

Regional Growth Strategy

Crowsnest Pass, Alberta

April 24, 2021

Summit Consulting Inc.

Oliver Prcic
Elie Jahshan
Shaun Ali

In the spirit of reconciliation, we acknowledge that we live, work and play on the traditional territories of the Blackfoot Confederacy (Siksika, Kainai, Piikani), the Tsuut'ina, the Îyâxe Nakoda Nations, the Métis Nation (Region 3), and all people who make their homes in the Treaty 7 region of Southern Alberta.



Special Thanks to:

Municipality of Crowsnest Pass

Steering Committee

Community of Crowsnest Pass

Municipal Council

School of Architecture Planning and Landscape

University of Calgary

Budget Rental Car



UNIVERSITY OF CALGARY
SCHOOL OF ARCHITECTURE,
PLANNING AND LANDSCAPE

Table of Contents

Introduction----- 6 -15

Analysis-----16 - 47

Historical Timeline ----- 18 - 21

Demographics ----- 22 - 26

Land Use ----- 31- 35

3D Massings ----- 39 - 42

Engagement Process ----- 48 - 51

Design Interventions ----- 54 - 94

Open Space ----- 53 - 59

Land use ----- 60 - 65

Growth Areas ----- 66 - 73

Mainstreets ----- 74 - 81

Catalyst Sites ----- 82 - 94



Executive Summary

Crowsnest Pass is a mountain town rich with heritage, recreational opportunities, and unique community character. Located in southern Alberta at the border of British Columbia, along Highway 3 nestled around the famous Frank Slide, Crowsnest Pass is a municipality composed of 5 unique communities. The Communities of Crowsnest Pass include Bellevue, Hillcrest, Frank, Blairmore, and Coleman. Crowsnest Pass is in a position for growth, but needs good planning to ensure opportunities are capitalized upon and challenges addressed. Summit Consulting was retained by Crowsnest Pass in January of 2021 through an RFP process to develop a Regional Growth Strategy for the municipality. This document was developed through an iterative design process that lasted four months until April 2021. This process culminated with presentations to the Steering Committee, Municipal Council and an open house with the general public.

Summit's approach to the Regional Growth Strategy started with gaining an understanding of the qualitative, quantitative and spatial relationships of the study area through a comprehensive site analysis. This process was followed by a public consultation with the community in the format of a focused discussion to learn about local opportunities and challenges. The combination information gathered in these steps with feedback from the Steering Committee fed into the production of a Draft Design Plan. Over a period of refinement with the senior planning team and added notes from the Steering Committee, Summit created the Final Design Concept Plan, which ultimately led to this Regional Growth Strategy.

The Regional Growth Strategy follows Summit's vision, "Crowsnest Pass will become a thriving mountain community that is both attractive to visitors and an excellent place to live for residents" by achieving 4 big ideas:

1. Enhance main streets and encourage intensification, including more diverse housing in commercial districts.
2. Creating better open space and trails to connect communities with each other and nature.
3. Promote tourism within the Pass by establishing a destination and by improving infrastructure.
4. Implement strong residential growth nodes that enhance the surrounding community and support local business.

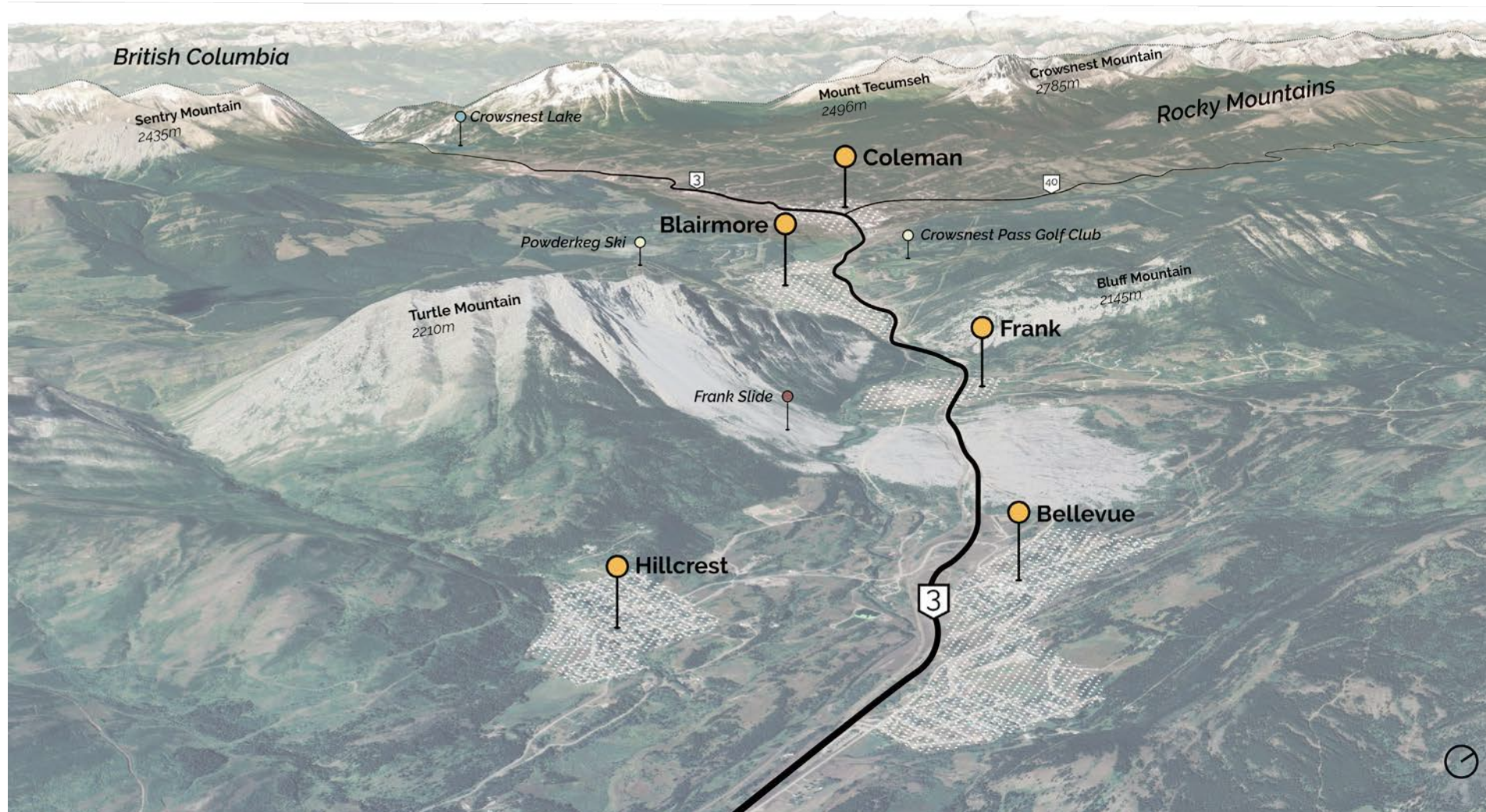
The Regional Growth Strategy provides numerous tools to achieve these Big Ideas at ranging levels of scale, implementation, cost, and benefit. Smaller interventions include improvements to the trail system, simplifying the land use bylaw, and enhancing and improving functionality at the bottom of Pass Powderkeg Ski hill. Larger projects include the development of a gondola station, a new community surrounding the Crowsnest Golf Club, and sweeping enhancements to Blairmore and Bellevue's main streets. These plans work in synergy to drive growth in the Pass but also establish better spaces for residents to enjoy. Overall, the designs and plans presented in this report achieve the vision statement by focusing resources in open space and mobility, land use changes, neighbourhood growth areas, main streets and catalyst sites.



1.0 Introduction



1.1 Introduction



This studio project is a collaborative proposal between the School of Architecture, Planning and Landscape and the municipality of Crowsnest Pass. This project is academic in nature but contains many real life principles that can and should be considered with any upcoming growth within the pass. This exercise allowed for community members to provide feedback to recommendations presented from second year Master of Planning students. This integrative project gave students professional experience working with the public in integrating community ideas into the final proposals.

Our studio group Summit Consulting completed a thorough research analysis generating a base understanding of the Crowsnest Pass community. Then with the help of the steering committee our team identified key areas to target for possible design interventions. These areas were:

1. Open Space and Trails
2. Land Use and housing Typologies
3. Growth Areas
4. Catalyst sites and mainstreets

1.2 Project Team



Oliver Prcic - Senior Planner

Oliver is a Senior planner with Summit consulting and has been on the team for over ten years. With experience in both the public and private sector Oliver has a wide swath of experience dealing with long range planning and commercial development. Another specialty is Olivers experience working for the special projects team with the City of Calgary helping the city achieve the creation and implementation of destination recreation sites. His education is based upon both a undergraduate degree in Urban Studies and graduate degree in Planning from the University of Calgary.



Elie Jahshan - Planner

Elie is an Urban Planner with Summit Consulting with over 5 years of experience providing excellent planning, land use and growth strategy services to municipal clients from across Alberta. He holds a Master’s degree in Planning from the University of Calgary and Bachelor’s of Arts with Honours in Environmental Studies from Wilfrid Laurier University. Elie combines his expertise, contemporary knowledge of planning principles, and effective research and analysis approach to produce strategies that have both the “right size” and “right mix” for his clients.



Shaun Ali - Planning Technician

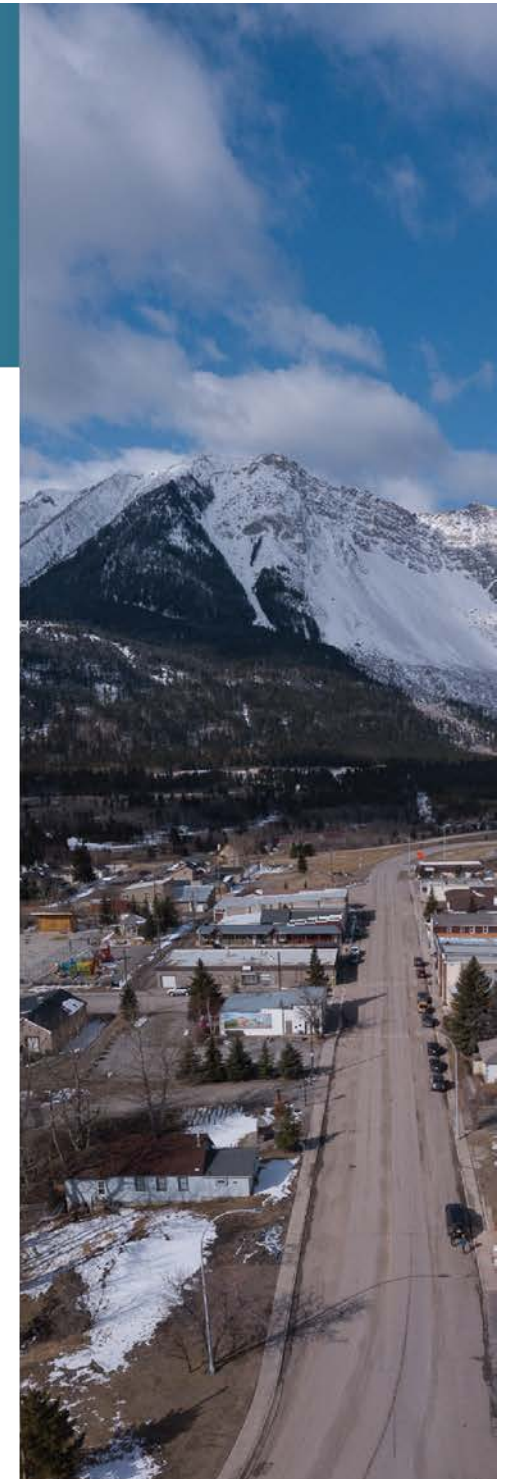
Shaun is an Urban Planner at Summit Consulting and a seasoned professional with 12 years of industry experience. He holds a Master’s degree in Urban Planning as well as 3 science degrees all from the University of Calgary. Shaun’s unique analytical skill set and spatial reasoning has made him a valuable voice in projects ranging from the site specific to the regional scale.

1.3 Vision



Vision Statement: “Crowsnest Pass will become a thriving mountain community that is both attractive to visitors and an excellent place to live for residents.”

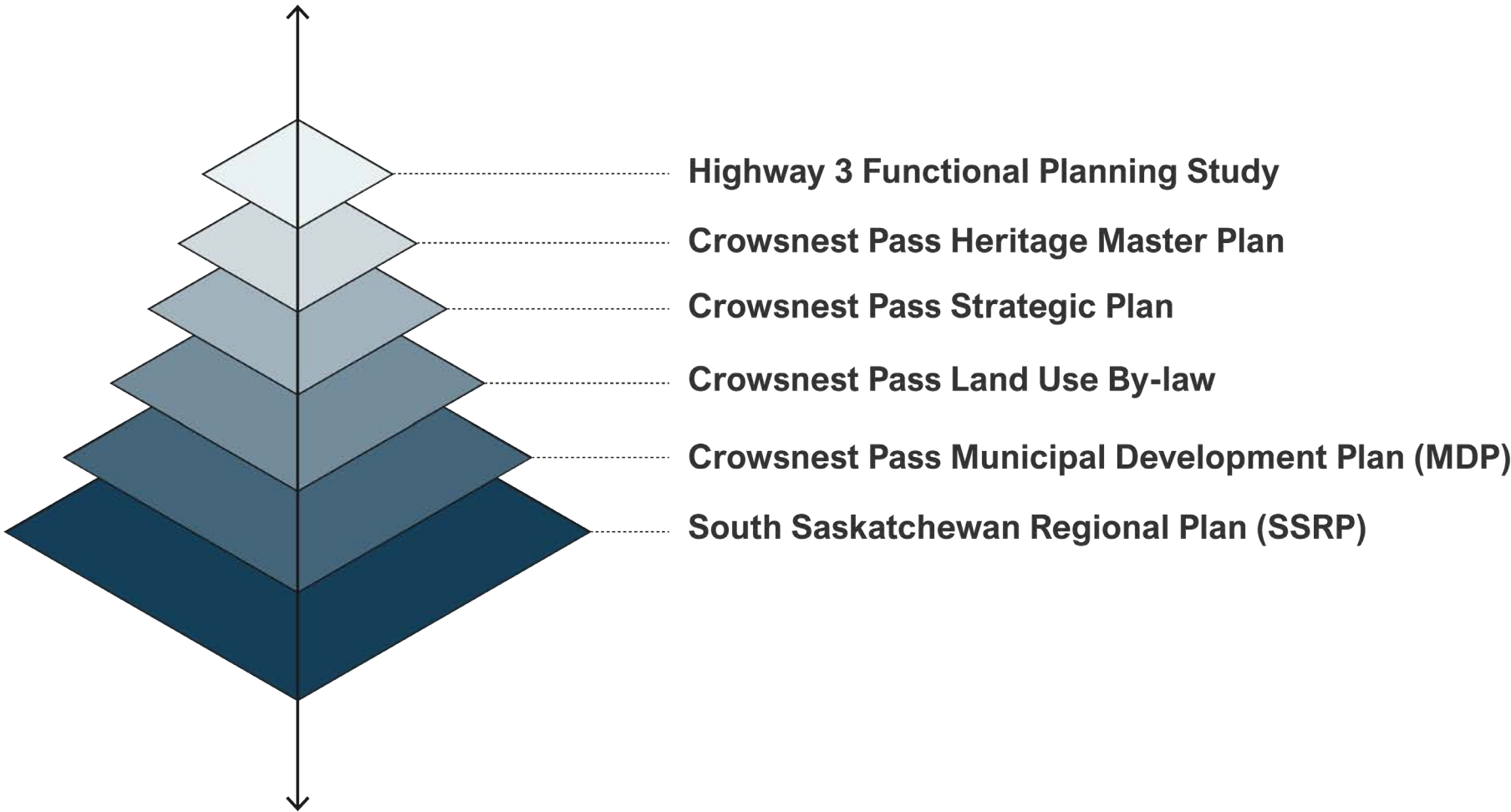
Mission Statement: “Crowsnest Pass will achieve this reality by focusing resources in open space and mobility, land use improvements, neighbourhood growth areas, and main streets and catalyst sites.”



1.4 Big Ideas

- 1.** Enhance main street areas and encourage intensification, including more diverse housing in commercial districts.
- 2.** Creating better open space and trails to connect communities with each other and nature.
- 3.** Promote tourism within the pass by establishing a destination and by improving infrastructure.
- 4.** Implement strong residential growth nodes that enhance the surrounding community and support local business.

1.5 Regulatory Framework



Highway 3 is the major road passing through each hamlet of Crowsnest Pass and is a vital transportation route for Alberta. Alberta Transportation has proposed a realignment of the highway that will reroute truck traffic to bypass Coleman. This proposed realignment has been in the works since the 1970s.

The Heritage Management Plan contains policies and procedures to help continue the process of identifying, conserving and protecting local heritage resources. Due to the current low redevelopment pressure, the communities have strong retention of historical assets, meaning character home retention is high within the municipality.

Using SOAR analysis, the strategic plan analyzed the Strengths, Opportunities, Aspirations, and Results of development within the pass. In addition, the analysis was based upon five sustainability elements; Social, cultural, economic, environmental, and governance. Primary goals are:

- Promotion of the tourism, culture and the outdoors aspect of the area
- Attracting new families to the region
- Diversifying employment opportunities

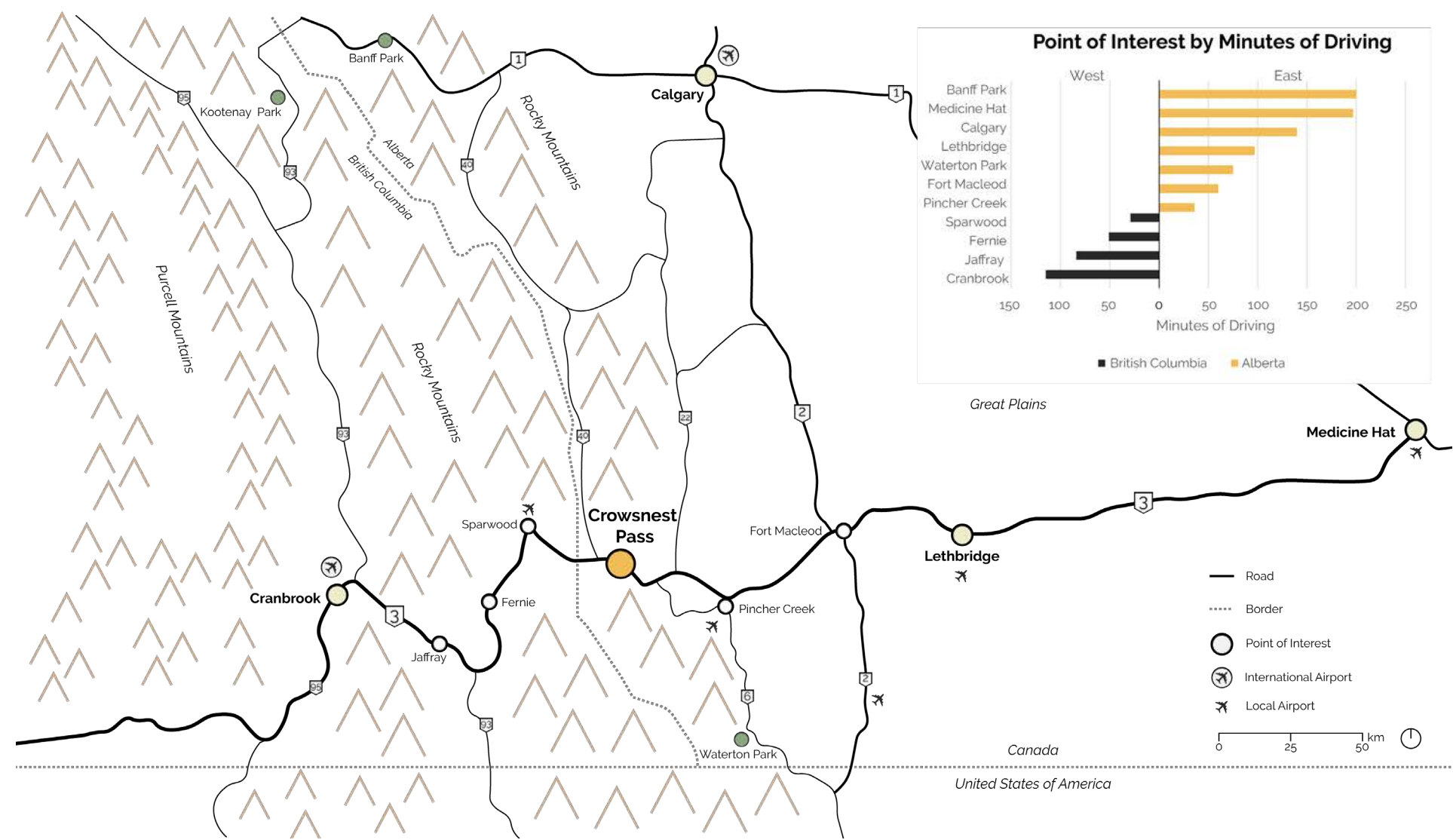
The new MDP targets a full swath of planning topics within the pass. The plan looks at the potential for tourism, improving the business environment and the 3X highway development. It presents the overall vision of the community in how it should and could grow into 2040.

Crowsnest Pass has the typical land uses (residential - including secondary suites, commercial, industrial) as well as a few special areas such as the no-build area near Frank's slide. Additionally, each hamlet's main street is deemed historical and given an historical commercial area designation which imposes contextual design elements on new or redeveloped parcels.

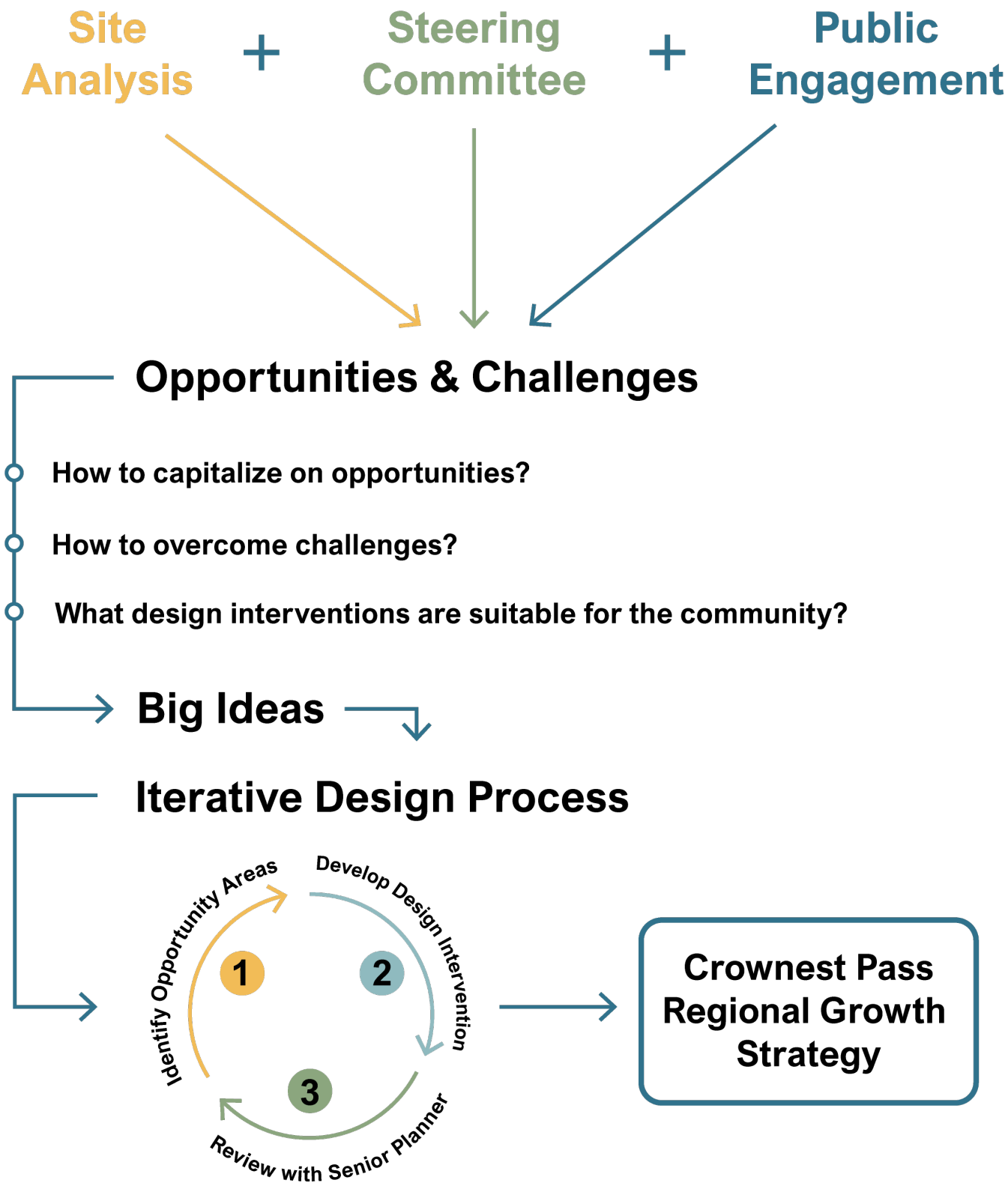
Crowsnest pass falls within the South Saskatchewan Regional Plan and therefore follows all the required development guidelines. This means all new and proposed residential and commercial developments will be done in a way to ensure there is no cumulative regional impact. The SSRP also supports growing tourism in the region.

1.6 Site Context

Crowsnest Pass is an alpine community within the southern region of Alberta. Located in a mountain valley the municipality is made up of five unique hamlets that all have ties to the regions coal mining past. With both booms and busts in coal demand the region has since declined into less of a powerhouse of natural resources. The once popular hamlet commercial main streets are now facing a high vacancy rate. The residential areas of the pass are also experiencing a shift, as demand is declining for homes within the built up areas and country residential is increasing with approvals. Crowsnest Pass was built along the CP rail expansion westward and now the regional highway 3 potentially will be expanded. Major projects in the municipality such as the highway redevelopment could pose a major opportunity or risk to the future of the pass.



1.7 Methodology

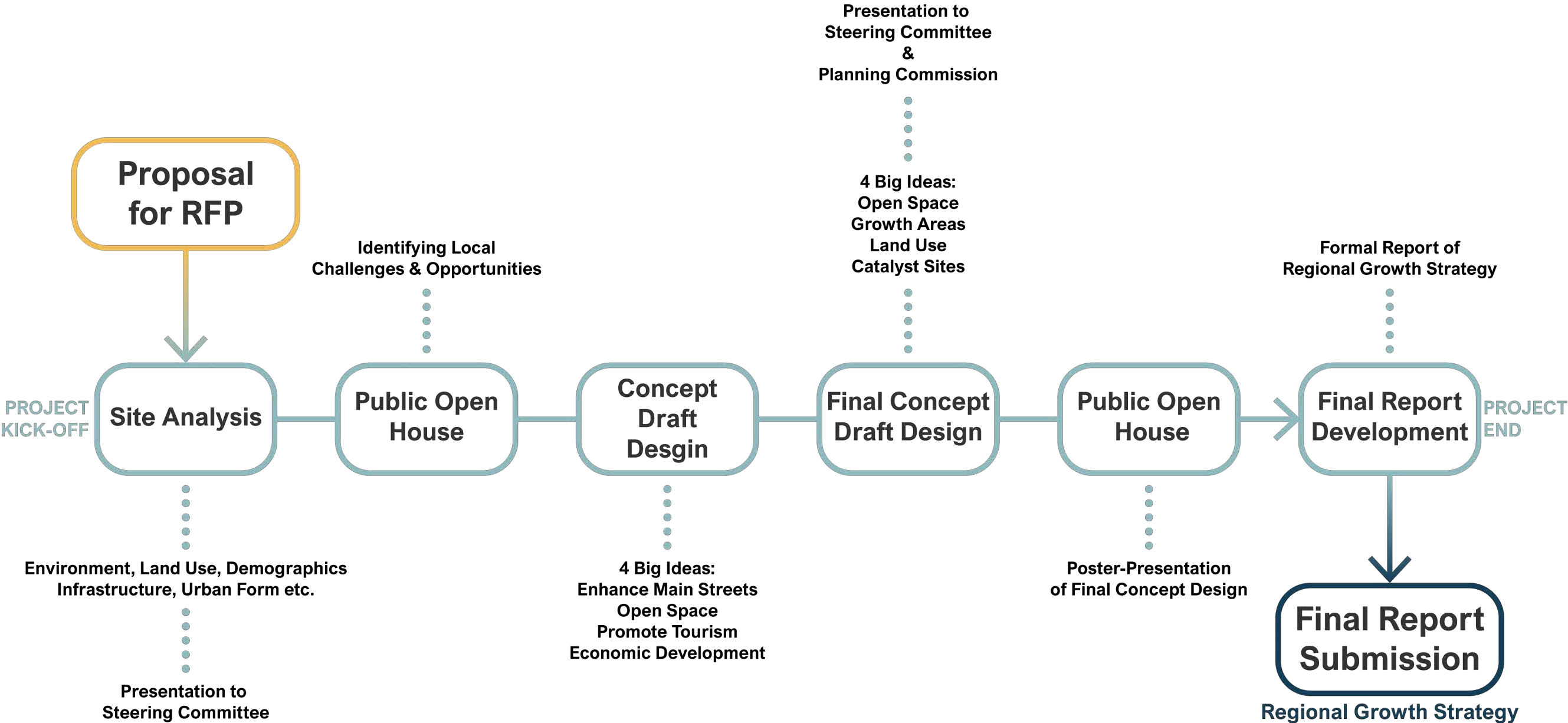


Summit began the project with a comprehensive Site Analysis that included research of its physical, social, economic and cultural characteristics. This was presented to the Steering Committee, providing local insight into the research. The team then facilitated a public engagement process which provided further information about the site, which Summit accumulated into a map of Opportunities and Challenges for Crowsnest Pass.

Summit tested the list of opportunities and challenges with questions on how they could be optimized and utilized to determine the most suitable design interventions for the community. This process produced several Big Ideas, or objectives, that the Regional Growth Strategy aims to achieve. The Big Ideas were advanced using an Iterative Design Process, involving the following 3 stages in cyclic order: identify opportunity areas; develop the design intervention; and review with the senior planner. This methodology culminated with the production of the final Crowsnest Pass Regional Growth Strategy.

1.8 Project Timeline

Summit began the project by submitting a proposal to the RFP as advertised by the municipality of Crowsnest Pass. The project kicked off with Site Analysis and culminated with the submission of the Final Report, or Regional Growth Strategy. The diagram below illustrates the overall project timeline at a high level.



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2.0 Analysis



2.1 Introduction + methodology



The project kicked off with the site analysis phase, a process necessary in determining the spatial and aspatial characteristics of Crowsnest Pass which dictate available opportunities and challenges for the Regional Growth Strategy. Research techniques included in the site analysis process include: spatial analytics, GIS, statistical analysis, cultural mapping, site observations and historical research. The following topics were covered through the site analysis phase:

1. Historical Evolution & Significance
2. Demographics
3. Open Space
4. Protected Areas
5. Elevation and Hydrology
6. Zoning & Land Use
7. Infrastructure
8. Main Street Urban Form
9. Functional Mapping

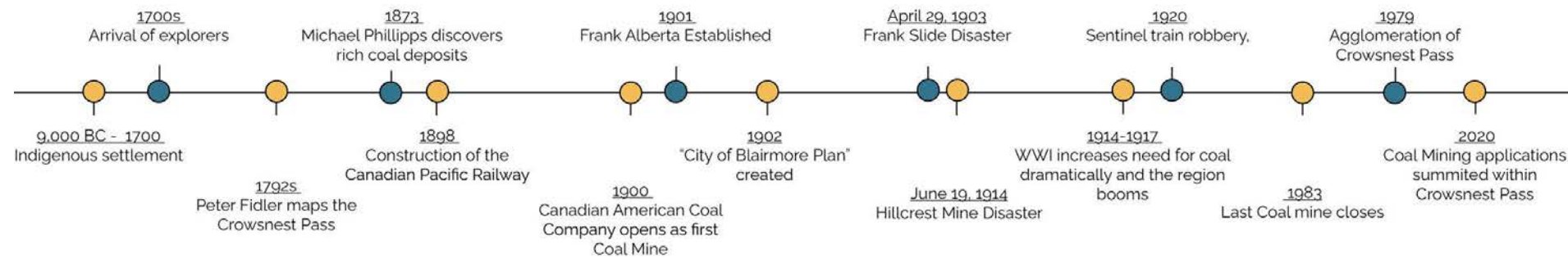
2.2 Historical Timeline

Crowsnest Pass is an historically rich community that has significant built and cultural assets. The community started to grow rapidly once the rail line was built to established a national connection between eastern and western provinces (Crowsnest Heritage 2021). Metallurgical coal was discovered in the region during the late 1800s and created immense demand for workers (Crowsnest Heritage 2021). As many immigrants moved west in search of work the Crowsnest Pass region saw a boom in new mining towns within the Crowsnest River valley.

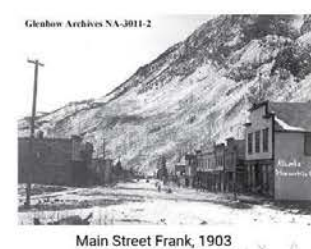
For over 100 years, coal dominated the workforce in the region, but as the coal mines reached their end of life many of the workers were laid off and had to find alternative work. In the 1980s the last coal mine closed, initiating the built legacy of coal mining within the region (Crowsnest Heritage 2021). In the same time period, the five hamlets of the region joined into to a single municipality, both increasing service delivery and efficiency (Crowsnest Heritage 2021). The decline in coal mining has removed many of the developmental pressures of a growing region. As such, many of the original homes and businesses are standing as they were when built in their prime.



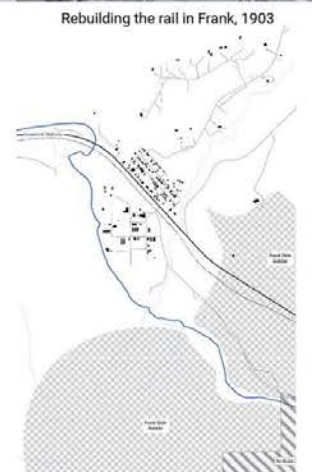
2.2 Historical Timeline Frank and Hillcrest



Four figure grounds can be seen on the bottom left and right. Moving from the left to the right, we can see Frank in the early 1900s and its original layout and location. After the infamous land and rock slide of 1903, the hamlet was shifted towards the north west. In the historical figure ground the locations of the previous mining structures can be seen as the large rectangular buildings. Today the hamlet's overall size is significantly less dense than before the slide.



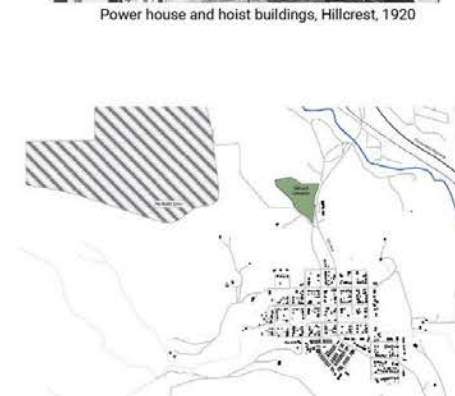
Frank 1906*



Frank 2021



Hillcrest 1910

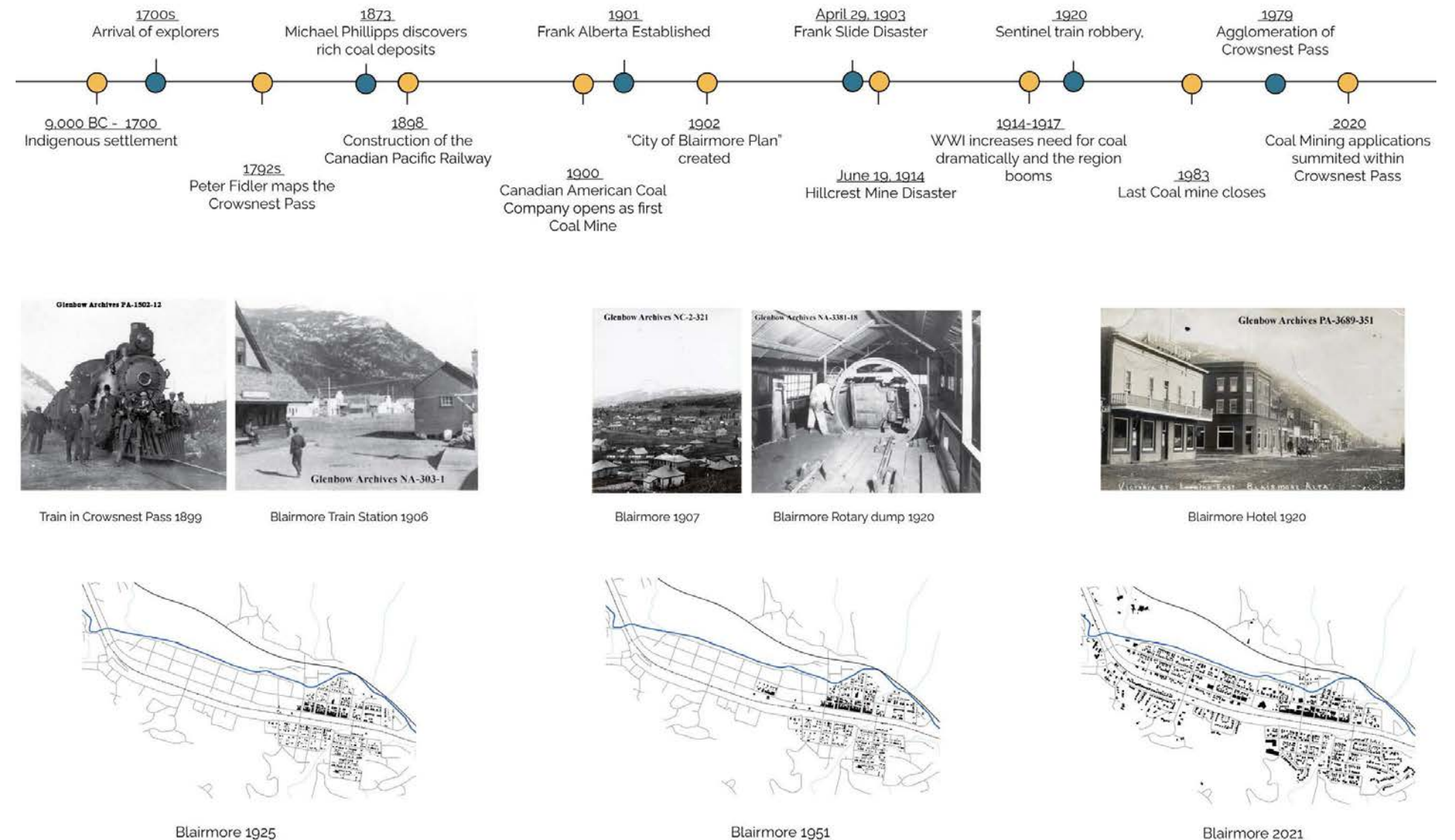


Hillcrest 2021

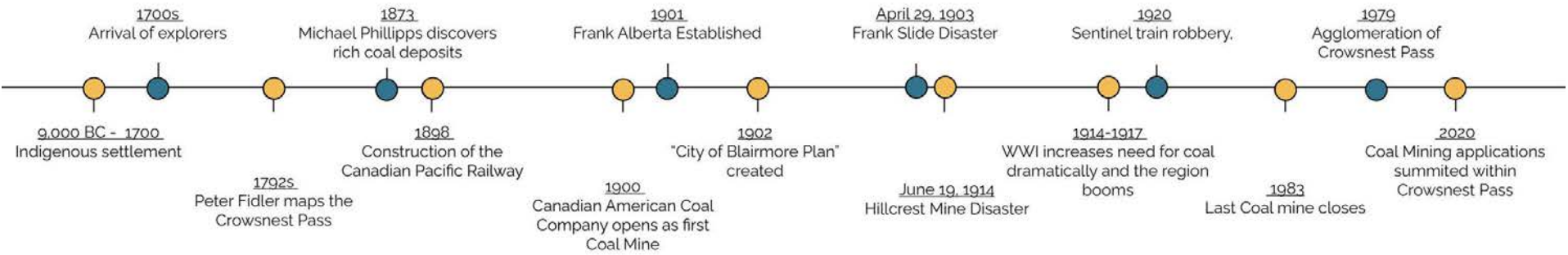
Hillcrest is a smaller, more secluded area of the municipality. The urban form of the hamlet is based upon a grid system and based on walking access to the coal mine. Back in 1910, the mining site was just being established and the community was still very small. It is likely that the community had more buildings, but they were temporary in nature and therefore do not show up on the technical drawing completed by insurance agencies. For spatial reference the Hillcrest Mining Disaster cemetery is noted. The community has grown significantly compared to its 1910 former state.

2.2 Historical Timeline Blairmore

The largest urban area historically and currently is Blairmore, Alberta. This hamlet has boasted many of the region's banks and contains the longest intact main street of the municipality. It is very easy to see the built form of the hamlet and how development is based upon the alignment of the railroad. This alignment is still present today and the main street contains many of the regions tallest historical buildings. The community is however unique in that the main street only has buildings on the north side of the street. Due to the rails history of derailments, a safety buffer was established ensuring that no structures could be built within a 30 meter distance from the rail.



2.2 Historical Timeline Coleman



Coleman Alberta is another main hub of the region and historically contained many of the workers in the mines along with the managers. The hamlet contained one of the first fire halls along with some of the first schools. The grand union hotel built in the early 1900s still stands today on the historical main street.

Looking at Coleman's built form today, we can see a much larger base, attributed to the use of a car as a primary mode of travel. Country residential has become a common housing type and reduced the density within the hamlet.



Mine office, Coleman 1900



Coleman From above 1907



Coleman Facing North 1907



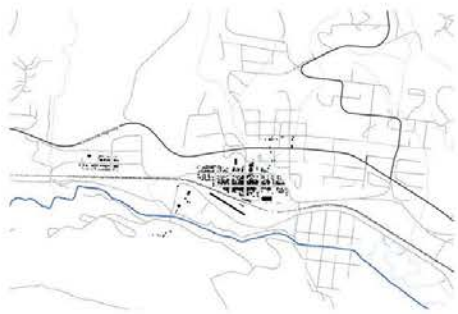
McGillivray Creek Coal and Coke Company 1951



Coleman Main Street 1907



Coleman 1905



Coleman 1951



Coleman 2021

2.3 Demographics

Understanding the demographics of a community and its evolution over time is critical for determining suitable design interventions and policies. The demographics of Crowsnest Pass present a stark difference to Alberta as a whole. The next few pages illustrate these differences and evolutionary trends through sets of infographics and graphs. The following trends were identified through statistical and comparative analyses:

- The community is both aging and shrinking
- There is a significantly large percentage of seniors
- A traditional community with high rates of marriage, but decreasing children per family
- European community in terms of ethnic background
- Low percentage of immigrants
- High income disparity with “missing middle”
- Majority of the labour force is categorized by primary industry, specifically natural resources
- Employment is low and a half of those who do work have jobs outside of the community
- High rate of housing ownership
- Cost of living is lower than the Alberta average but there is a lack of locally affordable options



2.3 Demographics

population & age

-3.2%

Crowsnest Pass has shrunk on average by **-3.2%** every census period since 1981, compared to Alberta's **11%** growth.

- **attracting** new residents
- **capturing** some of AB's growing market



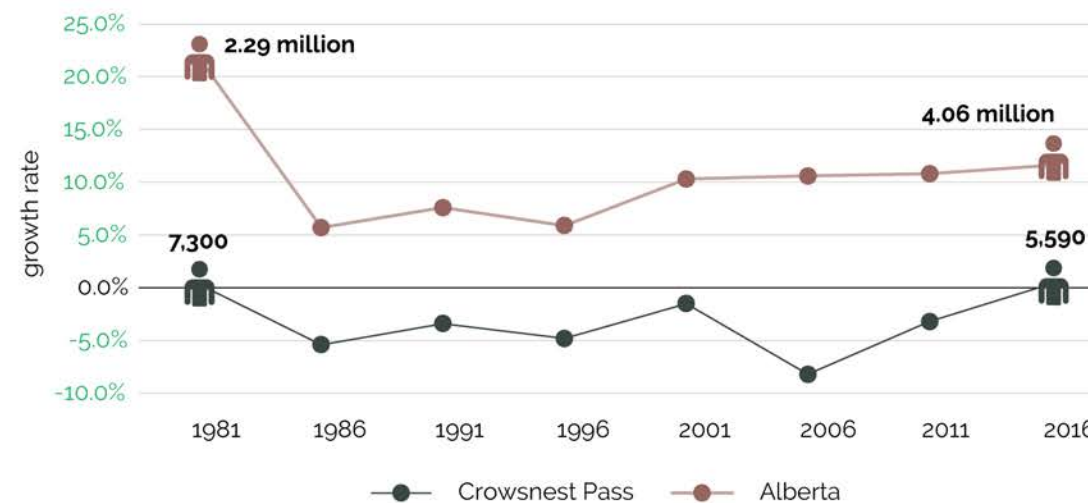
22%

Crowsnest residents on average 46 years old, or **22% older** than Albertans at 38 years old.

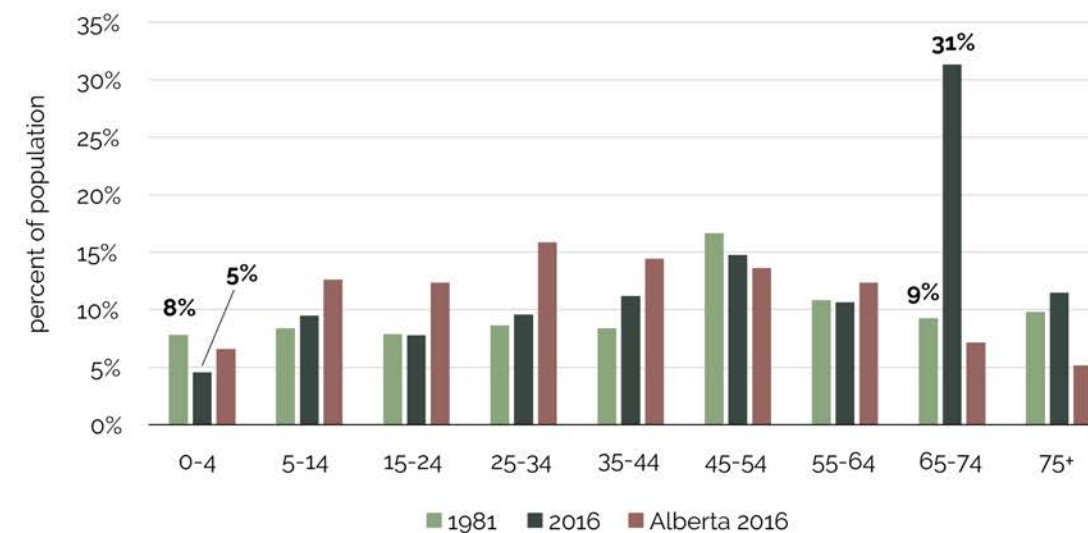
- **servicing** an aging community
- leisure-activity **enhancement**



Percent Population Change in Crowsnest Pass vs. Alberta from 1981 to 2016

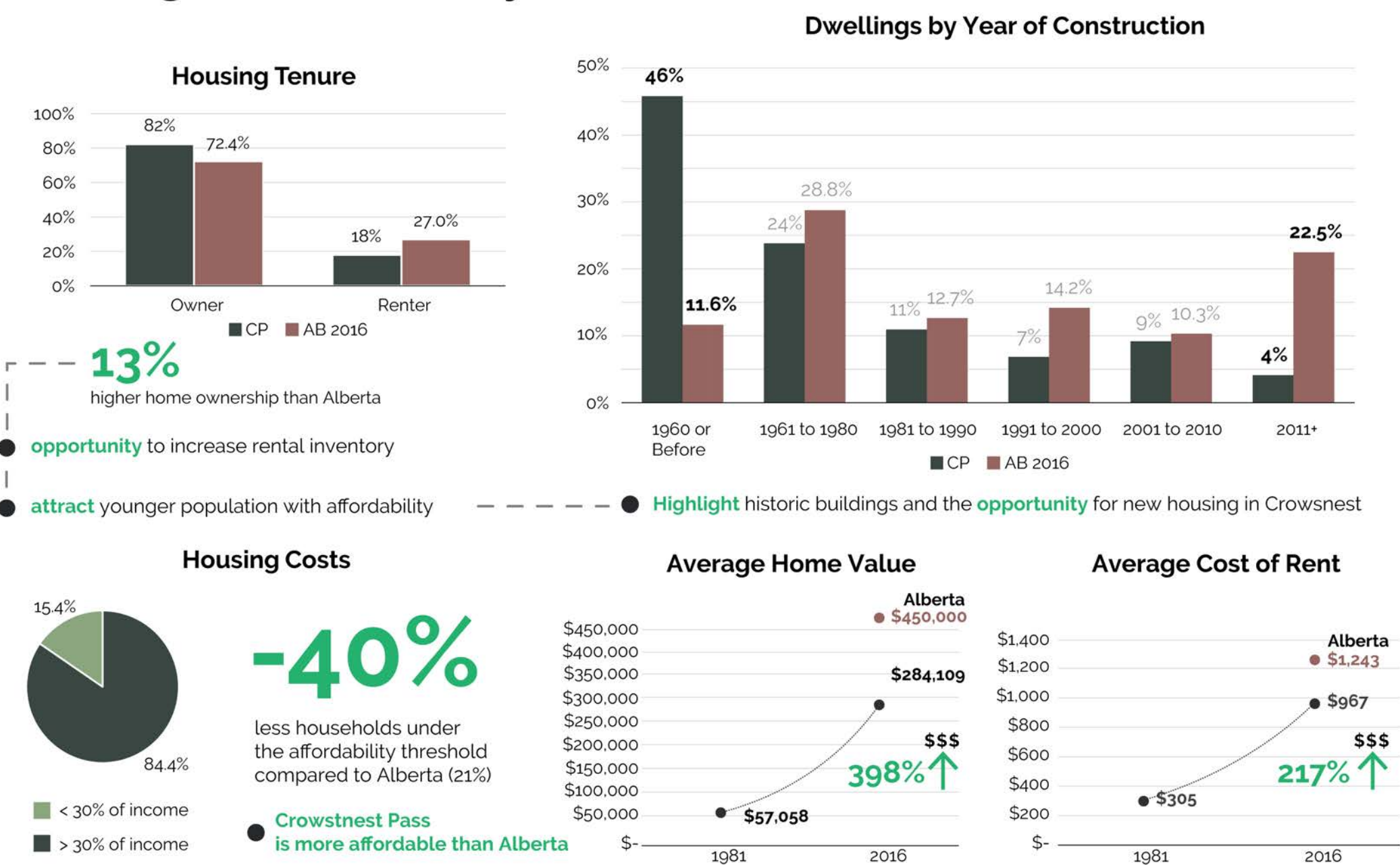


Age Distribution (1981 vs. 2016 vs. AB)



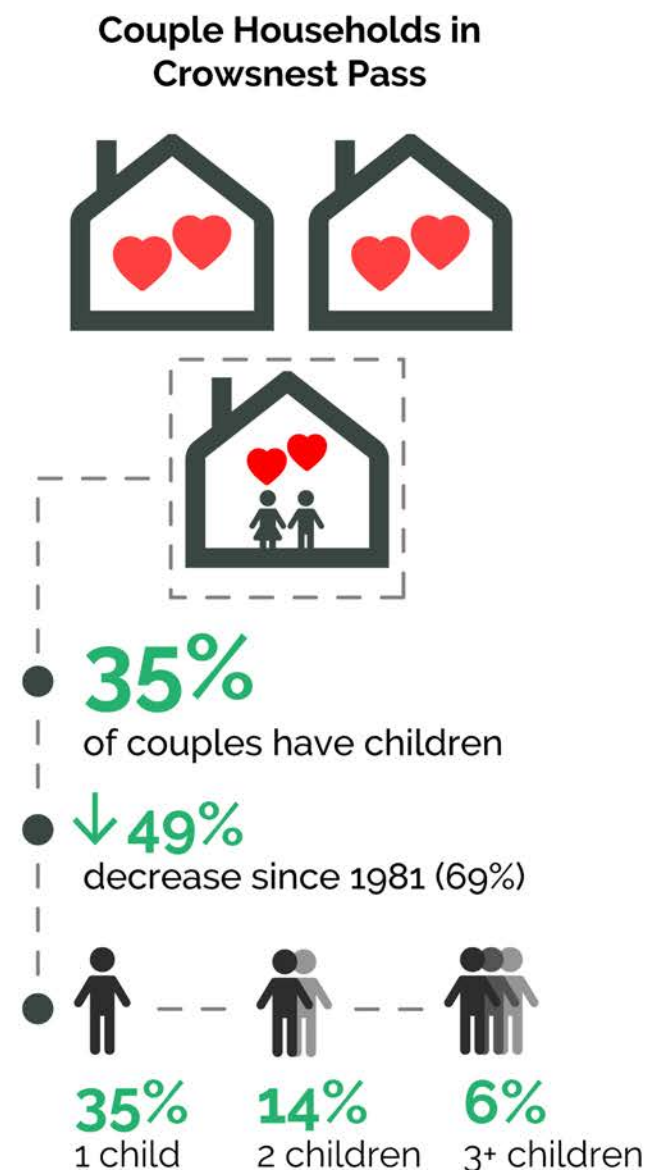
2.3 Demographics

housing & affordability

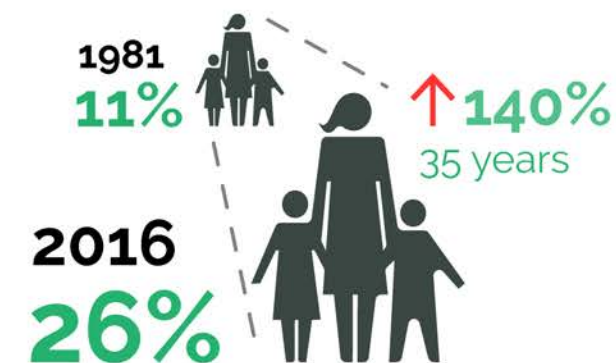


2.3 Demographics

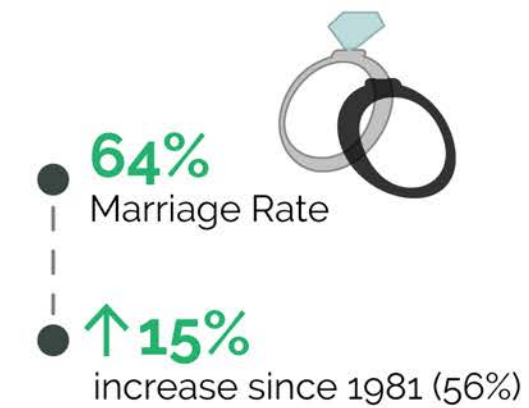
family & ethnicity



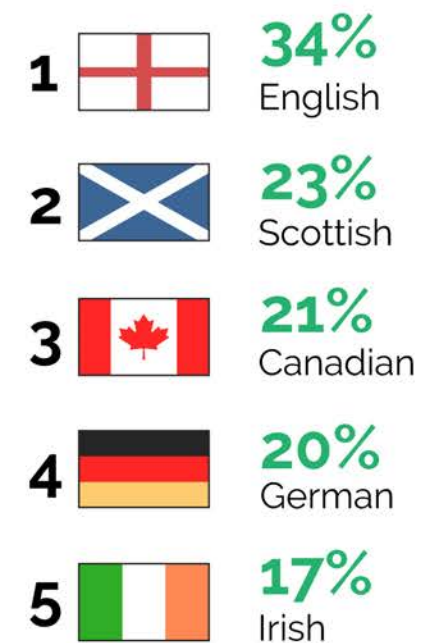
Single Parenthood



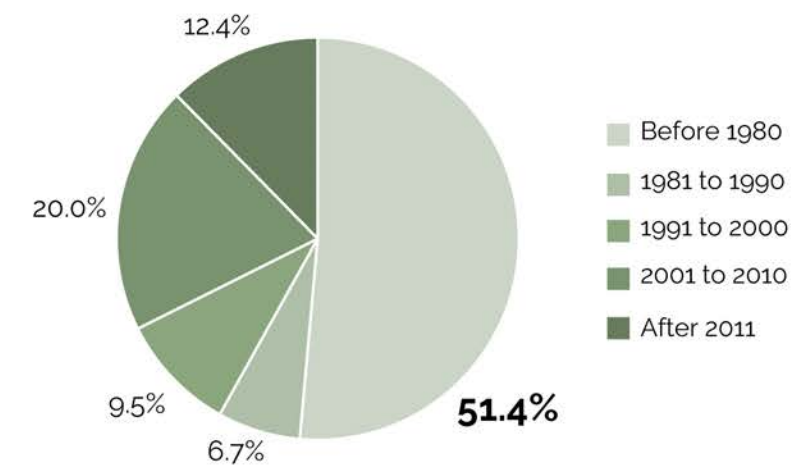
Marital Status



Top 5 Ethnic Backgrounds



Immigrants by Period of Immigration



Crowsnest Pass

9.5% Immigrants

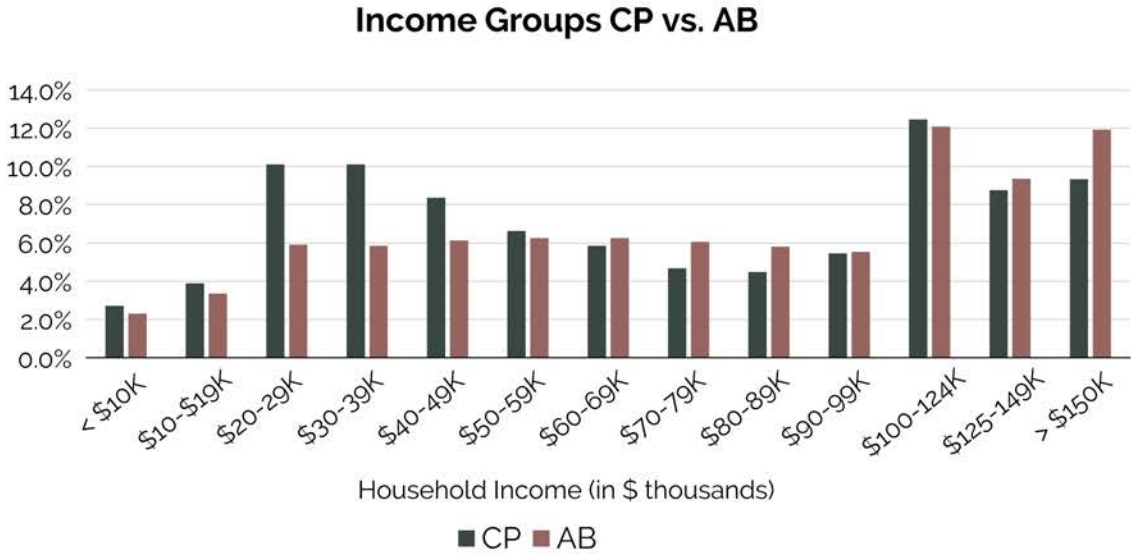
← **123%** more

Alberta

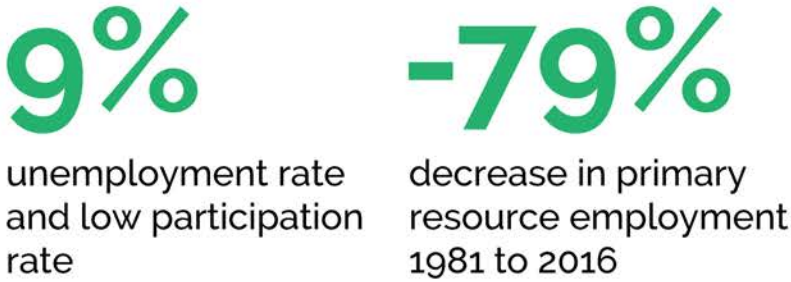
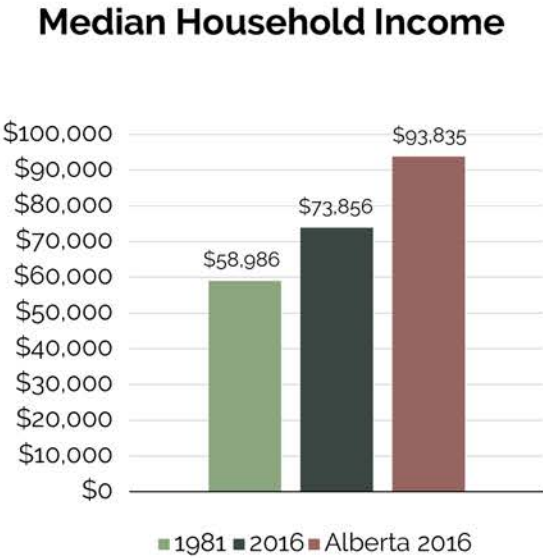
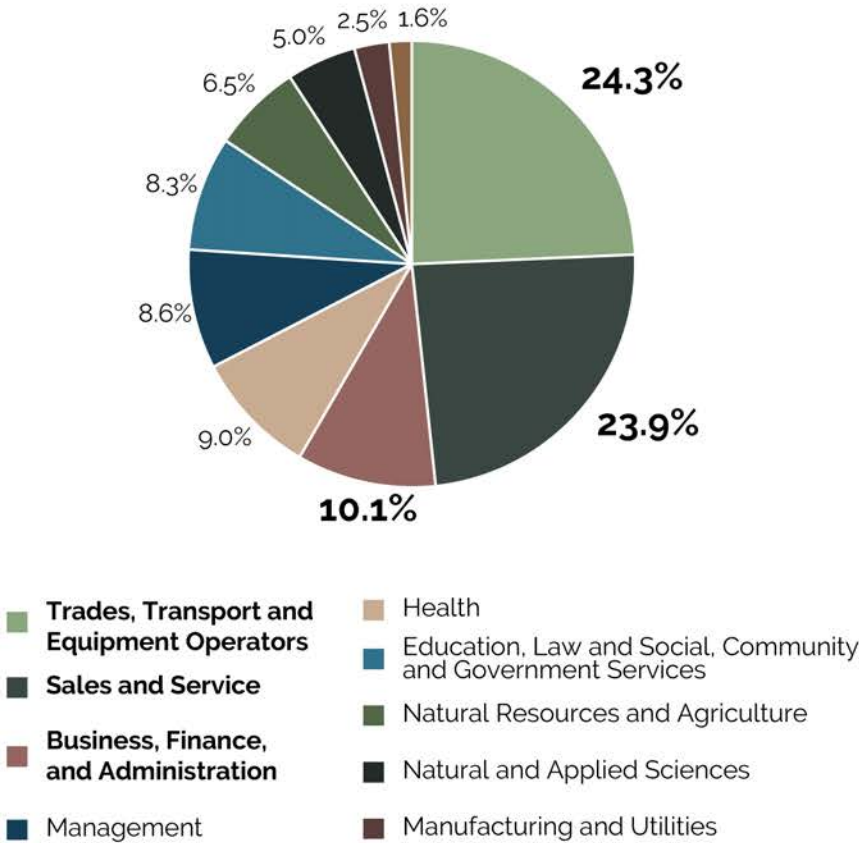
21.2% Immigrants

2.3 Demographics

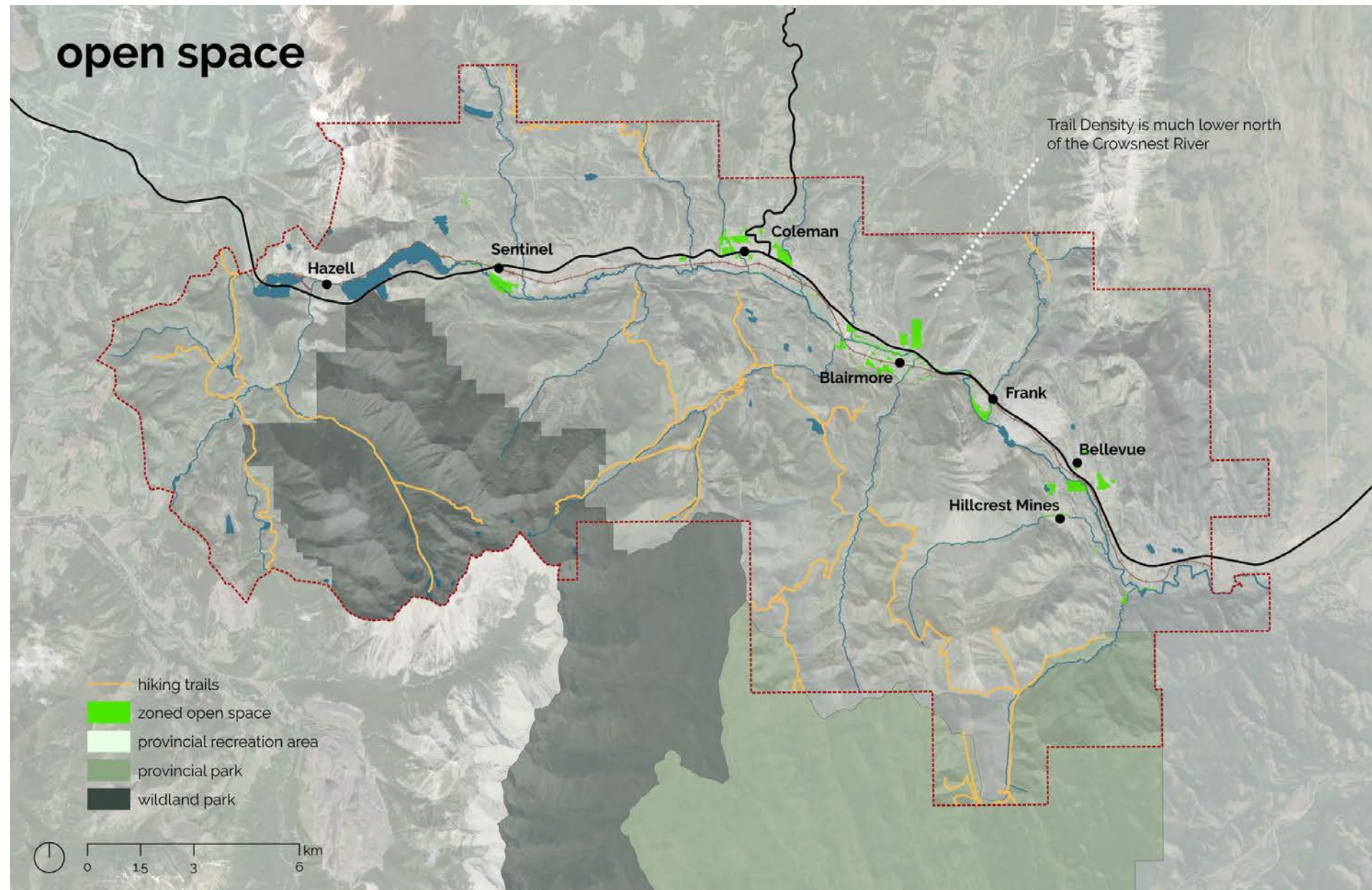
labour force & income



Labour Force Distribution by Sector



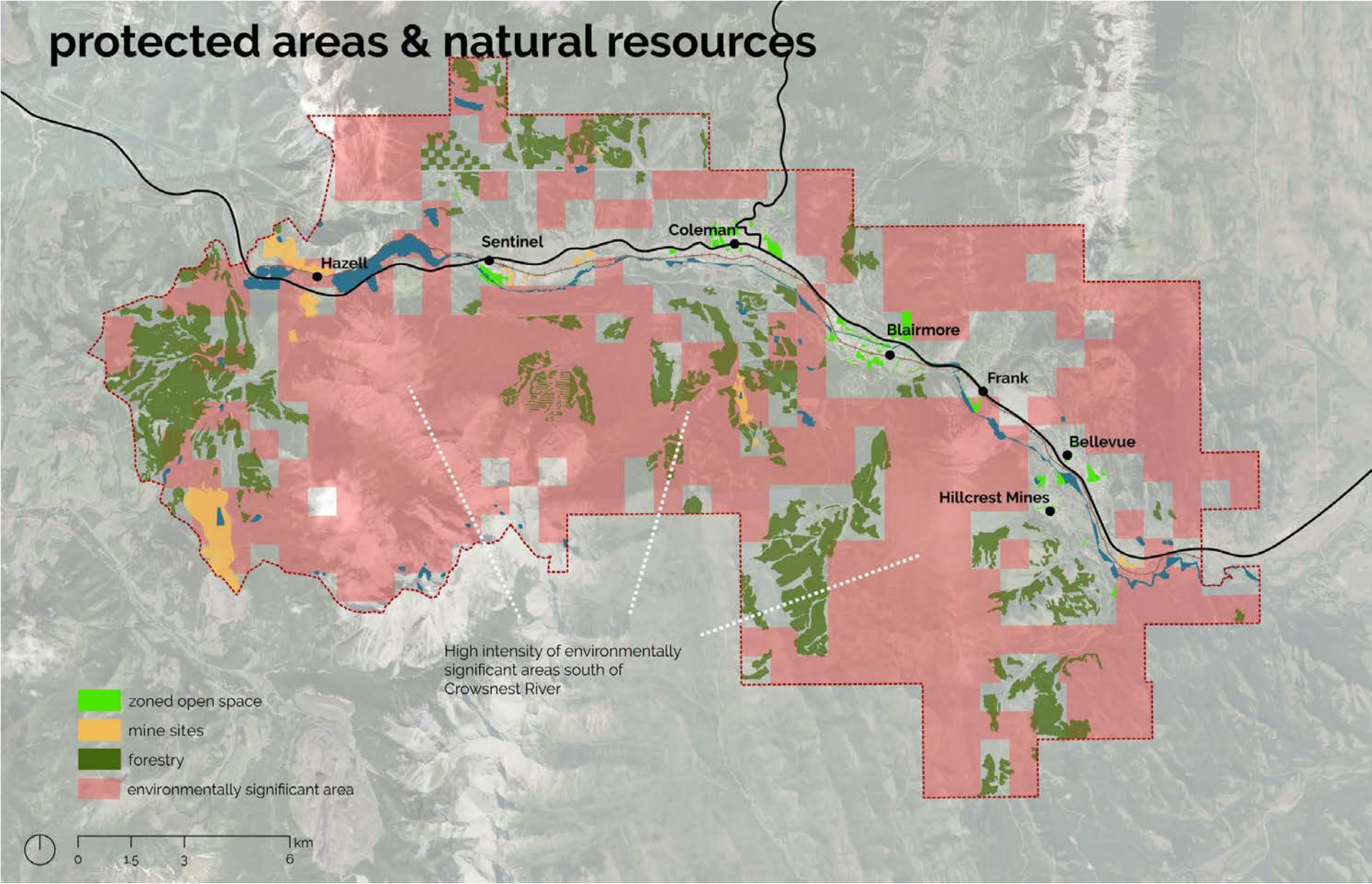
2.4 Open Space



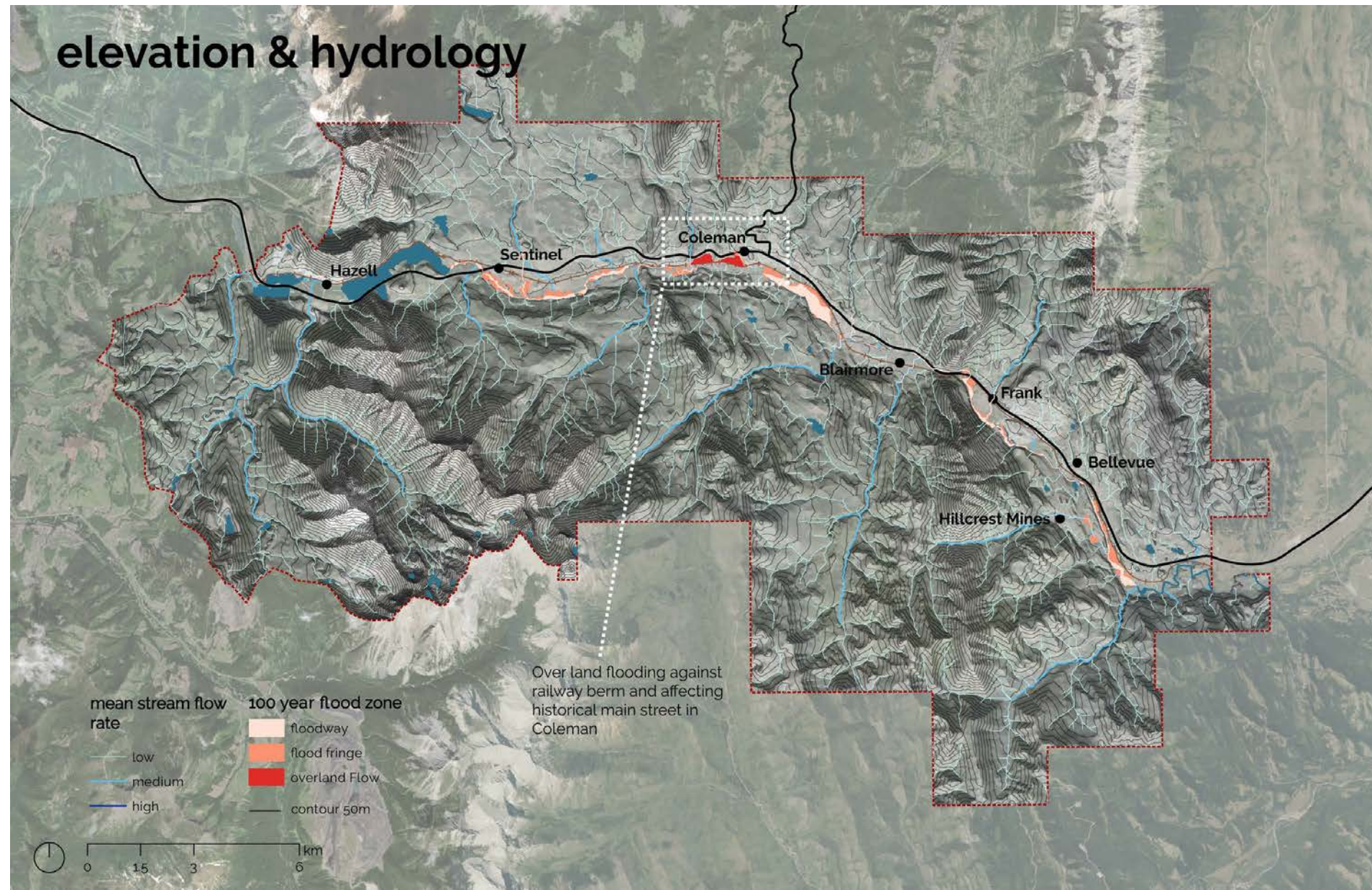
Crowsnest Pass is rich with outdoor amenity. The municipality is bound in the south by a wilderness and provincial park interwoven with hiking trails. Descending into the valley, it's a mix of formally designated open space by the municipality as well as areas deemed as environmentally significant by environment experts. We noted that the hamlets themselves have varying amounts of zoned open space however between hamlets, there is very little.

2.5 Protected Areas and Natural Resources

As noted earlier, the settlements in the Pass were established because of the vast quantities of coal that could be mined. Additionally, forestry is a major natural resource in the area. The province of Alberta has also identified areas within the Pass that are deemed environmentally significant. This was done by parsing the Pass is divided into equally sized sectors and each sector is given a weighted score based on a variety of factors including the presence of flora, fauna, and hydrography.



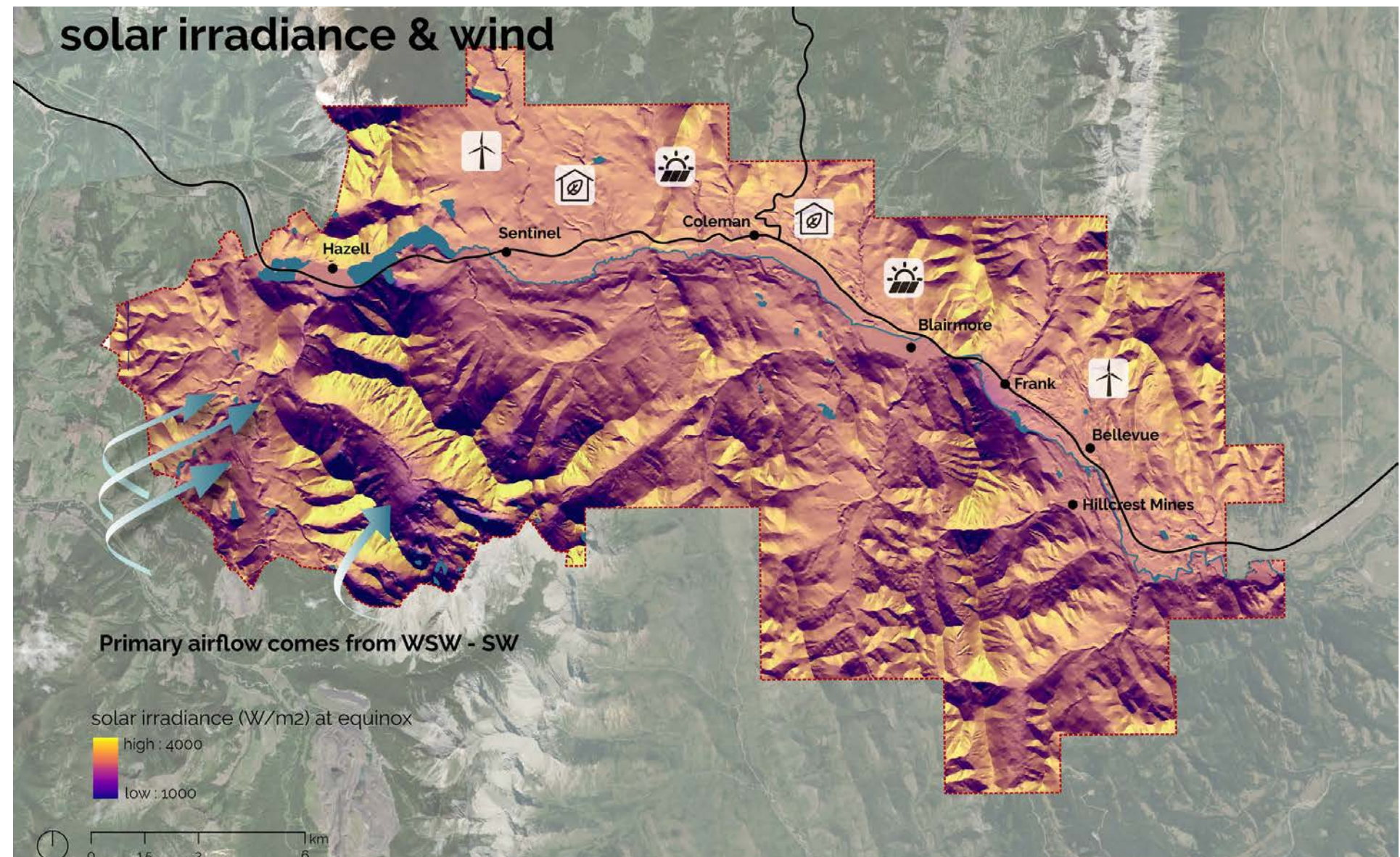
2.6 Elevation and Hydrology



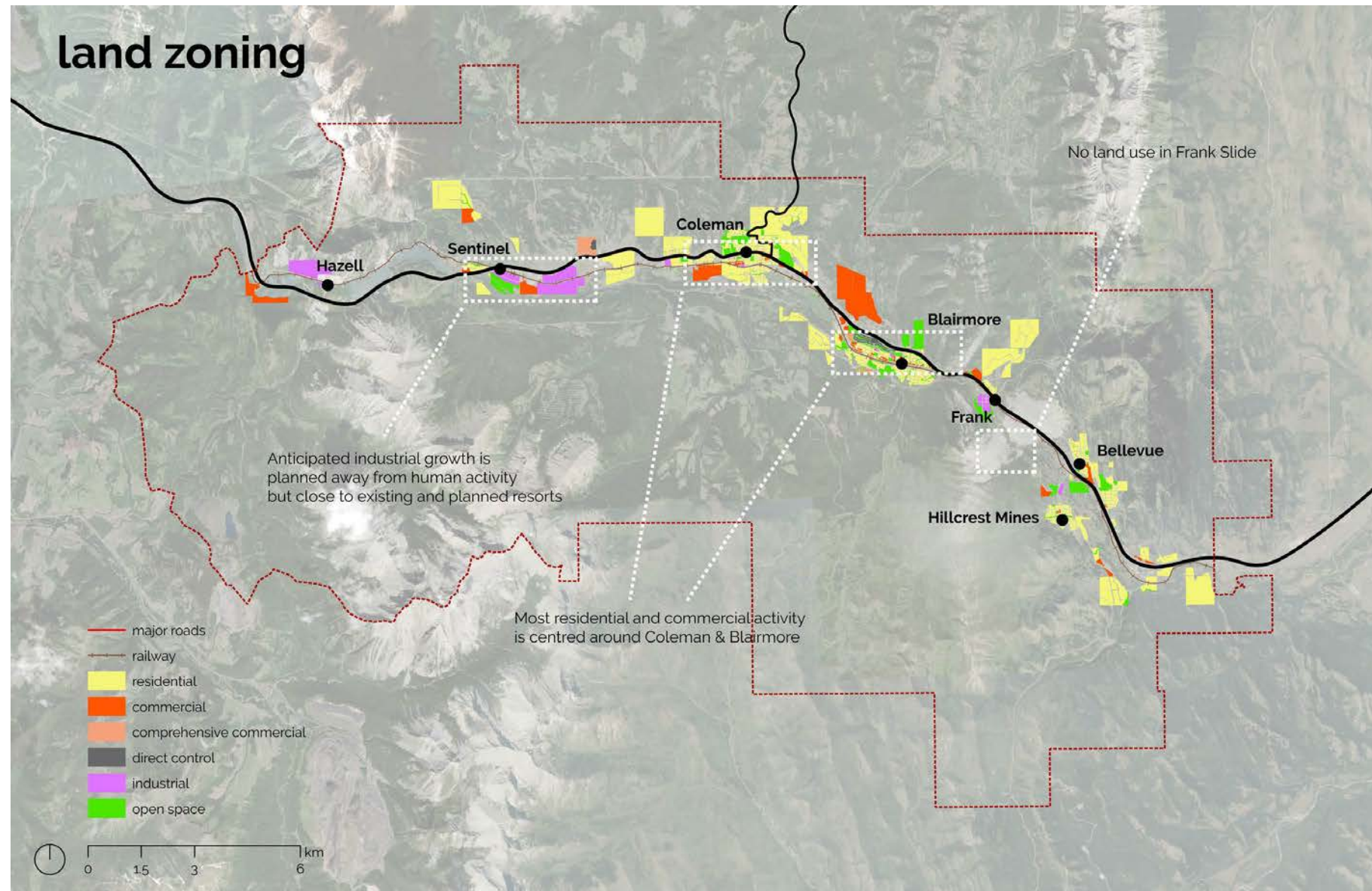
Crowsnest Pass is a gateway to the Rocky Mountains and as such, ranges in elevations. From the highest peaks to the main streets, the elevation changes by some 1100m. From the main streets then, Crowsnest Pass offers spectacular mountain views nearly everywhere you look. Being this close to mountains means the Pass is at the headwaters of the Crowsnest River which ultimately feeds into the Oldman River basin. Additionally, the flood models shown in the red hues illustrate that in a 100-year flood scenario, Coleman's historic main street is prone to over- land flooding.

2.7 Solar Irradiance and Wind

Crowsnest Pass is a recipient of the sunny skies southern Alberta is accustomed to. By equinox, some areas receive an influx of up to 4000 W/m² making it suitable for solar power applications. Further, as anyone who has been to the Pass can attest to, the wind is always blowing with the majority of it coming from the WSW-SW directions with a magnitude that could be useful for some level of power generation if placed appropriately.



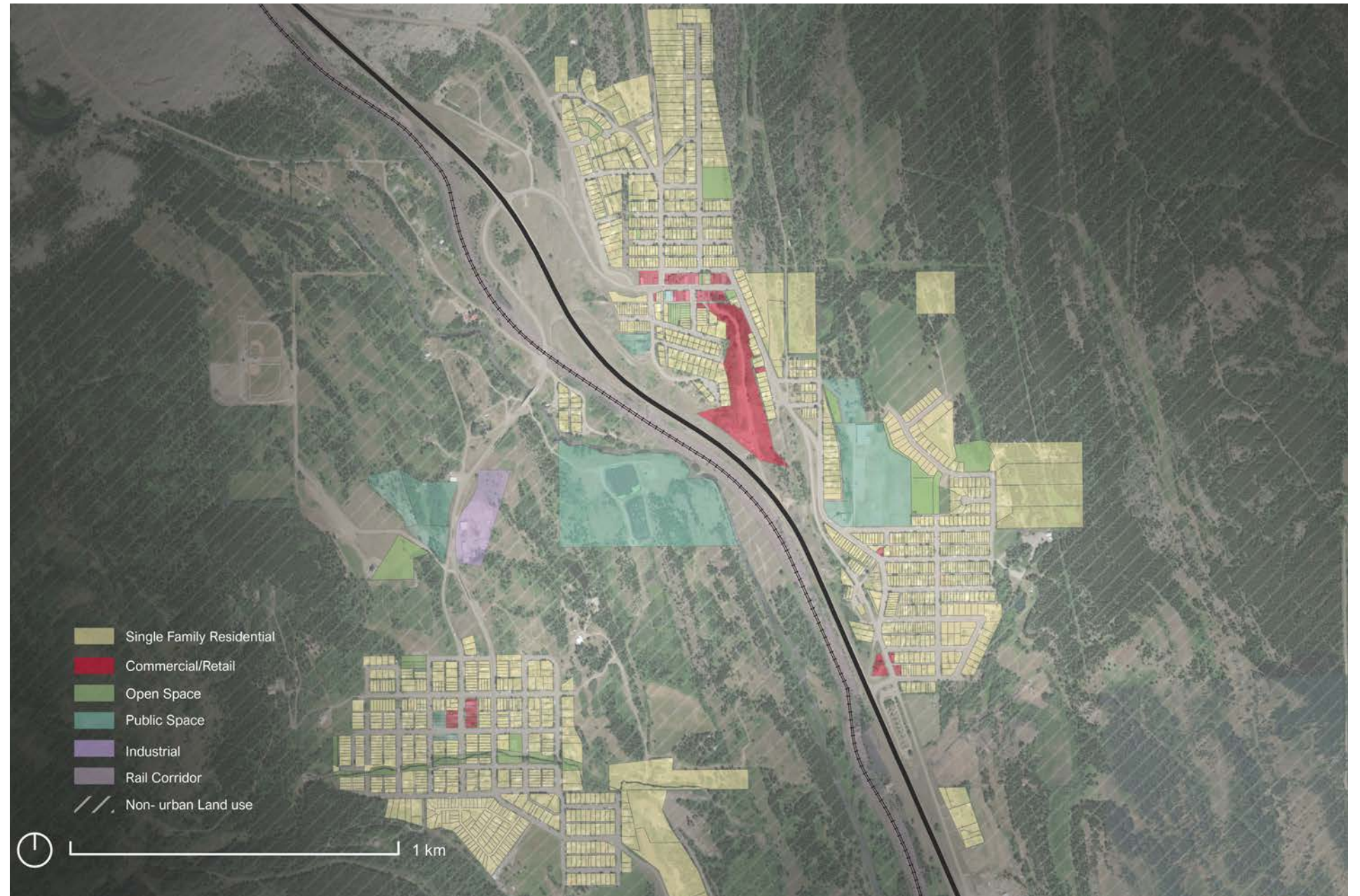
2.9 Regional Land Use



Zoning in Crowsnest Pass closely aligns with limiting features like topography and proximity to infrastructure such as sewer, electricity and water. This pattern is demonstrated on the map to the right. Land uses that are most common in the Pass include residential, which is predominantly low density, industrial, and open space. An important characteristic that is not displayed currently is the relationship between land use and zoning, in which large swathes of zoned land are not being utilized due to the limited municipal servicing or demand. For example, a majority of the zoned land west of Coleman is underutilized. This topic of land utilization will be advanced further in this section.

2.9.1 Bellevue & Hillcrest

In terms of zoning, Bellevue and Hillcrest are predominantly residential settlements with exception to the water treatment plant. The plant is located in the large public zone in the center. There is a significant amount of non-urban land use due to the hilly topography and proximity to the Frank Slide to the northwest.



2.9.2 Frank



Frank is a small community with an industrial zone south of Highway 3. There are two commercial zones but are not developed by buildings. The residential and commercial areas are located north of Highway 3 and further north is country residential. Frank was historically larger and had a main street south of Highway 3, but was devastated with the Frank Slide.

2.9.3 Blairmore

Blairmore is the largest and most diverse community in Crowsnest Pass and this is echoed in its zoning structure. There is a long commercial corridor along its main street on 20th Ave only on the north side as the CP Rail lies on the south. There are numerous open and public spaces around the residential areas, which are predominantly low density single-family. Even though there are areas zoned for high density multi-family, there are not any medium to high density structures.



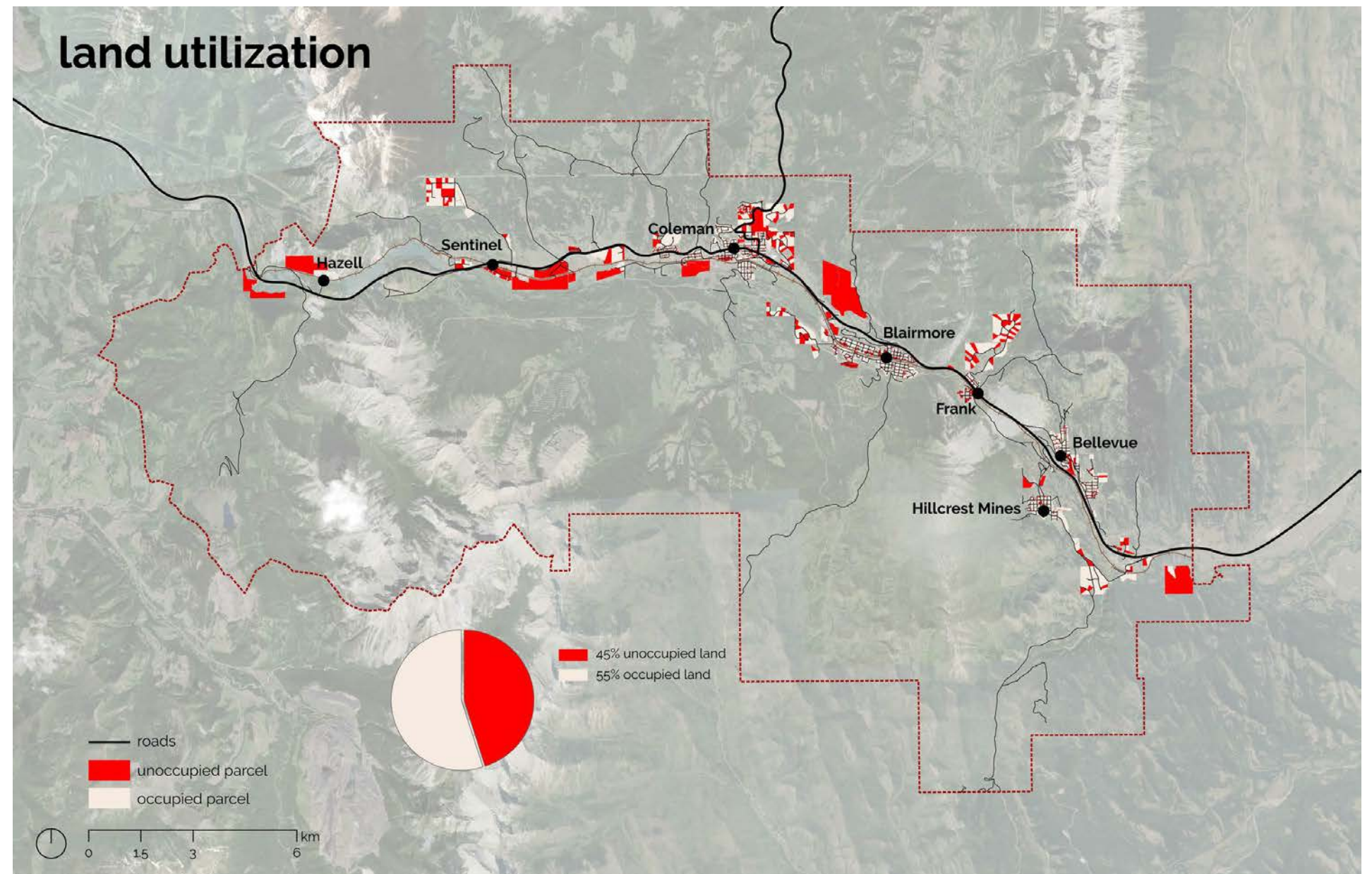
2.9.4 Coleman



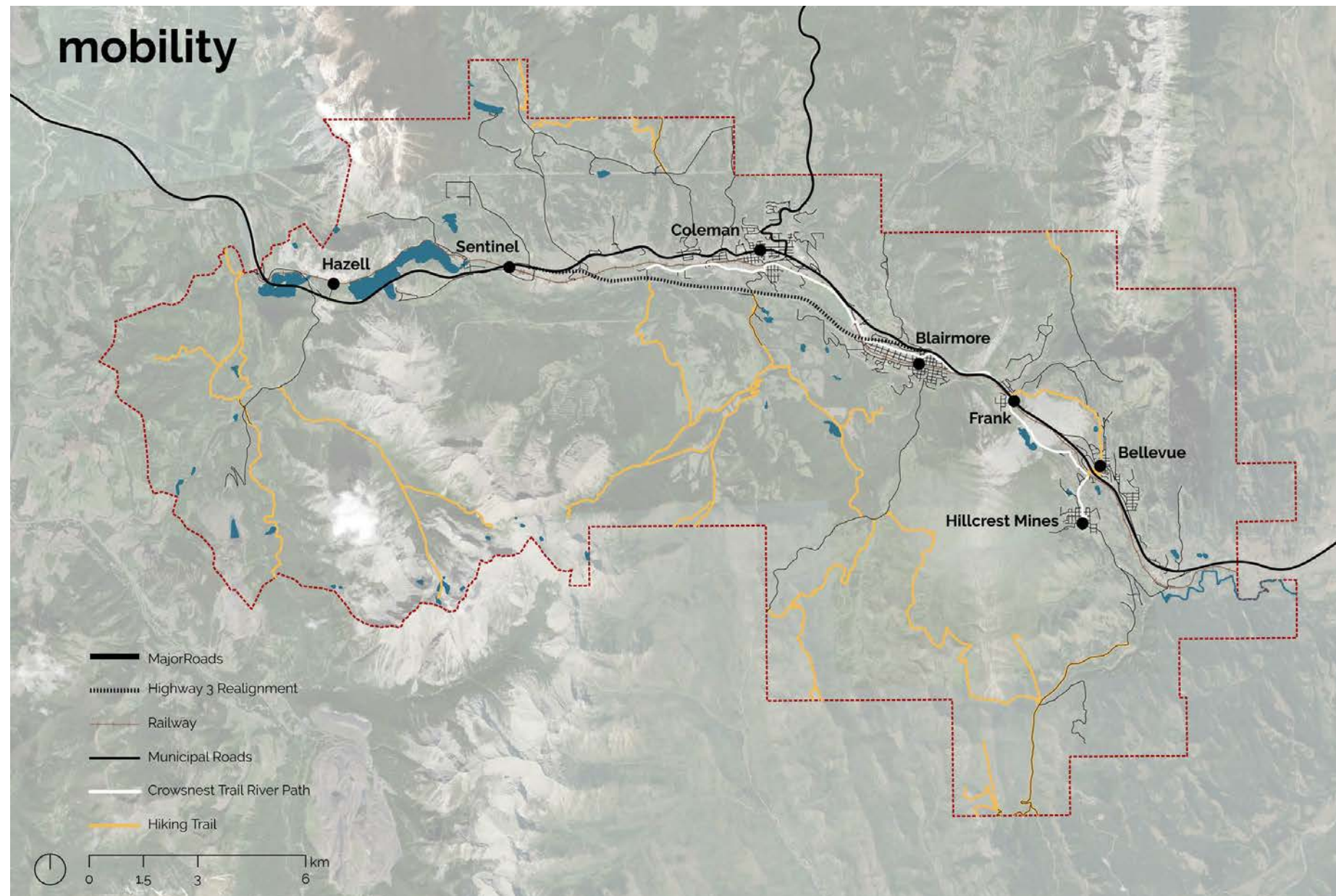
Coleman is the next largest community in Crowsnest Pass and has a strong commercial presence along Highway 3. Coleman interacts significantly more with Highway 3 than Blairmore, with low density residential both north and south of the road. There are large public and open space zones north of the Highway as well. Coleman has grown its country residential base extensively along Highway 40. Coleman's main street is a commercial hub that is also underutilized.

2.10 Land Utilization

This map is a synthesis of the GIS data to understand land use and what is and is not being used. It was generated by looking at the intersections of building footprints and parcels for residential lots and a similar analysis for known businesses and commercial parcels. A comparison between occupied and unoccupied land could then be made as a proxy for land use efficiency and where redevelopment and infill could be looked at. It is clear that land is underutilized in Crowsnest Pass, with a 45 percent rate of unoccupied zoned land. This pattern is more evident on the western portion of the municipality which correlates with the lack of infrastructure and servicing required for development.



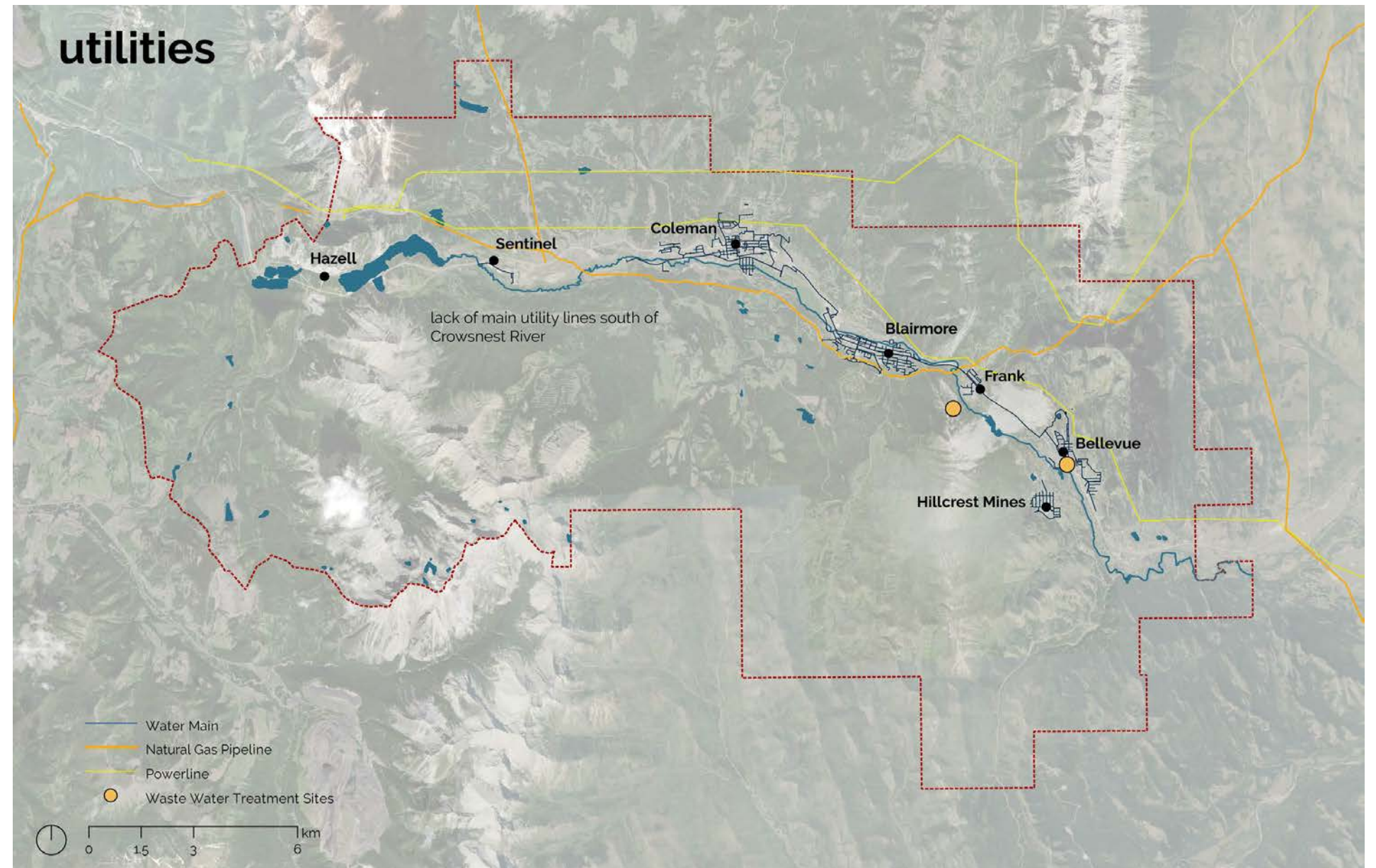
2.11 Mobility

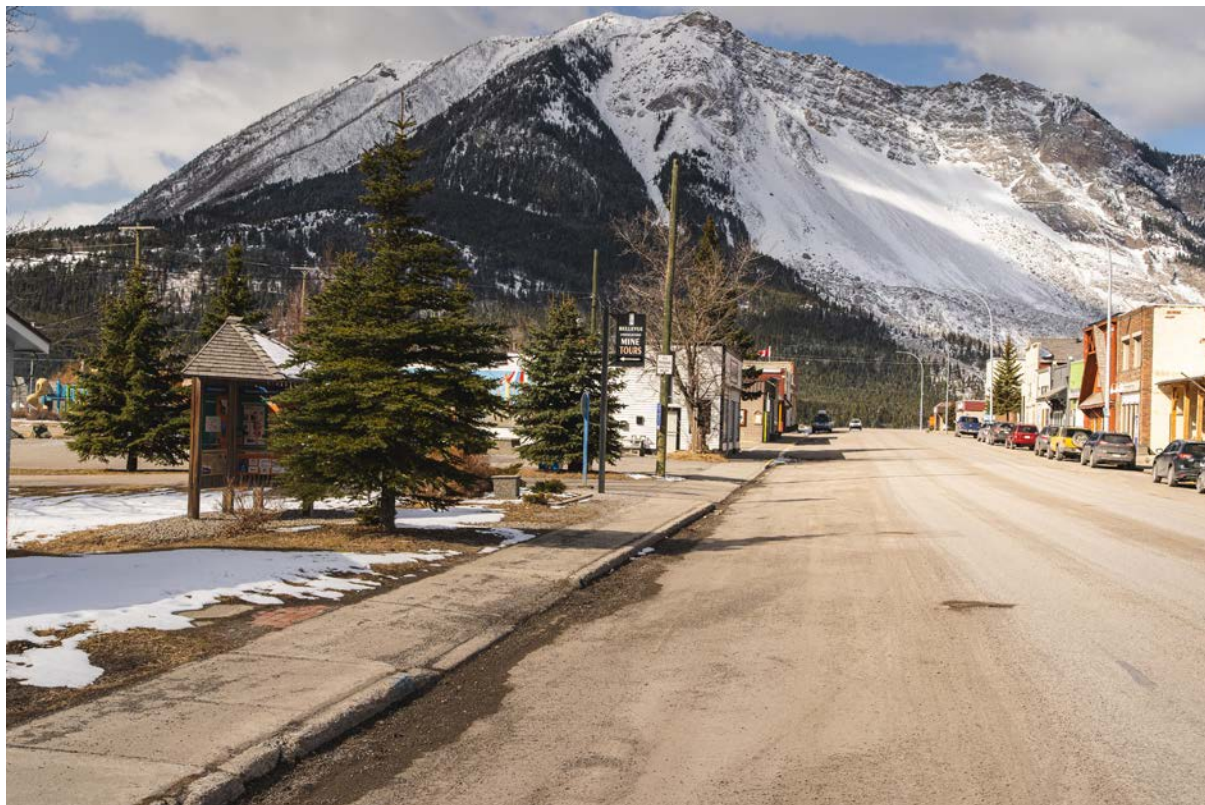


The region's current design is based upon the historical rail infrastructure. As towns sprung up along the rail line many local roads developed. Eventually a highway was completed connecting the region with a newly paved road. The municipality eventually created a river walk trail system to connect the hamlets via a walking trail. Finally, the region has many hiking trails throughout it however the majority of the trails are in the southern half of the Pass. Highway 3 is the major thoroughfare in Crowsnest Pass and acts as a spine for the communities. There is a planned bypass dubbed Highway 3x, which runs south of Coleman after Blairmore. The realignment of 3x would benefit passing traffic as Coleman has 18 intersections along Highway 3, but would significantly hurt businesses that survive off of such traffic. There are also numerous local trails that are not illustrated in available data due to the lack of surveying.

2.12 Utilities

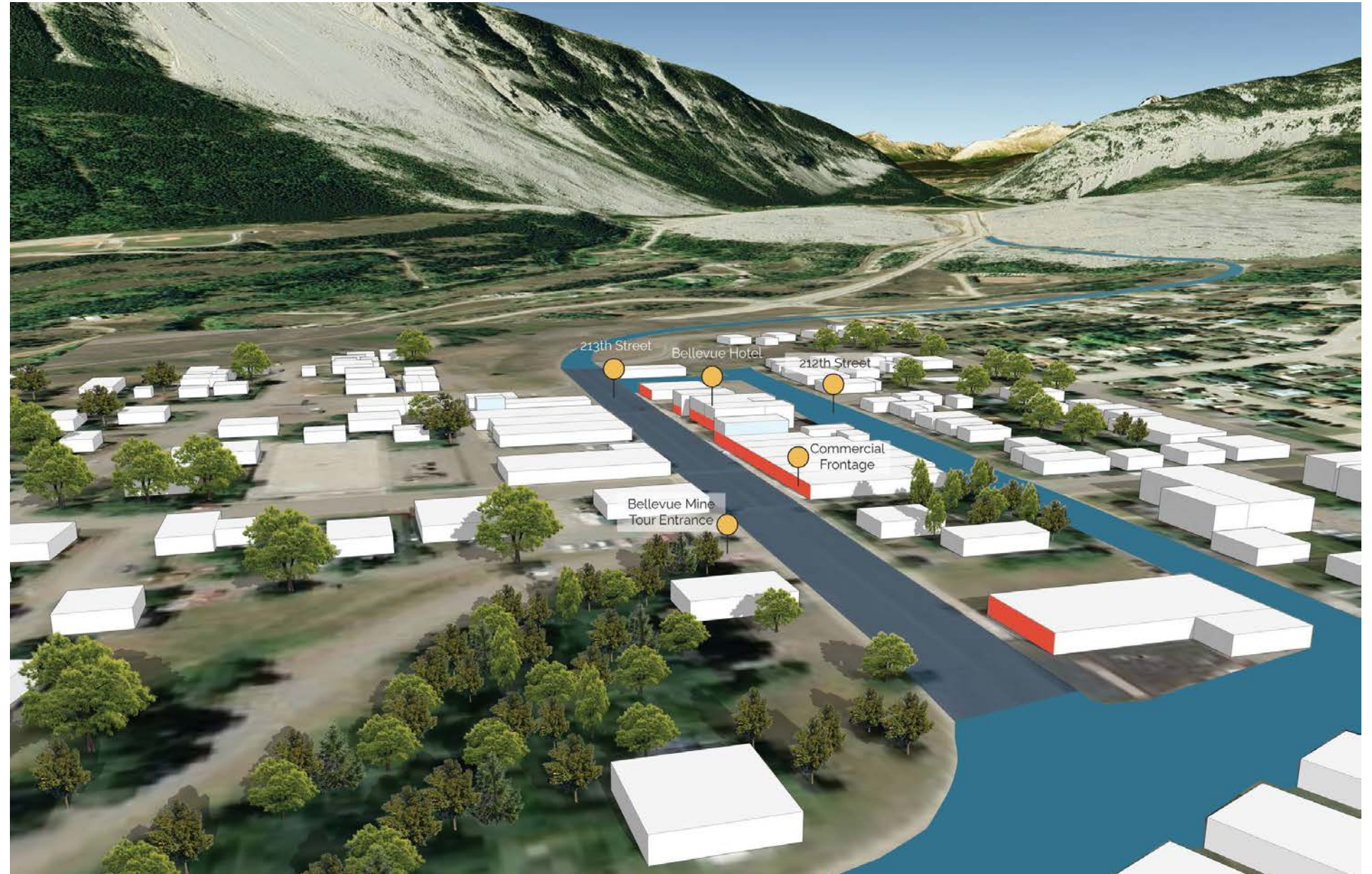
The municipality of Crowsnest is fully serviced and contains two water treatment plants and one wastewater treatment site in Frank. In addition there are many country residential homes serviced with individual water wells. The municipality also contains province-spanning utility infrastructure including high voltage electrical transmission lines and two major natural gas pipelines. In the case of the gas lines, the high pressure line is buried below ground surface with a wide right-of-way cleared on the surface. There is no water servicing west of Coleman and this is a problem for future development, especially industrial growth.





2.13.1 Bellevue 3D Massing

Bellevue's main street is characterized by a beautiful view of Turtle Mountain to the east. Commercial buildings along main street are 1 to 2 stories tall so there is not a tight main street feeling. There is a medium level of permeability between buildings which also contributes to the street's open feeling. The rest of the community's buildings are residential and mostly 1 storey with some 2 storey homes.



2.13.2 Blairmore 3D Massing



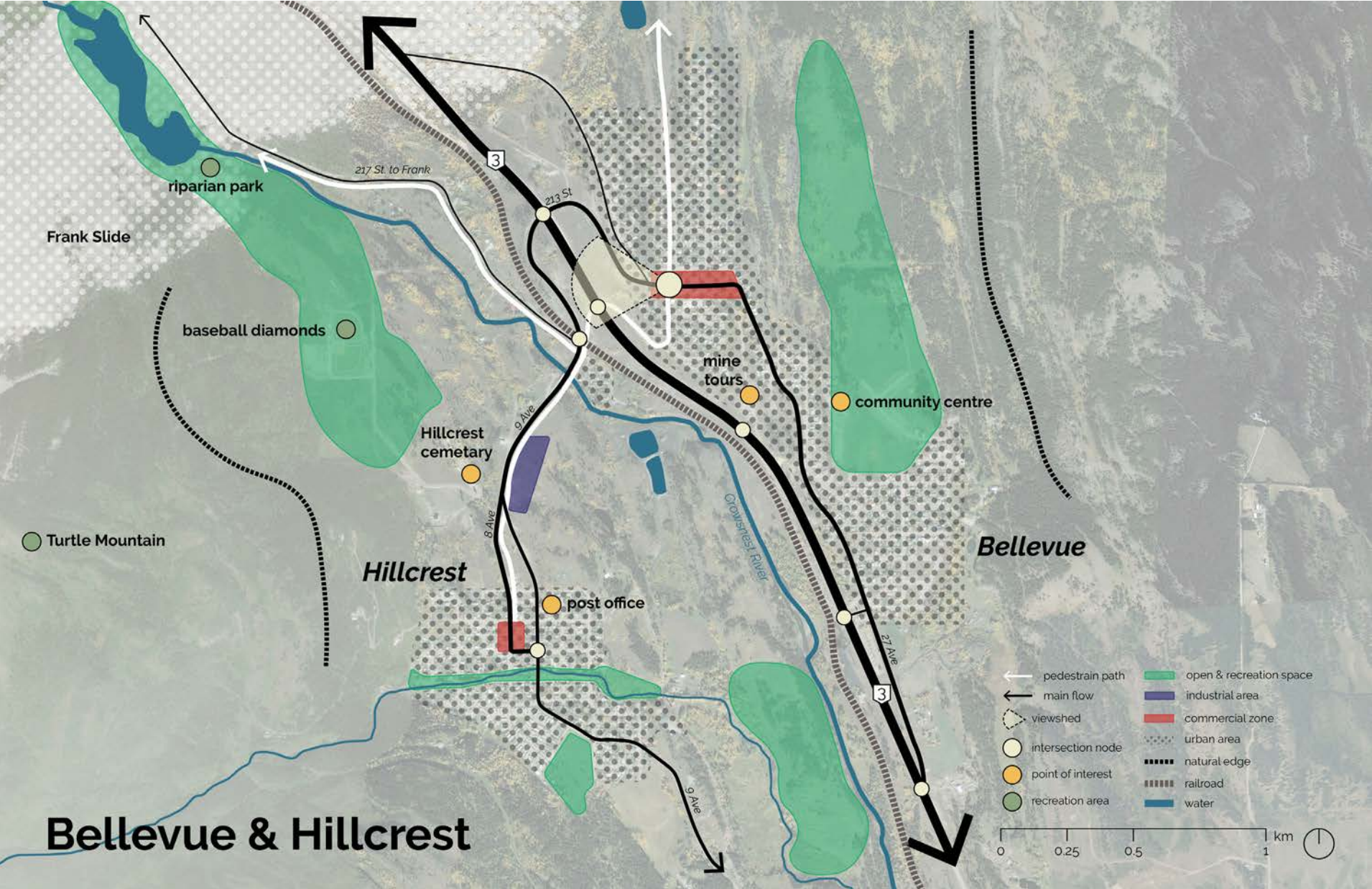
Blairmore's main street has a better pedestrian realm and feeling as a majority of the commercial buildings have 2 storeys and there is a low level of porosity. However, the CP rail on the south side of 20th Ave creates a wide gap in the main street and makes it difficult to create that enclosed and vibrant feeling that double-sided main streets possess. Residential buildings are largely single storeyed.

2.13.3 Coleman 3D Massing

Coleman has the most balanced mainstreet within the municipality. Managing to maintain many of the original historical assets while also containing a new upgraded pedestrian infrastructure. This mainstreet has a medium level of porosity but achieves the main street feeling through the upgraded pedestrian realm and high walkability. There are numerous heritage buildings that add a special character to the urban form. The main street is also lower in elevation compared to the larger community and so there is a unique feeling of enclosure in on the street that is not present in other communities of the Pass.



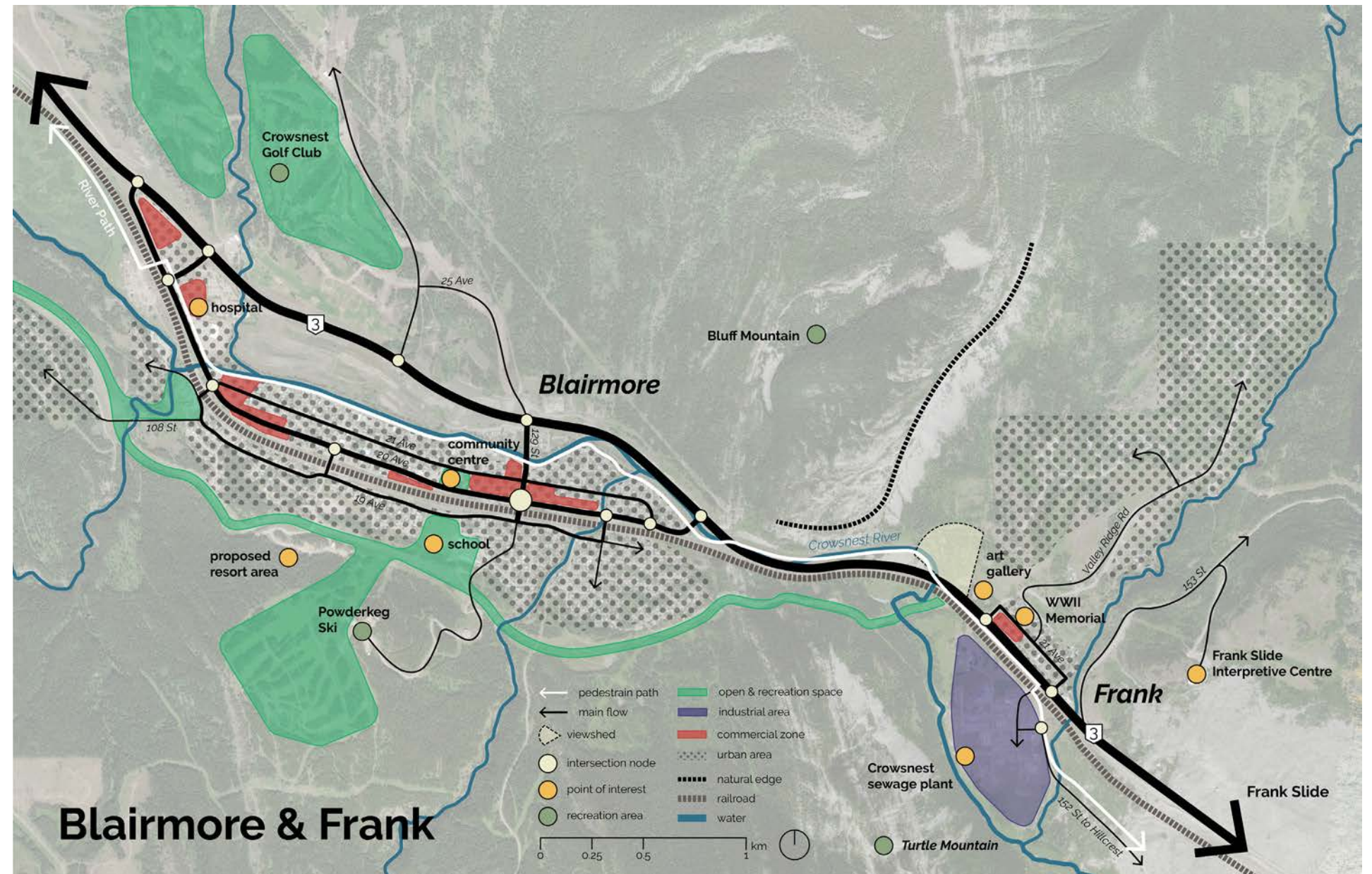
2.14.1 Functional Analysis (Bellevue and Hillcrest)



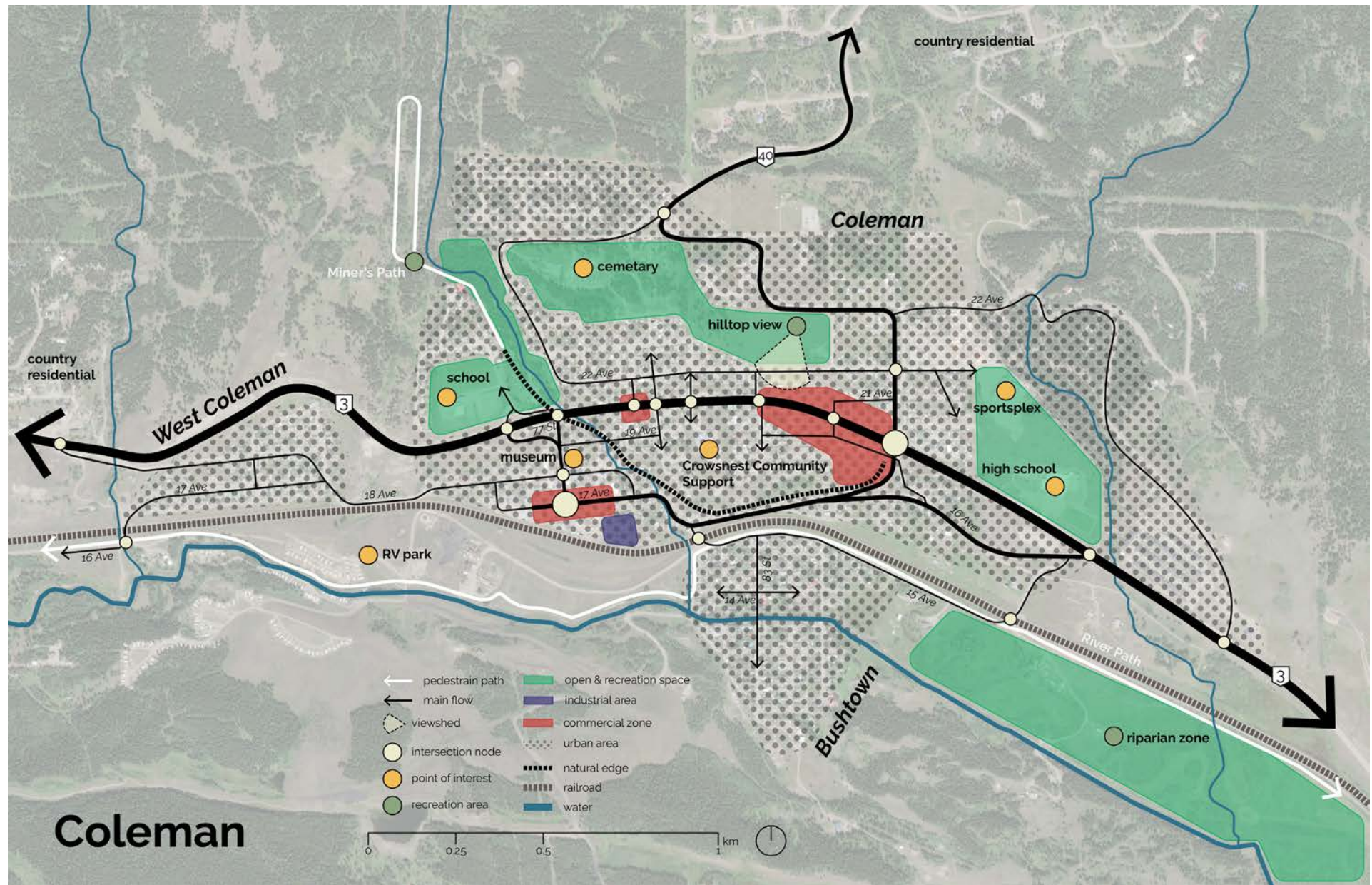
Bellevue and Hillcrest are proximal communities that are bisected by Highway 3. There are only 2 connections between the community, one by 9th Ave and the other via the community trail, which has its own underpass just south of 213 St. As described earlier, there is a wonderful view of Turtle Mountain facing east from Bellevue's main street. There are a few large open green spaces that do not have programming except for the baseball diamonds north of Hillcrest. There are a few Points of Interest (POIs) across these two communities, including the Bellevue Mine Tours, MDM Community Centre, and post office in Hillcrest.

2.14.2 Functional Analysis (Blairmore and Frank)

Blairmore and Frank are connected by Highway 3 and the community trail. The community trail is busy in Blairmore as it is proximal to residences and runs across natural areas along the Crowsnest River. There is a nice view of Bluff Mountain available when moving west toward Blairmore. There are three key intersections along Highway 3 in Blairmore at 20th Ave, 129th St and again at the tailend of 20th Ave. These provide direct access to Blairmore's commercial main street and the residential community. There are two significant recreational areas including the Crowsnest Golf Club north of Highway 3, and the municipally-owned Powderkeg Ski directly south of Blairmore. A large industrial area in Frank is joined with other POIs like the Frank Slide Interpretive Centre, WWII Memorial, and in Blairmore the Crowsnest Hospital adjacent to the highway.



2.14.3 Functional Analysis (Coleman)



Coleman interacts significantly with Highway 3 as it is the spine of mobility for the community. This relationship is clearly demonstrated by the frequent intersections and large highway commercial zones illustrated. This highway commercial zone is at severe risk to the 3x highway bypass. The main street is just south of and below the highway and is somewhat disconnected from the greater community by limiting topographical features like the large berm in the centre of town. The only programmed open space are the schoolyards but there is also a beautiful riparian zone at the south east and popular Miner's Path trail north of the Main Street. There is also a nice view of the area facing south on the hill between Highways 3 and 40. Local POIs include the museum, Sportsplex and Crowsnest Community Support Centre located above the berm.

2.15 Analysis Summary

summary of analysis findings



physical environment

- + Significant natural landscapes and views.
- + Potential renewable energy sources (wind, solar).
- At risk due to potential mines.



constructed environment

- + Small-town character is maintained on main streets.
- + Loads of potential for redevelopment, heritage, tourism.
- Lack of housing mix and stock.



infrastructure

- + Highway 3 connects the entire community.
- Trail system is disjointed and not maintained well.
- Lack of servicing to rural areas vs. urban.



land use

- + Large portion of underutilized land due to zoning.
- + Historic districts are located along main streets.
- Zoning is quite prescriptive & high in-town industrial.



demographics

- + Large senior group is an opportunity for certain services.
- + Family-oriented with high rate of marriage.
- Shrinking population with big wage gap.



functional processes

- + Each community has a unique character to be upheld.
- + Heritage is clearly an important aspect of CNP.
- Communities do not have a collective identity and brand.

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3.0 Stakeholder and Public Engagement



3.1 Introduction

TONIGHT'S AGENDA

PART 1

- 6:10** Intros & Sense of place
- 6:15** Today's Challenges
- 6:45** Report back

PART 2

7:00 Future Possibilities
7:35 Report back

7:50 Conclusions & Next Steps

Instructions

- alt + click to duplicate
- hold shift to move things in a straight line
- double click to make a sticky note

Stakeholder and public engagement was a key part of the process in developing the Regional Growth Strategy for Crowsnest Pass. Key stakeholders and the public provide local expertise and knowledge of the site that is not presently available to the project team. Even with three site visits, it is impossible to understand the site like a local community member does. Critical observations are provided from the local community on both challenges and opportunities of the site, but also on the team's initial considerations and intervention schematics of the Regional Growth Strategy.

There were a total of 5 touch points with stakeholders and the general community during the design process strategically timed to provide effective feedback on our designs:

1. Engagement with the Steering Committee following presentation of the Site Analysis.
2. Open House with the local community focused on identifying challenges and opportunities within the site.
3. Engagement with the Steering Committee following presentation of the Concept Draft Plan
4. Engagement with the Steering Committee following presentation of the final Regional Growth Strategy
5. Open House with the general public showcasing poster presentations of the final Regional Growth Strategy

The engagement process followed a methodology that enabled effective collaboration. Due to the current pandemic conditions, engagement was conducted completely online via Zoom and sometimes in combination with other platforms.

FUTURE POSSIBILITIES (ASSETS & OPPORTUNITIES)

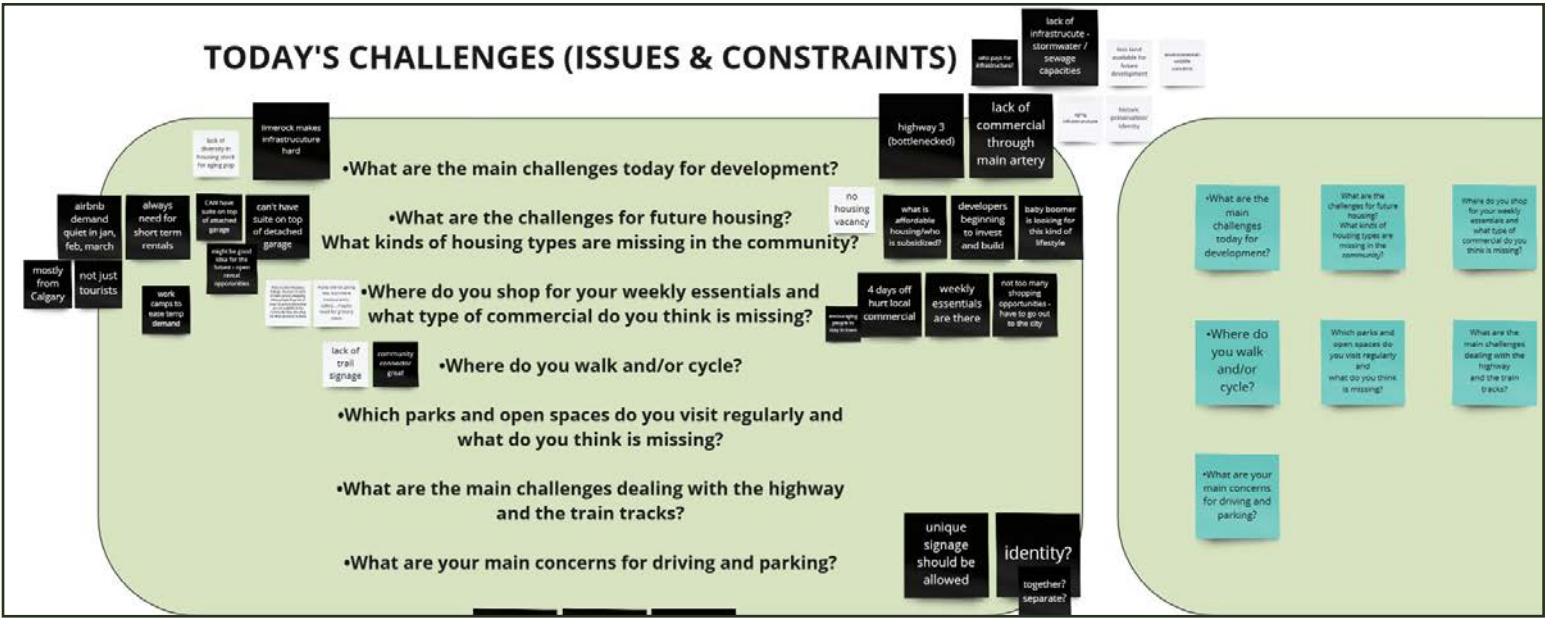
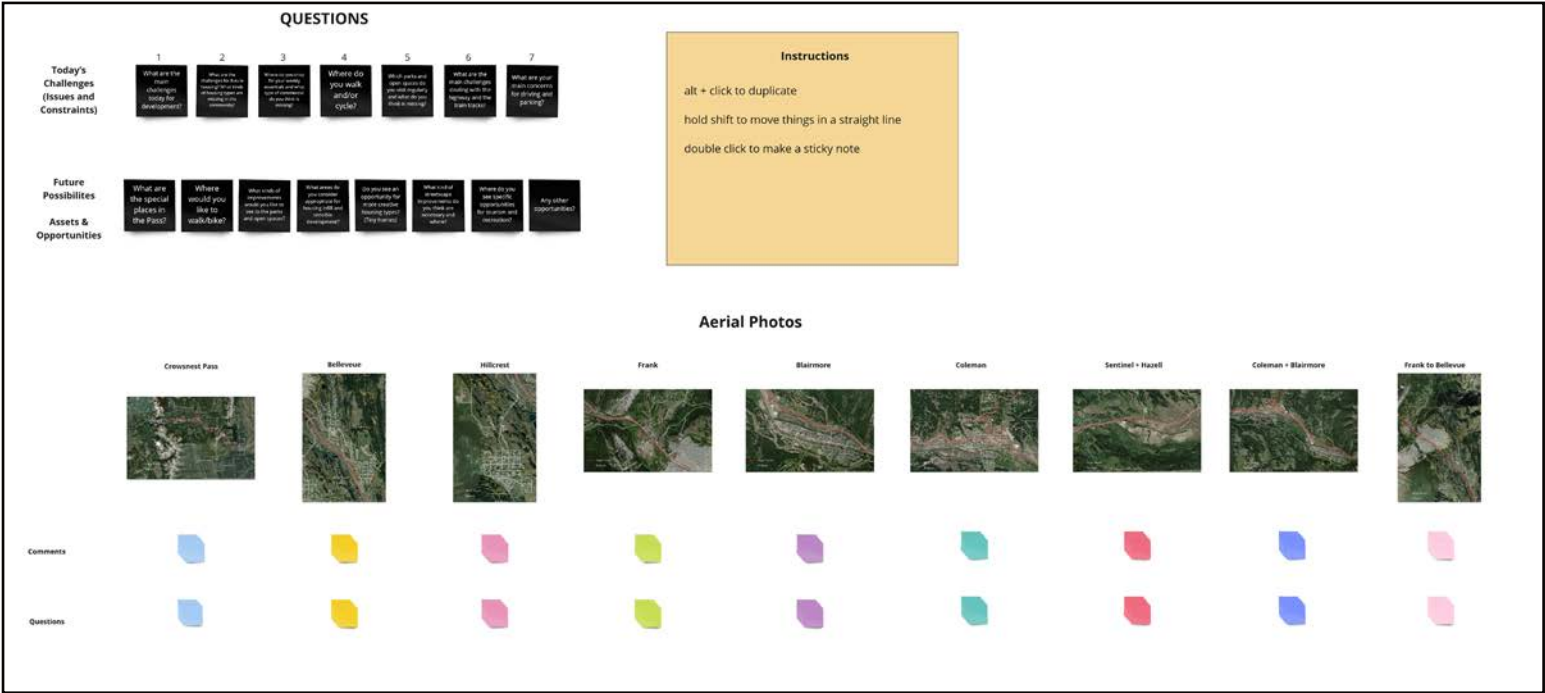


3.2 Public Engagement

There were a total of two engagements with the local community and general public. The first engagement was structured as an Open House and Focused Discussion that occurred shortly after the Site Analysis Presentation and aimed to identify local opportunities and challenges. Specific questions were developed with guidance from the previous site analysis phase and the team’s senior planner. The online session was conducted over Zoom and utilized Miro as a virtual collaborative platform. One team member recorded notes and observations while another member led the conversation with the community. The questions were divided into two sections, first with challenges and second with opportunities. The community was invited via an emailed RSVP.

The second public engagement was more of an open discussion as it followed the final presentation of the Regional Growth Strategy. This was an opportunity for the project team to present their finalized ideas to the local community and other interested stakeholder and garner feedback. This engagement was also conducted over Zoom and used Issuu as a platform to showcase the Poster Presentation. Summit provided a short summary of the project and key ideas regularly over the hour as participants entered and departed the room. Time for open discussion was provided following each summary presentation. This session was advertised publicly on April 1st and via Facebook on April 7th. A reminder was sent on April 15th. Frequent advertisements attracted both local and international attendees for a total of 45 participants.

Each engagement with the Steering Committee, which is composed of selected members of Crowsnest Pass that play a key role in planning and growth of the municipality, followed end-of-phase presentations from the project team. This process presented the most refined and updated version of materials for the Steering Committee to provide feedback on. There were a total of 3 engagements with the Steering Committee, first after the Site Analysis, second after the Concept Draft Plan, and third following the final version of the Regional Growth Strategy.



3.3 Open House Feedback Summary

opportunities	challenges
<ul style="list-style-type: none">Lots of viewpoint opportunities of Crowsnest Mtn. Frank Slide, Burmis Tree, and overall pass.Community trail can better connect communities and people, join other trails to this spine.Central gathering area to bring community together during events.Marketing the community as a collective place for investment, tourism and migration.Preserving the natural beauty and lifestyle.	<ul style="list-style-type: none">Lack of housing diversity and stock is causing unaffordability.Difficult to attract and retain people and business.Disconnected and unmaintained community trail.Lack of signage and wayfinding for hikes and trails.Land owners are not developing or selling derelict properties.



4.0 Design Interventions



4.1 Introduction & Big Ideas



Summit Consulting reached the final phase of the project in April of 2021 after receiving feedback on their Draft Concept Design presentation. The fourth and final phase of the Regional Growth Strategy involved three steps: develop a final proposal with community feedback; combine research with local perspectives; and distill the major concepts into catalyst sites. This phase culminated with a presentation of a Detailed Concept Plan to the Steering Committee and an Open House poster presentation to the public, as outlined in Section 3 of this report.

The following 4 Big Ideas were focused on for the Detailed Concept Plan and ultimately, the Regional Growth Strategy for Crowsnest Pass (large number format):

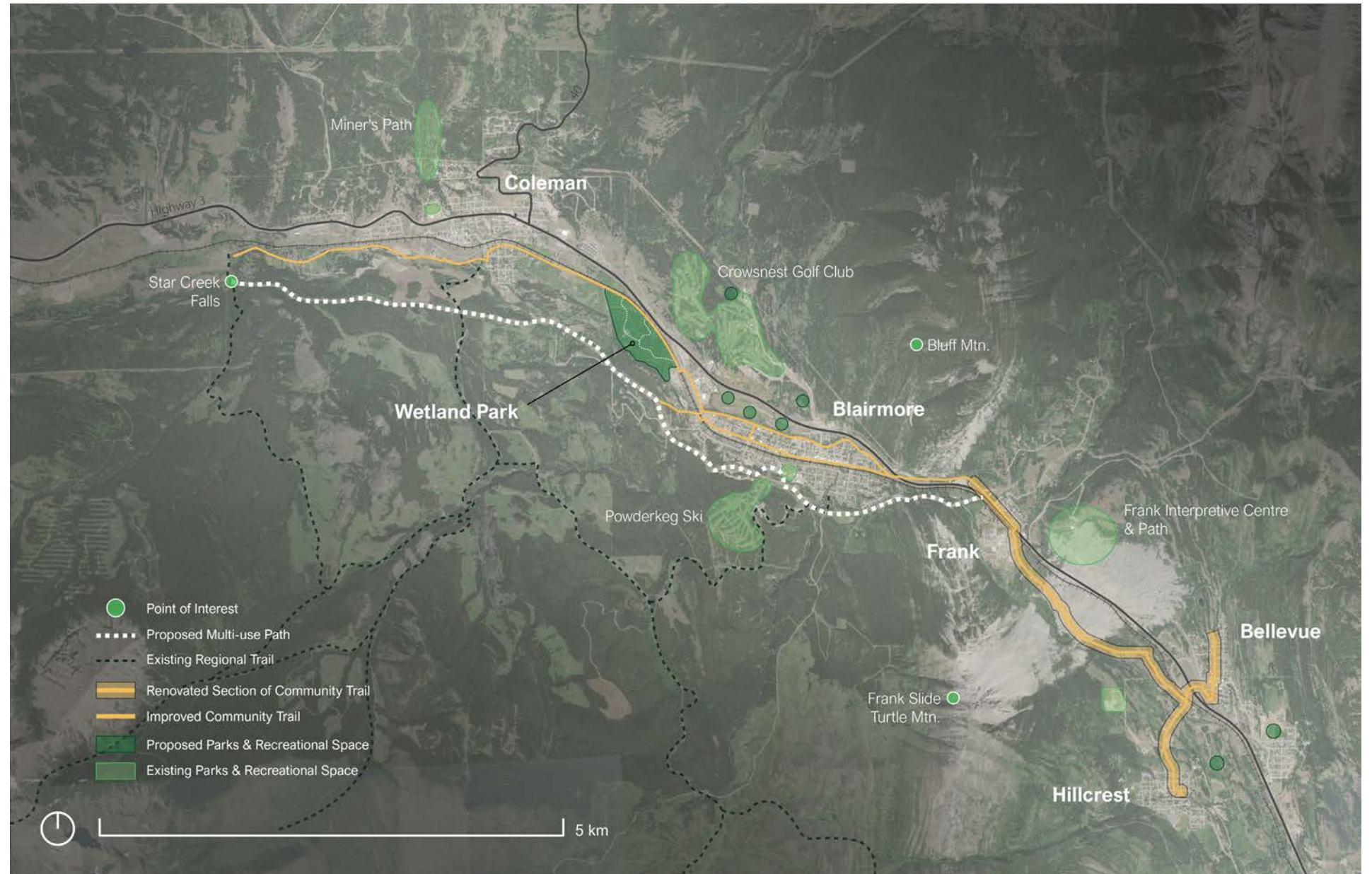
1. Enhance main street areas and encourage intensification, including more diverse housing in commercial districts.
2. Creating better open space and trails to connect communities with each other and nature.
3. Promote tourism within the Pass by establishing a destination and by improving infrastructure.
4. Implement strong residential growth nodes that enhance the surrounding community and support local business.

Top Right, Top Left and Bottom Left - Site visit images of the existing community trail in multiple locations. Improving the pathway will encourage more users and make the system safer for all users (Planning for all genders).

Bottom Right - Site image of the current state of the pipeline right of way. This area is used by many mountain bikers and those looking for a unique walking experience.

4.2.1 Open Space & Mobility

Open Space & Mobility are the largest-scale interventions of the Regional Growth Strategy. Recreation is an important aspect to the Crowsnest Pass community and is a major reason why many residents choose to live here. Our proposal adds numerous programmed green spaces to create a network of parks throughout the community, connected by an improved community trail and additional multi-use trail. A notable park addition is the Wetland Park, located on the riparian area between Blairmore and Coleman.



4.2.2 Community Trail

Open Space & Mobility are the largest-scale interventions of the Regional Growth Strategy. Recreation is an important aspect to the Crowsnest Pass community and is a major reason why many residents choose to live here. Our proposal adds numerous programmed green spaces to create a network of parks throughout the community, connected by an improved community trail and additional multi-use trail. A notable park addition is the Wetland Park, located on the riparian area between Blairmore and Coleman.

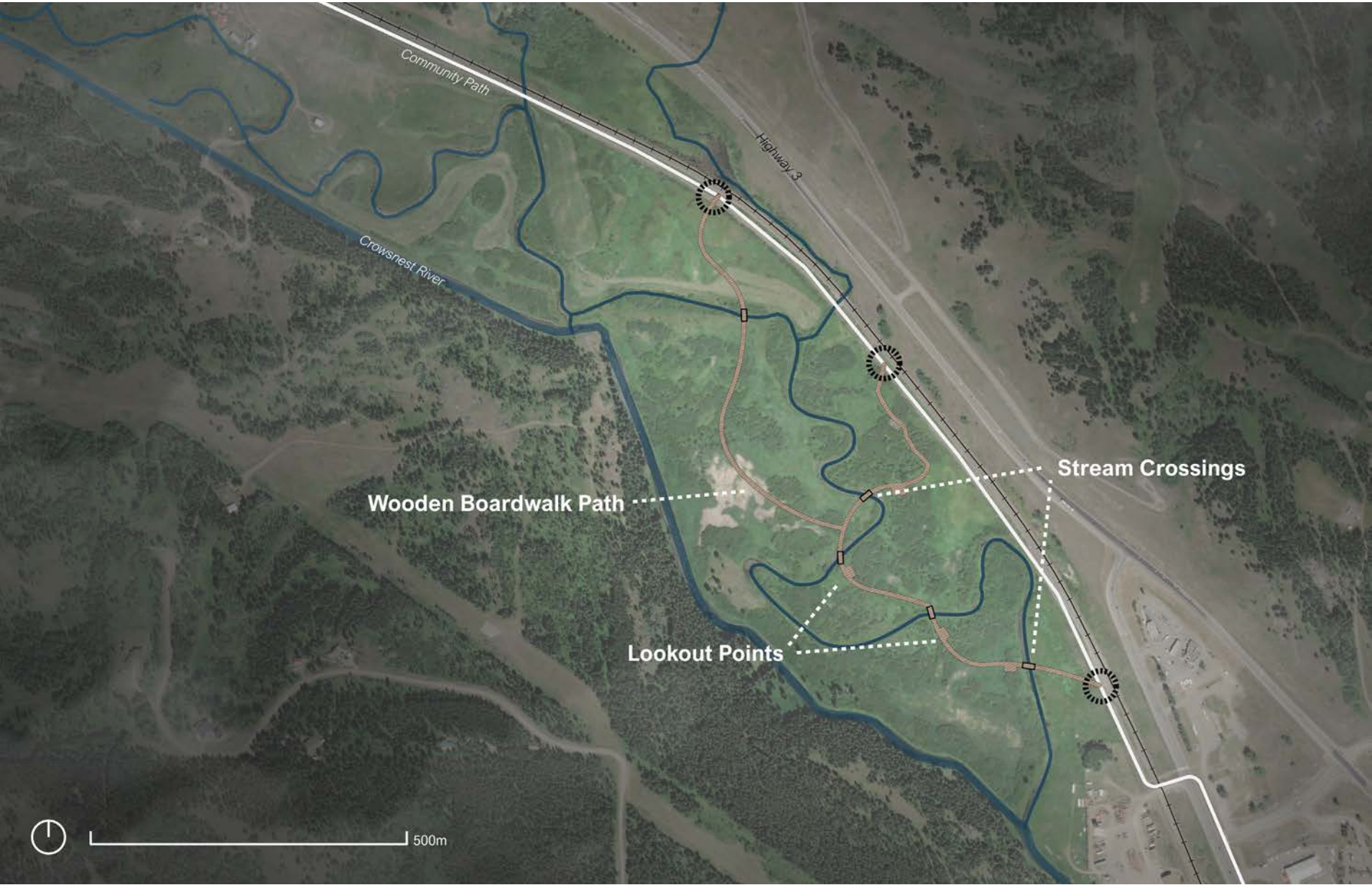


4.2.3 Multi-Use Trail

The pipeline right-of-way is a noticeable corridor on an aerial view of Crowsnest Pass that runs from Frank through south of Blairmore and Coleman to Star Creek Falls and presents an excellent opportunity to construct a temporary multi-use trail. Because of the challenges with the buried pipeline and land ownership, Summit proposes that this trail be upgraded with temporary fixtures and gravel. As the right-of-way is already extensively used by the community, trail upgrades will enhance the user experience while maintaining a natural and unobstructed path of connectivity for the community of Crowsnest Pass.



4.2.4 Wetland Park



The Wetland Park and Boardwalk is Summit’s cornerstone open space proposal that utilizes a beautiful riparian area located between Blairmore and Coleman. This wetland is just south of the community trail, presenting an opportunity for added connections as well. The team proposes an elevated boardwalk to be built that would run from the trail into the wetland and branch out in two directions as shown in the plan to the right. Demonstrated by the section details, the boardwalk is designed to be higher than the vegetation and so it would help preserve the land. Additionally, the boardwalk provides the community new and up-close interactions with this local wetland ecological system and ultimately an opportunity for education and conservation programs. This wetland was further researched using Summit’s aerial photography and surveying methods. Feedback from the community and Steering Committee was highly positive for the Wetland Park.

4.2.4 Wetland Park

The top section provides an illustration of the standard boardwalk area that is 1.5 meters above the ground and provides a surface that supports all mobility types. By creating a boardwalk system people who would otherwise be unable to hike into a natural area such as this will now gain access to this amazing asset.

The lower section represents a bump-out area along the boardwalk. The additional width allows for a bench and for a change to take a break to enjoy the wetland atmosphere.



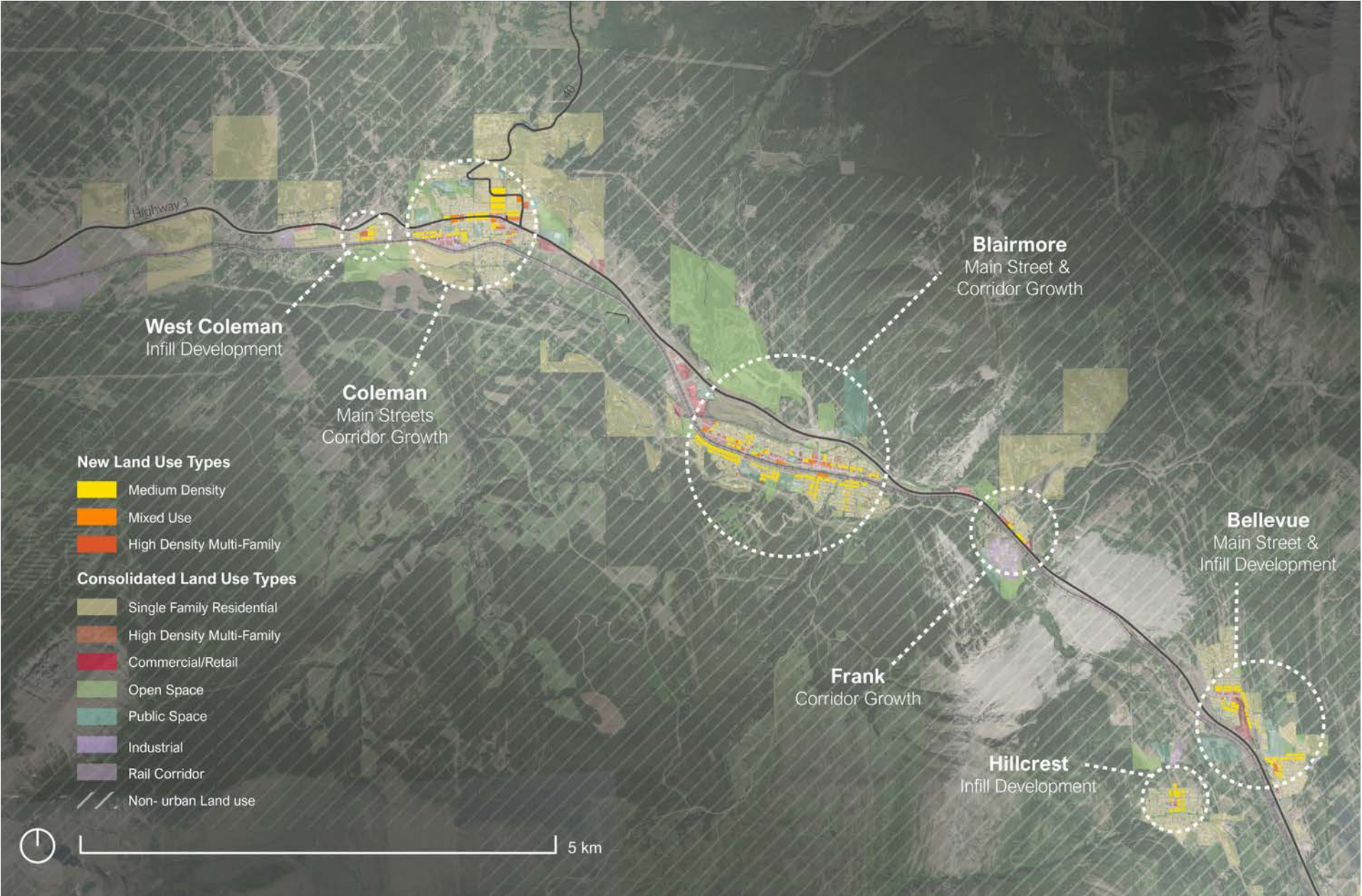
4.2.4 Wetland Park



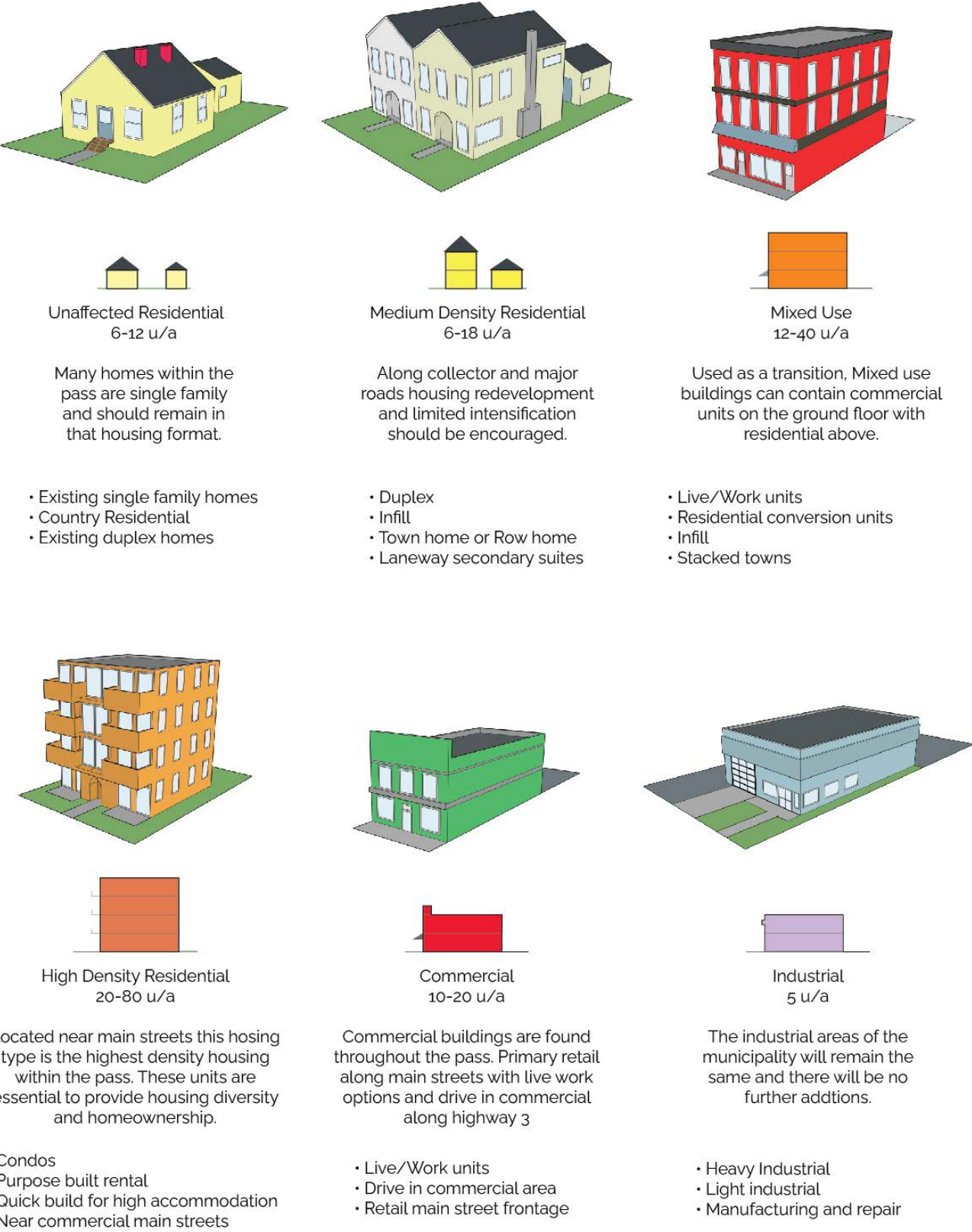
The Wetland Park and Boardwalk is further illustrated with our teams idea of how the pathway system would connect into the existing community trail. This new park and pathway system would provide a exciting new area of the pass to be explored by all those facinated by ecological and hydrological systems.

4.3.1 Land Use

Land use in Crowsnest Pass was identified as a challenge by both the community and through Summit’s site analysis. Therefore, the team proposes sweeping revisions to the zoning bylaw that would help promote infill development, affordable housing, and overall growth for the municipality. The changes will be localized to key growth areas which are illustrated in the map to the right. Overall, there are three major changes to the zoning bylaw, including the addition of three consolidated land use types: medium density, mixed-use and high-density multi-family. These new land uses compliment a set of revised and simplified land uses which exist within the current land use bylaw.



4.3.2 Housing Typologies



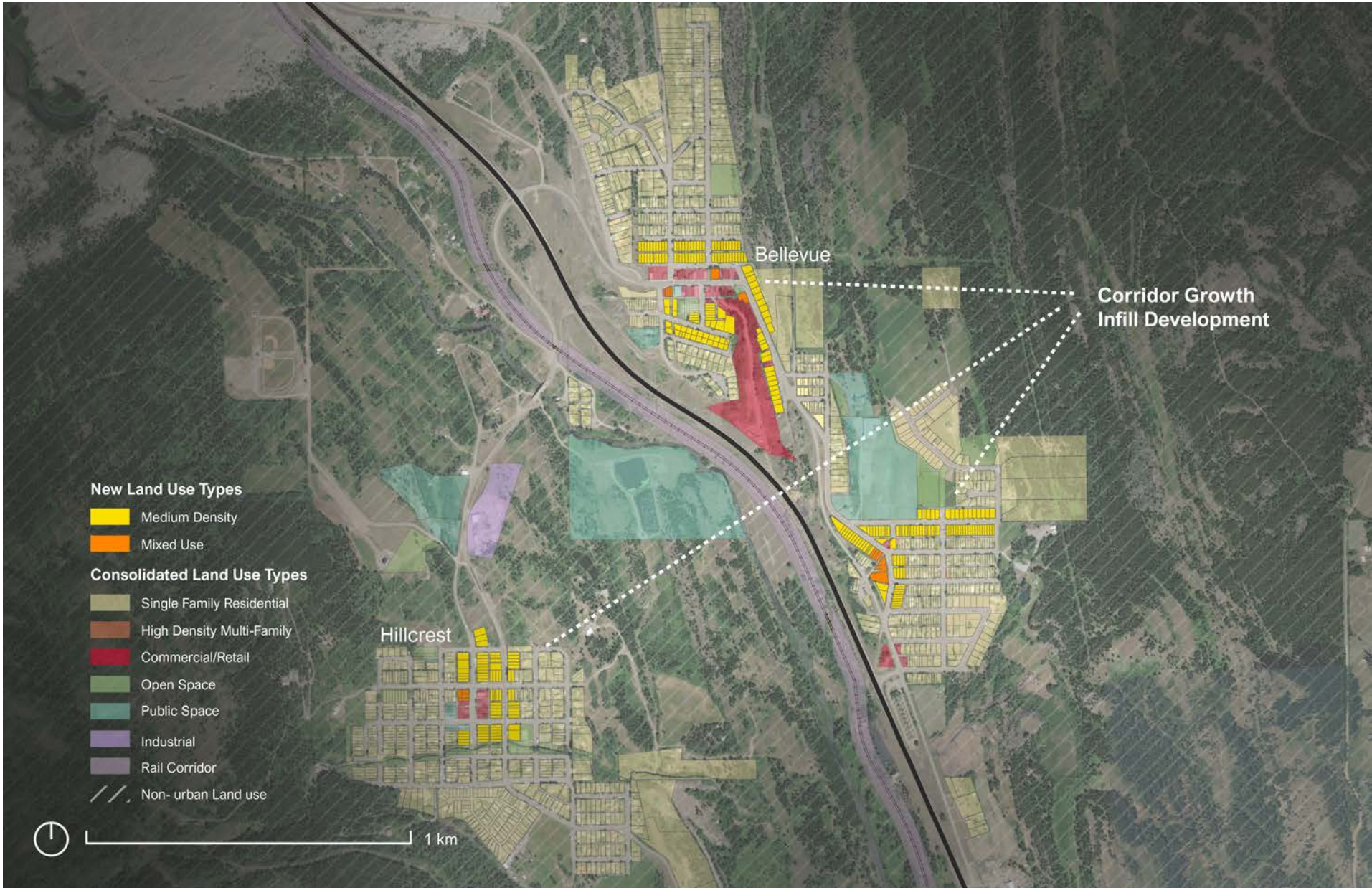
To help envision how the proposed land uses will look on-the-ground, Summit produced a land use typology diagram. The first land use is Unaffected Residential, which simply demonstrates the unchanged zoning of single-family residential that is the current majority land use of Crowsnest Pass and will remain that way. A key note about Summit’s land use strategy is that these new land uses will not require landowners or investors to upgrade or redevelop their property, but rather promote infill development by making the zoning bylaw more flexible and permissive in density-raising development. The current zoning bylaw requires landowners to submit amendments for minimal redevelopments, creating regulatory barriers to densification. This is an impeding process for a goal that the municipality ultimately wants to achieve. With Summit’s land use strategy, infill development will be more approachable and inevitably cheaper and faster and occur in an organic way.

4.3.3 Bellevue and Hillcrest Land Use

Bellevue and Hillcrest are mostly single-family residential communities with some commercial along Bellevue’s main street. The new land use plan promotes infill development in the centre of each community and near the MDM Community Centre with the addition of numerous medium-density lots and some mixed-use lots. These areas were selected as growth nodes because of their proximity to corridor streets that have good connectivity Highway 3 and adjacency to commercial zones like main street.



Existing land use pattern



Proposed land use pattern

4.3.4 Frank Land Use

Frank is currently an industrial hub and small residential community with a few commercial buildings. The new land use scenario suggests medium density zoning for the lots adjacent to Highway 3 and a mixed-use section between the commercially zoned lots at the northwest. The industrial hub is unchanged.



Proposed land use pattern



Existing land use pattern

4.3.5 Blairmore Land Use

Blairmore is the commercial hub of Crowsnest Pass and has the largest community of single-family residential zoned lots. There are a few lots that are zoned for high-density multi-family but are not being utilized fully in terms of density. The new land use scenario proposes strong corridor growth along 20th Ave with medium-density residential additions to blocks both north and south of the street. Additionally, corridor streets perpendicular to main street are designated for infill growth as well, such as 119th St. There is also the addition of mixed-use in key areas in commercial pockets and some more high-density multi-family. This land use plan will ultimately create growth in Blairmore and create diverse and affordable housing options.



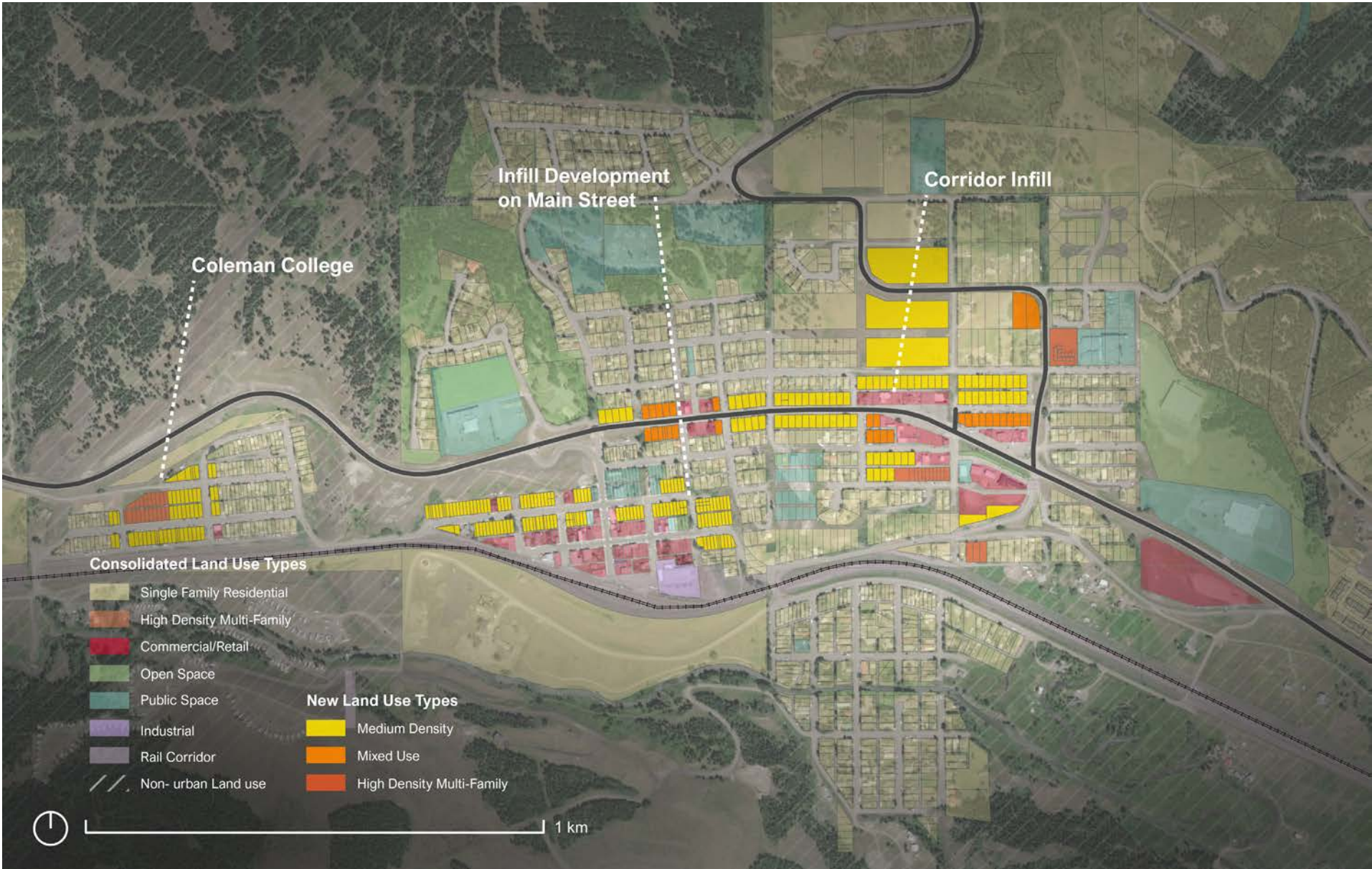
Existing land use pattern



Proposed land use pattern

4.3.6 Coleman Land Use

Coleman is a balanced community in terms of land use, with a majority of single-family residential, commercial along the highway and in main street, and some industrial. The proposed land use scenario adds medium-density and mixed-use infill around the Highway 3-Highway 40 junction to complement the commercial zone and traffic in the area. There is also medium density expansion around main street and the proposed Cameron College in West Coleman, which will be explored later in this report.



Proposed land use pattern

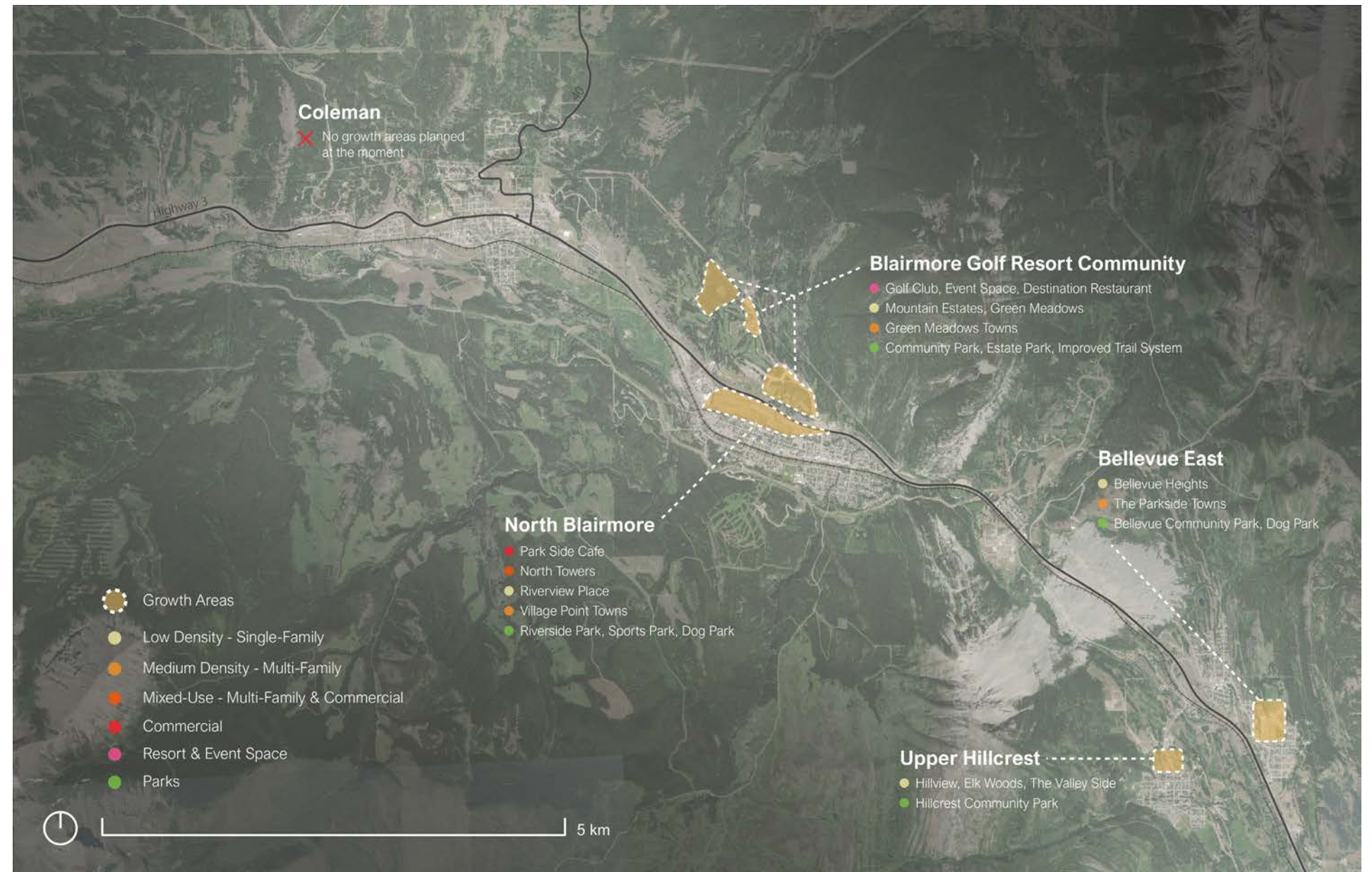


Existing land use pattern

4.4 Growth Nodes

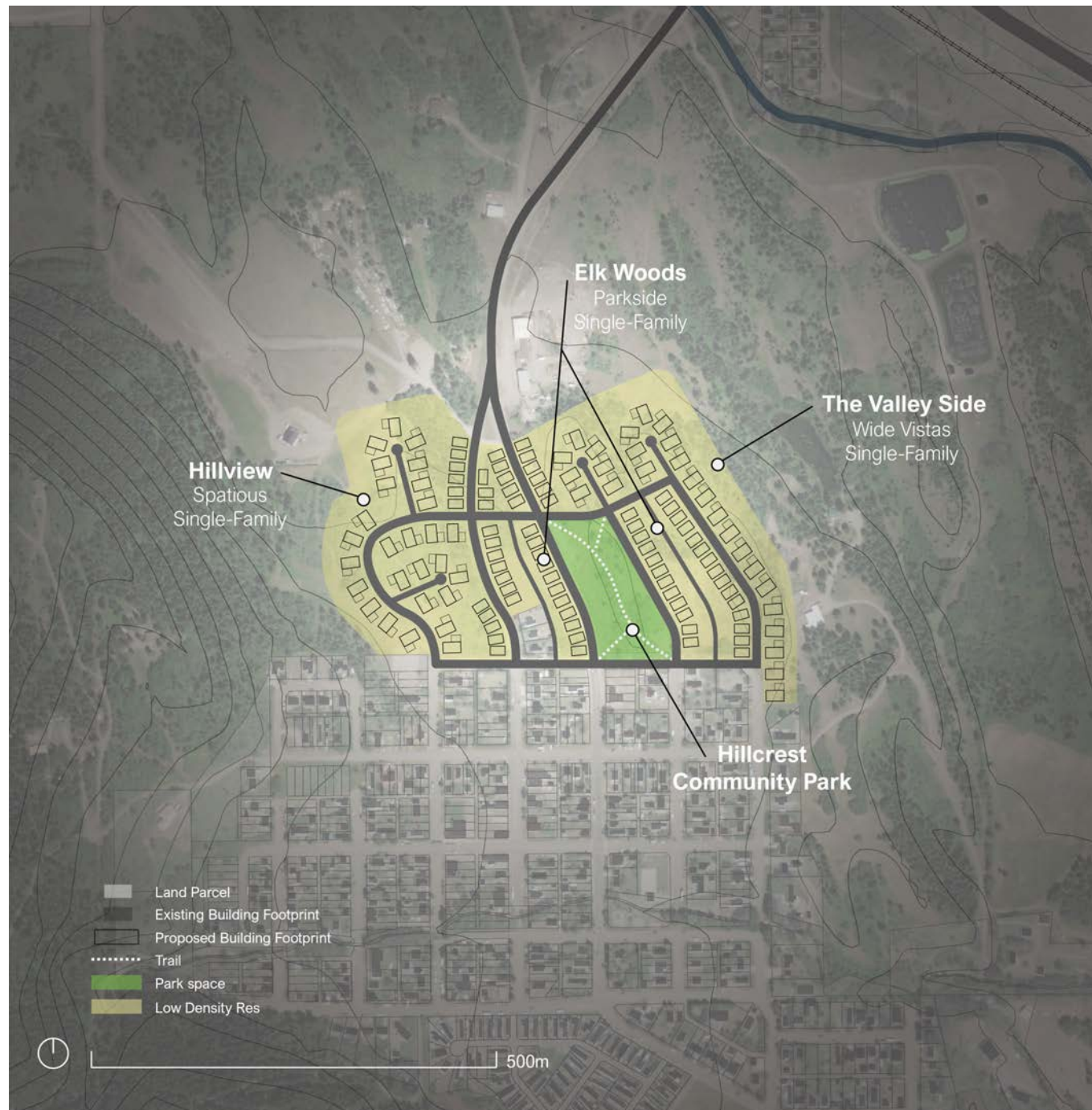
To further support the Big Idea of growth in Crowsnest Pass, Summit proposes the master planning and addition of four key growth nodes in addition to the new land-use strategy. These areas were identified through the site analysis phase as opportune land for development based on spatial factors such as proximity to amenities, commercial areas, and quality of developable land. The following growth nodes are proposed:

- Upper Hillcrest, a low-density community with a small park.
- Bellevue East, a small low-medium density development with a dog park.
- North Blairmore, a large and diverse community with several parks and a cafe.
- Blairmore Golf Resort Community, a new golf resort



4.4.2 Upper Hillcrest

Upper Hillcrest is a small development north of the main community. It is characterized by Elk Woods, affordable family-oriented houses by the new Hillcrest Community Park, the Valley Side, luxury villas with breathtaking views of the valley on the east, and Hillview, spacious homes with great vistas of the mountains to the west. This is a near-future addition to the Hillview community and follows the current urban form seamlessly. However, this is not a catalyst development and is simply just a growth area for housing.



4.4.3 Bellevue East

Bellevue East is a new low to medium density community that surrounds the MDM Community Centre. The Parkside is a multi-family neighbourhood with quaint town homes that back onto the new Bellevue Community Park that also has a dog park. Bellevue Heights at the north end is a single-family oriented neighbourhood that reflects the current urban form of Bellevue. Bellevue East is also a small-scale development that is not a catalyst but is definitely on the near-term.



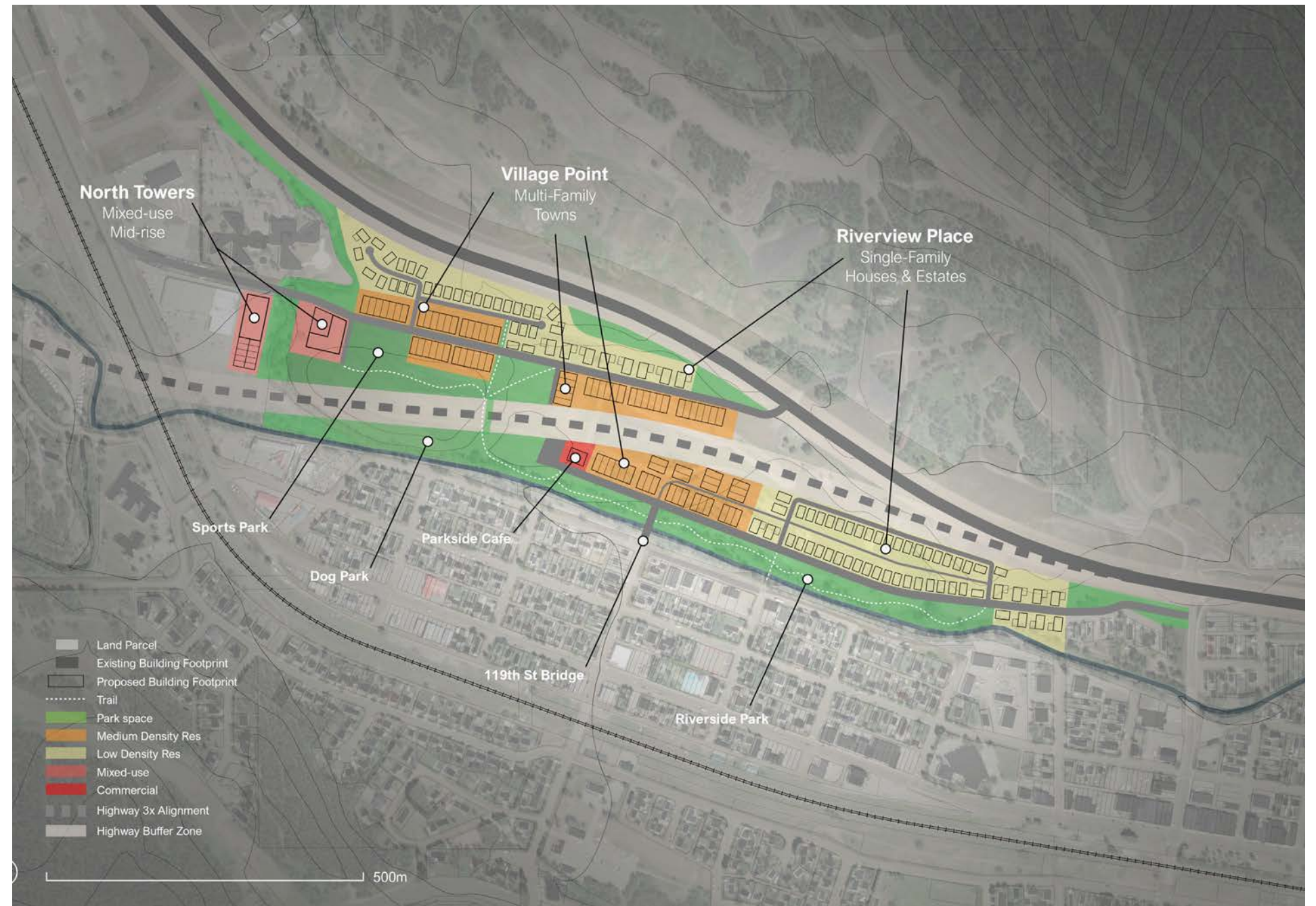
4.4.3 Bellevue East

The infill development of Bellevue East would fit into an existing area of the pass that is already seeing growth. With new single family homes being constructed on the north end and medium density homes on the southern end. Imaging the current open space to have housing would benefit the sounding commercial areas and would provide housing options for new families. Another benefit to this infill project is the servicing and construction of roads, as the site already has great access the municipally wouldn't be required to bring utilities to the area.



4.4.4 North Blairmore

North Blairmore is a community development diverse in housing options and green spaces. This is also a unique community because it is located on the lands around the Highway 3x Bypass, shown by the buffer space on the land use map. Riverview Place is a single-family styled neighbourhood with affordable housing options. Village Point is characterized by multi-family townhouses and are located adjacent to green spaces. The North Towers are mixed-use high density residential and commercial towers strategically placed at the western gateway of the community and have character architecture to draw in visitors. North Blairmore has a system of park space including a dog park, sports park, and river interface. There are pedestrian connections between the rest of Blairmore and under the potential 3x Highway. A potential road connection to Highway 3 will be built if 3x is constructed, assuming traffic speed and amount will be lower in that section of Highway 3. North Blairmore is a catalyst development and should be considered as a priority for Crowsnest Pass.



4.4.4 North Blairmore

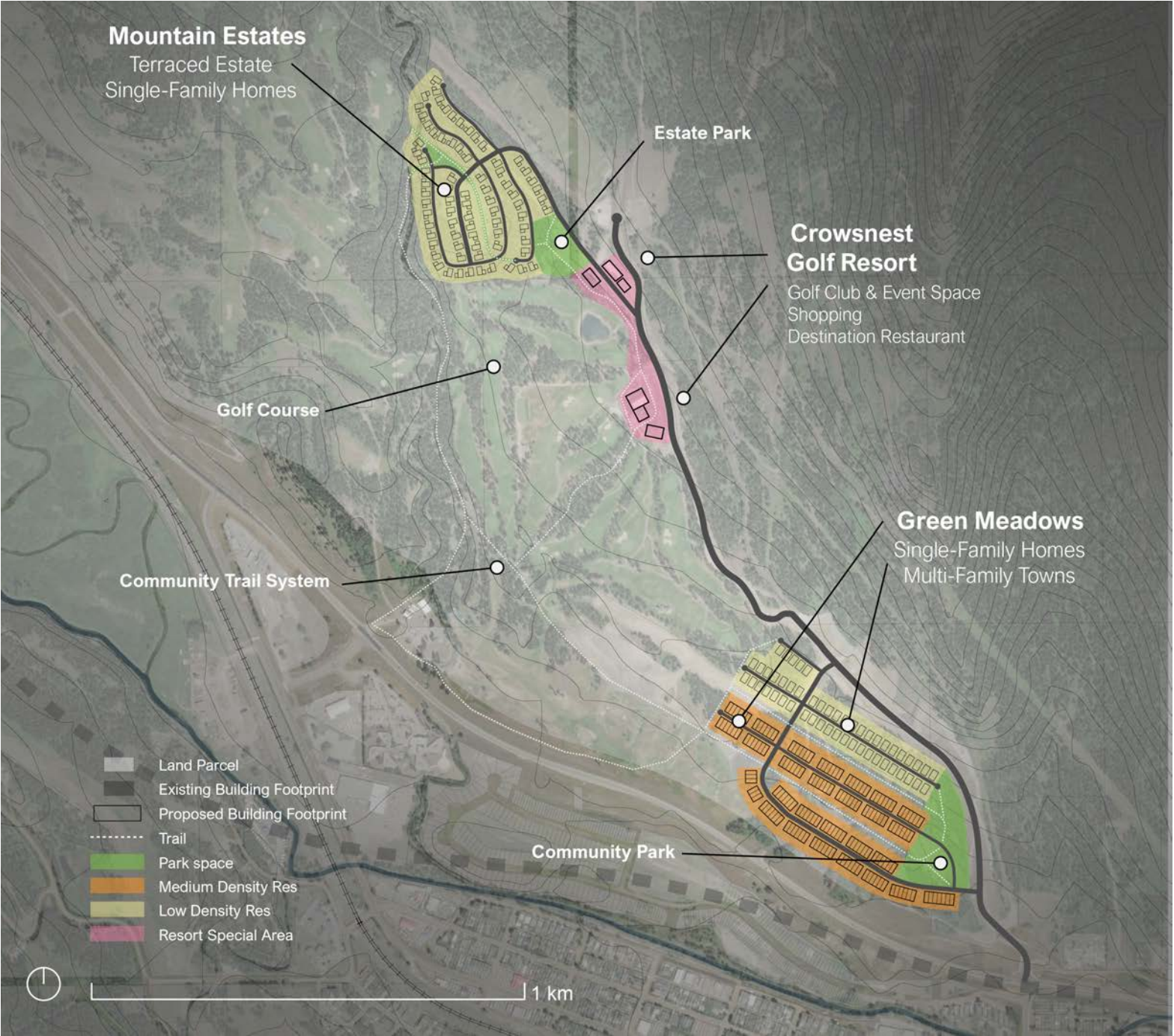


The illustration on the left is how our team at Summit Consulting envisions the community of North Blairmore. In this master plan we can see the mix of residences from single family homes, to town home and higher destiny condos. One of the points brought up by the public during engagement was the need for a dog park that services locals and tourism. On the south western edge of the site near the river is where we propose the new dog park.

Space has been left in the centre of the proposed community to accommodate the future 3x highway expansion. This space is preserved for a highway but until the bypass is actually construed it would be a linear park spanning the community.

4.4.5 Blairmore Golf Resort Community

The Blairmore Golf Resort Community is a special community development centred around the Crowsnest Golf Club. This plan adds catalytic enhancements to the golf resort itself, including additional buildings for event space, a destination restaurant, and shopping. Mountain Estates to the north is a luxury single-family neighbourhood that is terraced to match the sloping topography. This design will minimize changes to the viewshed while maximizing individual views from each house. Green Meadows to the south east is located near Blairmore and has a mix of affordable single-family houses and multi-family towns. These two communities along with the greater resort and golf courses are joined by an improved trail system that completes the overall community development.



4.4.5 Blairmore Golf Resort Community

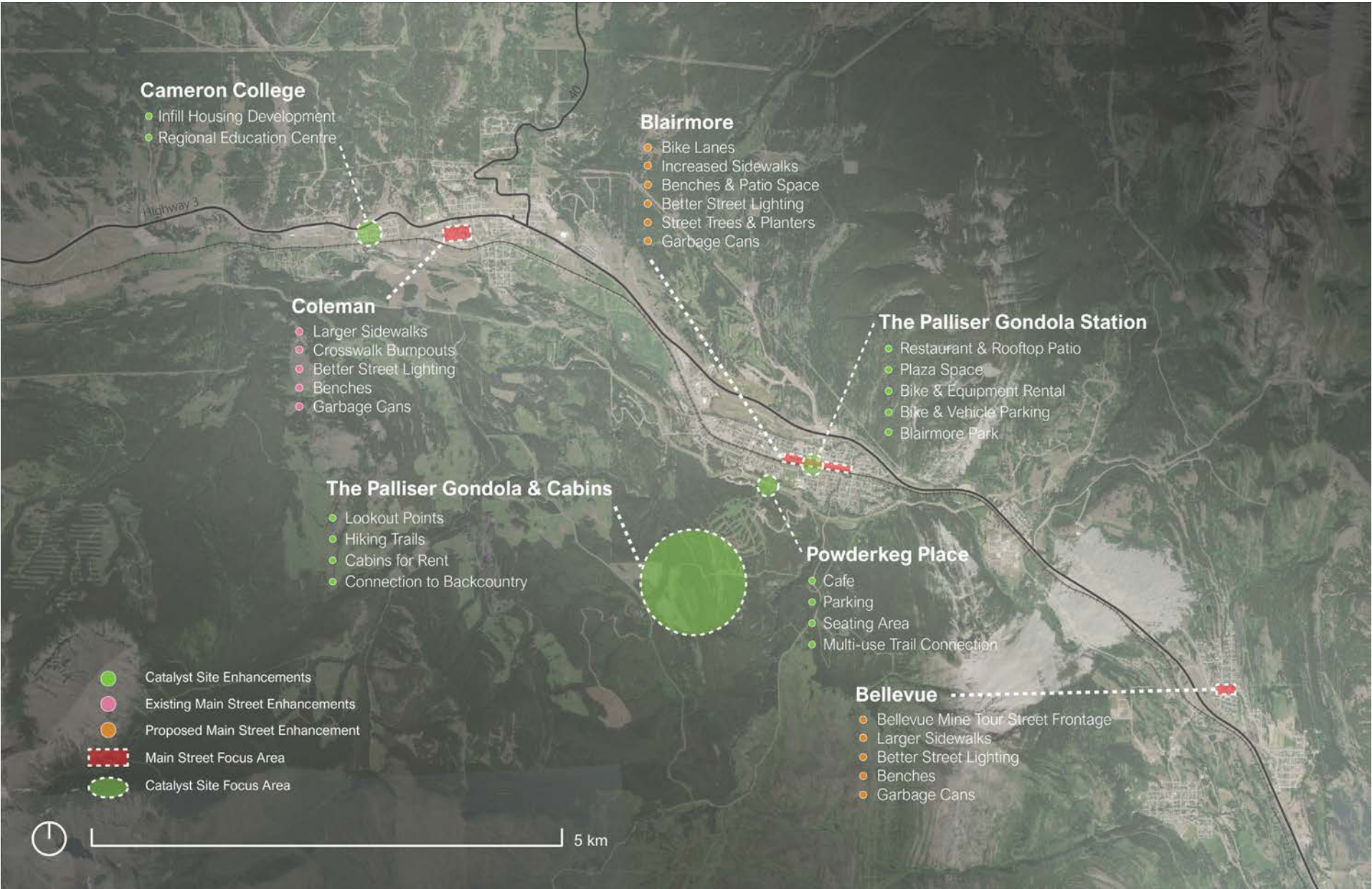


The Blairmore Golf Resort Community can be better seen in this massing diagram. For ease of viewing a close up of the northern Estate Park and the southern Green Meadows communities are highlighted on left side of the full scale master plan. In addition to residential areas the plan envisions a full pathway system to connect communities to each other and the surrounding nature.

4.5.1 Catalyst Sites & Main Streets

The final section of the Regional Growth Strategy is the proposal of critical areas for development, or catalyst sites, that Summit believes are high-impact interventions for positive change in Crowsnest Pass. The following catalyst sites are identified:

- 1. Bellevue Main Street
- 2. Blairmore Main Street
- 3. Palliser Gondola Station
- 4. Blairmore Four Season Park
- 5. Summit Gondola Station
- 6. Powderkeg Place
- 7. Cameron College



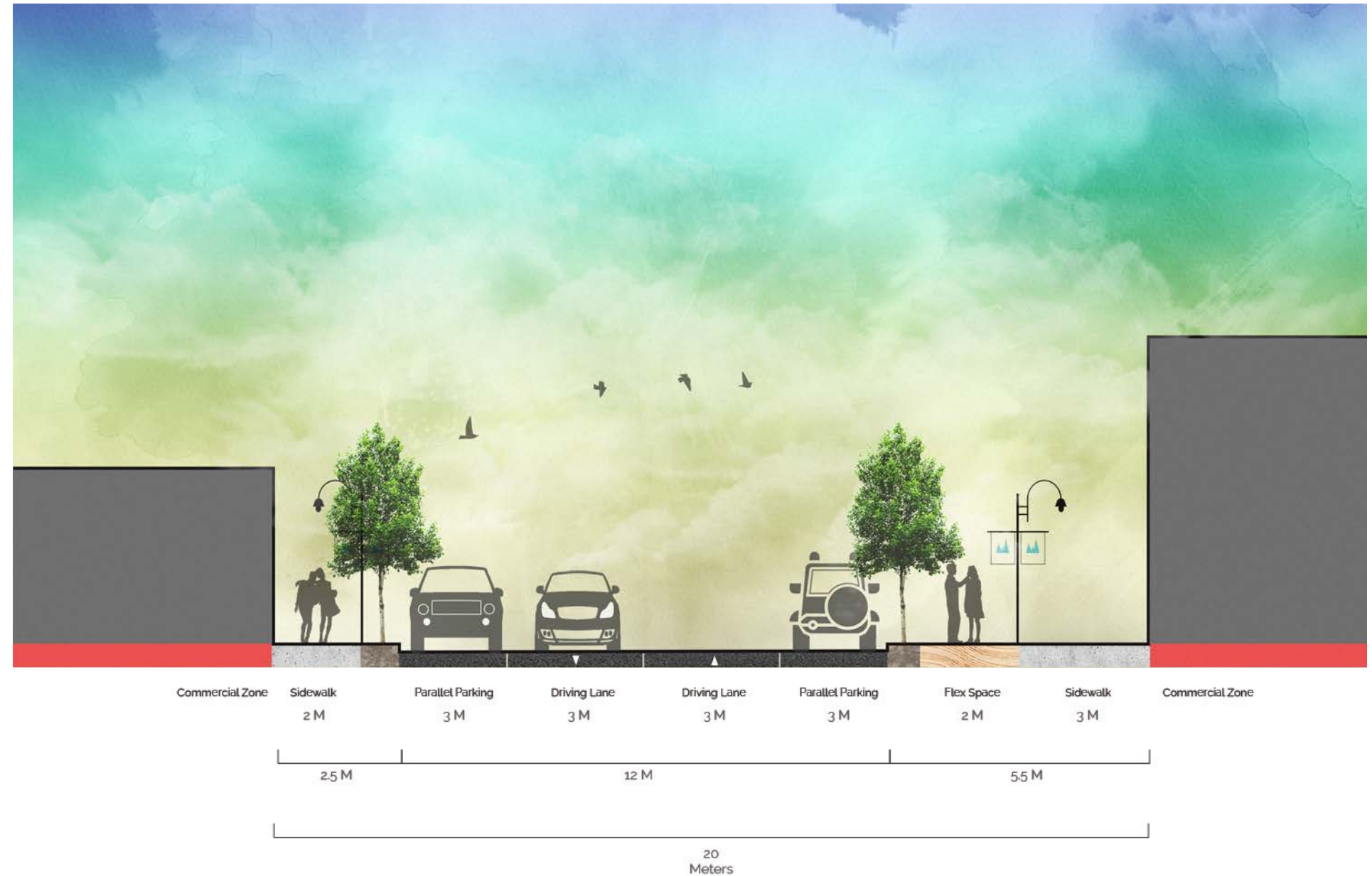
4.5.2 Bellevue Main Street



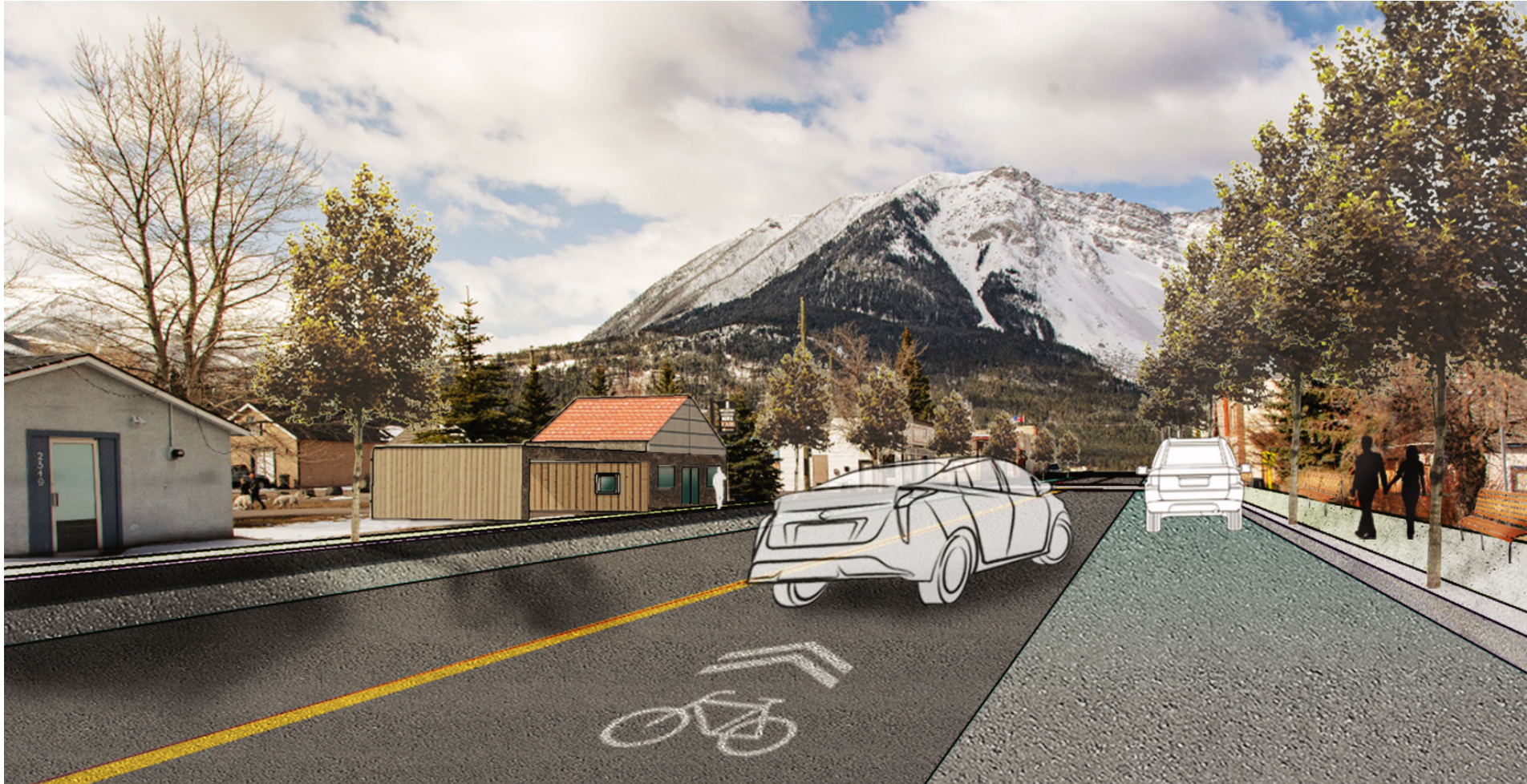
Bellevue's main street has an immense potential due to the beautiful view of Turtle Mountain to the east. Summit is proposing a low-impact change to the street by expanding sidewalks, adding crosswalks, benches and garbage cans, and street trees. There are also two special additions to the street, with Turtle Mountain Plaza that acts as a gateway feature and public space for viewing of Turtle Mountain and general leisure, and the Bellevue Mines Main Street Store, which will attract visitors to the mine tours and create new frontage on the main street. The number of parking spaces is completely unaffected with the proposed changes.

4.5.2 Bellevue Main Street

This is our teams visual illustration of how the main street of Bellevue would be changed. It includes wider sidewalks, street trees and a shared bike/auto lane. In addition the Bellevue Mines tour entrance is brought up to the street. The entry building will now be a strong anchor on the main street and its new location will help any tourist find the mine tour easier.



4.5.2 Bellevue Main Street



The illustration on the left is how our team at Summit Consulting envisions the Bellevue main street with our interventions applied. The street would see wider sidewalks, street trees and the addition of the Bellevue Mines Entrance. Bringing the Mine Tour entrance to the top of the hill will bring the vibrancy of that attraction to the main commercial area of the hamlet. With more of the road dedicated to pedestrians the main street would become more vibrant to all modes of travel. Due to the current width of the street a separated bike lane was not possible as our team wanted to preserve on street parking. The result is a shared bike and auto lane.

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4.5.3 Blairmore Main Street

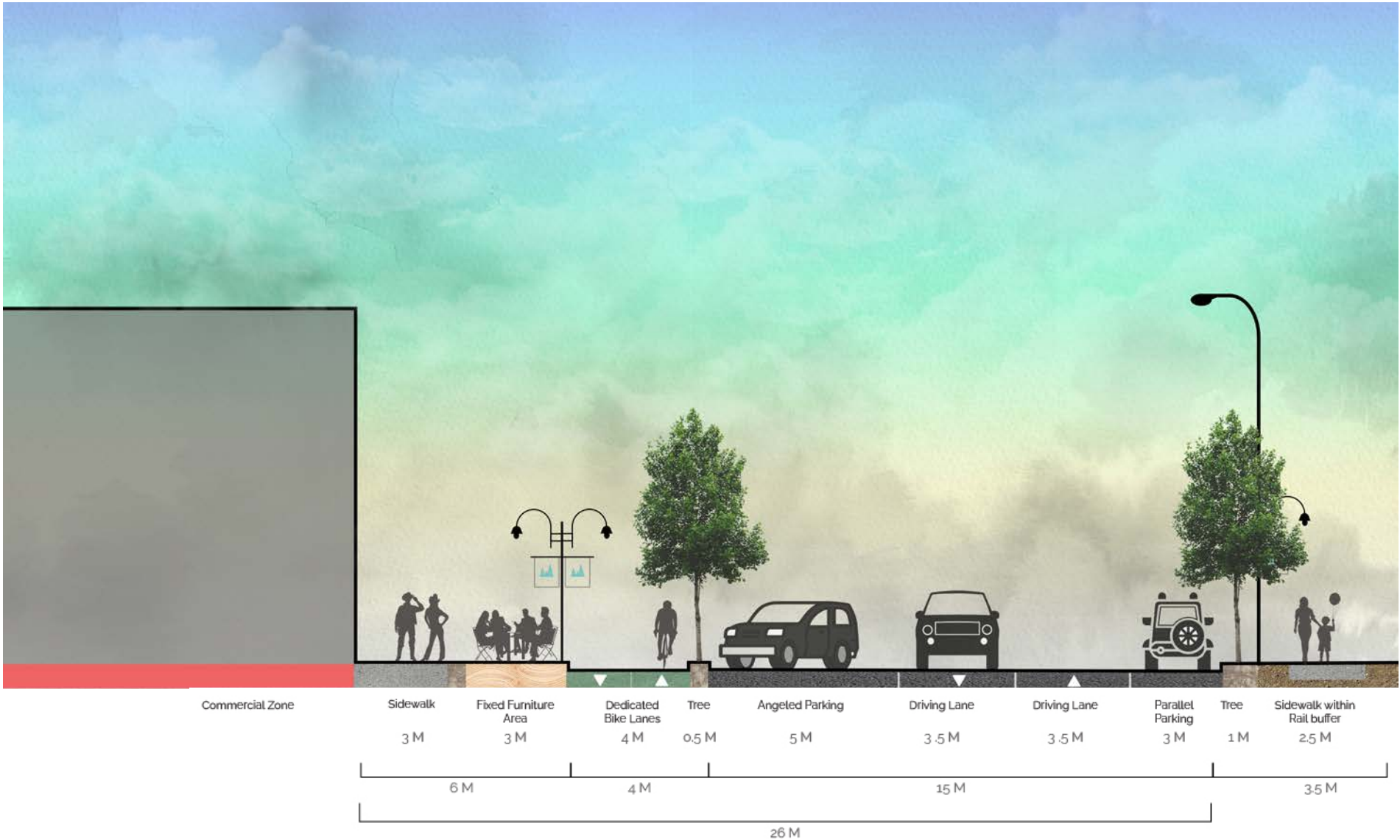


Blairmore’s main street is already a commercial hub for Crowsnest Pass but is lacking the vibrant pedestrian realm that other small towns have on their main street. A combination of environmental factors is causing this to happen, including the very wide road, small sidewalk, and missing vegetation. Summit’s proposed enhancements to Blairmore’s main street include the addition of outdoor seating, sidewalk space, trees and planters, lamp posts, bike lanes, and two catalyst developments. It is important to note that parking will be unaffected by these enhancements.

The new Blairmore main street will have a vibrant atmosphere as there will be enough room for lots of people to enjoy the street and soak up the sun on a patio or bench. These changes complement tourism in the Pass by making the street feel less congested during peak tourism periods. The Gondola Station and Blairmore Park will be explained in detail next.

4.5.3 Blairmore Main Street

This is our teams visual illustration of how the main street of Blairmore would be changed. The pedestrian space is increased substantially on the north side of the street. Next to the sidewalk is a separated bike lane that is framed by angled parking on the south side. This buffer between live auto traffic will increase the bike users sense of safety. Trees and introduced to the street to help create a outdoor ceiling for pedestrians.



4.5.3 Blairmore Main Street



The illustration on the left is how our team at Summit Consulting envisions the Blairmore main street with our interventions applied. The street would become even more vibrant and would contain additional modes of travel. Our team heard from the public that biking was a popular way to explore the nearby mountains and we think having a separated bike lane would encourage more daily use of bikes.

Some of the major benefits of this redesign is the additional sidewalk space that could be utilized by the adjacent businesses. This space would allow any business that wanted to have outdoor seating a reserved area in front of their business. In addition this plan will result in no reduction of street parking.

4.5.4 Palliser Gondola Station

Main Street Blairmore currently is framed by a large swath of vacant land on the south side of the street. This is due to the rail road buffer established long ago, creating a 30 meter buffer scar through the community. On the right we can see the buffer at the intersection of 20th ave and 129th street. This is one of the most prominent intersections of the pass and it is lacking on the south end of the street. The open site with rocks surrounding will be the future space of Palliser Gondola Station.

The image on the bottom right shows the exciting area that we are proposing to enhance into a year round park with many street activating amenities. It will be a space that is used and enjoyed for recreation and leisure purposes.



4.5.4 Palliser Gondola Station



The Palliser Gondola Station is a transformational development for tourism in Crowsnest Pass that will change the face of Blairmore's main street. The station is part of a greater Gondola system that will take visitors up to Pass Powderkeg Ski and further into the mountains from Blairmore. The station is equipped with a restaurant and cafe, outdoor seating and rooftop patio, a street-facing plaza, and full bike and car parking. This will be a focal point of activity on the street, drawing both residents and visitors from across the region. A render of the station shows how it would orient with the view of Powderkeg Ski in the background. The rooftop patio will be available for the public to enjoy food and their favourite beverage in the presence of a new and vibrant main street.

4.5.4 Palliser Gondola Station

With a roof top seating and a active patio our front the Palliser Station will become a municipal destination. As see in the previous master plan the site will have on site parking for both cars and bikes.

Trips to the top of the Pass Powder Keg will become an ease for ski activities in the winter along with mountain biking and exploring in the summer. This grand infrastructure project would open up the back country to a much wider swath of mobility types and abilities.



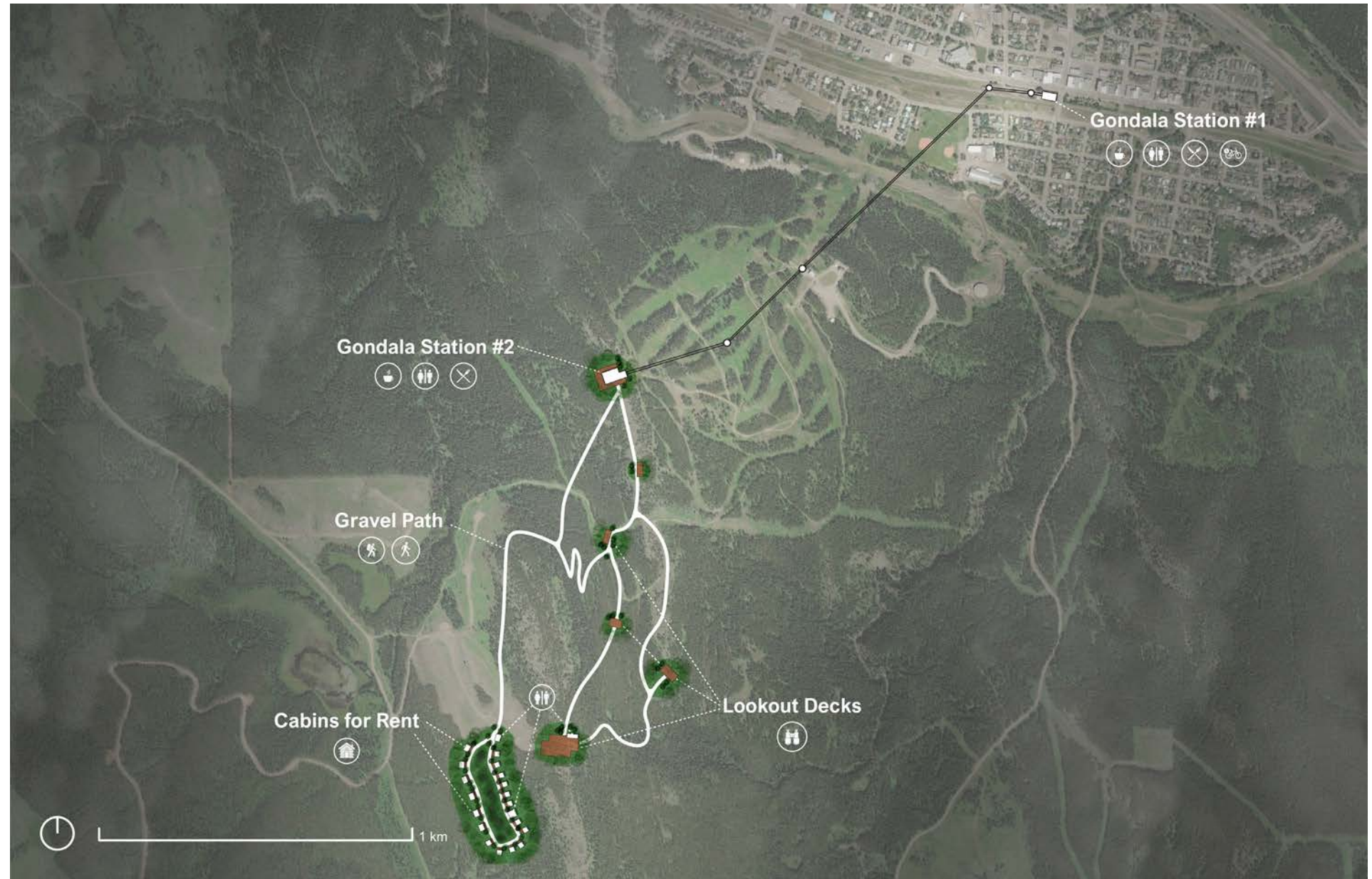
4.5.5 Blairmore Four Season Park



The Blairmore Four Season Park is located directly across the street from Palliser Station and provides open space for the public to enjoy all year-round. Two oval-shaped spaces will serve as a green playing field in the summer and can be flooded in the winter to create two half-regulation size rinks. The paved central plaza space will serve as a place for the community to gather for scheduled events or performances. The planted garden offers flora of the Pass on full display in the summer and doubles as a firepit in the winter.

4.5.6 Summit Gondola Station

The Summit Gondola Station is the terminal station from Blairmore and is located at the top of the Powderkeg Ski hill. The station has washrooms, a cafe and light restaurant. This strategic location gives great access for users of the ski hill, but also acts as a starting point for explorers of the area south of the station. A new gravel trail is proposed that takes visitors on a scenic tour of the landscape, assorted with lookout decks for beautiful vistas of Crowsnest Pass and the Rockies. The path ends at a large lookout deck and small hospitality zone equipped with cabins for rent. These hike-in only cabins provide a getaway from the urban areas of Crowsnest Pass, offering visitors a tranquil and unique mountain cabin experience.



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4.5.7 Powderkeg Place

Powderkeg Place is a special catalyst site because of its existing usage. This highly trafficked area is essentially the landing spot for the Powderkeg Ski Hill and is currently being used for parking and the companions of skiers watching them go down. This small-scale proposal adds a defined seating area, a cafe with a rooftop patio, a T-bar station and 19 parking spaces. This will create an actual space where people can sit and enjoy food and beverages while waiting for their kids or friends to finish on the hill. The site is also connected via detour of the multi-use path that was covered earlier.



As seen in the current site images the ski pick up area is well used and has large amounts of land that are being underutilized. The proposals will enhance this area into more of a formal arrangement for parking and short term stays.



4.5.7 Powderkeg Place



This is an illustration our team has assembled of Powder keg Place and how we image it operating in peak hours. The view shed from the parking lot alone is great for watching skiers, but even better from the roof top lounge. This site would provide a space for gathering after a day on the hill. It would also provide a way finding spot for those walking the multi-use trail.

4.6.1 Education in the Pass

Crowsnest Pass currently offers the full primary education needed to graduate from high school. Completing high school is essential to continue forward into further education, something that is becoming more common for students. As seen in the image to the right the Pass currently contains preschool, elementary and middle schools along with a regional high school. In addition the pass also contains an adult education association for upgrading after high school.

Something to note is that any student looking for further education must leave the community.

Preschool

Kids college Preschool
Little Mountaineers day centre



Horace Allen School



Isabelle Sellon Elementary School

Elementary School

Horace Allen School (K-3)
Isabelle Sellon School (4-6)



Crowsnest Consolidated High school



Nippon Institute of Technology Inter-cultural Campus

High School

Crowsnest Consolidated High School (7-12)

Other

Nippon Institute of Technology
Inter-cultural Campus in Canada

Crowsnest Pass Adult Education
Association

Crowsnest Pass Adult Education



Dedicated to Lifelong Learning

Crowsnest Pass Adult Education Association

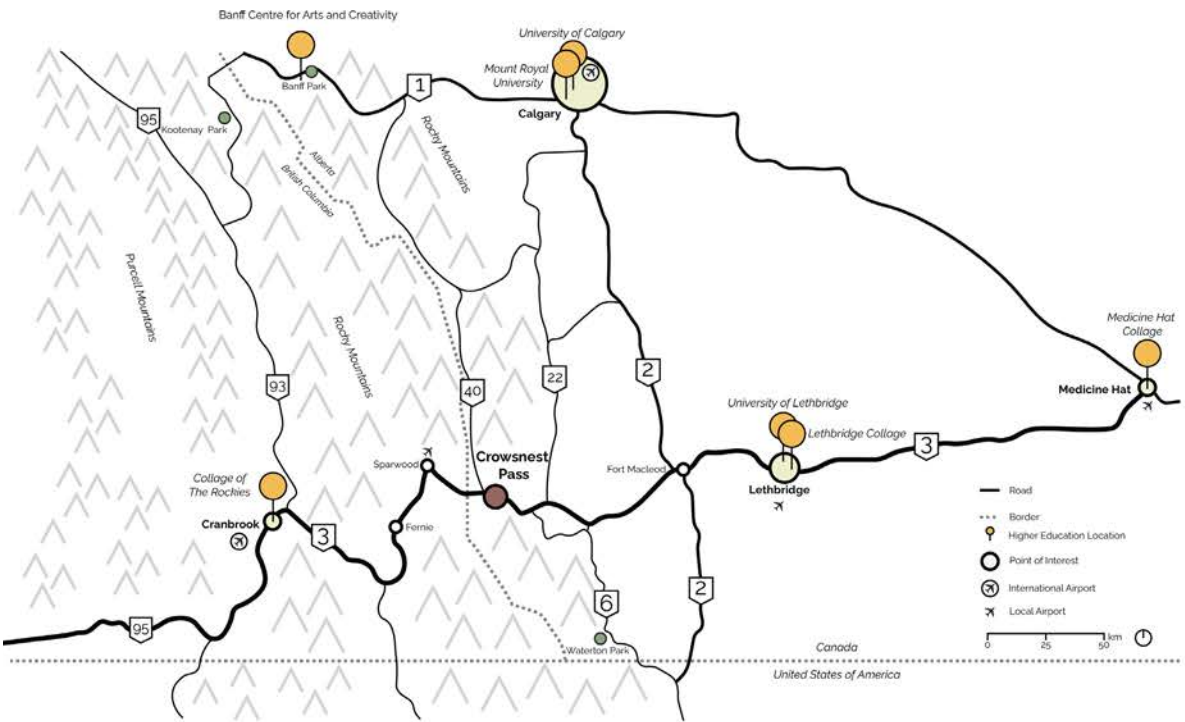
Further
Education?

4.6.2 Regional Education

Crowsnest Pass currently does not offer any certificate, Diploma or degree programs for any interested students.

This means any student who wants to further their education must leave the pass to attend collage or university.

The closest collage and University are both located in Lethbridge



Universities

(Certificate, Undergraduate Degree, Masters and Doctorates)

University of Alberta
University of Calgary
University of Lethbridge
Mount Royal University

Alberta is home to many post secondary institutions that span across the province from Lethbridge to Fort McMurray. For many students leaving high school and wanting to pursue a diploma they must at minimum go to class in Lethbridge. Lethbridge is also home to the nearest university providing degrees.

When comparing Crowsnest Pass on a regional scale it seems there is a regional gap in where higher education is provided. Specific education can be oriented toward the local culture. This has been demonstrated with the Banff Centre for Arts and Creativity. Crowsnest Pass would be able to support a small higher education site that provides additional upgrading for any interested student.

Technical Schools

(Certificate, Diploma, Undergraduate Degree)

Southern Alberta Institute of Technology (SAIT)
Northern Alberta Institute of Technology (NAIT)

Collage

(Certificate, Diploma)

Lethbridge Collage
Collage of the Rockies (Cranbrook)
Medicine Hat Collage
Alberta Collage of Art and Design (Calgary)
Banff Centre for Arts and Creativity

4.5.8 Cameron Site

The historic Cameron school operated as an elementary school for decades beginning in 1919, but has since fallen into disrepair. The site is large enough to accommodate 19 residential lots however Summit Consulting sees the massive potential of this site and reimagines it as a mixed-use educational centre.



4.5.9 Cameron Collage



We propose restoring the original building and constructing 3 additional buildings for the required classroom space. Townhomes on the east of the site would supply some housing and create a buffer zone with the existing residence while the new building in the southwest would be a multi-family dwelling on upper floors and for classroom expansion on lower floors.

4.5.8 Cameron Collage

This is an illustration of how our team envisions the Cameron Collage to look like in a full build out situation. With new park space at the front of the site, students would be greeted with pathways and a restored Cameron School. New medium density town homes can be seen on the far right with front drive garages and second floor balconies. On the far left we can see the new high density building that provides new housing options for students. Lastly in the centre of the image we can see the new school buildings added on to the historical Cameron School.



5.0 Thank You



Crowsnest Pass looking east (Google Earth, 2021)

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