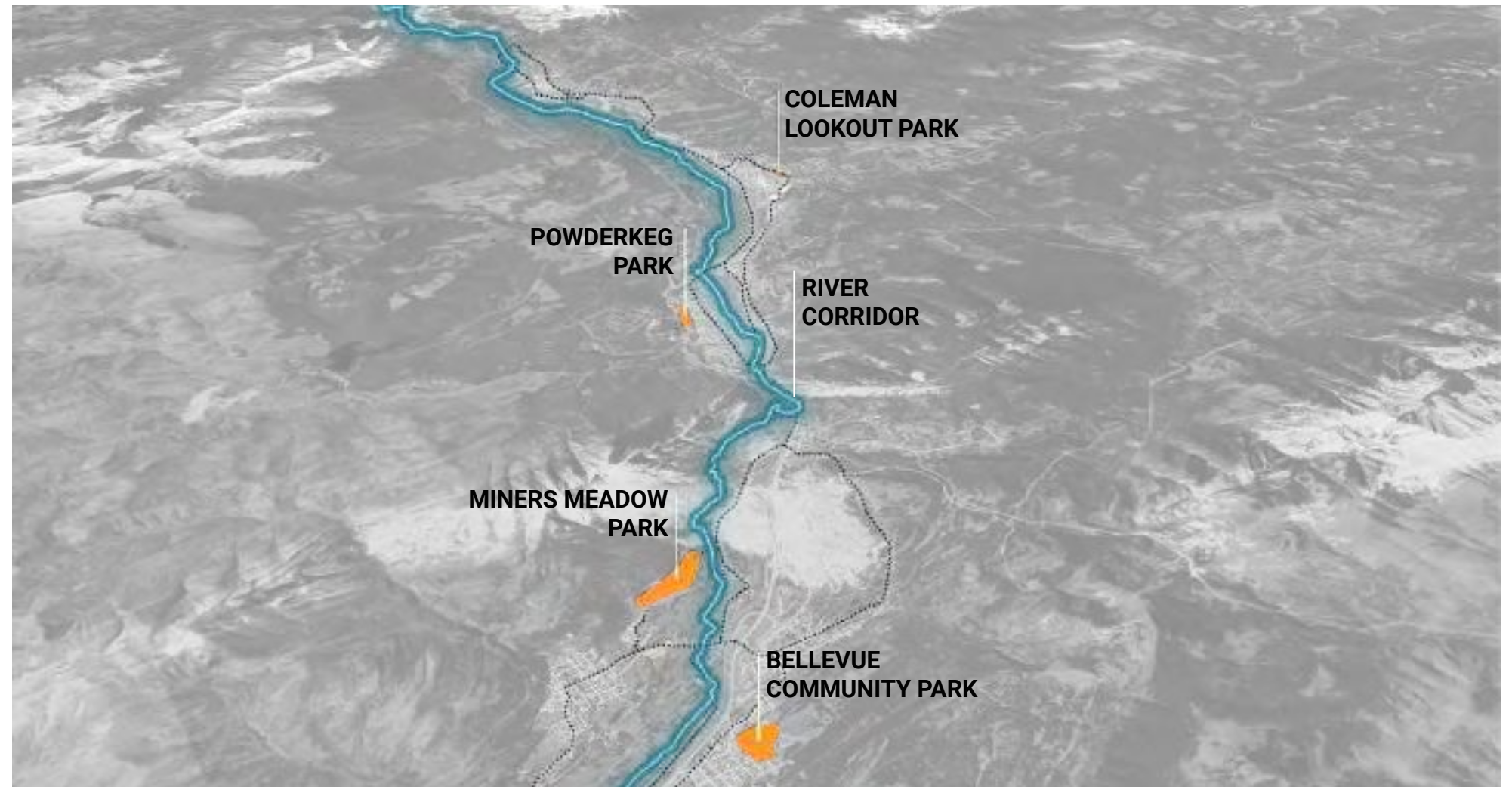
# COMMUNITY IMPACT

The River Corridor is the spine of the Green Network. It strategically connects to the proposed Community Recreation sites, in addition to a variety of existing park spaces. The series of micro-parks generated through the introduction of the River Corridor will provide an abundance of interpretive recreation spaces to accommodate existing residents, future residents, and potential visitors.

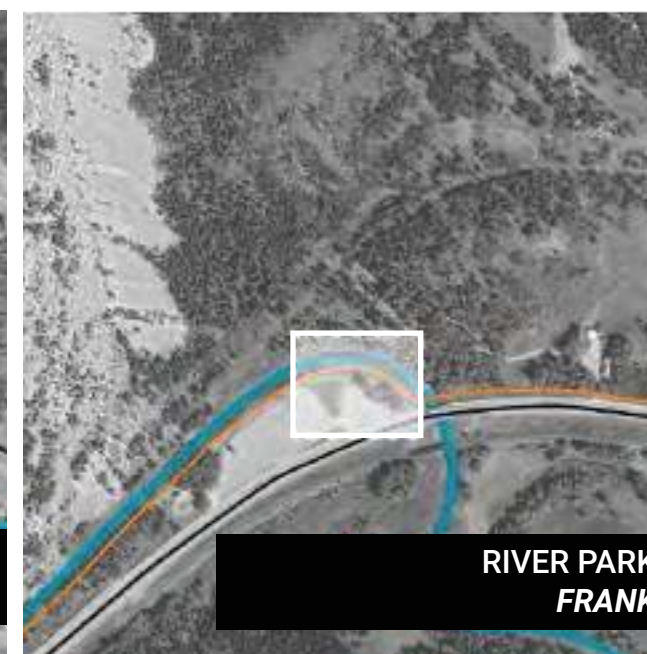
The location of the River Corridor has been proposed within all underutilized municipal-owned land adjacent to the river-way. Although, a few specific sites have been identified as a top priority. These sites include the River Run Park in Blairmore, the River Park in Frank, and the Off-Leash Dog Park in Hillcrest. A commonality of these three sites is their minimized development opportunities due to infrastructure. For example, the River Run Park and River Park are optimal park spaces, as they are located between Highway 3 and the proposed Highway 3x. Whereas the Off-Leash Dog Park in Hillcrest is adjacent to the septic fields, causing limited interest for other types of development.

This intervention is feasible as it can be implemented through a simple land-use change. The municipal land would be rezoned to Recreation and Open Space (RO-1), to support trails and modest programming.

### NETWORK CONNECTION



### OTHER APPLICATION LOCATIONS







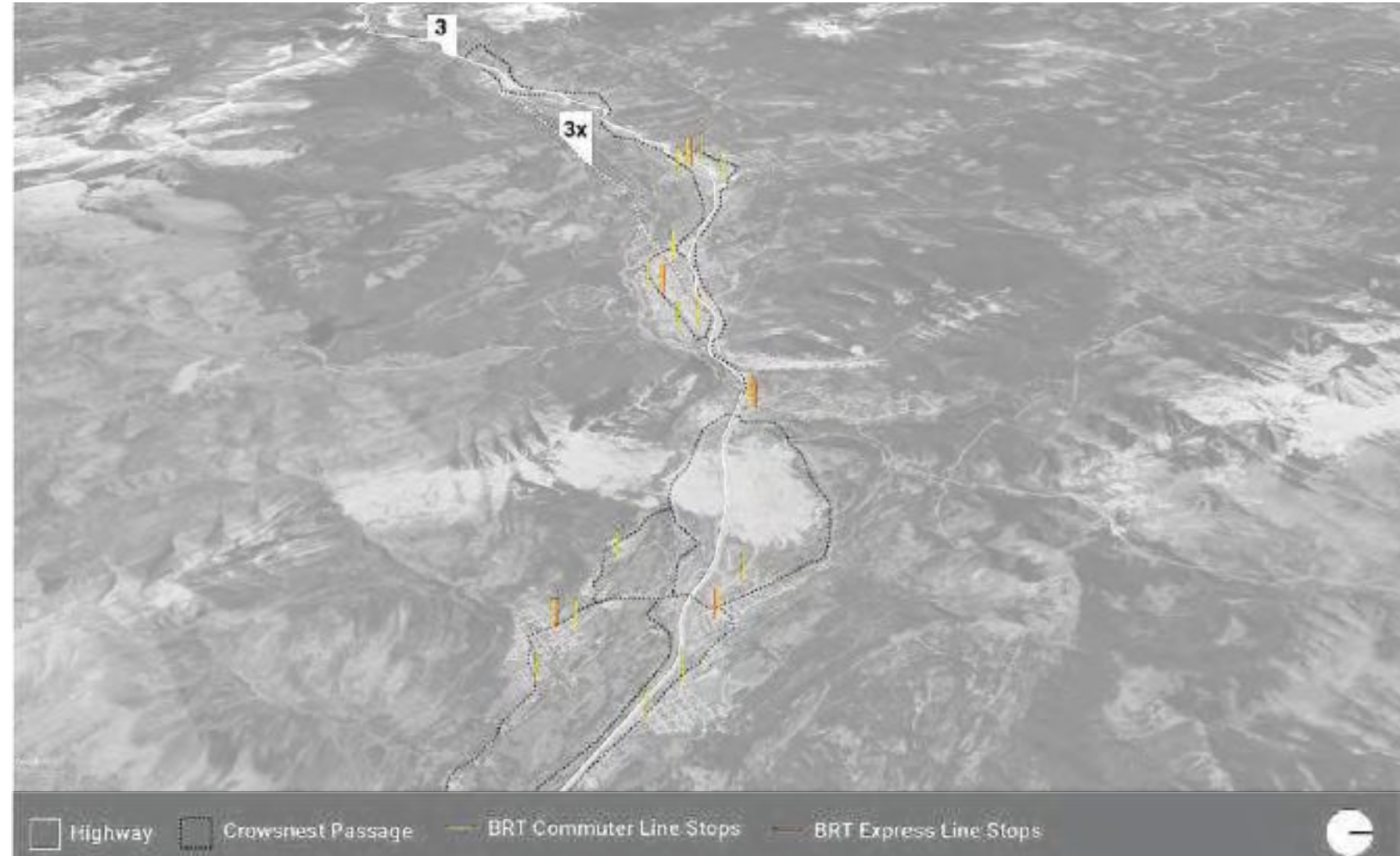
5.4  
MOBILITY



# MULTIMODAL SYSTEM

Transportation within The Pass is predominantly vehicular-oriented, due to the spatial fragmentation of the towns by Highway 3. The focus for the future of mobility within the area has been derailed by the proposal for Highway 3x, which would provide alternative connections for highway users, but minimal benefits for the residents of The Pass.

The Crowsnest Community Trail has provided active linkages for the municipality but has yet to establish a reliable system, as some areas are unmaintained or unpaved. The municipality requires a multimodal system that is convenient, reliable, and connected. This system will consist of a revitalized community trail and scheduled public transit service. These interventions will benefit the current residents within the area and accommodate future growth. Additionally, the integration of transportation options will help to establish The Pass as an easily accessible visitor destination, which will contribute to economic diversity and resiliency.



Integrate a multi-modal approach that provides options for user movement.

Establish convenient linkages between modalities.

Connect key amenities and community focal points of interest for all potential users.



# DESIGN INTERVENTION

## THE PASSAGE

The Crowsnest Community Trail has inspired active transportation within The Pass. However, it has yet to provide the convenient linkages to key amenities that are required of residents and visitors of the area. Also, the trail is under programmed and predominantly unmaintained, minimizing the overall user experience. To promote resident usership and to cultivate a visitor amenity, the future of the Crowsnest Community Trail must be revisited. This proposal suggests reinvigorating the trail through strategic programming of interactive installations, extending the service, and re-branding to reflect the historical roots of the area.



# THE PASSAGE

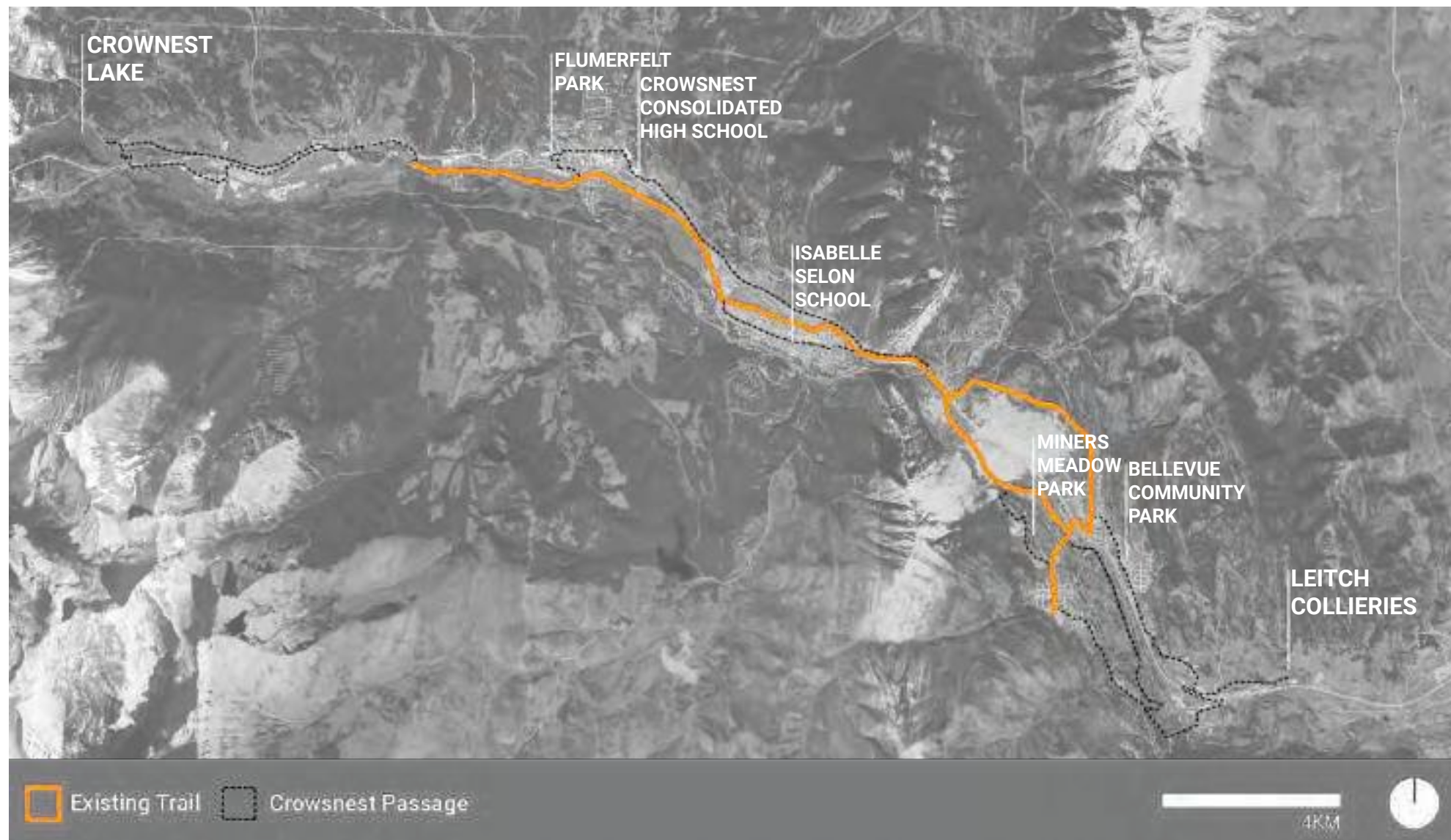
The Crowsnest Pass has been a special place for people throughout history. With origins in Clovis culture, and as a hub for coal mining, this valley has been an important place for people, whether it be to inhabit, or simply to pass through. These roots should be celebrated as they make The Pass unique, and are a unifying element for the towns within the municipality.

For these reasons, it has been suggested to rename the Crowsnest Community Trail to The Passage. This name can be reassessed through community engagement. However, restructuring the trail branding will expand the potential programming and promote a unique experience for residents and visitors alike. The goal of this intervention is to leverage the existing historical presence within The Pass to create an amenity that is useful for exploration, in addition to providing convenient connections to key amenities. The render depicts the potential experience that could be had along The Passage trail if appropriate revitalization measures are integrated, and historical roots are leveraged.





# TRAIL EXTENSION



Site analysis identified that the existing Crownsnest Community Trail had limited connections to key amenities. The community engagement process echoed these findings, as community members noted the minimal reliable connections through active modes of transportation. For these reasons, a trail extension has been proposed. The Municipal Development Plan (MDP) has provided a firm foundation for extension, with the proposed Leitch to Lakes loop. This strategy will be incorporated within the current intervention application, but will be supplemented by other key connections that were outlined as areas of importance during engagement sessions and research. For example, connecting to the Crownsnest Consolidated High School, as well as the Pass Powderkeg Ski Hill, was a top priority for community members. This provides safe linkages and mobility options for youth, as well as potential visitors to The Pass. The goal of this intervention is to promote active transportation as a viable and convenient option for mobility for all potential users. This extension has been inspired by the Okanagan Rail Trail in Vernon, which is both a transportation corridor and an interactive experience, as it connects to the city centre and the historical rail line of the Canadian Pacific Railway (CPR).

## DESIGN PRINCIPLES



OKANAGAN RAIL TRAIL  
VERNON, BC



# TRAIL EXTENSION PHASING

The Passage trail extension will implement a phasing strategy to ensure efficient use of materials based on a hierarchy of linkages. Phase 1 will focus on the key linkages for residents and visitors. These include connections to town centres, main streets, and community focal points. The Phase 2 extension will be predominantly focused on supporting connections to recreational areas or historical landmarks. It is important to note that the entire trail extension provides convenient connections for residents and visitors, but must be completed in two phases to reduce financial limitations and construction barriers.

A paving strategy has been created for the trail extension intervention. Three paving materials have been identified, and are suggested to be applied strategically based on the anticipated user volume and usage type. The first paving type is the use of existing roadways, which will provide inter-community linkages between amenities. The second paving type is pavement and will be utilized in areas with high user volume, as it is easiest to perform snow clearance and maintenance. However, pavement is the most expensive material. Thus, the third paving type, gravel, will provide be utilized in connection zones as it is a cost-effective product.



## PAVING MATERIALS





# TRAIL PROGRAMMING

## BELLEVUE UNDERPASS



The trail extension will require curated programming that reflects the unique local flavour to provide a memorable user experience. The current trail programming is minimal and consists primarily of way finding signage and information boards. However, community engagement identified a need for interactive trail installations that were culturally driven. Therefore, the goal of this intervention is to enhance the trail experience through revitalization techniques, cultural installations, and by leveraging the unique heritage.

These design principles will be applied within the Bellevue Underpass. This site is optimal for intervention as it is a key town connector along with the trail system. Also, community engagement and site analysis has identified the underpass as unmaintained and unsafe. These indicators can help to measure the success of the revitalization techniques.

### DESIGN PRINCIPLES



REVITALIZE  
KETTLE VALLEY RAIL TRAIL



CULTURAL INSTALLATIONS  
KASLO, BC



HERITAGE  
POINT DOUGLAS, MB



# TRAIL PROGRAMMING

## BELLEVUE UNDERPASS

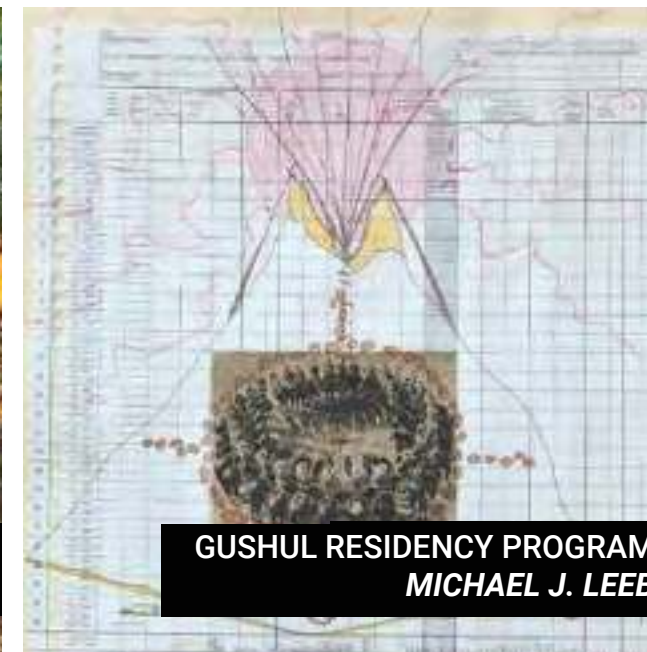
The revitalization of the Bellevue Underpass provides an optimal opportunity to integrate local cultural components within the trail programming. Through strategic partnerships with local initiatives such as the Gushul Residency Program, the Artist Collective Studio, and the Crowsnest Pass Art Gallery, the Bellevue Underpass can become an interactive community art exhibit along the trail. The artistry within the tunnel has the option to be temporary or permanent, based on the specific terms of the partnership. The goal of this intervention is to infuse elements of the cultural landscape through local stewardship.



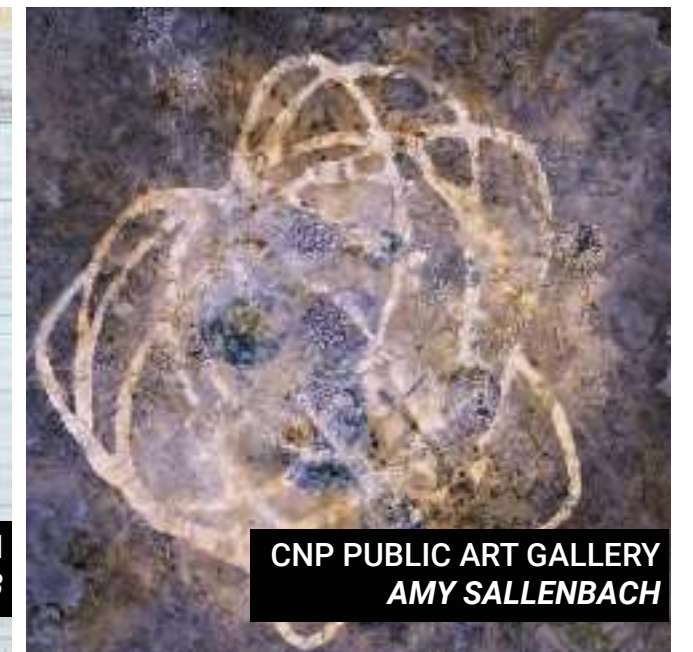
### LOCAL PARTNERSHIPS



ARTIST COLLECTIVE STUDIO  
TONY PARTRIDGE



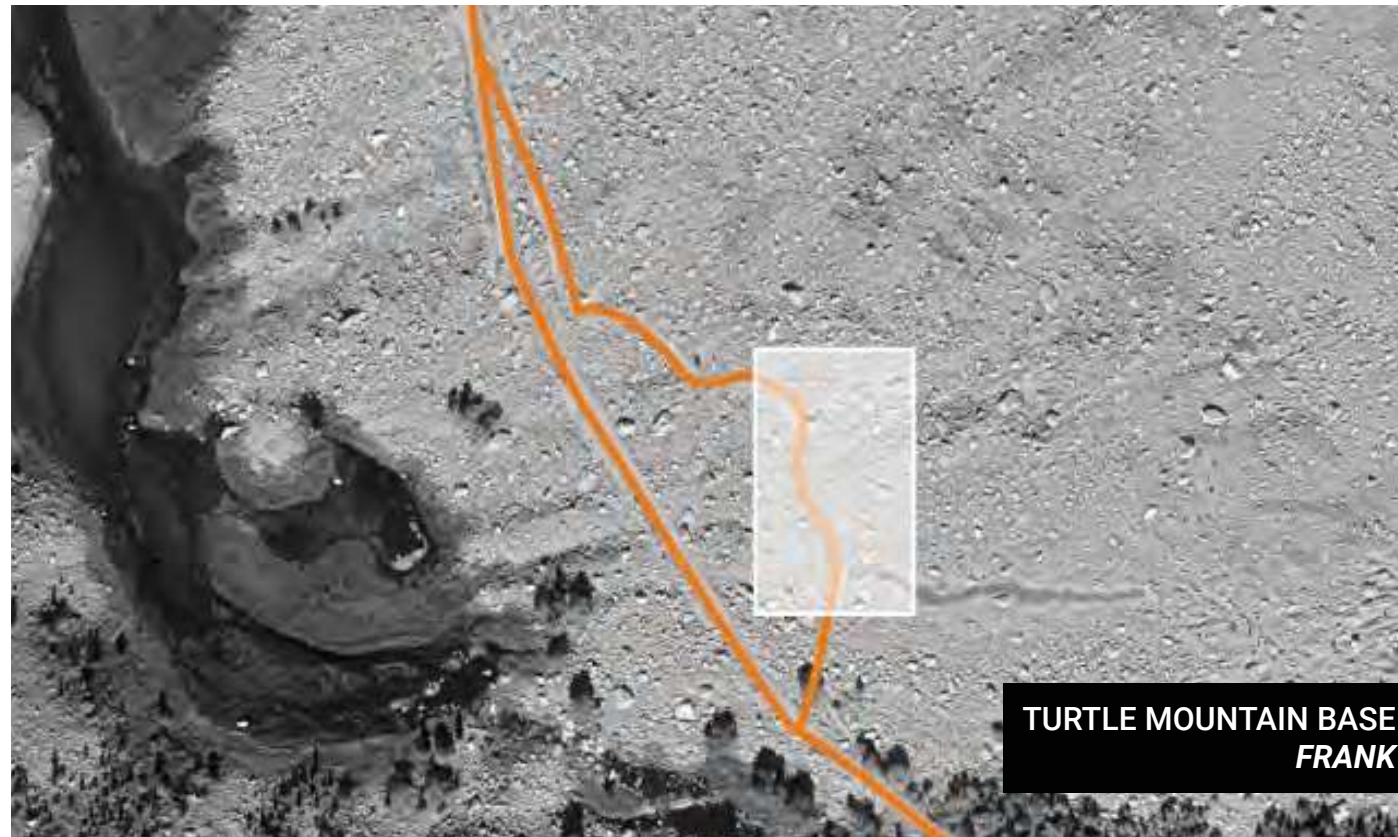
GUSHUL RESIDENCY PROGRAM  
MICHAEL J. LEEB



CNP PUBLIC ART GALLERY  
AMY SALLENBACH



## OTHER APPLICATION LOCATIONS



## MOBILITY

# COMMUNITY IMPACT

The Passage trail extension provides a variety of spaces for potential intervention applications, especially in terms of programming. Historical locations such as the Frank Slide or the Coleman Collieries could be leveraged to generate an interpretive experience for trail users.

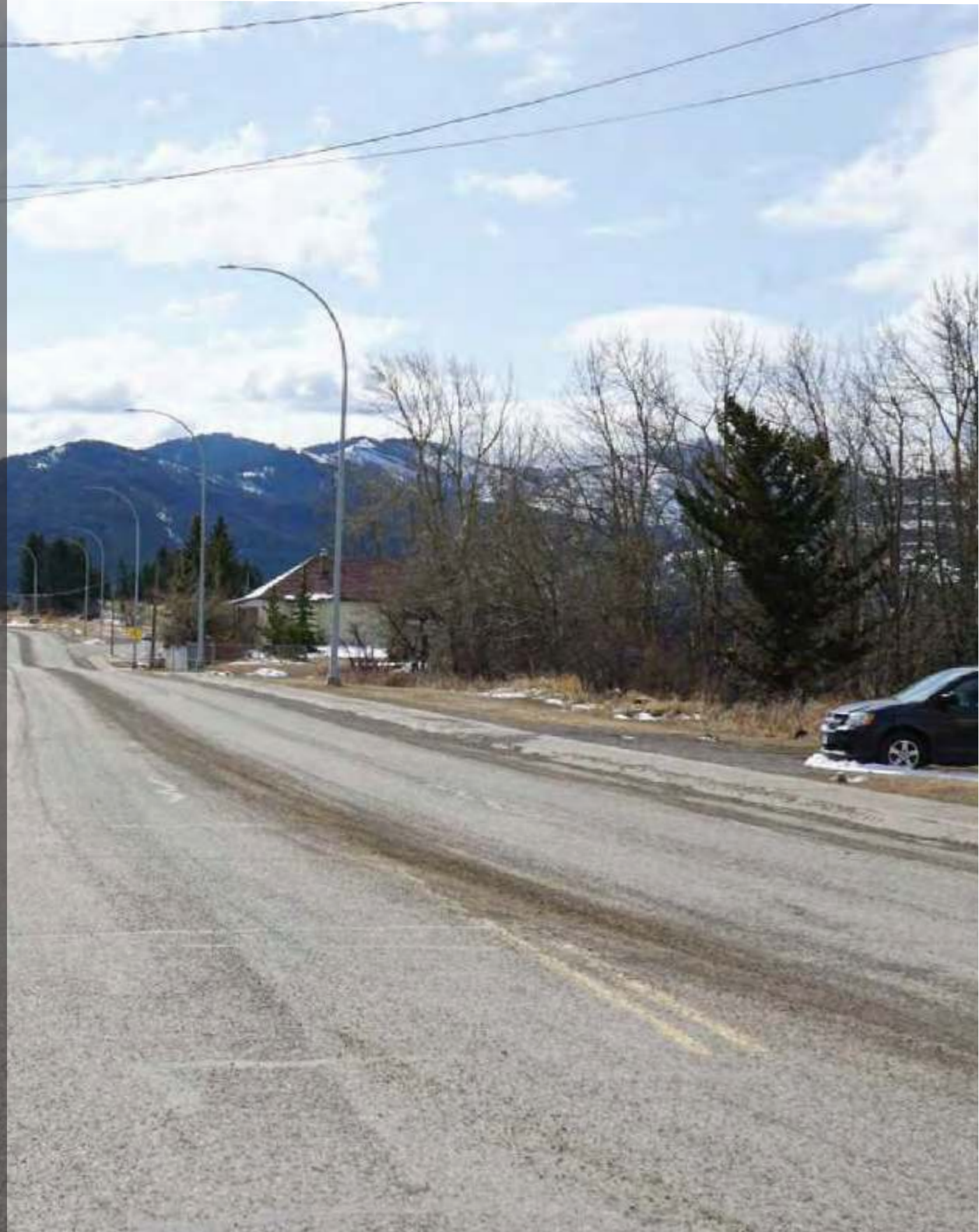
To actualize the extension and the proposed programming, the municipality would require substantial funding. The Community Facility Enhancement Program (CFEP) made available by Alberta Culture and Tourism Community Funding, will provide funding up to \$1 million for large scale project submissions, and could be a potential avenue for the municipality to explore.



# DESIGN INTERVENTION

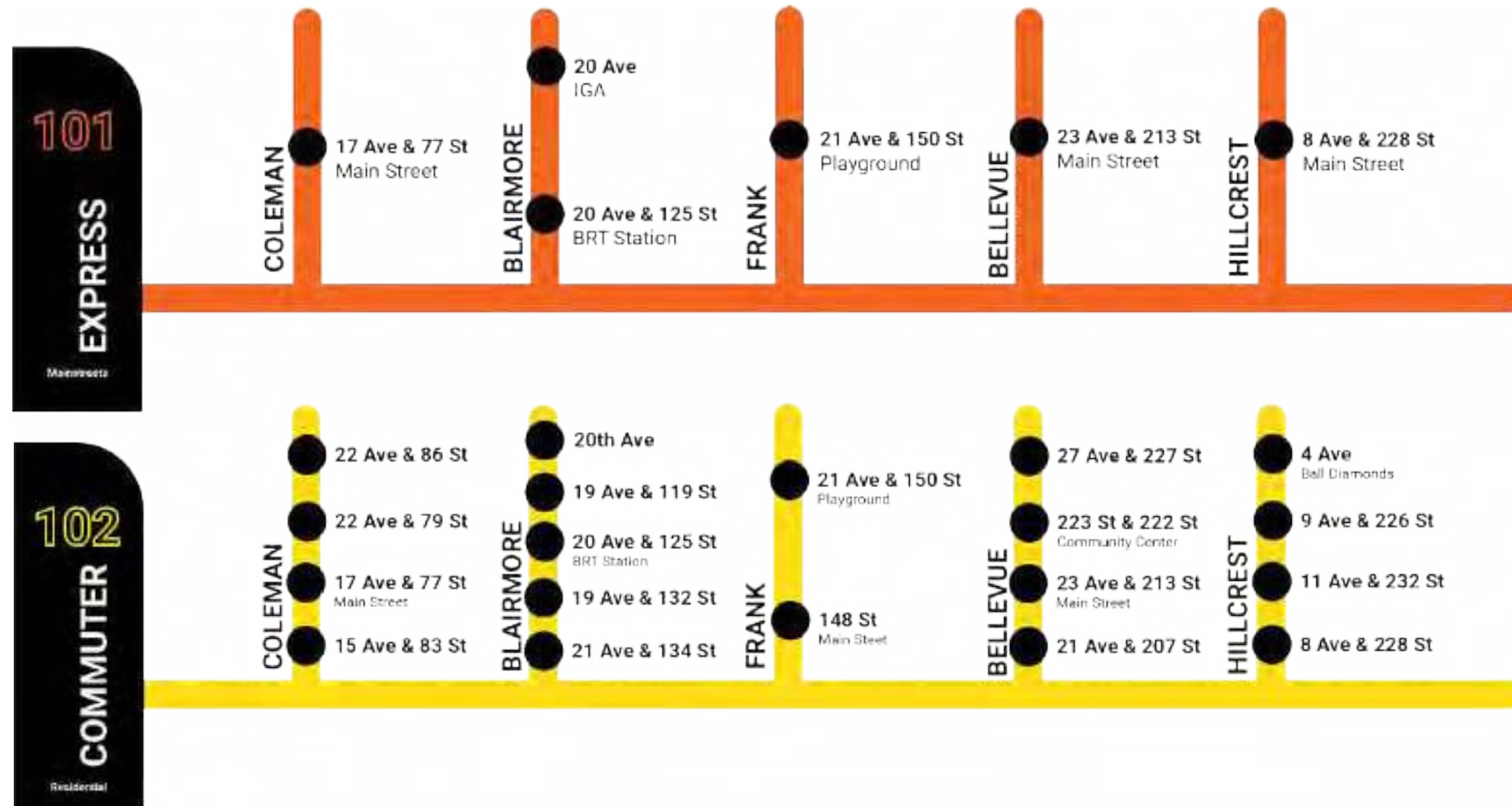
## BUS RAPID TRANSIT

The current public transit option within The Pass operates on a reservation basis. This limits the functionality and level of convenience for residents and visitors to the area. Without transportation options, area users must rely on vehicular-oriented modalities to stay connected. To promote a resilient and sustainable future within The Pass, the incorporation of a scheduled public transit system is proposed. This system will be composed of Bus Rapid Transit (BRT). The benefit of this form of public transit is that it can be altered and adapted, depending on user fluctuations and community growth. The community engagement process identified the limited transportation options as the most significant reason for vehicular reliance. The objective of this intervention is to promote active methods of transportation within The Pass.





# BUS RAPID TRANSIT SYSTEM



The proposed Bus Rapid Transit (BRT) system will have two service routes. The 101 Express Line, which connects to each of the towns main streets, and the 102 Commuter line, which provides linkages to residential zones. Additional routes can supplement these if usership grows. For example, a tourism-oriented route, potentially named the 103, could connect to key attractions and landmarks.

This BRT system will provide scheduled, reliable service for all potential users. The design incorporates the use of the existing RIDECrowsnest commuter bus, to leverage resources and reduce the overhead cost. The system will also incorporate covered bus stops within each town, which will be the collection points for the bus routes. To supplement these integrations, a transit station is proposed, which will provide central connections and will foster the opportunity for system growth.

## DESIGN PRINCIPLES



EXISTING COMMUTER BUS



COVERED BUS STOPS  
ROAM TRANSIT | BANFF + CANMORE

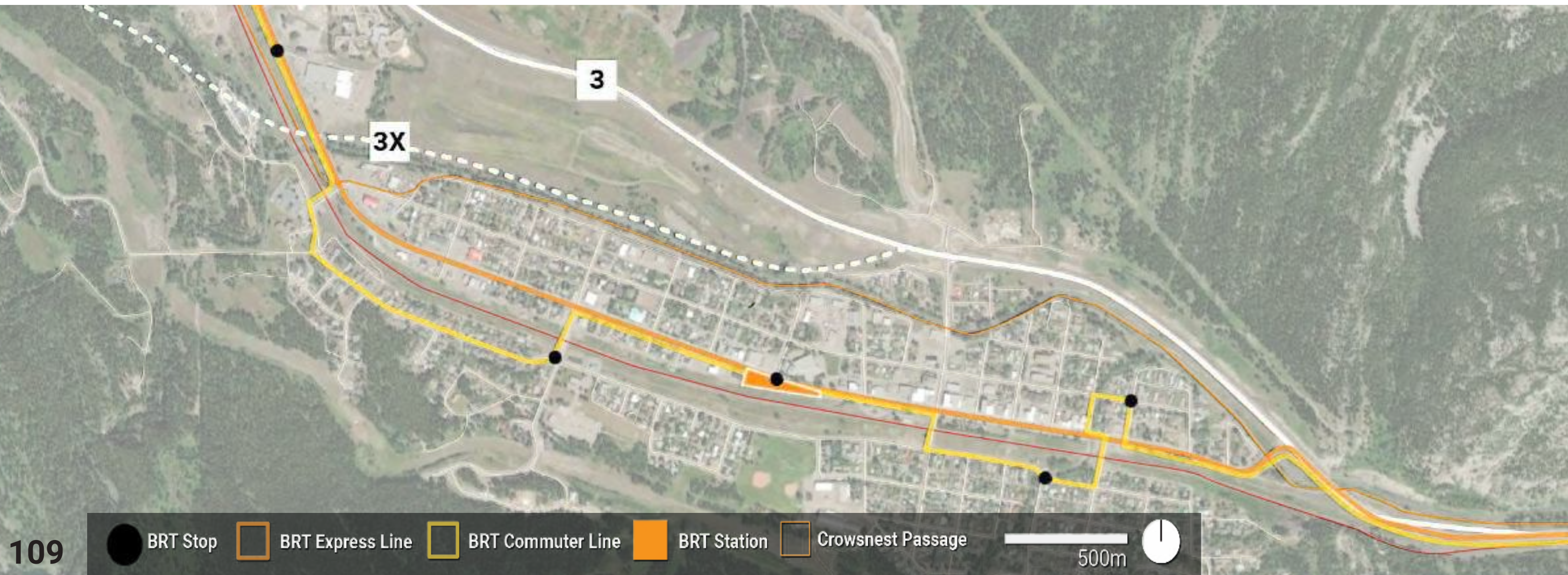


TRANSIT STATION  
ROAM TRANSIT | BANFF + CANMORE



# BLAIRMORE BUS RAPID TRANSIT

The Bus Rapid Transit (BRT) system has been strategically integrated within each town for user convenience. Each scheduled bus stop has been deemed a vital collection point within the community. This intervention was a direct response to comments made within the engagement process, identifying a community-wide desire for more walkable connections and amenities. The Blairmore BRT system showcases the integration of these strategically located collection points, as well as the interconnectedness of the 101 and 102 routes. Providing convenient connections for all users enhances the overall experience and will encourage consistent usership. The stop locations can be altered or adapted if required, due to user volume fluctuations or community growth.





# BLAIRMORE TRANSIT STATION

To provide a central connection for the 101 and 102 service routes, a transit station is proposed. This transit station will be strategically located in Blairmore, on the eastern edge of the Greenhill Hotel. This location is optimal as it is central and provides walkable connections to key amenities such as the IGA grocer and the Blairmore main street.

The Blairmore Transit Station site plan incorporates a variety of elements to heighten the user experience, including a covered terminal, playground space, food truck location, and on-street parking. The objective of this intervention is to create an engaging hub that will promote public transit usership. The design incorporates modest programming to complement the existing rural fabric of the area.



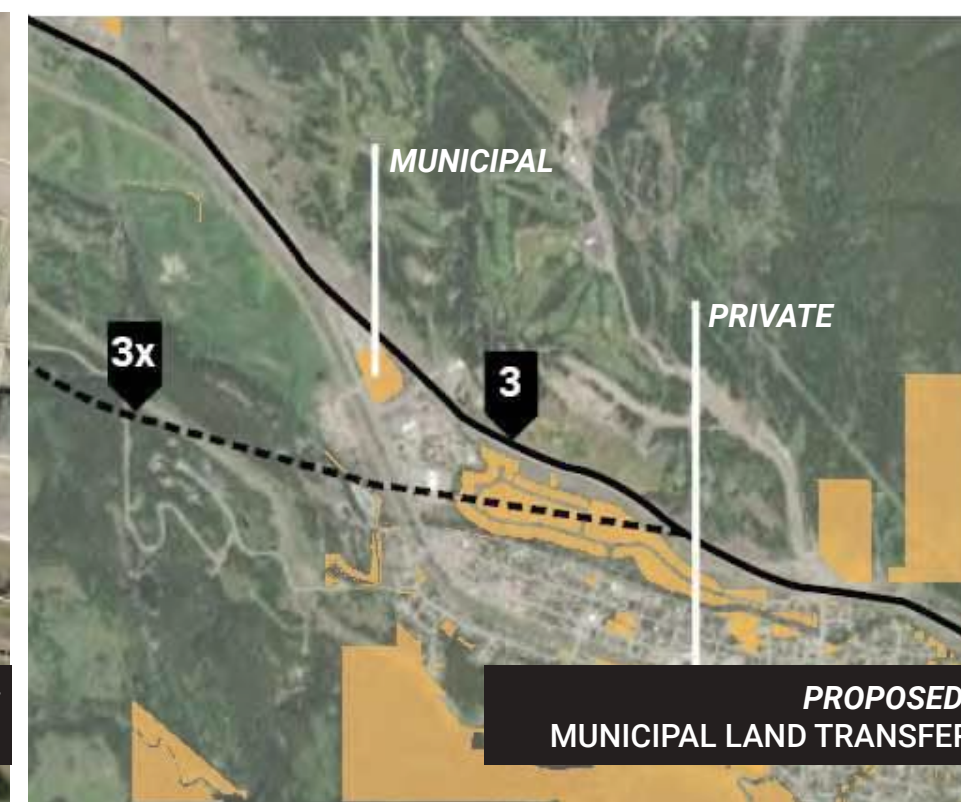


# COMMUNITY IMPACT

The proposed Blairmore Transit Station parcel is currently zoned as Drive-In Commercial (C-2). To accommodate the requirements of a transit station, the parcel must be rezoned. This can be achieved through a municipal land transfer with the private landowner. The municipal parcel located between Highway 3 and the proposed Highway 3x will be offered to the landowner in lieu of the site adjacent to the Greenhill Hotel. This land exchange is mutually beneficial, as Drive-In Commercial is best situated along arterial roadways, and the transit station must be located centrally, close to key amenities.

The Bus Rapid Transit (BRT) service will extend to each town within The Pass, providing accessible connections for all potential users. Each bus stop location has been strategically located for convenience.

The implementation of this intervention is possible through grant funding. In particular, the Municipality of Crowsnest Pass is eligible for the Investing in Canada Infrastructure Program through Alberta Transportation. This program promotes accessibility to transit through expanded capacity and quality (Government of Alberta, 2021).





## 5.5 HISTORIC BUILDINGS





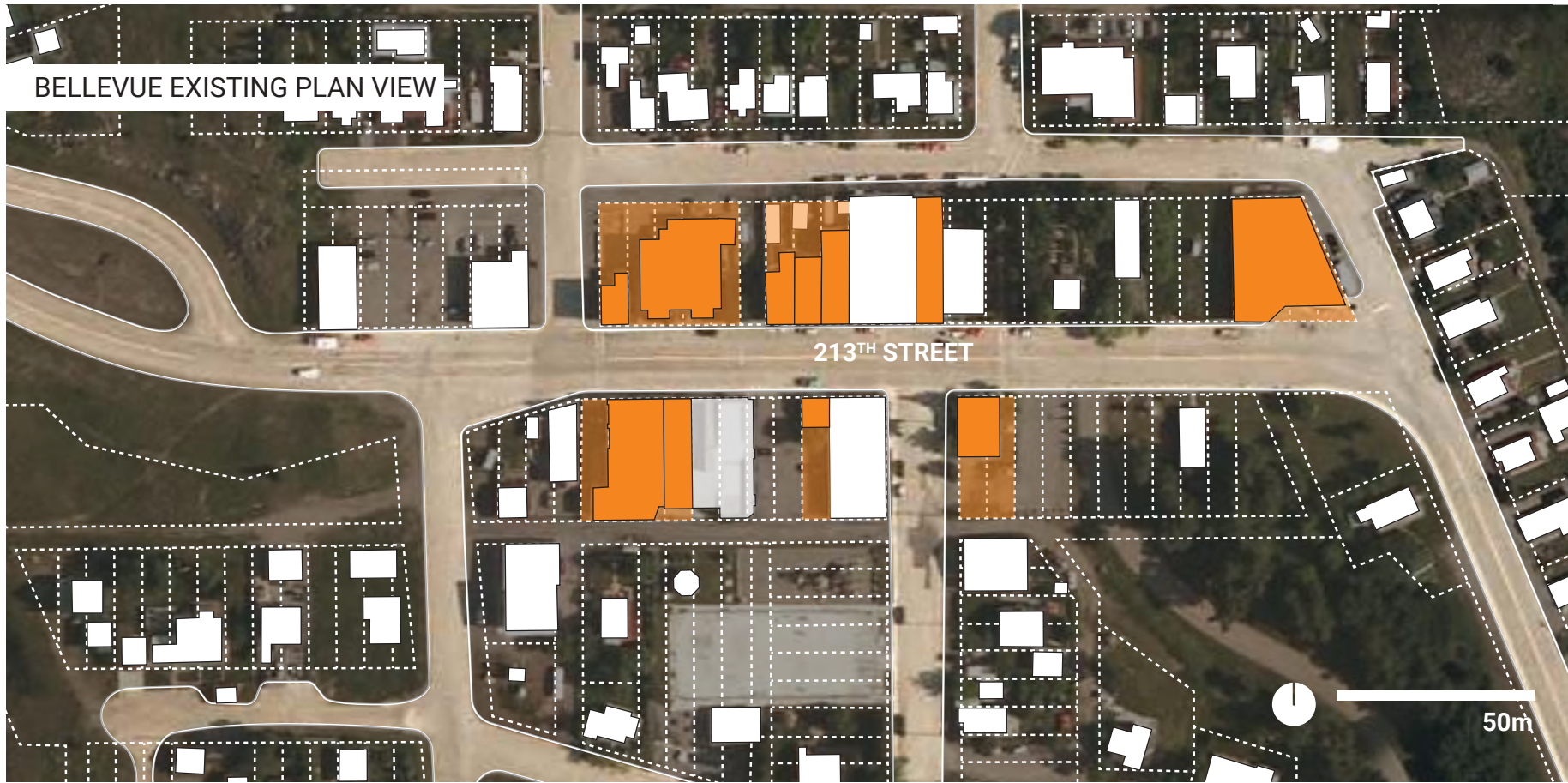
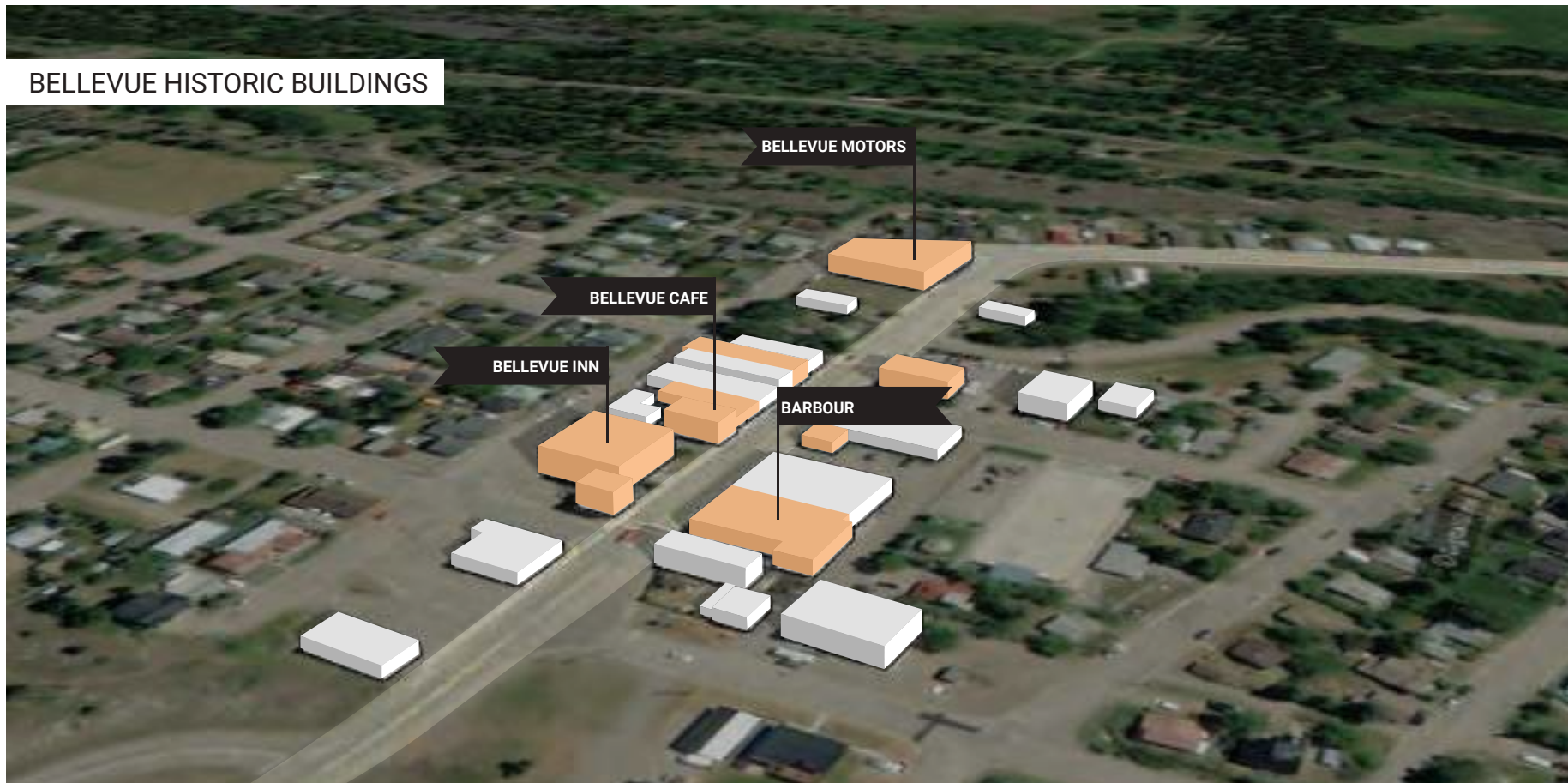


# HISTORICAL BUILDINGS

## EXISTING CONTEXT

The Crowsnest Pass is a town full of rich history spread out through its five communities. Our site analysis indicated the large abundance of historical buildings, designated and managed through the Heritage Inventory Project (Community Design Strategies Inc., 2013) and the Design Guidelines - The Crowsnest Pass Historic District (Alberta Historical Resources Foundation, 2013). However, many of these structures now sit either empty, underutilized, or are deteriorating. Through the Open House with the public, residents voiced their love and concerns for these buildings at the state they would deteriorate to if they weren't revitalized.

Bellevue is the third-largest community in The Pass and is home to many of these historic buildings. However, the site visits illustrated that many of these buildings do not actively contribute to the commercial main street, such as the Bellevue Inn, Bellevue Cafe, Bellevue Motors, or the Barbour Pharmacy as illustrated on this page. While there are already commercial spaces in Coleman and Blairmore, the residents of Bellevue and Hillcrest Mines are without commercial within walking distance as noted in the community engagement, and there is a need for it. Highlighted in orange are the historically designated buildings in Bellevue along 213<sup>th</sup> Street. Most of these buildings were constructed in the early 1900s, but some have not aged well throughout the century and there is an opportunity to revitalize these buildings and attract new business to the area as well as provide the residents of Bellevue a functioning town centre and commercial uses.







HISTORICAL BUILDINGS

VISION PRINCIPLES

When considering how these historic buildings could be brought back to life and serve the community of Bellevue, we used the design principles of Revitalize and Attract. These designs would aim to improve the existing area and buildings while ensuring the historic identity is retained and used as an asset. Also, in addition to improving the existing context for residents, these design interventions would promote tourism by providing new amenities and reinforcing the sense of place in Bellevue. Nearby design interventions such as The Passage Trail upgrades, the 101 & 102 Bus Station, Bellevue Main Street Revitalization, and the Bellevue Park Community would support the new uses in these buildings and help connect nearby residents in other communities to them.



Improve the existing town centres and historical resources to allow for new development and maintain historic continuity

Promote tourism focused amenities that support a sense of place



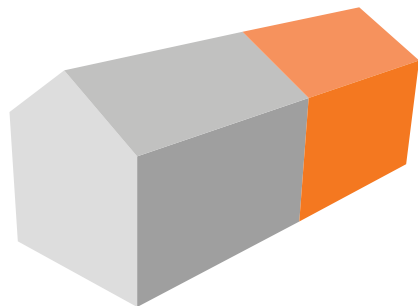
## HISTORICAL BUILDINGS

# DESIGN PRINCIPLES

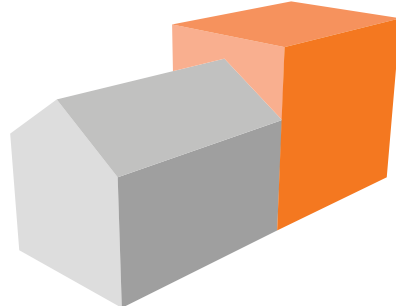
To better understand what appropriate design interventions could be implemented, the restoration of the Historic Beaver Lodge in Banff by Studio North was used as a precedent. The images depicted on the right (Beaver Lodge, n.d.) illustrate some of the structural changes that allowed the structure to be revitalized while retaining its historic character. As the main goal was to readapt the buildings so they have the capacity to attract a variety of businesses while still retaining their historic value, the majority of the changes are focused along the rear of the sites. The restoration principles are as follows:

- A. Extending site coverage up to 80% through the rear of the parcel up to 7.6m from the rear property line (principle and accessory structures as permitted in the C-1 Land Use).
- B. Increase the rear addition of the buildings up to 10m in height or about 3 stories, as the C-1 Zoning permits to increase density and allow for more uses.
- C. Continue historic motifs through these new additions such as mouldings, window style and placement, general building typology, etc. so to keep historic continuity
- D. The new and renovated spaces within these buildings should be adaptable to handle a variety of new uses and attract new businesses.

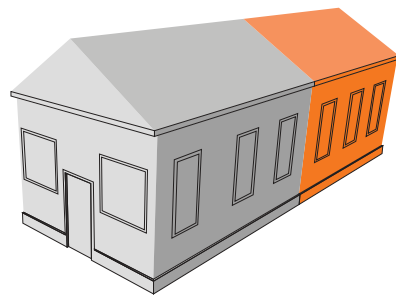
### RESTORATION DESIGN PRINCIPLES



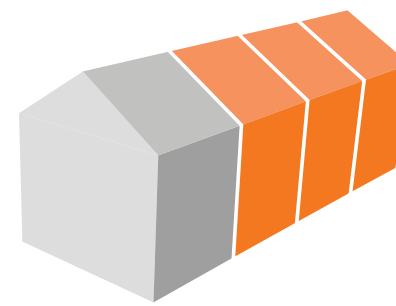
A. EXTEND SITE COVERAGE



B. INCREASE REAR HEIGHT



C. CONTINUE HISTORIC MOTIFS



D. CREATE ADAPTABLE SPACE

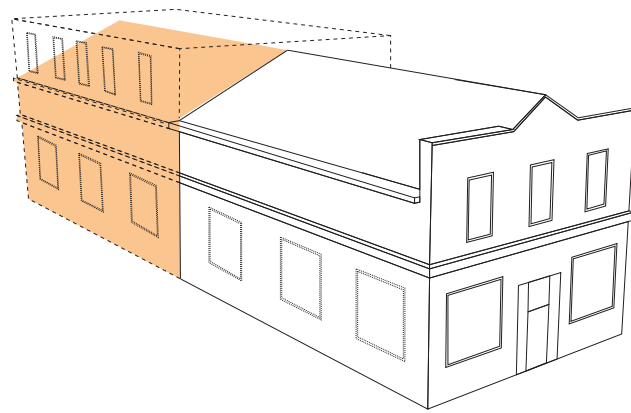
HISTORIC BEAVER LODGE, BANFF



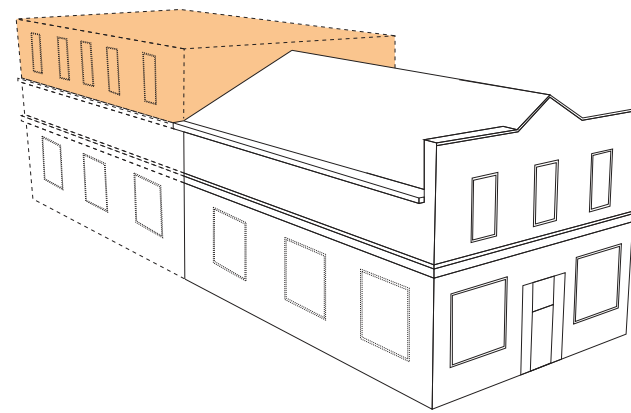
BEAVER LODGE RESTORATION



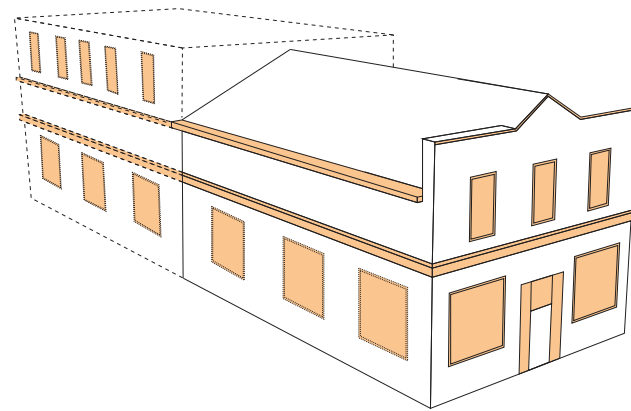




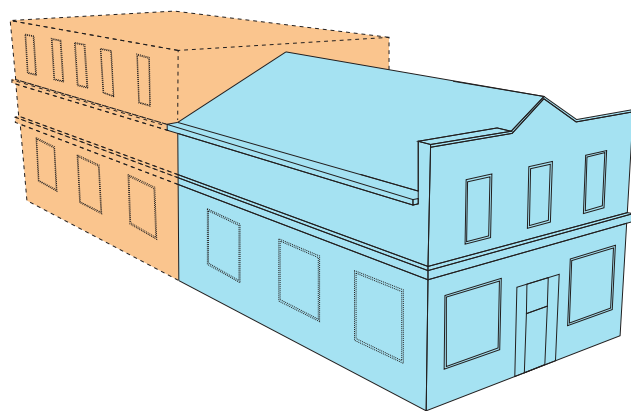
A. EXTEND SITE COVERAGE



B. INCREASE REAR HEIGHT



C. CONTINUE HISTORIC MOTIFS



D. CREATE ADAPTABLE SPACE

#### BELLEVUE CAFE RESTORATION



A. BREWPUB  
Folding Mountain



B. CAFE  
Vail Mountain Coffee

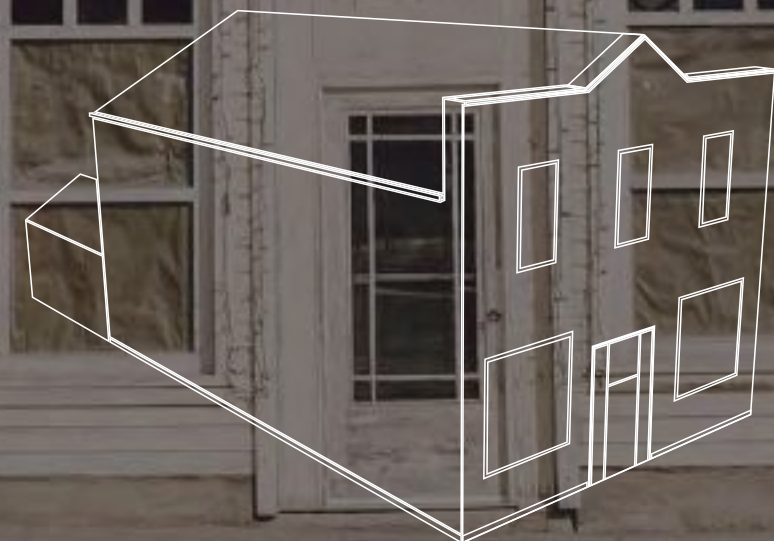


C. BODEGA  
A1 Bodega

#### PERMITTED LAND USES

## HISTORICAL BUILDINGS DESIGN APPLICATION

Applying these principles to the Bellevue Cafe illustrates what they would look like on the ground. As seen in the diagram to the left, the front portion of the structure remains the same with minor adaptations, while the majority of structural changes occur on the rear of the building. By implementing these designs, the building is suitable for a variety of uses from brewpubs, cafes, bodegas, and many more permitted uses in the Land Use Bylaw. The municipality can take on these alterations one building at a time, and use them as a way to bring new business into The Pass. The residents are eager to see new commercial and retail options, especially for Hillcrest Mines and Bellevue, and would support them. To help fund these alterations, the municipality can consider Historic Resource Conservation Grants up to \$50,000 per building and community volunteer initiatives with donations to help get these projects off the ground, as seen in similar communities such as the grassroots revitalization of the Nanton Grain Elevators.





# HISTORICAL BUILDINGS

## COMMUNITY IMPACT

To ensure these additions to the buildings have a minimal negative impact on the surrounding community, a shadow study was completed. As seen, the proposed buildings have a minimal shadow impact compared to the existing shadows cast by these buildings. The streetscape of 213th Street in Bellevue remains the same, and the mountain viewshed down the street isn't changed.

The Bellevue Cafe was used as an example of how these design principles could be applied, but they can be carried onto other historic buildings in Bellevue, or other ones in the communities such as the New Canada Cafe in Hillcrest Mines, the Roxy Theatre in Coleman, the Blais General Store in Frank, and Kubik's Grocery in Blairmore. All of these locations are currently underutilized and have the potential to be restored to focal points within the communities that actively contribute to the town centres.



KUBIKS GROCERY



ROXY THEATRE

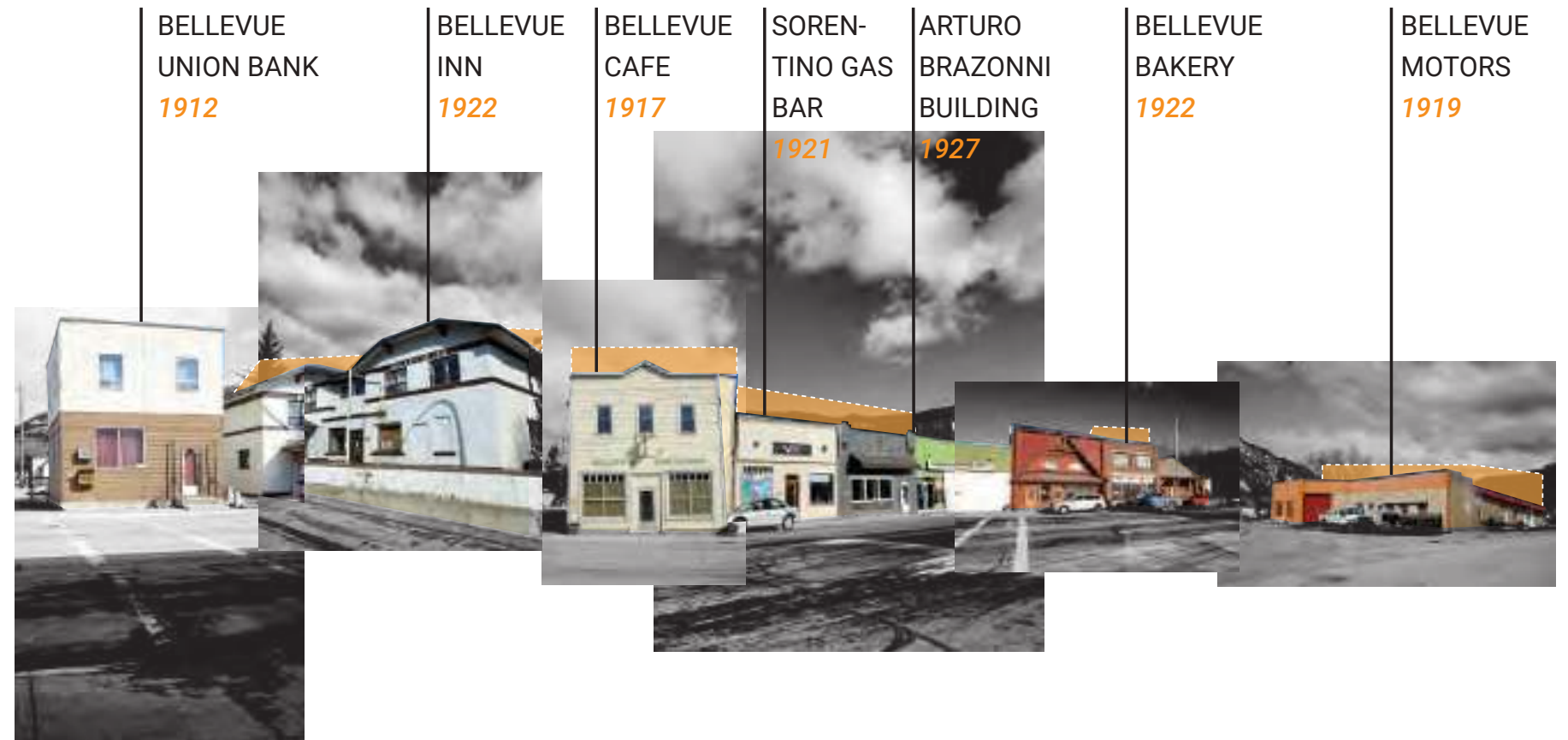


BLAIS GENERAL



NEW CANADA

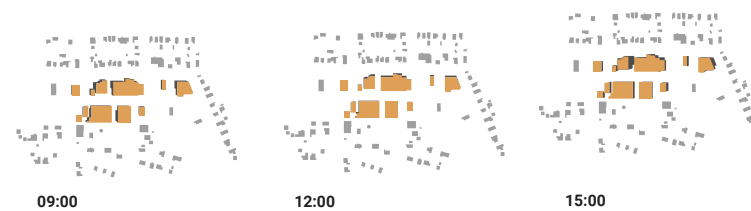
### 213<sup>th</sup> STREET ELEVATION



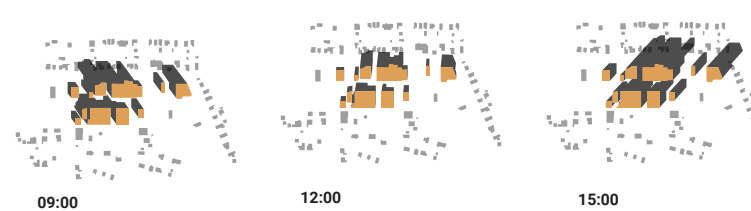
### BELLEVUE SHADOW ANALYSIS

#### PROPOSED

##### JUNE

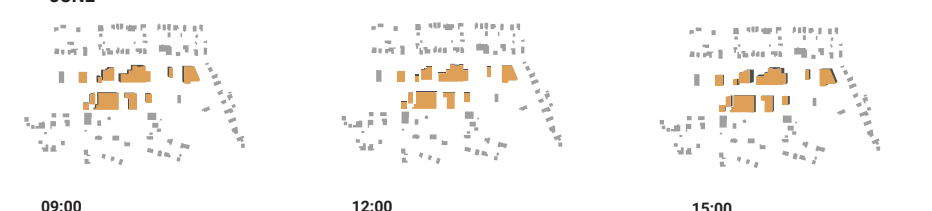


##### DECEMBER

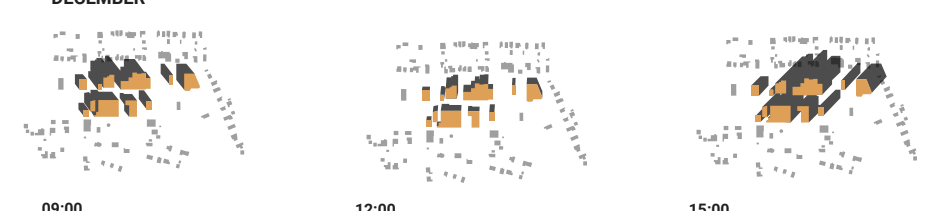


#### EXISTING

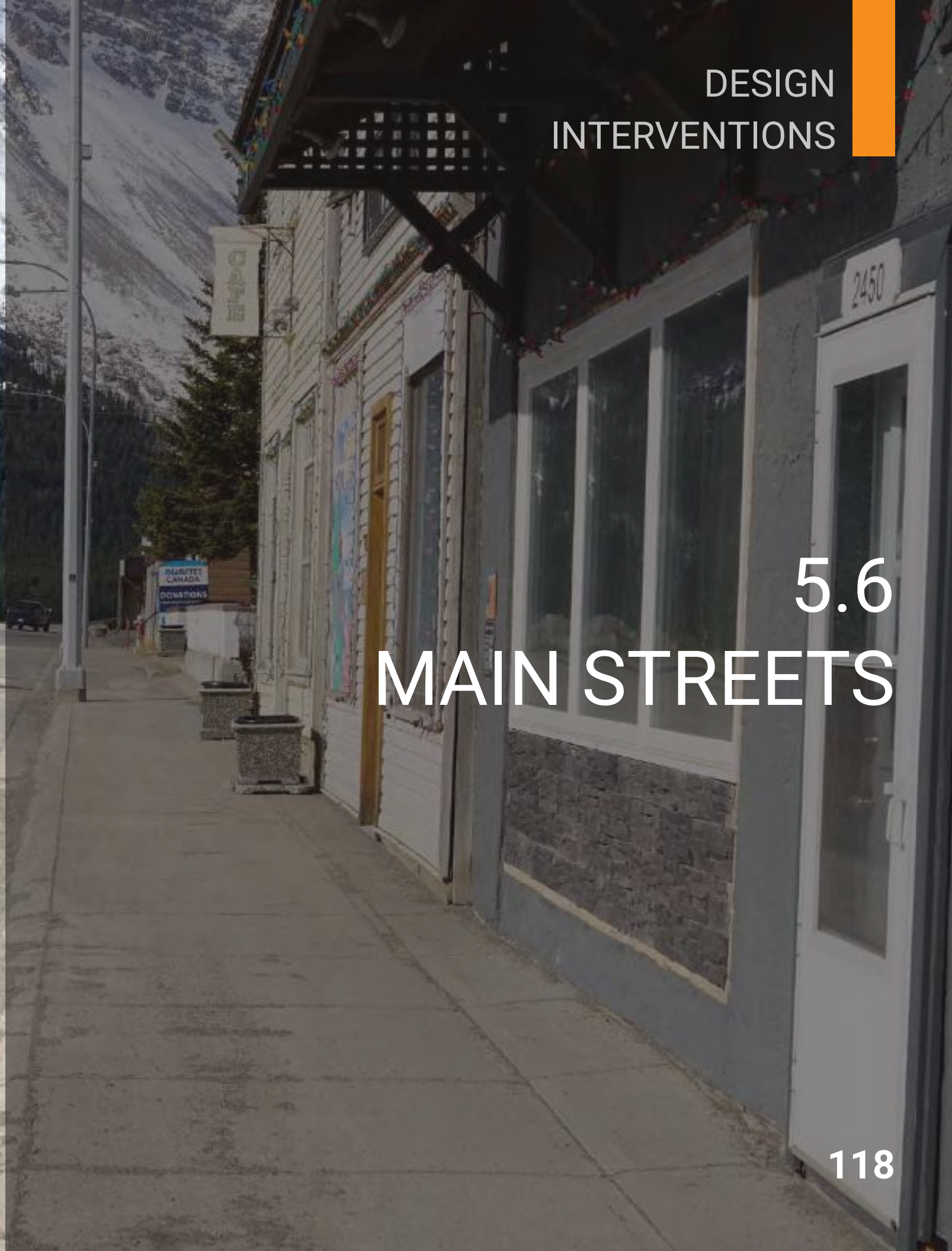
##### JUNE



##### DECEMBER







# 5.6 MAIN STREETS



## MAIN STREETS

# EXISTING CONTEXT

With five communities in the Crowsnest Pass, they are fortunate enough to have 5 main streets that act as the central connection through the town centres. While some of the main streets have had revitalization efforts such as Coleman, other towns still have lots of potentials. Similar to the revitalization of the historic buildings, we will be using 213<sup>th</sup> Street in Bellevue as an example of main street redesign principles that can be applied throughout all main streets within the pass. Bellevue was chosen as the example for the main streets with the historic buildings to show how the two can work together to help revitalize town centres. The public engagement highlighted the interest community members have in the main streets, and how they currently cannot enjoy them due to the fast-moving vehicles and lack of seating.

Currently, 213<sup>th</sup> Street spans across the northern portion of Bellevue and is the first stop when you enter the community off of Highway 3. The site analysis showed the road right of way spans 19m across and is largely automobile-oriented. The storefronts along the street don't provide a continuous wall, with many empty parcels and laneway access from the street. Also, the wide street has little seating, furnishing, or patio space and street parking is provided along both the north and south sides of the street. Pedestrian crossings are located at the intersections with minimal infrastructure and long crossing widths. Collectively, all of the existing elements of the main street are not conducive to a pedestrian-oriented environment that supports the businesses along the street.





# VISION PRINCIPLES



Enhancing the existing mobility pathways to incorporate safety, active transportation, and encourage usership

Improve the existing town centres and historical resources to allow for new development and maintain historic continuity



To redesign the main street of Bellevue, the vision principles of Revitalize and Connect were used. To ensure that the main street is safe and enjoyable for pedestrians as highlighted in the community engagement, the design interventions aim to promote safety for active transportation and encourage usership, while also drawing on the existing context and celebrating the historic elements of the area. Bellevue's main street, 213<sup>th</sup> Street, is connected to other nearby interventions such as the Miners Meadow Park and the upgraded Passage Trail with the new Bellevue / Hillcrest Mines Underpass so the main street can be integrated with other active transportation networks.



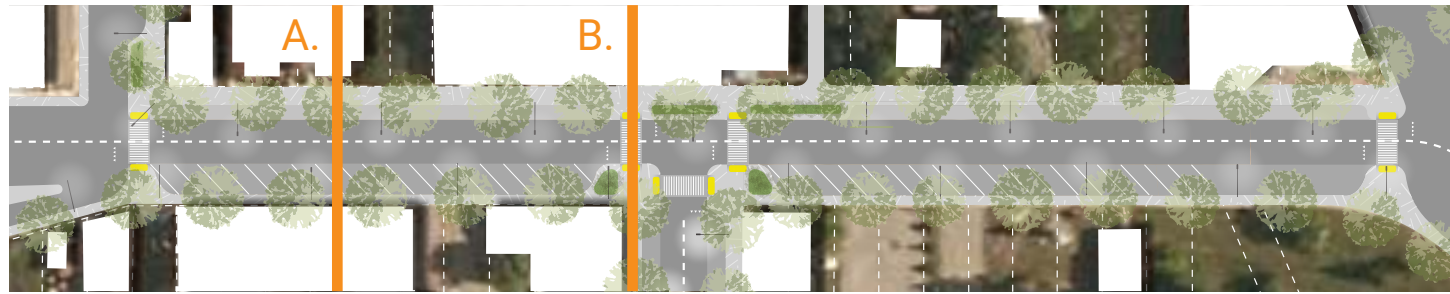
## MAIN STREETS

# 213<sup>TH</sup> STREET REDESIGN

Bellevue's 213<sup>th</sup> Street will be redesigned with the pedestrian in mind, but as space is limited and driving lanes still need to be wide enough to allow large trucks to pass through, there had to be careful considerations on the placement of zones. As the northern side of the street receives most of the sun through the day and the seasons, the northern sidewalk is increased in width and a furnishing zone with seating, trees, and lighting, is placed beside it. Next, an adaptable zone for patio/event space in the summer and snow clearance in the winter months separates the sidewalk and furnishing zone from the roadway as a barrier. This adaptable space provides patio space for restaurants, community artwork, or large all-season events. The parking is moved to the shadowed southern portion of the street, next to the southern sidewalk which will remain the same width. The concentration of pedestrian space on the northern side of the street is a strategic move given the limited space, so businesses and active transportation users can enjoy the most out of the space. Another key concern for residents was the speed of vehicles along the main streets which have been addressed through curb build-outs to slow vehicles and make pedestrians crossings safer. The raised and painted pedestrian crossings help signify to drivers that pedestrians are present. These design changes can be implemented through funding from the Alberta Main Streets Program or community efforts similar to the historic buildings.



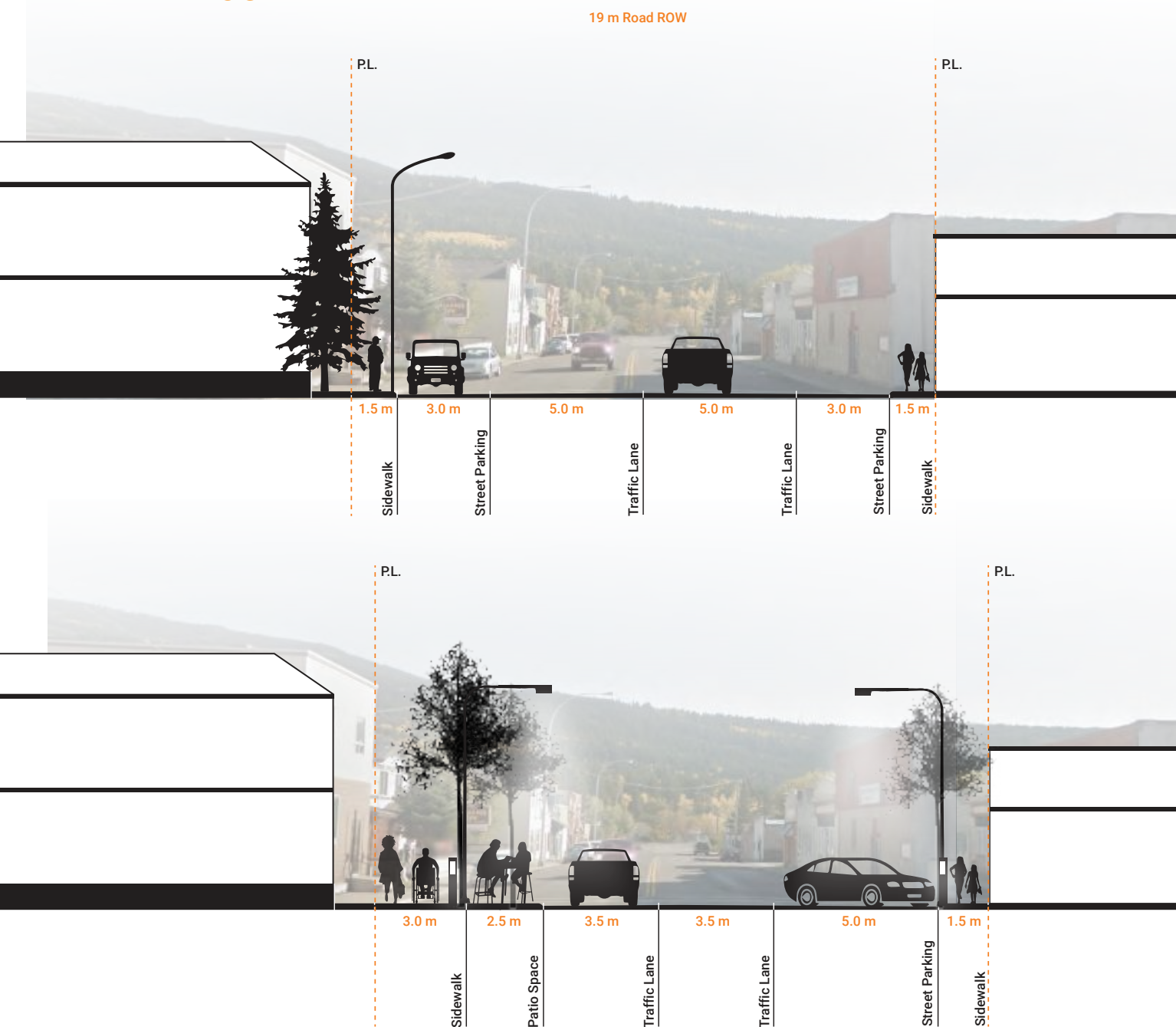




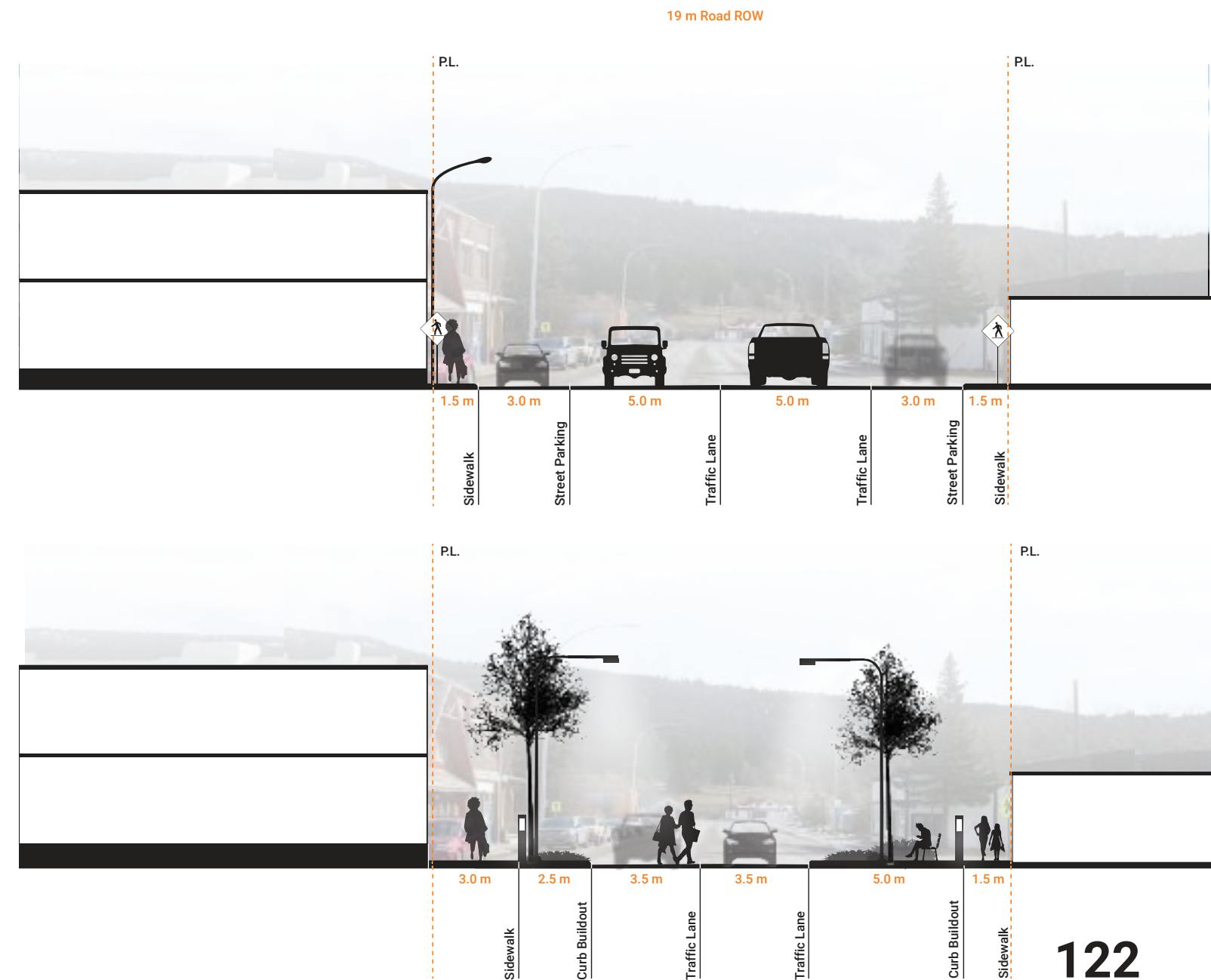
## MAIN STREETS

# 213<sup>TH</sup> STREET SECTIONS

### A. MID-BLOCK



### B. CURB EXTENSION





# HISTORICAL BUILDINGS COMMUNITY IMPACT

To better understand what these changes would look and feel like on the ground, the Proposed Streetscape Diagram shows the stark difference from the existing 213<sup>th</sup> Streetscape. The widening of the pedestrian and rest zones promotes activity and encourages people to stick around and enjoy the space. The streetscape works hand in hand with the revitalization of the historic buildings, providing space for them to expand patios, and bringing people onto the street that will use the businesses.

Looking at how these designs could be applied elsewhere in The Pass, other roads such as highways and local roads need to be considered as well. At the highway scale, spaced out signals and lighting help to notify drivers, while smaller, low cost, interventions can occur on local roads such as road painting and signage.

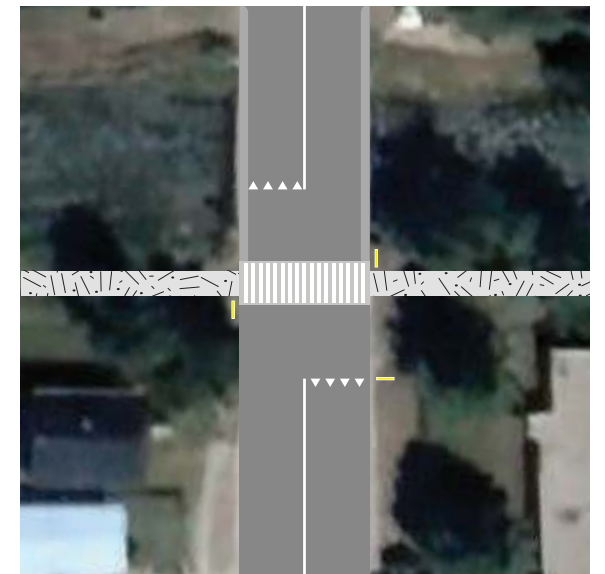
EXISTING 213<sup>TH</sup> STREETSCAPE



A. MAIN STREET PEDESTRIAN  
CROSSING EXAMPLE



B. HIGHWAY PEDESTRIAN  
CROSSING EXAMPLE



C. LOCAL ROAD PEDESTRIAN  
CROSSING EXAMPLE



PROPOSED STREETSCAPE DIAGRAM



## 5.7 WAY FINDING





## WAY FINDING

# EXISTING CONTEXT

As a municipality of five communities, the collective identity of the Crowsnest Pass as a whole and the individual identity of each community was a large concern for residents in the community engagement. Way finding goes beyond providing signage and direction, and when used successfully, can help reinforce identity, provide a sense of place, and promote active transportation.

Currently, way finding in the Crowsnest Pass is composed of three types: road signage, Discover Crowsnest Heritage Information plaques and kiosks, and the Crowsnest Community Trail signage. While each of these way finding strategies is successful in their objective, there lacks a cohesive way finding system throughout the entirety of the Crowsnest Pass that is recognizable and reinforces the collective and individual identities of The Pass. Our site analysis indicated the wide variety of all-season activities that are available throughout the area, but this required site visits and consultation from local information holders. To make these sites more readily known to visitors of the area, a new way finding system is required.



ROAD SIGNAGE



DISCOVER CROWSNEST HERITAGE



CROWSNEST COMMUNITY TRAIL





# VISION PRINCIPLES



Our approach to a way finding system for Crowsnest Pass is centred on the vision principles of Connecting and Attracting. This involves connecting the fragmented communities through engaging pathways and active transportation and reinforcing the identity of The Pass through local attractions. Way finding can be used to help attract new visitors to the area, help locals feel a sense of pride in the opportunities their communities have to offer and connect all people in The Pass through active transportation networks. This way finding will be implemented at three different scales:

- A. Specific sites and attractions with detailed information
- B. Town scale with local amenities and walking distances
- C. Road scale way finding to bring people off the highway and into the communities

Connect fragmented community focal points and members through safe and engaging pathways

Reinforce identity through way-finding tools and promotion of local attractions





## WAY FINDING

# COMMUNITY IDENTITY

To ensure that the way finding authentically represented the communities, we used the colours of the landscape of the Crowsnest Pass so they would resonate with locals. Further, native plant species to the area such as Fireweed, Black Spruce, Buffalo Berry, Rough Fescue, and Lodgepole Pine, are used for iconography and to create a recognizable symbol for each community. These colours and symbols can be altered through continued public engagement, but provide a way finding identity strategy that will help each community feel a sense of identity and pride.



**HILLCREST MINES**



**BELLEVUE**



**FRANK**



**BLAIRMORE**

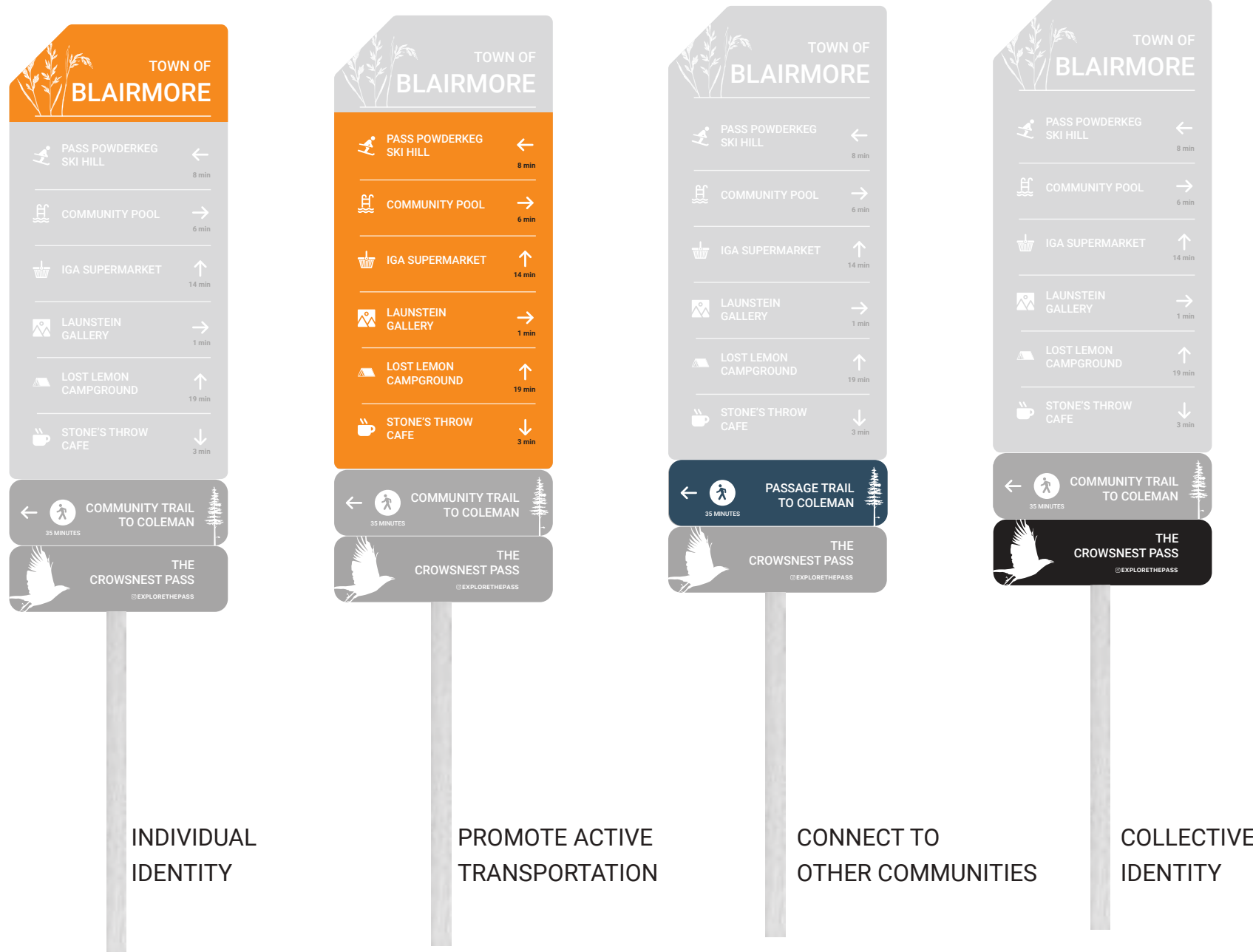


**COLEMAN**





## DESIGN PRINCIPLES



INDIVIDUAL  
IDENTITY

PROMOTE ACTIVE  
TRANSPORTATION

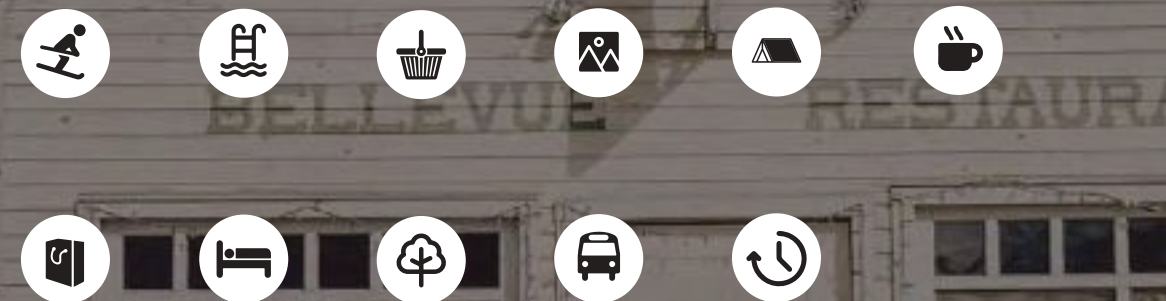
CONNECT TO  
OTHER COMMUNITIES

COLLECTIVE  
IDENTITY

### PATHWAYS



### POINTS OF INTEREST



To meet the vision principles, the design principles for way finding uses specific elements. For example, each way finding should include elements of individual identity for the communities, promote active transportation, connect to the other communities, and signify they are part of the collective identity for The Pass. Simplified symbology is used throughout all scales of way finding to ensure the signage can be easily understood and has a cohesive style.



WAY FINDING

SITE WAY FINDING

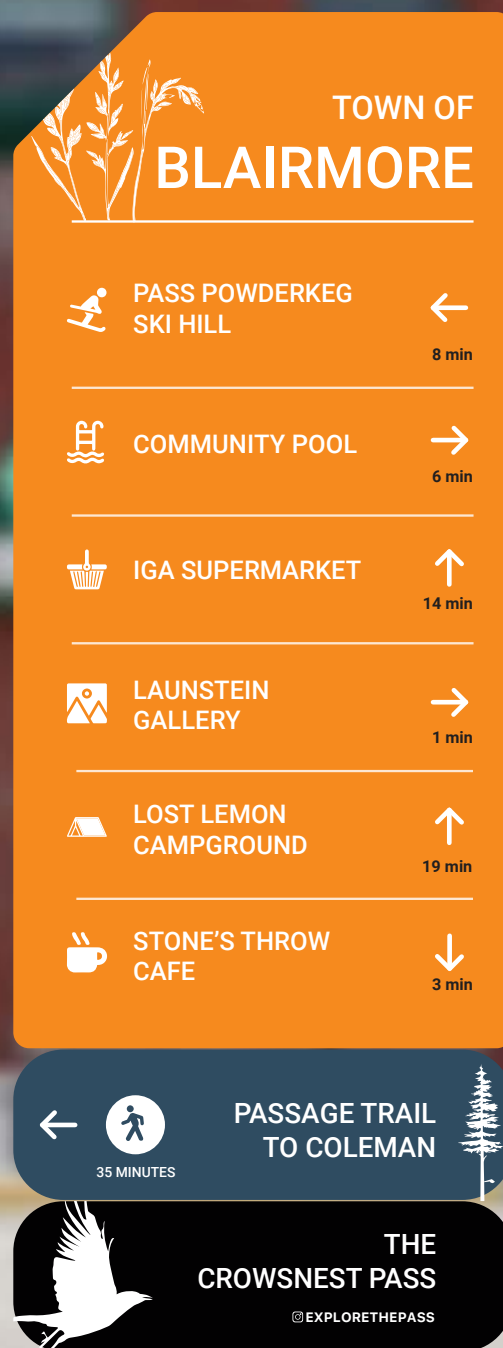
At the smallest scale, site way finding is intended for specific attraction or focal points through The Pass. Here, you can see what way finding for the Miners Path would look like, illustrating critical information, using the colour that associates it with Coleman, highlighting nearby elements, and including the Pass Collective identity. For attractions such as trails, smaller site way finding such as posts or signs can be used throughout the system to help reinforce identity and sense of place.





# COMMUNITY WAY FINDING

At the town scale, the focus is on showcasing what can be reached on foot, with walking distances to nearby attractions and shops so locals can feel a sense of pride in the amenities their community has to offer and visitors can understand what is available to them. The signage includes connections to the other communities through the Passage Trail and elements for the collective identity of The Pass. In addition, the community way finding can be implemented at smaller scales such as post or sidewalk stickers for a low cost.





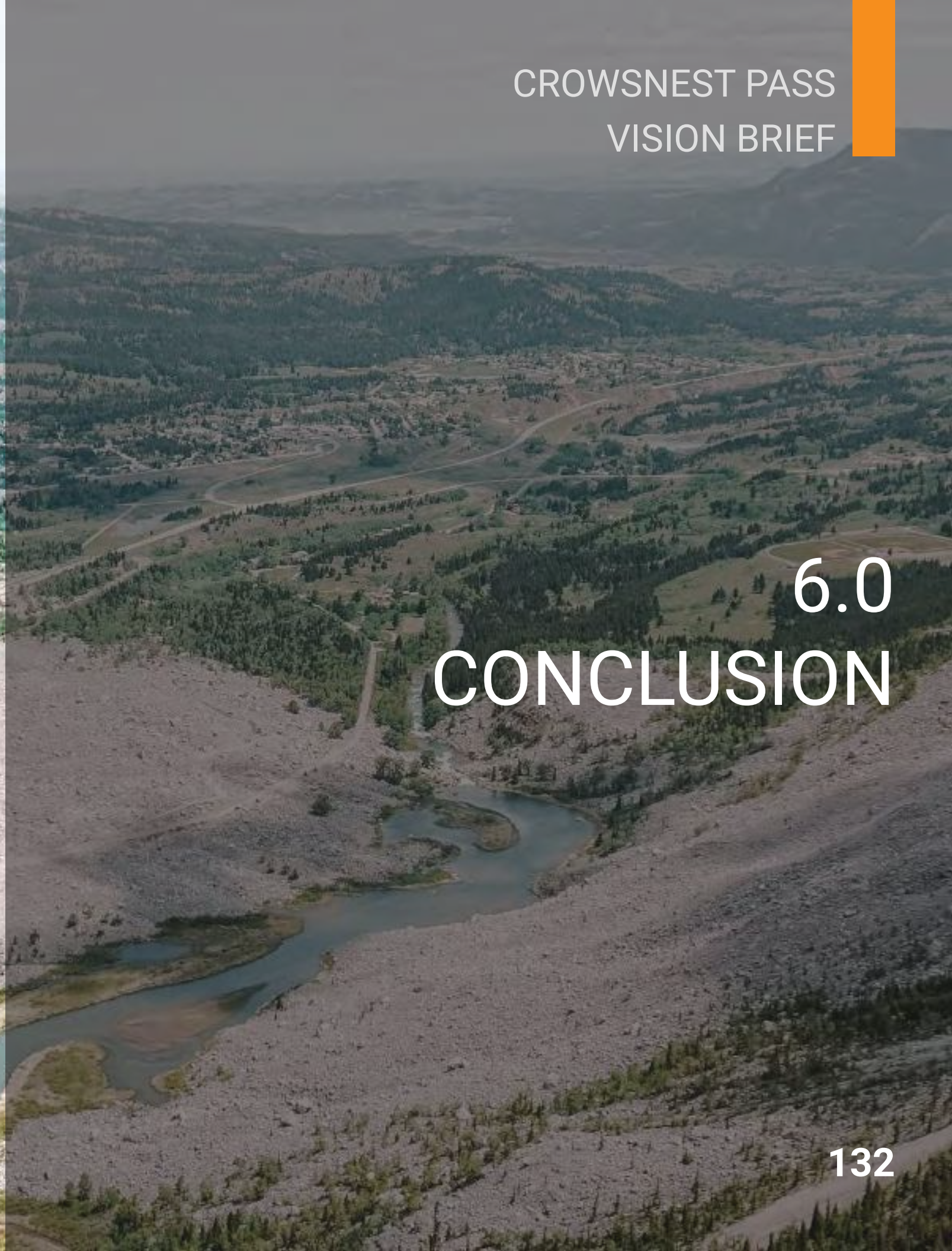
WAY FINDING

# HIGHWAY WAY FINDING

At the highway scale, way finding is intended to grab the attention of motorists on the road and draw them into the towns. Large scale signs with simple symbology intrigue drivers and shows them what attractions they can find there. Getting people off the highway and into the towns is just as important as directing them once they are there. Large scale signs can be located at the highway exits to the communities to grab attention, and then smaller scale road way finding can be used to guide motorists, pedestrians, and cyclists, into the communities from there.







# 6.0 CONCLUSION





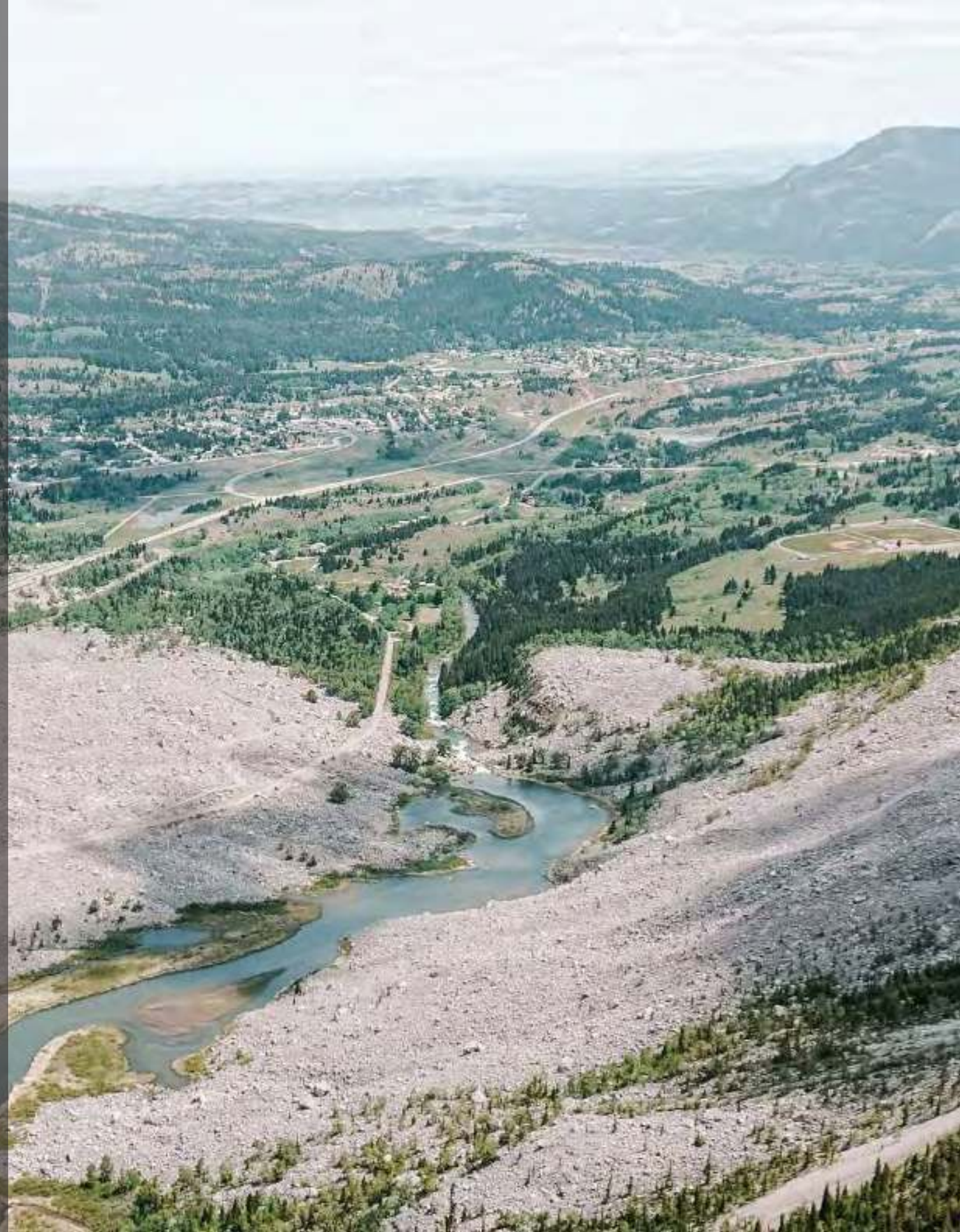
## CONCLUSION

# TAKE AWAYS

HS<sup>2</sup> Planning Group proposes growth strategies for the Crowsnest Pass that will revitalize the existing conditions, connect the towns of The Pass in a safe and engaging manner, and attract new businesses and people to the pass so they can see what this beautiful landscape and the towns have to offer. Through the process of site analysis and public engagement, the constraints and opportunities of the landscape were discussed and used as the driving force behind the design interventions. These interventions cover social and natural landscapes within The Pass and provide a cohesive design strategy that will help the municipality grow in a sustainable manner.

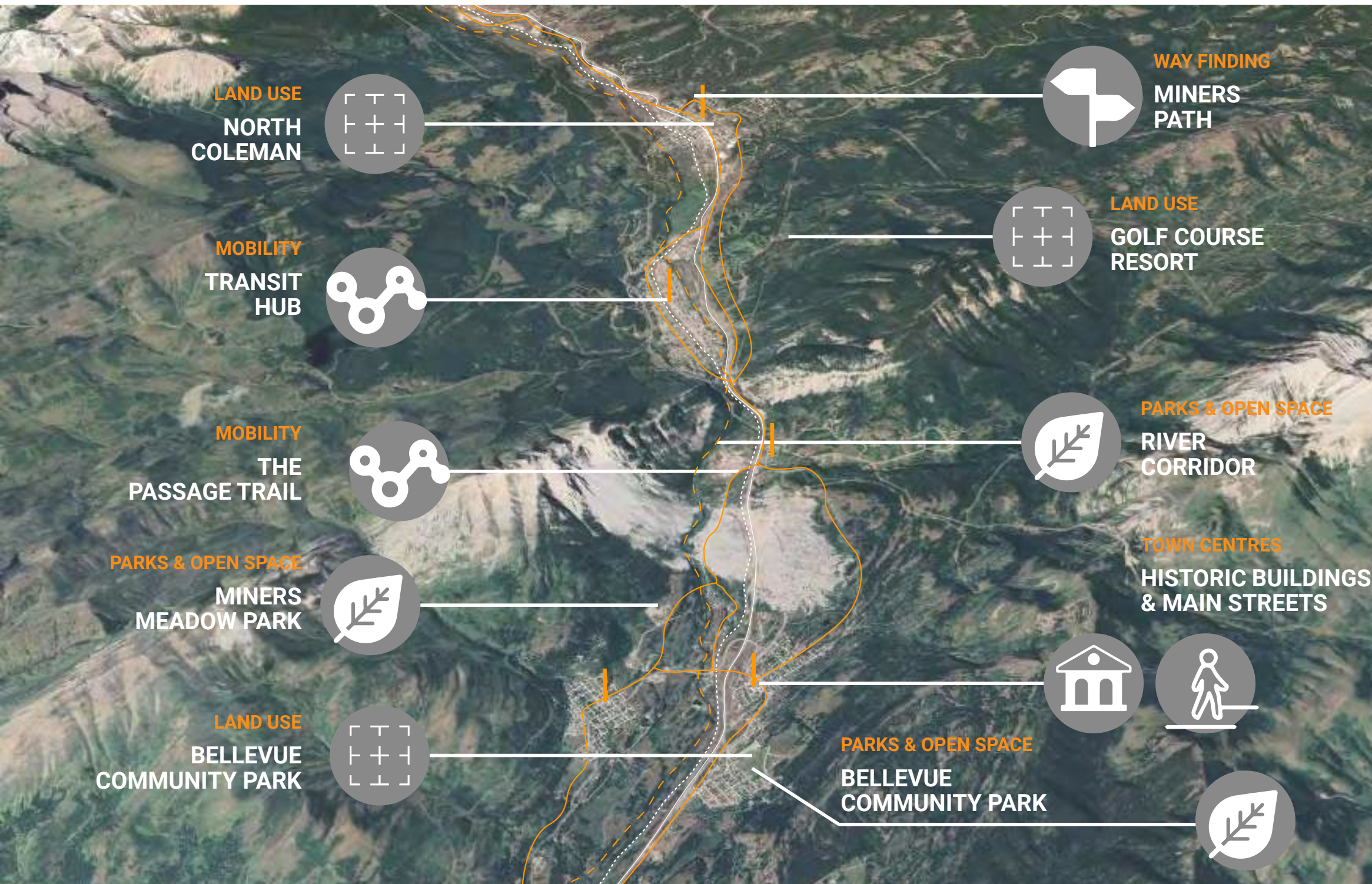
During the final open house with the residents and stakeholders, they believed we had listened to their concerns and incorporated them into the design interventions, and understood the environmental and cultural landscapes of The Pass. The design interventions that were aimed towards attracting new residents and business, such as the way finding, particularly stood out as a viable way to breathe new life into the communities. Lastly, the residents were curious about implementation methods for these designs which HS<sup>2</sup> Planning Group outlined with each sub-chapter.

This report acts as a guiding document for decision-makers within the Crowsnest Pass, helping them understand the potential within their communities and landscape, and how they can go about achieving it. These design interventions are intended to serve as examples and spur discussion so further iterations can occur through community engagement. The Crowsnest Pass is a unique and beautiful landscape with a rich history and full of potential. The Municipality of Crowsnest Pass has the opportunity to direct growth in a meaningful way that will ensure future generations can prosper and enjoy the beautiful landscape that The Pass is known for.





# OVERVIEW





# CROWSNEST PASS

## VISION BRIEF

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