

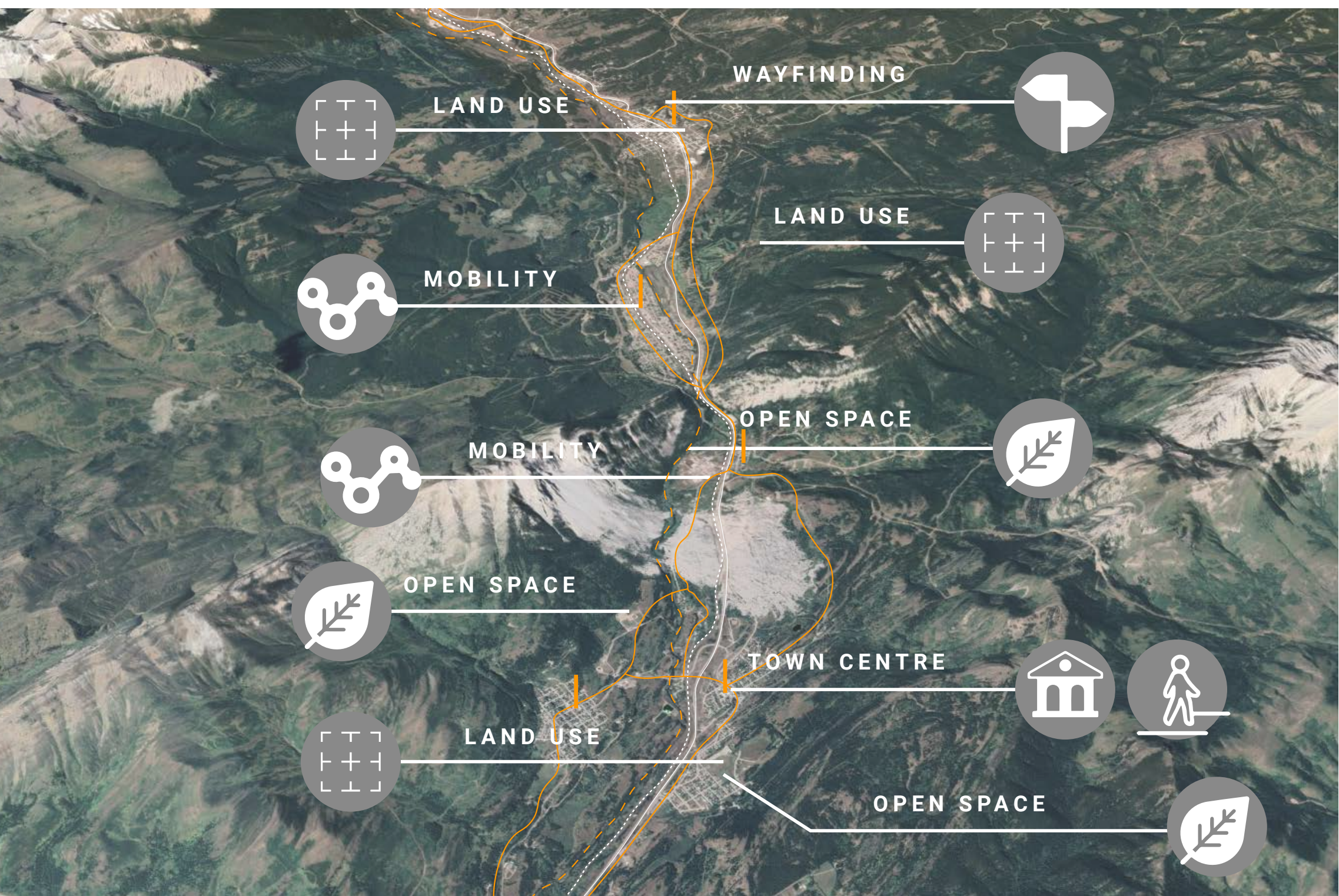
CROWSNEST PASS VISION + DESIGN APPLICATIONS

PROJECT APPROACH

HS² PLANNING
GROUP

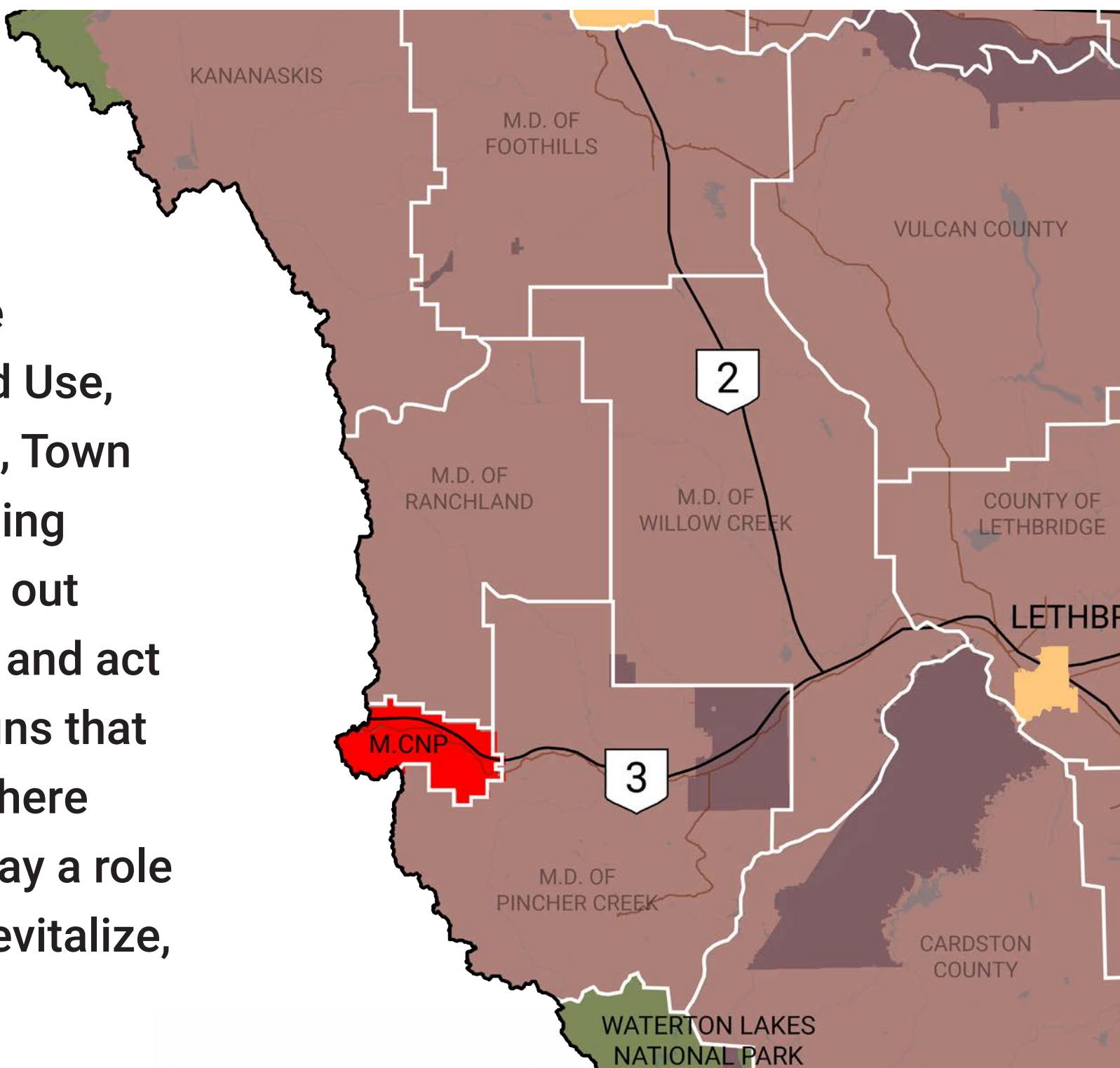
DARBY-MARIE HENSHAW
MITCHELL STYKALO
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APRIL 2021

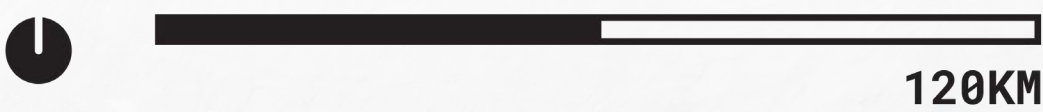


DESIGN INTERVENTION OVERVIEW

- Site interventions are categorized into Land Use, Open Space, Mobility, Town Centres, and Wayfinding
- Locations are spread out throughout The Pass and act as examples of designs that can be applied elsewhere
- Interventions each play a role in the principles of Revitalize, Connect, & Attract



SITE CONTEXT



DESIGN PRINCIPLES

ATTRACT PEOPLE THROUGH LEVERAGING SPATIAL, HISTORICAL, AND ENVIRONMENT FEATURES

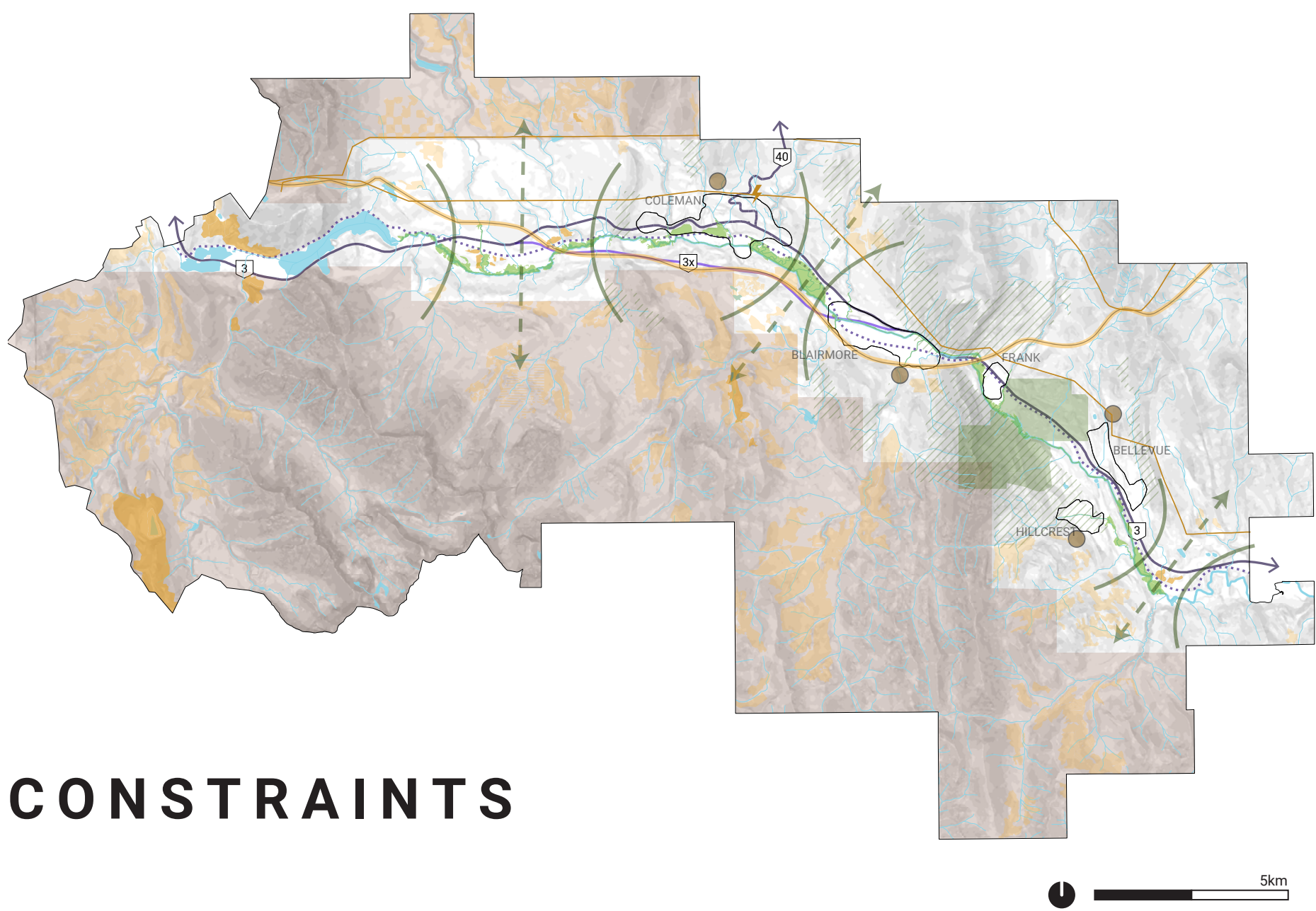
CONNECT PEOPLE THROUGH A MULTI-MODAL TRANSPORTATION NETWORK

REVITALIZE THE HISTORIC TOWN CENTERS AND DIVERSIFY HOUSING TO BRING NEW LIFE INTO THE COMMUNITIES

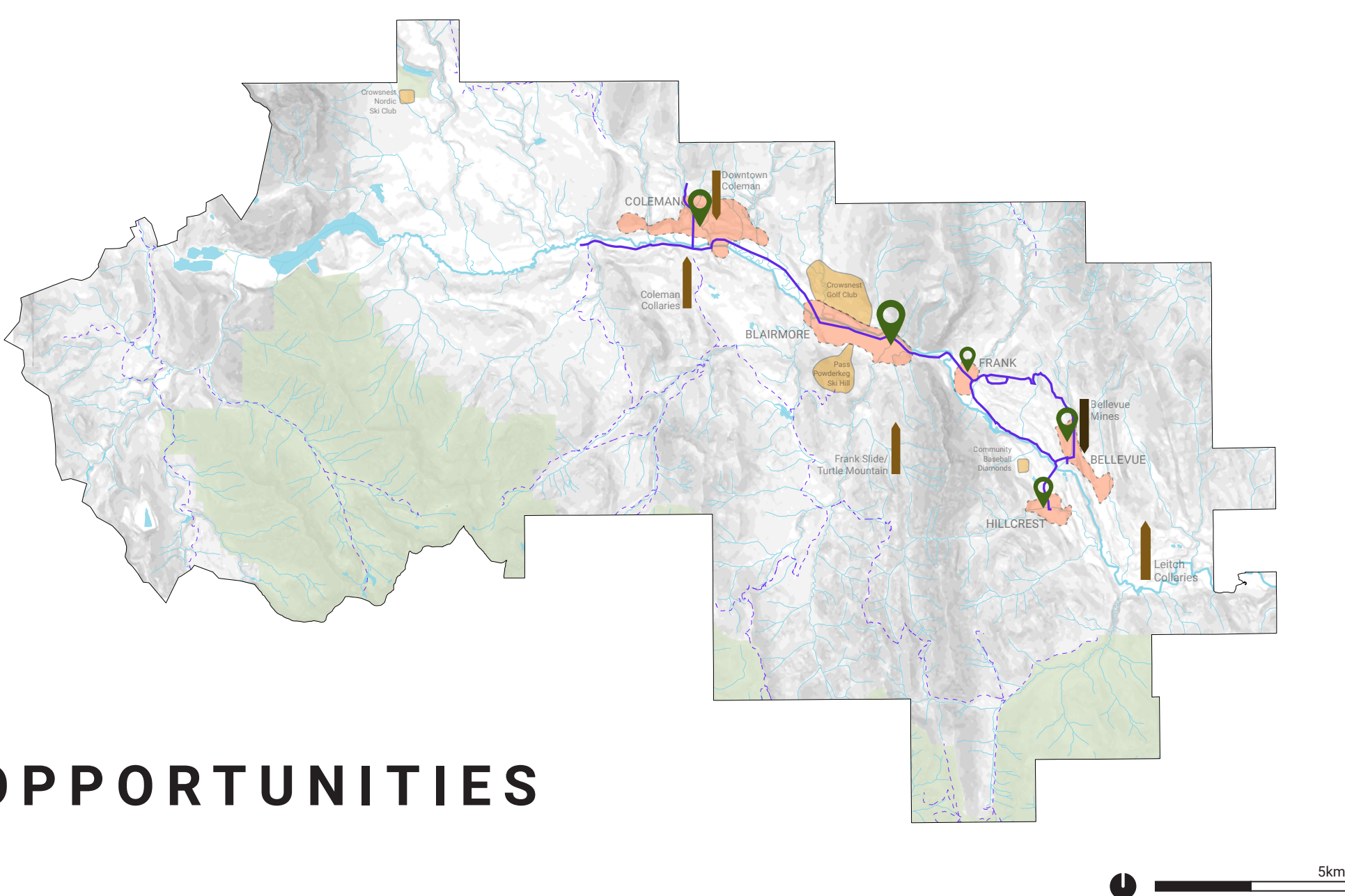


UNIVERSITY OF CALGARY
SCHOOL OF ARCHITECTURE,
PLANNING AND LANDSCAPE

SITE ANALYSIS

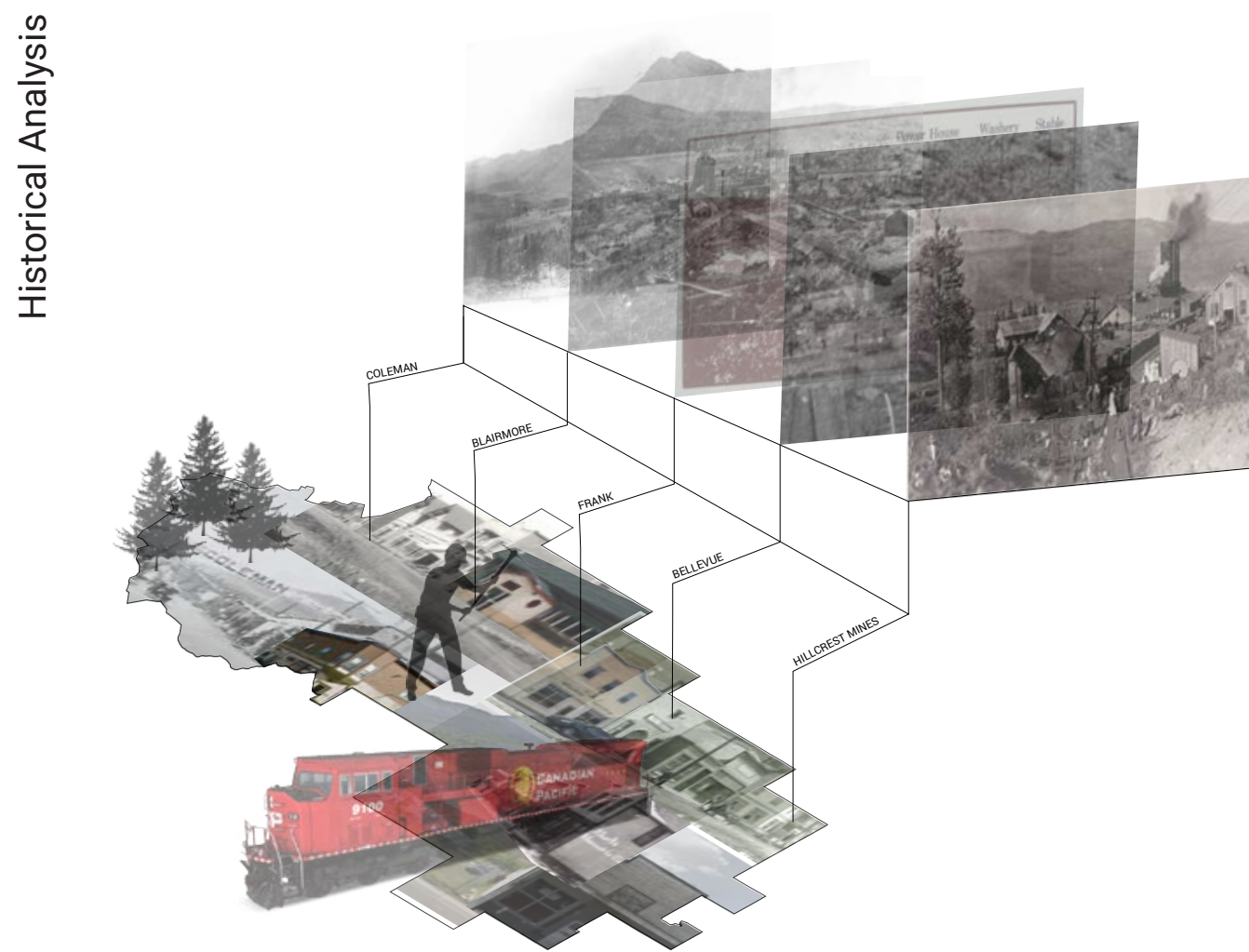
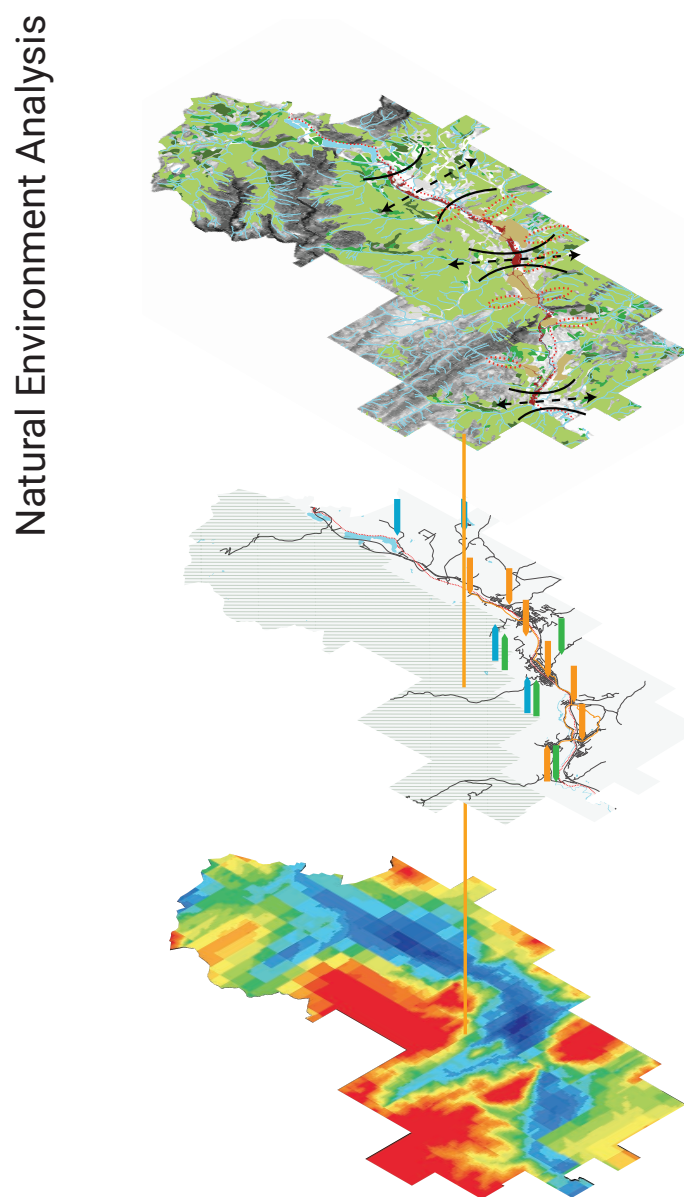
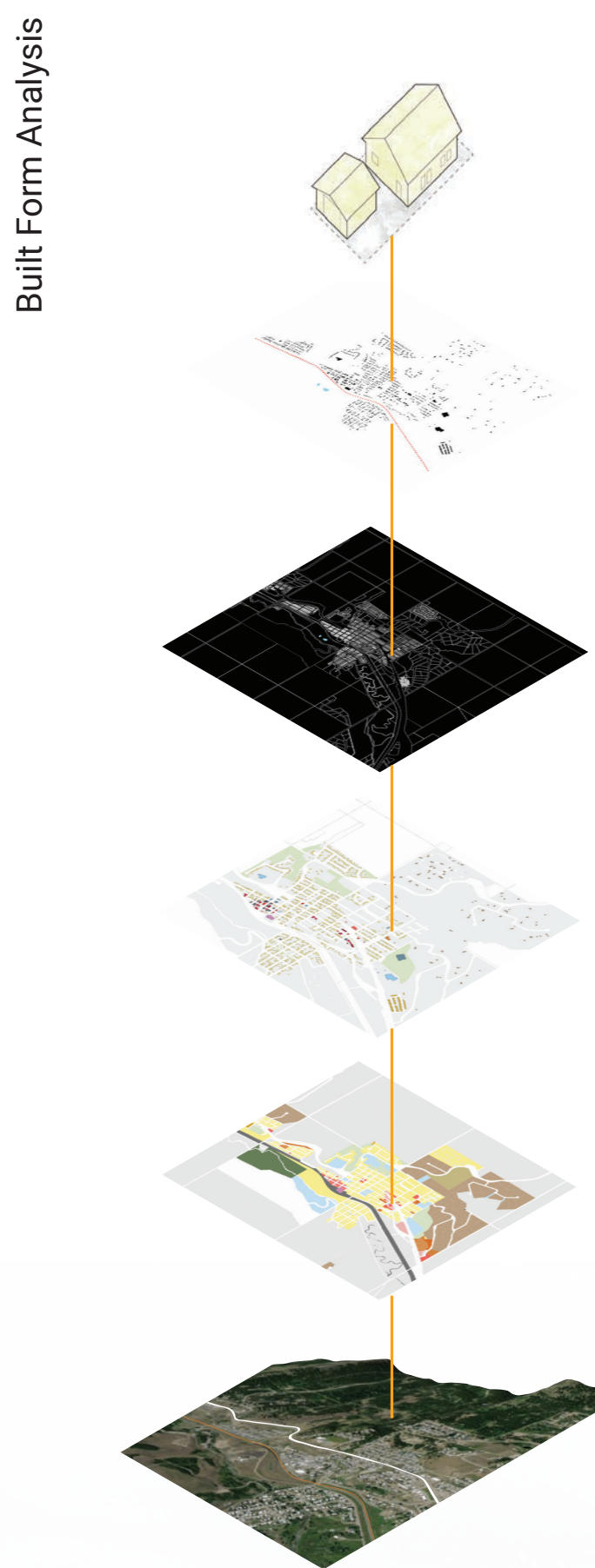
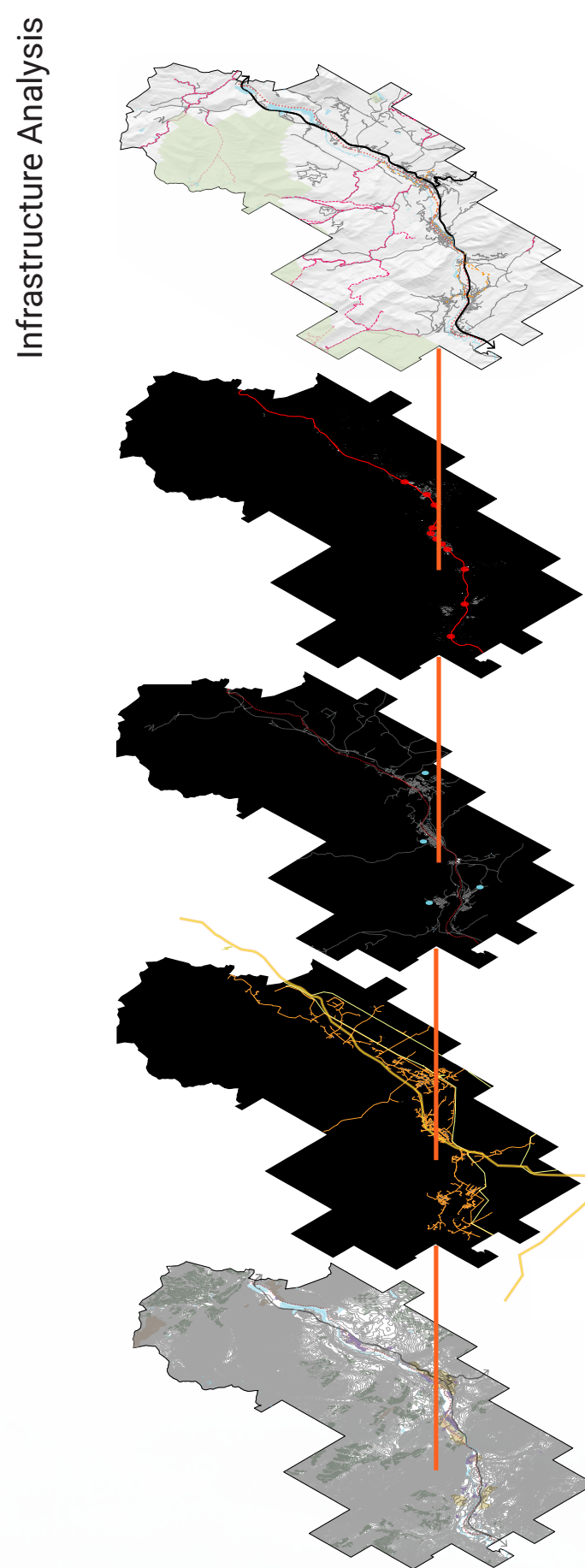


CONSTRAINTS



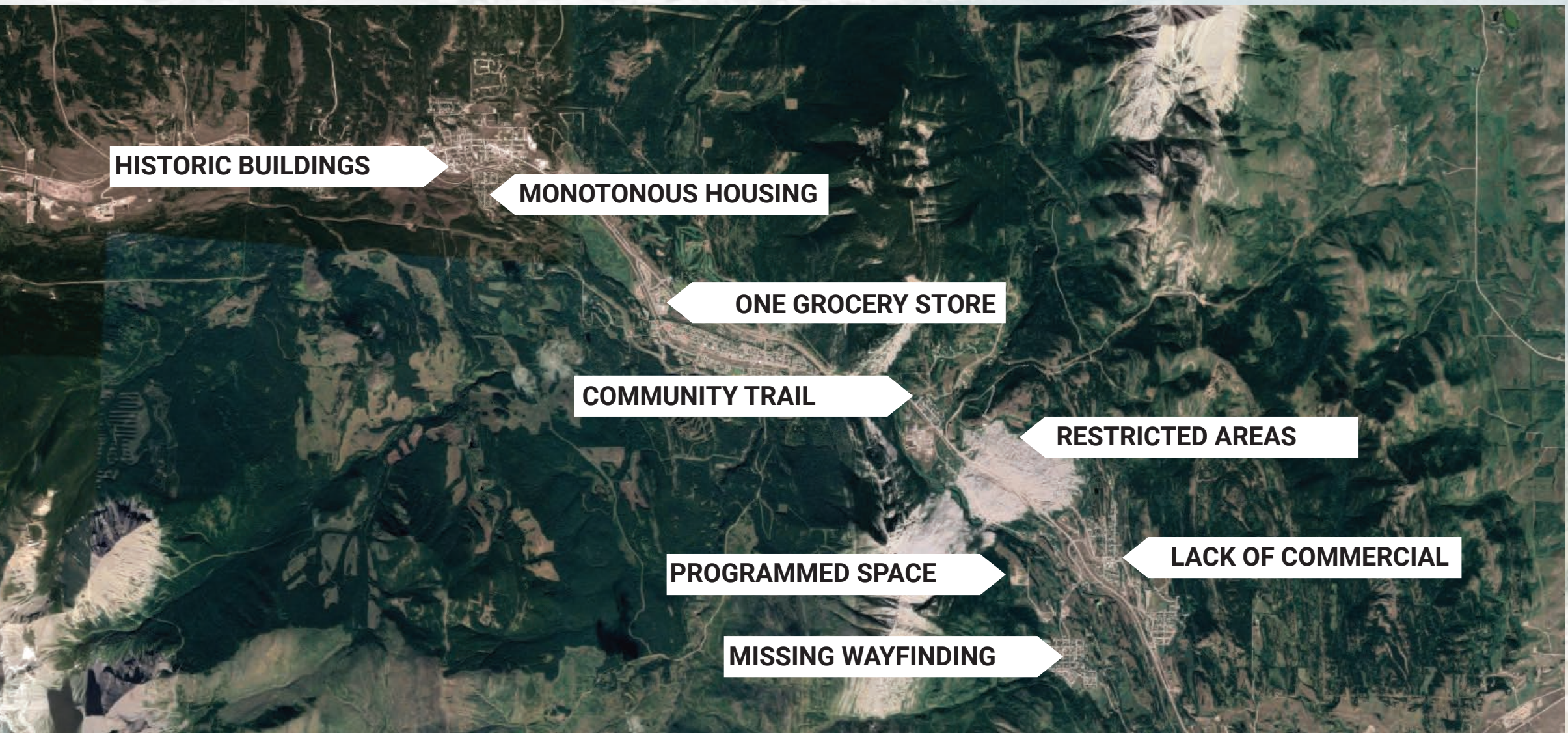
OPPORTUNITIES

- Several opportunities and constraints were identified as a result of our in-depth analysis
- Some key constraints pertained to environmental limitations, such as shaded areas, flood zones, and wildlife passages
- Other constraints relate to infrastructure, with The Pass being developed with pipelines, transmission lines, and the CN railway



- In terms of opportunities, The Pass boasts ample recreation opportunities, rich historic features, and quaint, small-town living
- Connecting, attracting, and revitalizing The Pass as one municipality was a key theme derived from the analysis

COMMUNITY ENGAGEMENT



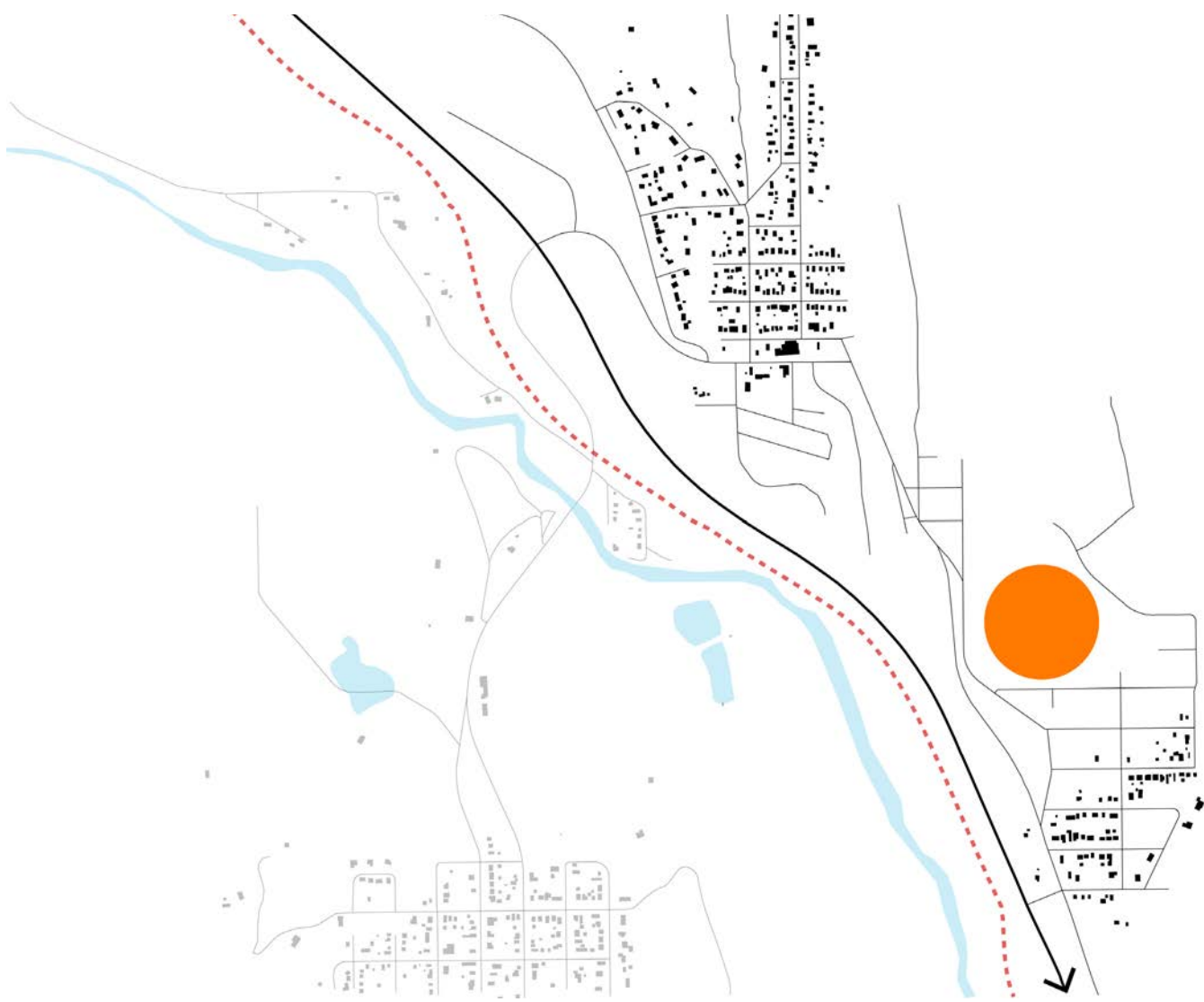
Community engagement was composed of a community workshop, a guided tour of The Pass and a focus group within the community. This informed the analysis process and guided the recommended interventions through constructive feedback:

- Need for expanded transit options and active transportation connections
- Minimal inclusive programming within existing Parks and Open Space
- Housing diversity and increased tourism accommodations to respond to the needs of residents and visitors
- Preservation and revitalization of historic buildings and main streets
- Enhanced cohesive wayfinding to promote a sense of identity

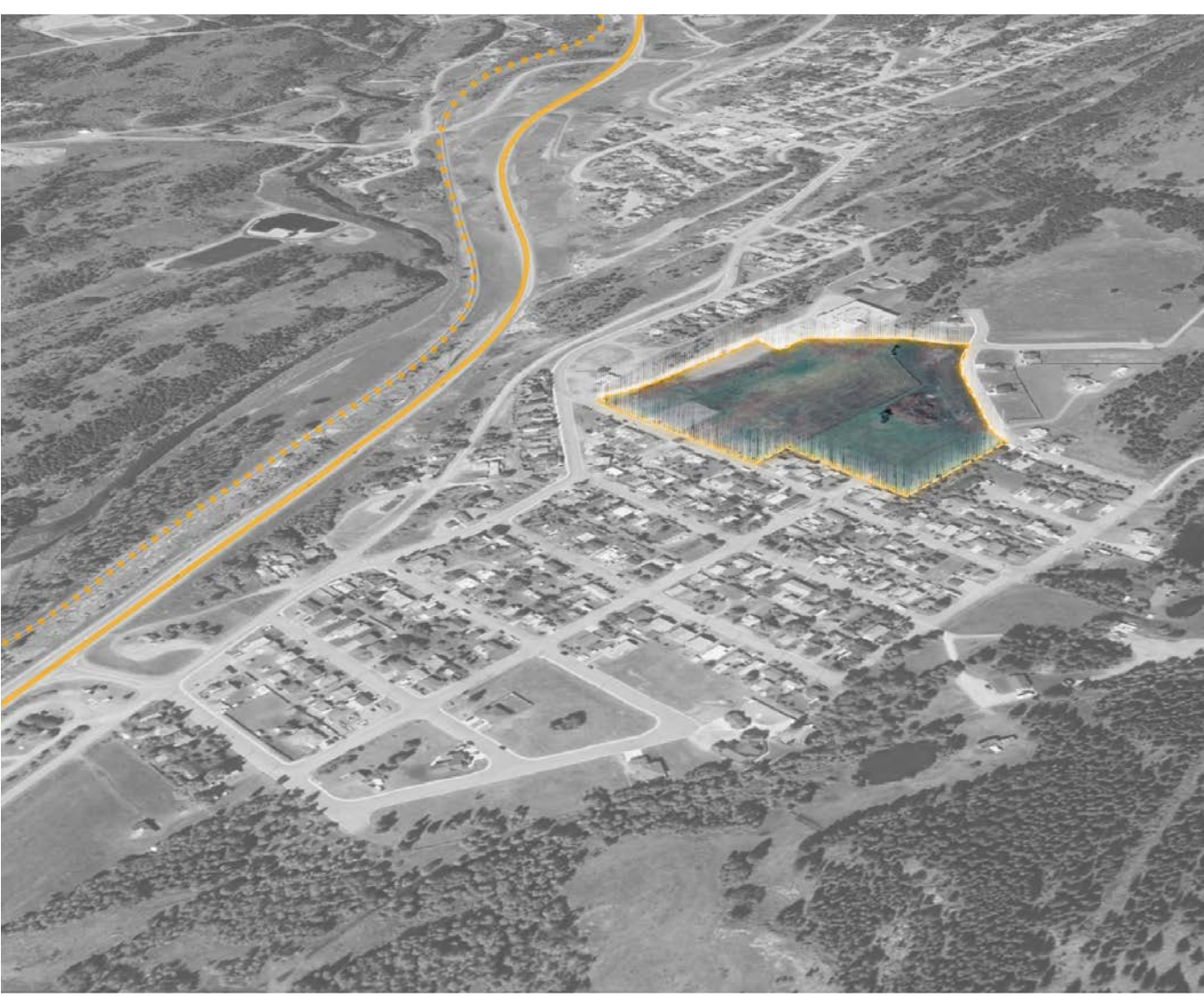
LAND USE

BELLEVUE COMMUNITY PARK

- Conveniently located in walking distance to the Bellevue main street
- Most of the land is municipally owned
- Contains a mix of housing types that increase diversity and affordability
- Features a lightly-programmed community park that acts as an activity hub
- Buildings are no taller than 4 stories to compliment surrounding real estate



KEY MAP



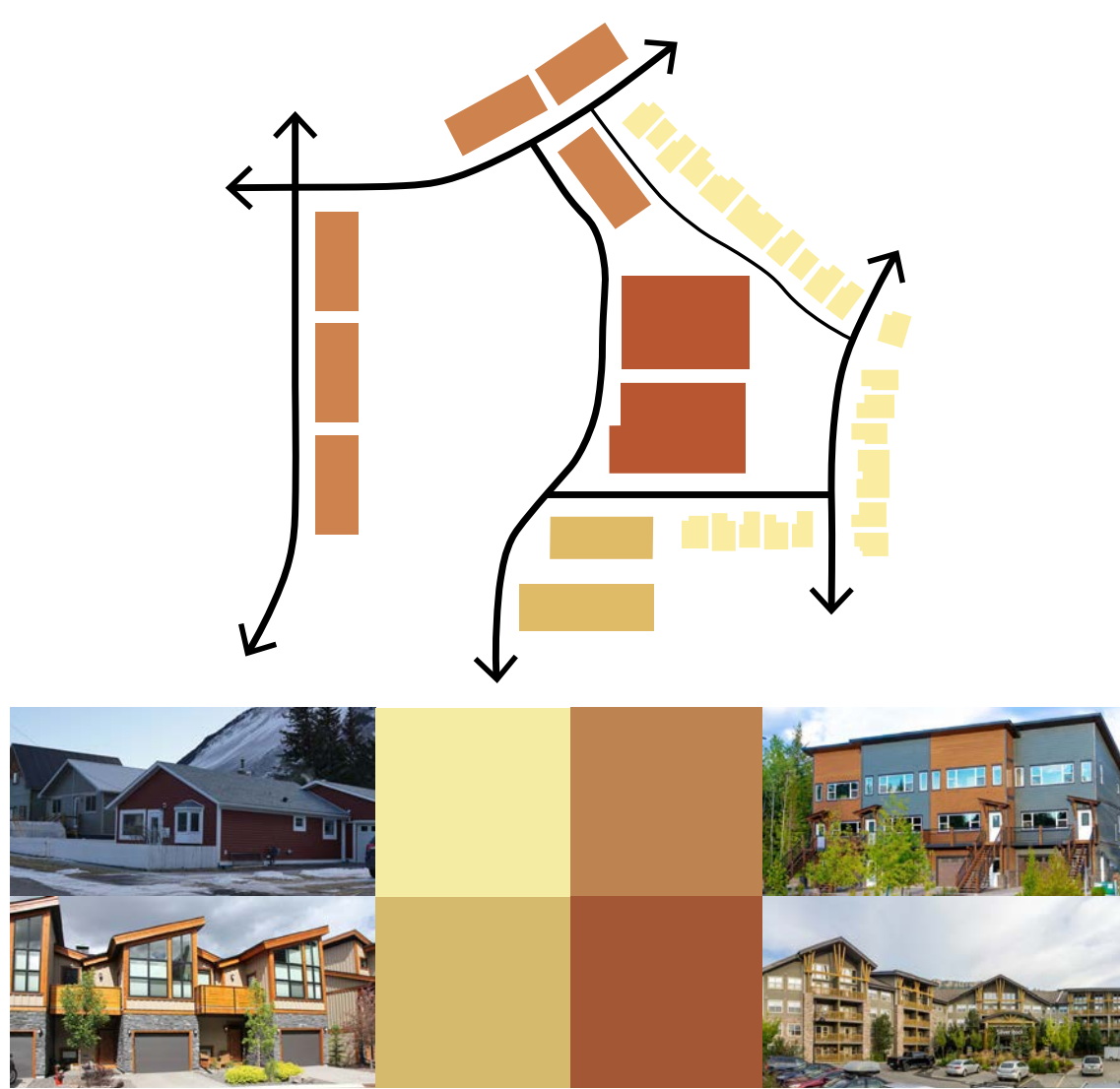
BIRD'S EYE



MASTER PLAN



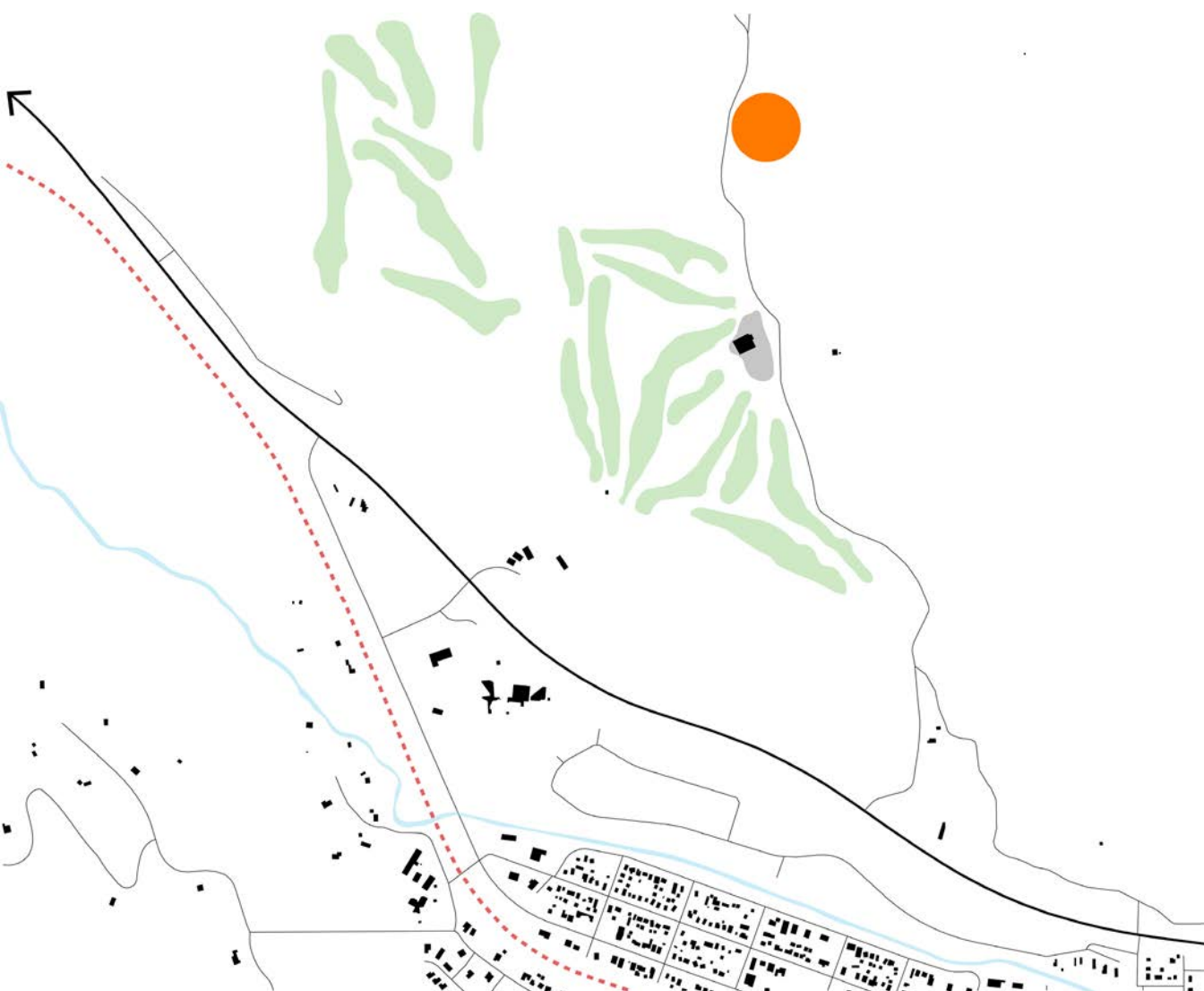
BUILDING MASSING



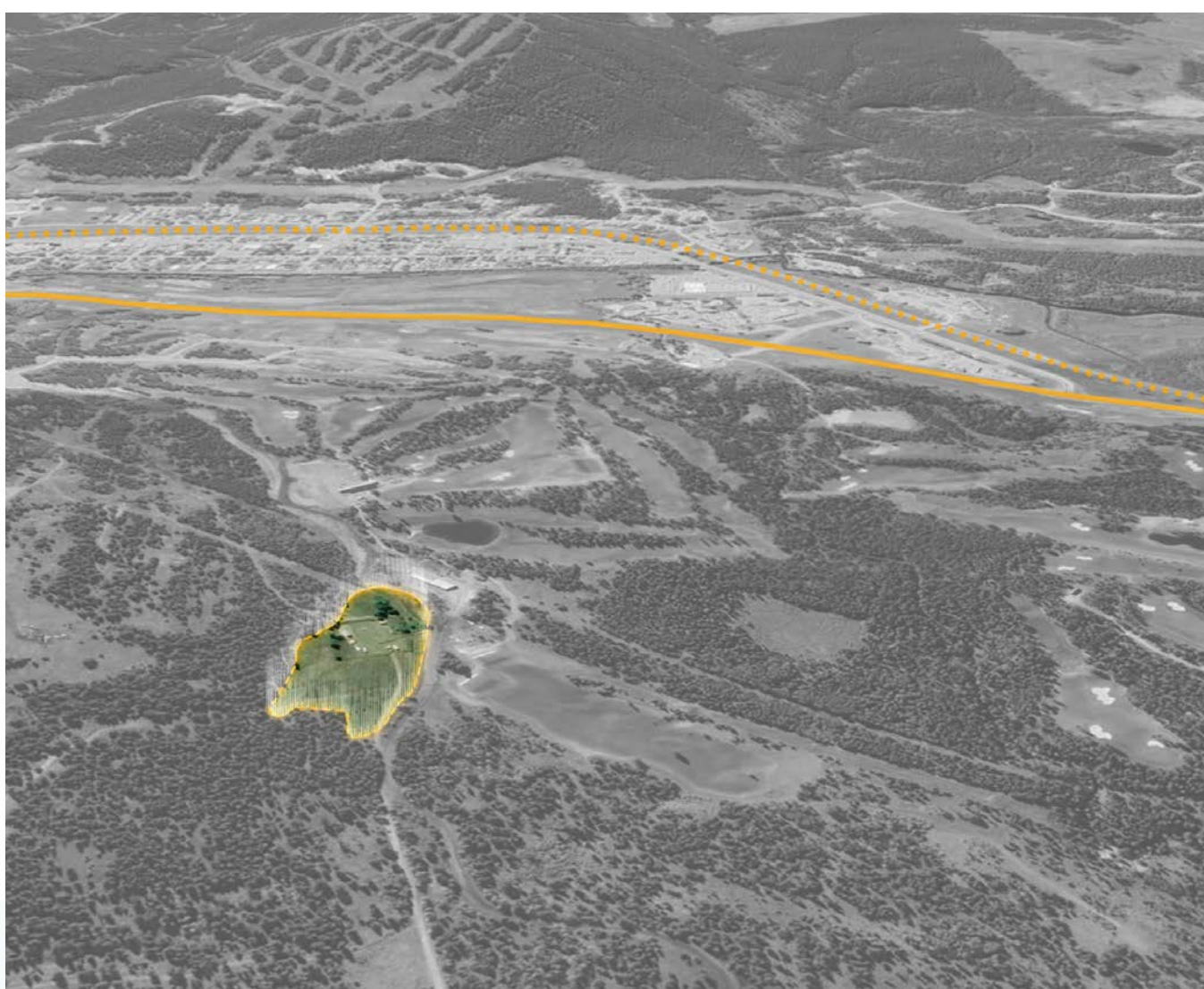
MORPHOLOGY & PRECEDENTS



RENDER



KEY MAP



BIRD'S EYE

CROWSNEST PASS GOLF RESORT

- Three components: hotel, condo building, storage space (clubs and carts)
- Designed to accommodate growth as popularity increases
- Dedicated golf cart paths allow residents and visitors to access course facilities
- Short drive to IGA makes resort viable for long-term or permanent residence
- Golf course can also be used as a cross-country skiing area in the winter, creating year-round viability



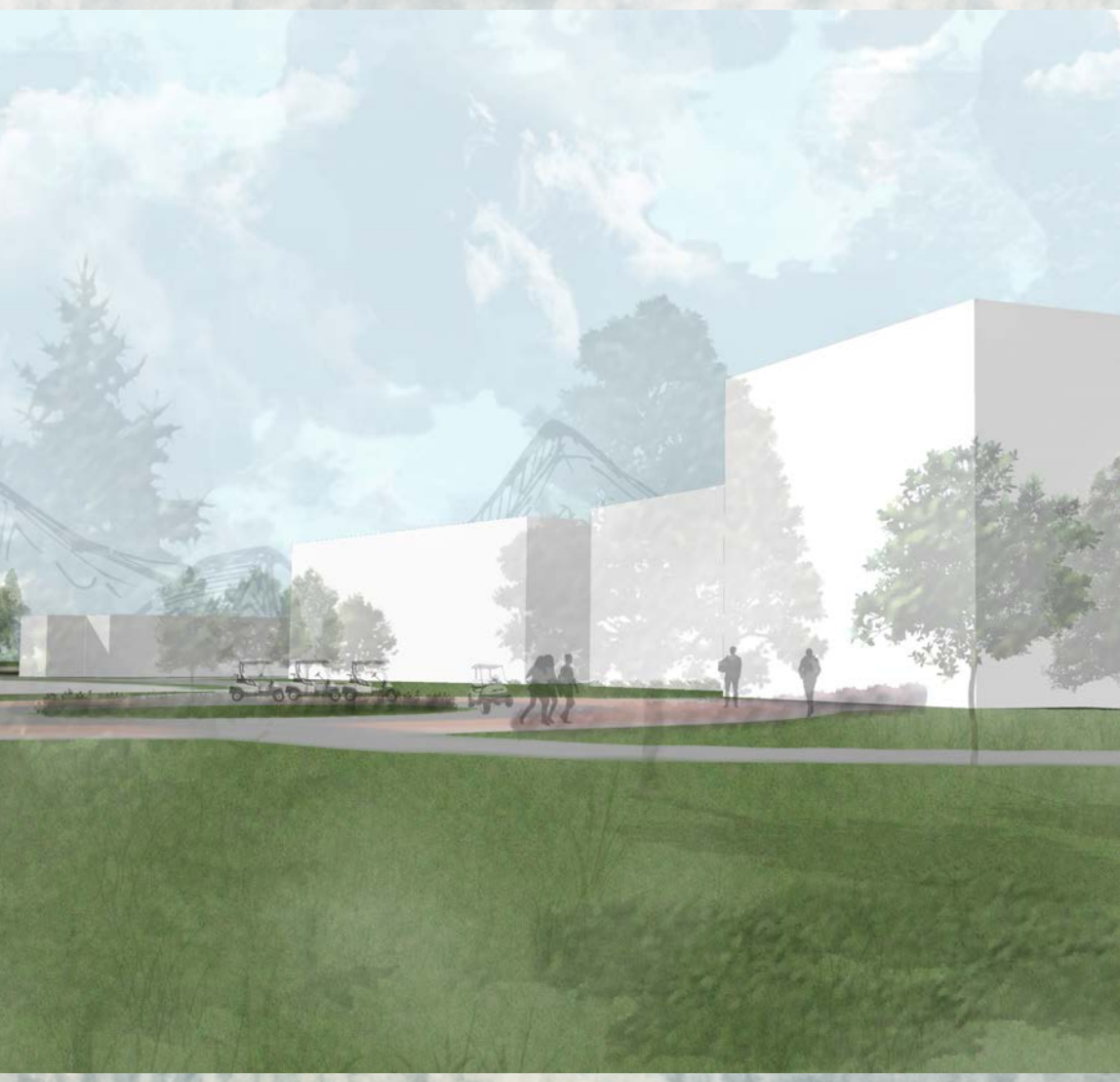
MASTER PLAN



BUILDING MASSING



CONNECTIONS & EXPANSIONS



RENDER

PARKS + OPEN SPACE

GREEN NETWORK

- The Green Network will connect new and existing spaces municipality wide
- Infusing inclusive and adaptable amenities in community recreation areas promotes revitalization (i.e., Miners Meadow Park)
- The River Corridor leverages underutilized municipal land adjacent to the Crowsnest River to create interpretive spaces (i.e., Riverside Park)
- Connected to The Passage trail to promote active movement



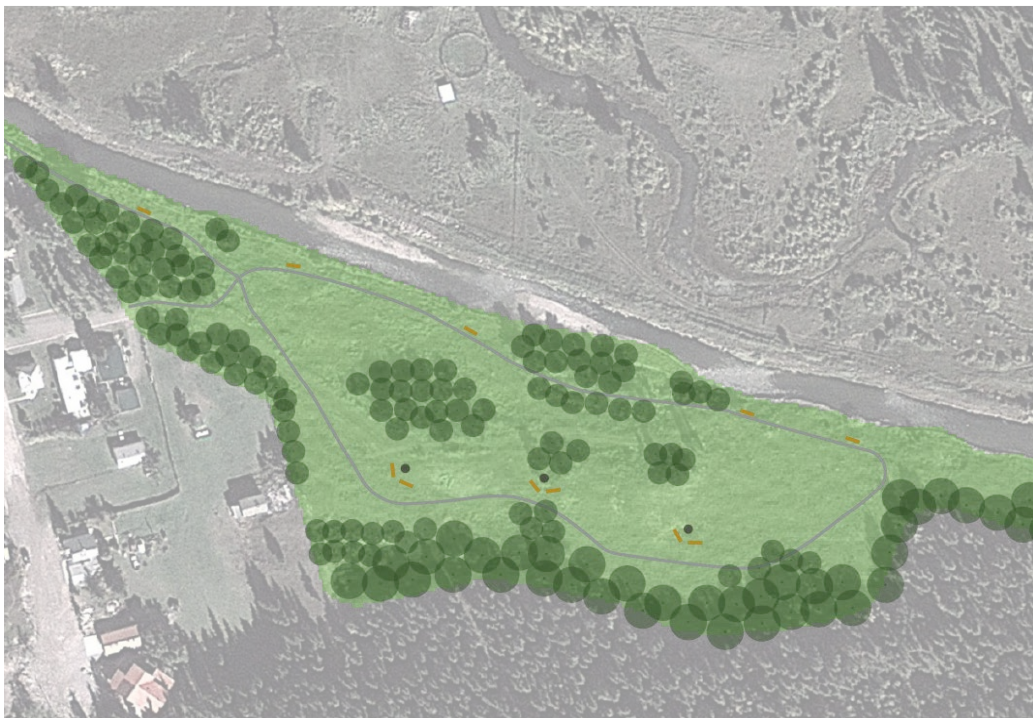
GREEN NETWORK



MINERS MEADOW PARK | HILLCREST



MINERS MEADOW PARK | HILLCREST



RIVERSIDE PARK | COLEMAN

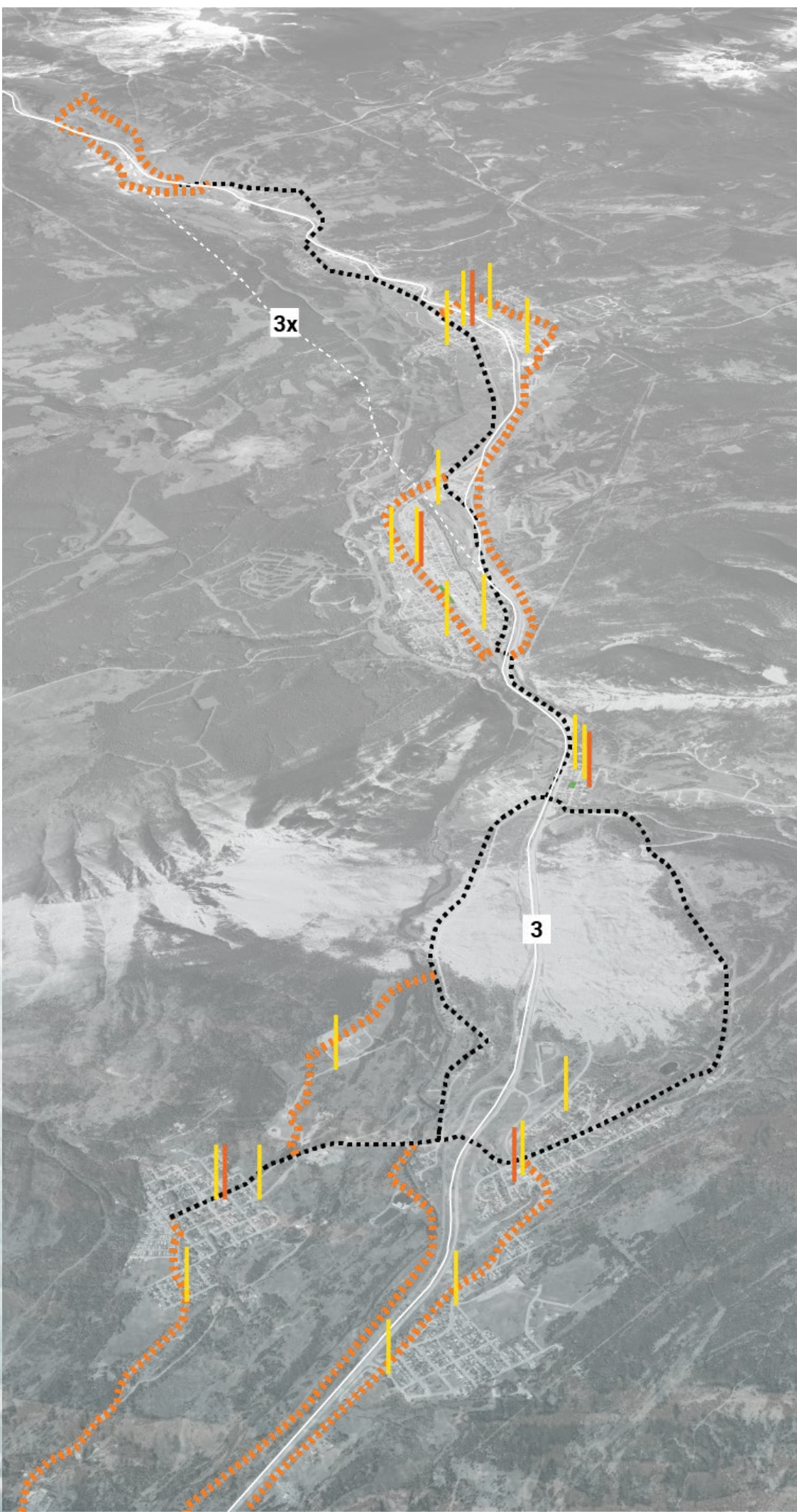


RIVERSIDE PARK | COLEMAN

MOBILITY

MULTI-MODAL SYSTEM

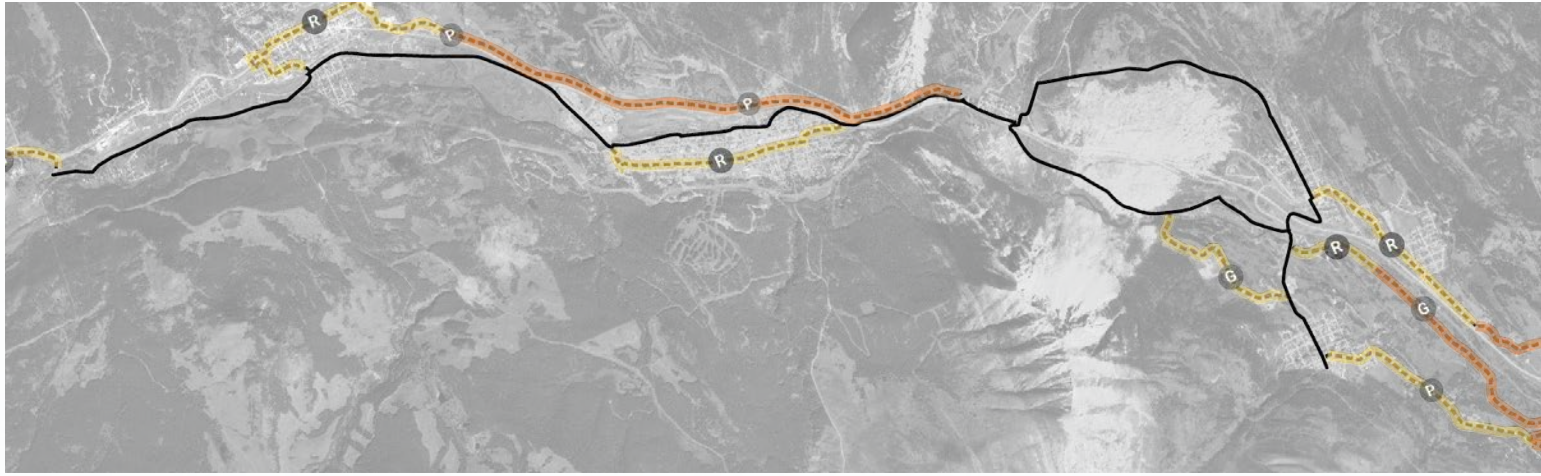
- Movement within The Pass is predominantly vehicular-oriented
- Extending The Passage trail will provide wider connects for residents and visitors
- Trailside installations that reflect local art and heritage will create a unique experience
- Scheduled Bus Rapid Transit (BRT) routes will connect users to main streets and residential nodes conveniently
- The Transit Station is located strategically mid-town near amenities



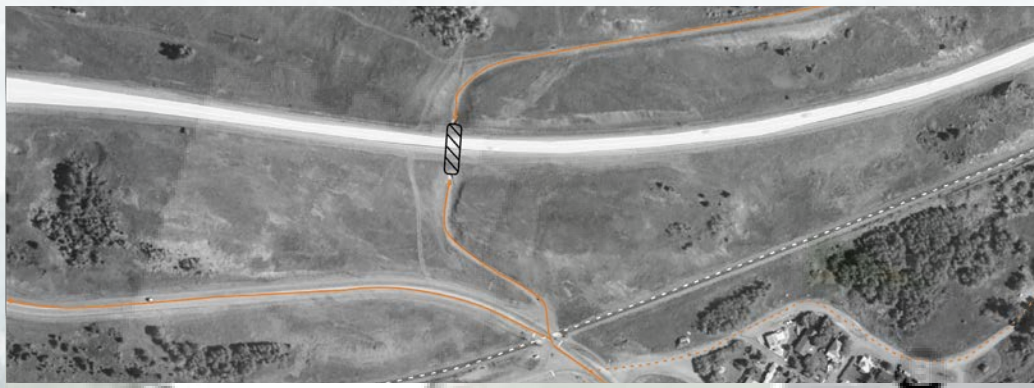
MOBILITY NETWORK



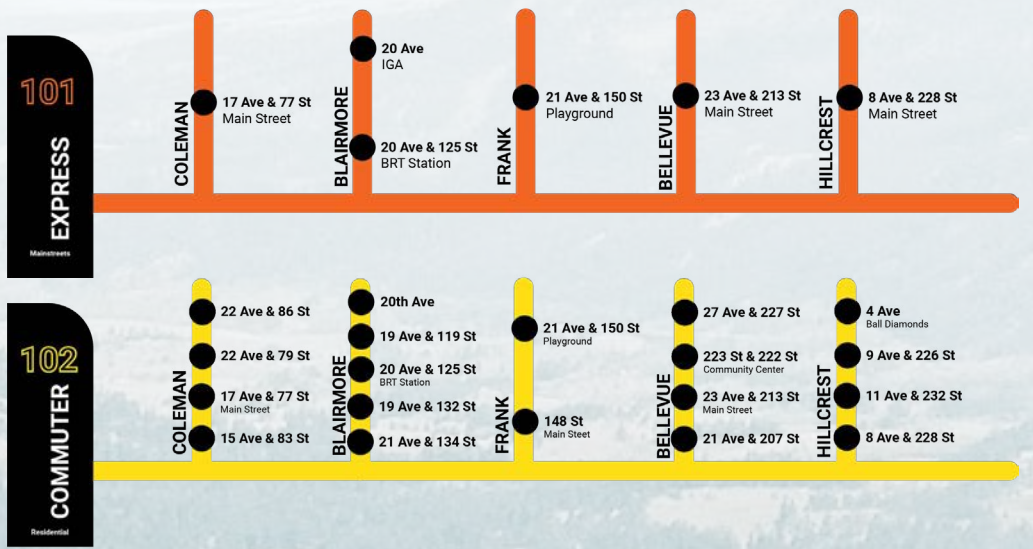
THE PASSAGE TRAIL



TRAIL EXTENSION PHASING



UNDERPASS | BELLEVUE



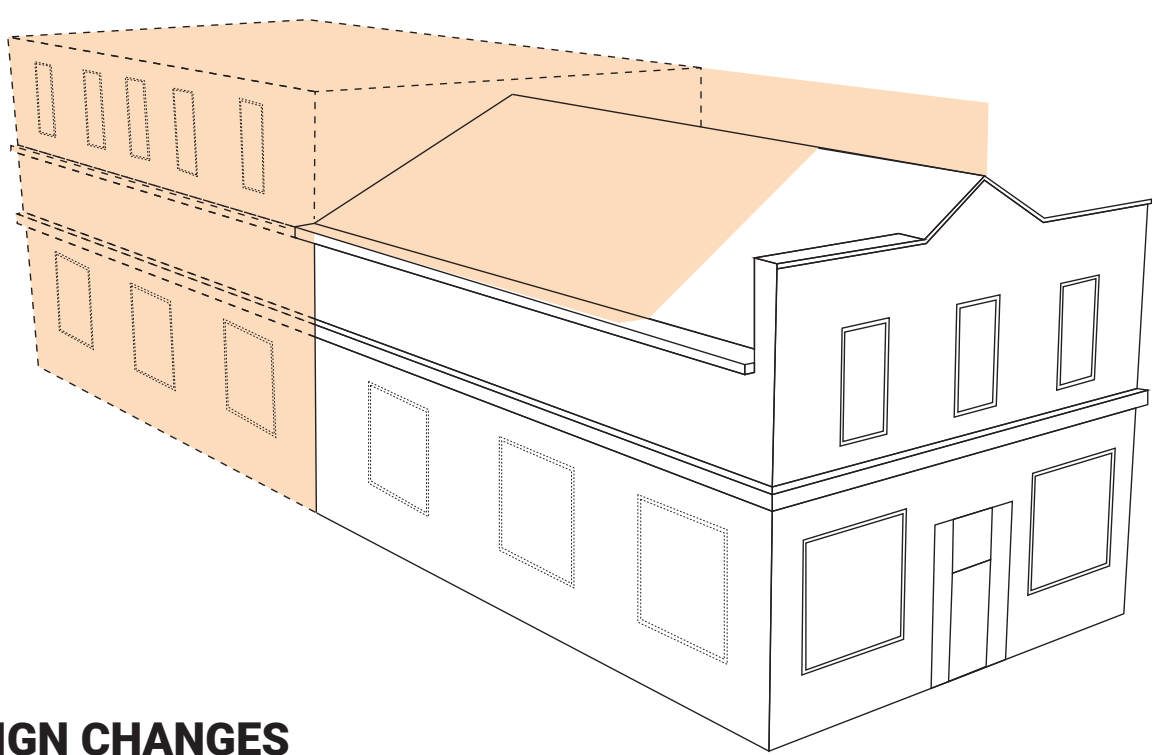
BRT ROUTE | BLAIRMORE



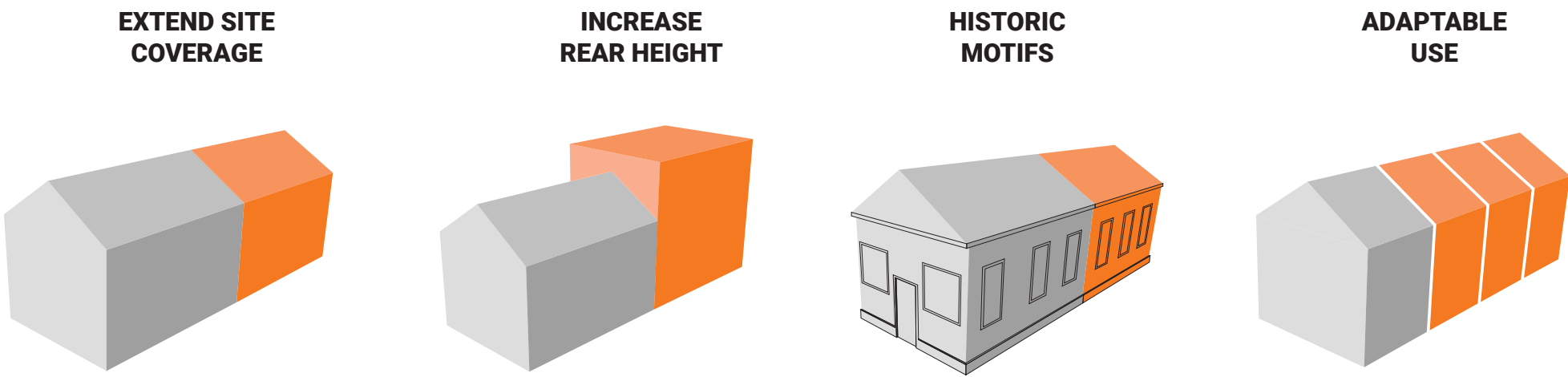
TRANSIT STATION | BLAIRMORE

TOWN CENTRES + MAIN STREETS

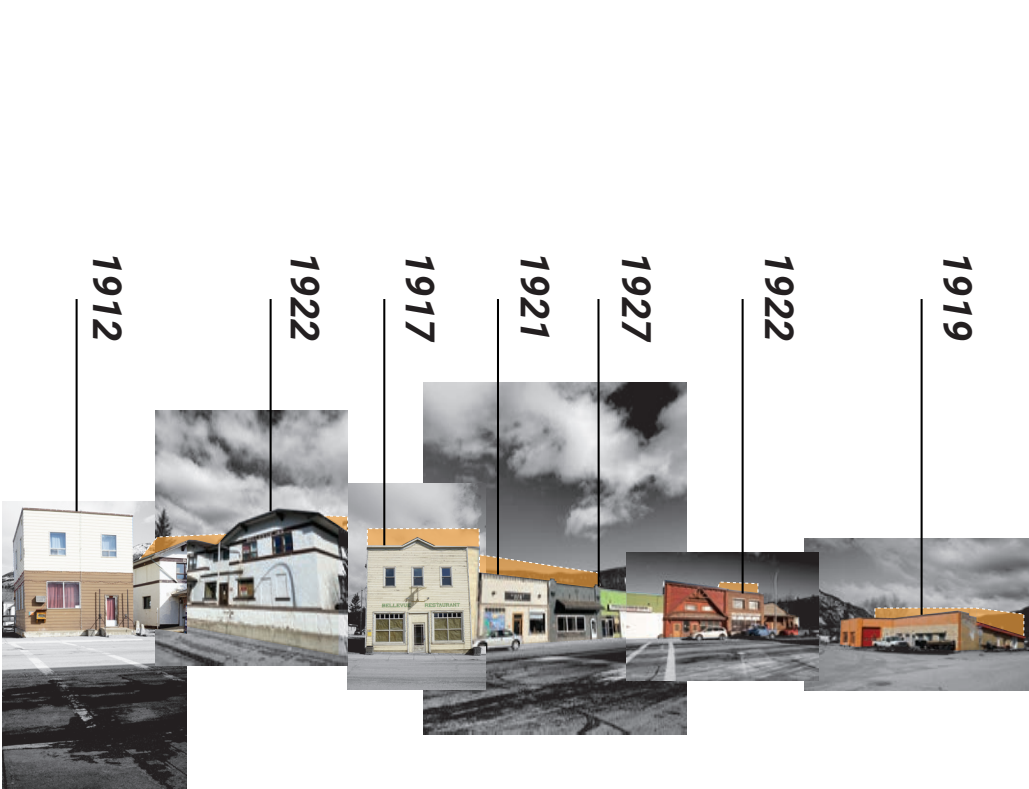
BELLEVUE TOWN CENTRE



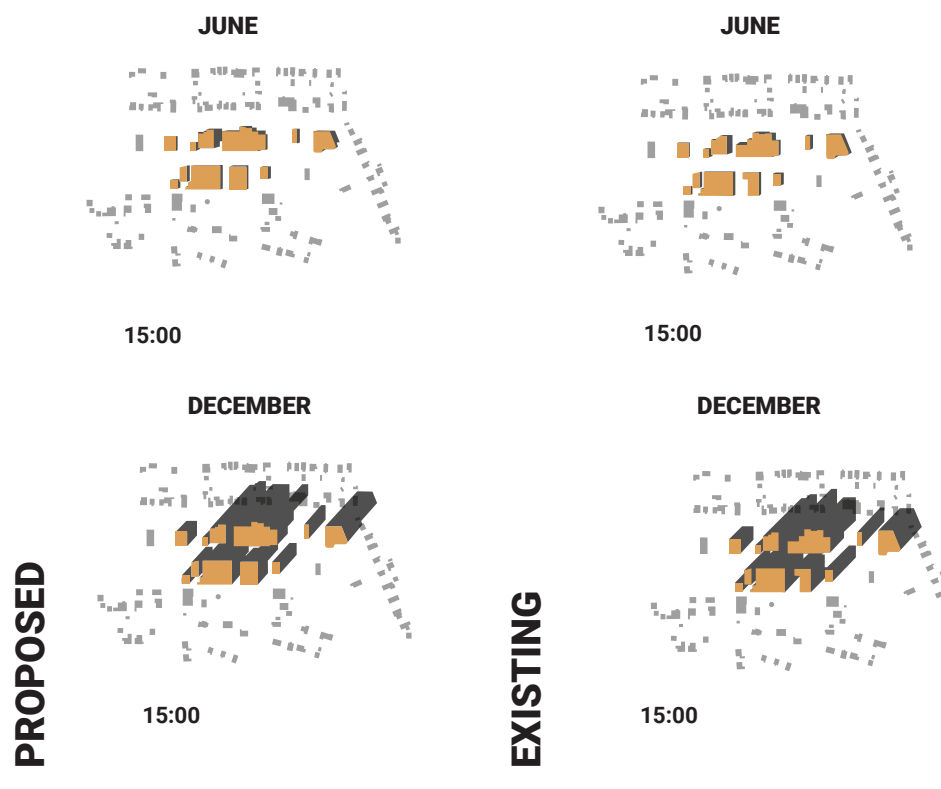
BELLEVUE CAFE DESIGN CHANGES



HISTORIC REVITALIZATION DESIGN PRINCIPLES



213TH STREET VIEW WITH DESIGNS

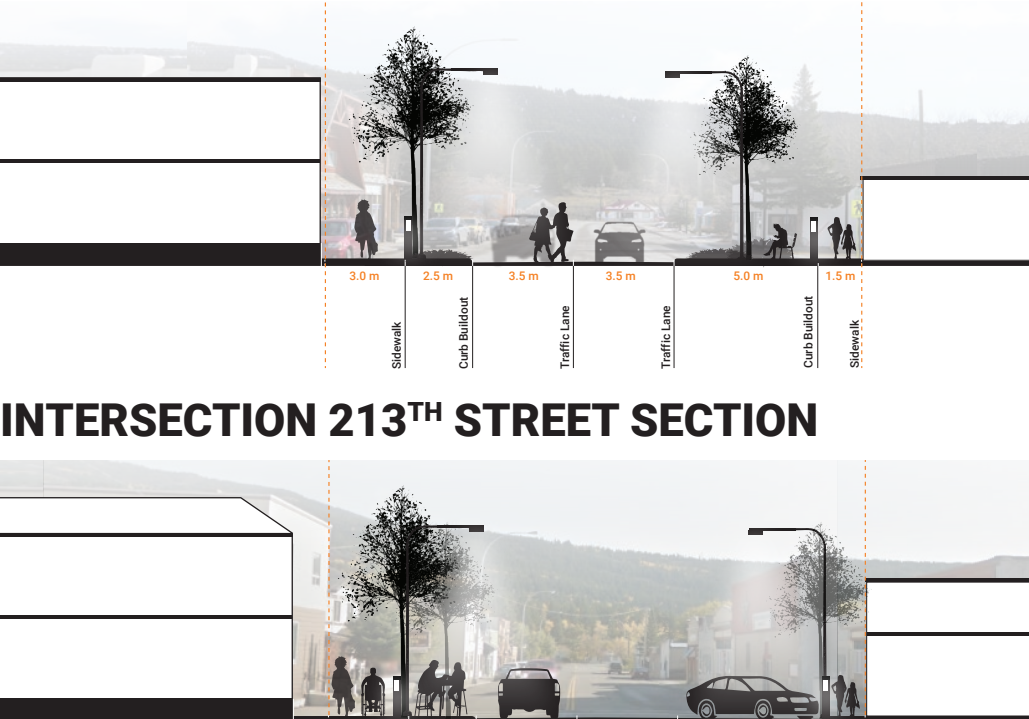


SHADOW ANALYSIS

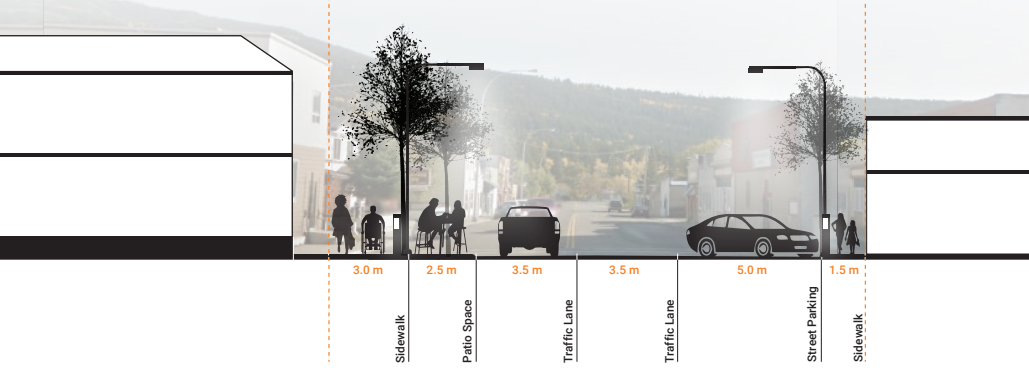
BELLEVUE MAIN STREET



PROPOSED 213TH STREET REDESIGN



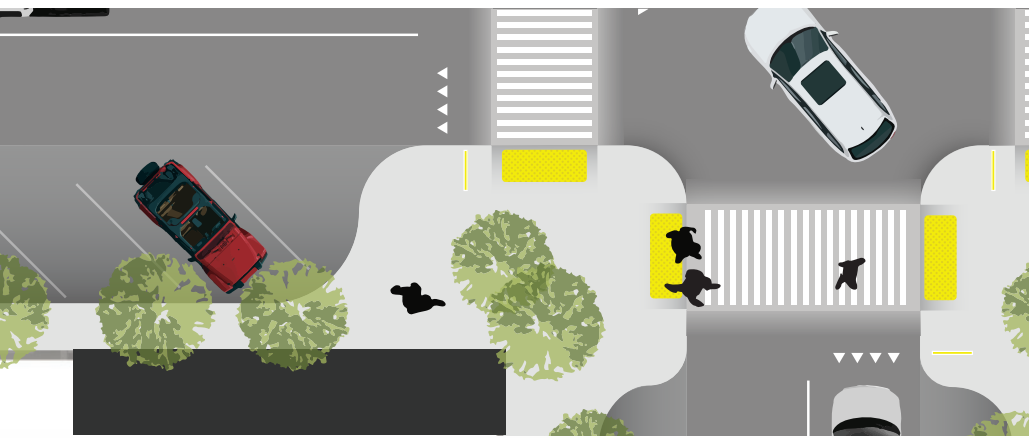
INTERSECTION 213TH STREET SECTION



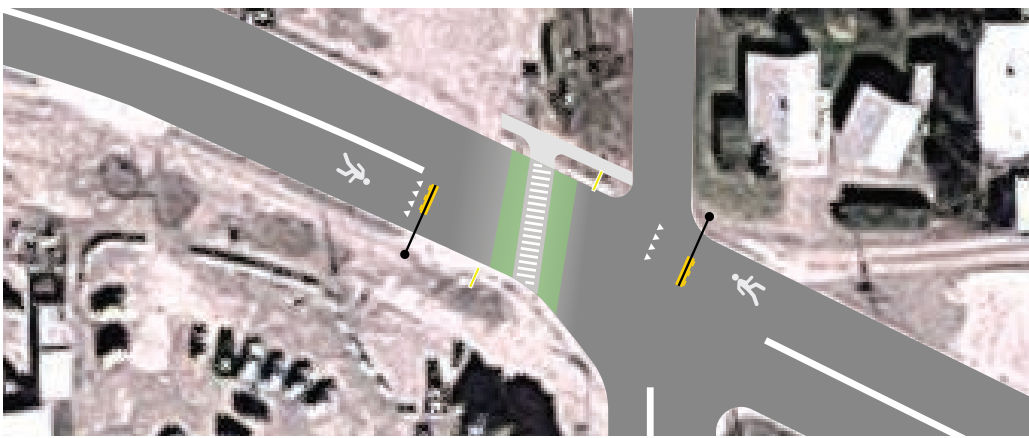
MID BLOCK 213TH STREET SECTION



STREETSCAPE USES DIAGRAM



PEDESTRIAN CROSSING DESIGN



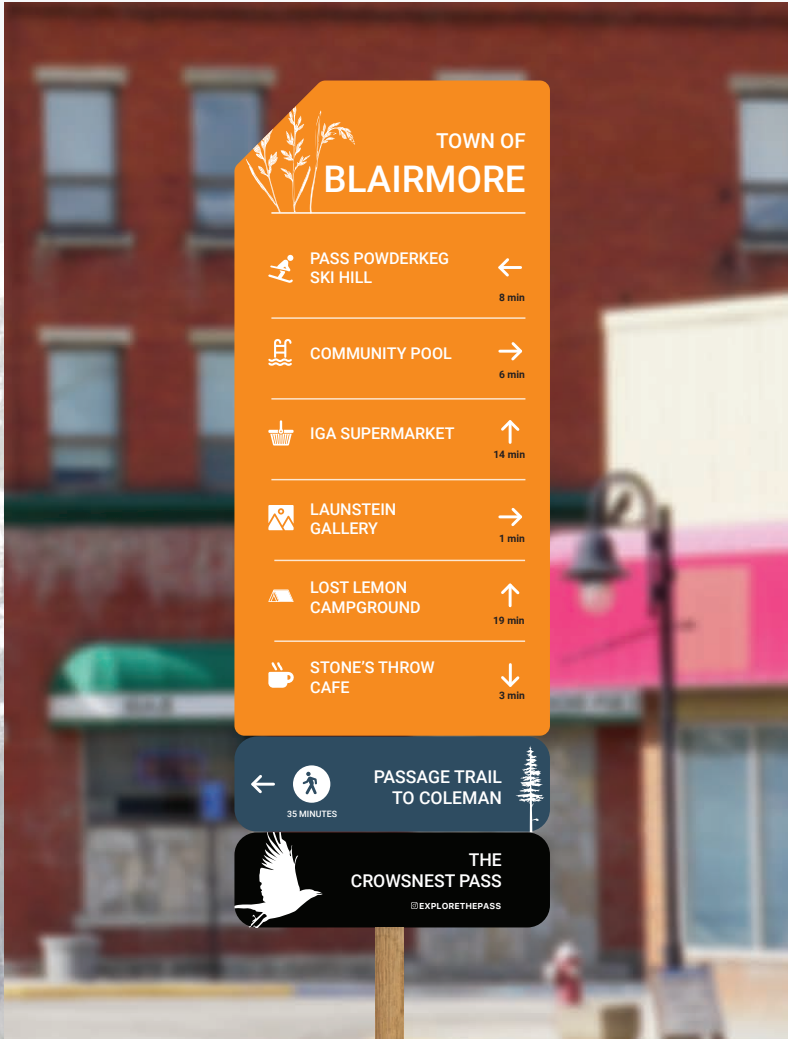
HIGHWAY CROSSING DESIGN

- Focus on Bellevue as a design intervention and example for other towns and main streets
- Increase sidewalk width with furnishing zone, adaptable patio space and curb buildouts
- Adapt historic buildings for new density and capacity with historic motifs that retain the look and feel of Bellevue while attracting new business

WAYFINDING



SITE SPECIFIC WAYFINDING



TOWN SCALE WAYFINDING



ROAD & HIGHWAY WAYFINDING

- Wayfinding is focused on reinforcing identity, connecting the towns, encouraging active transportation, and unifying the towns through a collective identity for The Pass
- Signage is simple, easy to understand, and is implemented at three scales: sites, towns, and highways
- Unique colors and symbols reflective of the landscape are used for each town that will resonate with locals