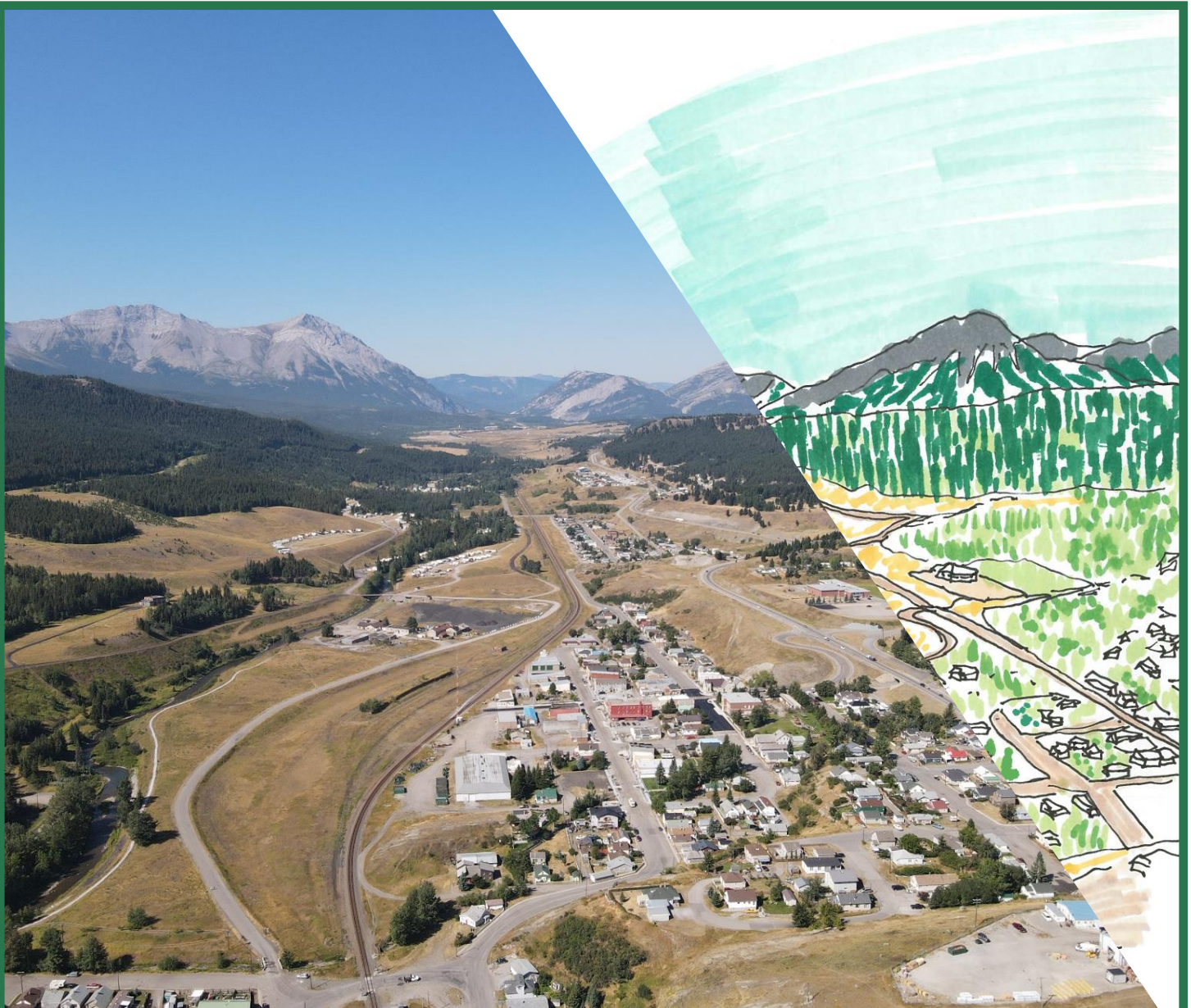


Municipality of Crowsnest Pass **MUNICIPAL DEVELOPMENT PLAN**





OLDMAN RIVER REGIONAL SERVICES COMMISSION

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Prepared for the Municipality of Crowsnest Pass**

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MUNICIPALITY OF CROWSNEST PASS
BYLAW NO. 1059, 2020
MUNICIPAL DEVELOPMENT PLAN BYLAW

BEING a bylaw of the Municipality of Crowsnest Pass, in the Province of Alberta, to adopt a new Municipal Development Plan for the municipality.

AND WHEREAS section 632 of the Municipal Government Act requires all municipalities in the province to adopt a municipal development plan by bylaw;

AND WHEREAS the purpose of the proposed Bylaw No. 1059, 2020 is to provide a comprehensive, long-range land use plan and development framework pursuant to the provisions outlined in the Act;

AND WHEREAS the municipal council has requested the preparation of a long-range plan to fulfill the requirements of the Act and provide for its consideration at a public hearing;

NOW THEREFORE, under the authority and subject to the provisions of the Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26, as amended, the Council of the Municipality of Crowsnest Pass in the province of Alberta duly assembled does hereby enact the following:

1. Bylaw No. 1059, 2020, being the new Municipal Development Plan Bylaw is hereby adopted.
2. Bylaw No. 556, 2001 being the former Municipal Development Plan (and any amendments thereto) is hereby rescinded.
3. This bylaw comes into effect upon third and final reading hereof.

READ a **first** time in council this 10th day of November 2020.

READ a **second** time in council this 8th day of December 2020.

READ a **third and final** time in council this this 26th day of January 2021.



Blair Painter
Mayor



Patrick Thomas
Chief Administrative Officer

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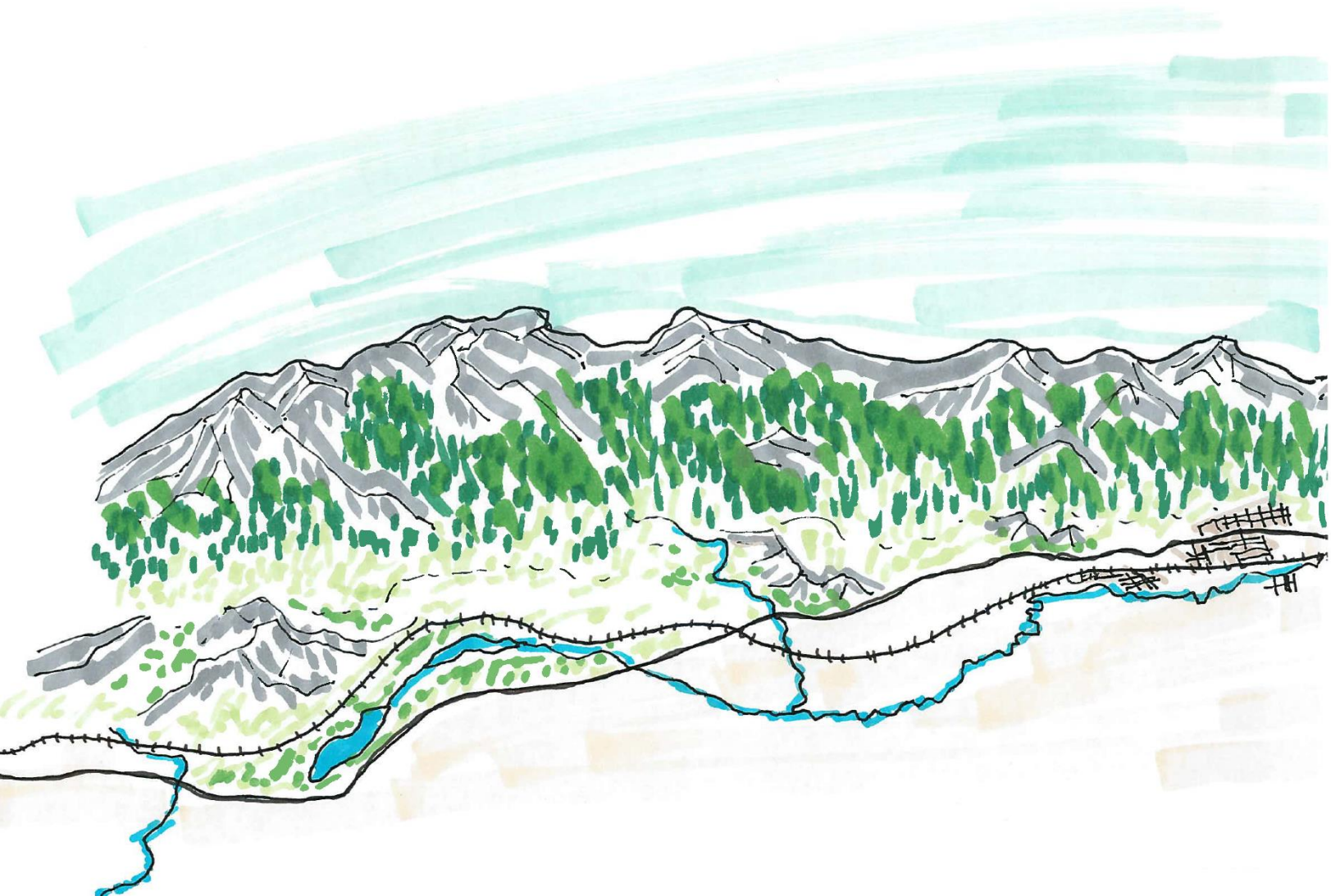
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1. INTRODUCTION



DEFINITION OF A MDP

A municipal development plan (MDP) is a framework for decision-making that provides land use policies to guide future development. MDPs are long-range plans that typically incorporate policies concerning land use, infrastructure, economic development, social objectives, environmental matters, and financial analysis into a comprehensive document. An effective planning process is an ongoing activity involving Council, administration, the provincial government, municipal partners, local planning authorities, the business and development communities, and local residents.

The purpose of the Municipality of Crowsnest Pass Municipal Development Plan (“this plan”) is to establish a guide for growth and change in the Municipality of Crowsnest Pass (MCNP) over the next 20 years. The principal focus of this plan revolves around the efficient use of land within the municipality. Efficient land use is the key ingredient necessary for a complete community, along with housing suitable for all ages and income levels, job opportunities accessible to all residents, and a full spectrum of local amenities and services.

KEY TERMS

Crowsnest Pass means the Municipality of Crowsnest Pass (MCNP).

municipality means the Municipality of Crowsnest Pass (MCNP) and, where the context requires, its Council, Subdivision Authority, or Development Authority.

this plan means the Municipality of Crowsnest Pass Municipal Development Plan.



LEGISLATIVE CONTEXT

A municipal development plan sits in the middle of a hierarchy of plans and guides the development of more specific planning documents (see Figure 1).

PROVINCIAL REALM

The *Municipal Government Act, Revised Statutes of Alberta 2000, Chapter M-26* (MGA) sets out the legislative framework for planning in Alberta. Part 17 of the MGA places the authority for land use decision making at the local level. Through the legislation, a municipal Council is empowered with the authority to create and adopt statutory plans, establish approval committees, enforce conditions of planning approvals, and ensure that the public is involved with planning at a local level. Section 632 of the MGA establishes that every municipality must adopt an MDP and stipulates the mandatory and voluntary content requirements.

REGIONAL REALM

The South Saskatchewan Regional Plan (SSRP) is a legislative instrument

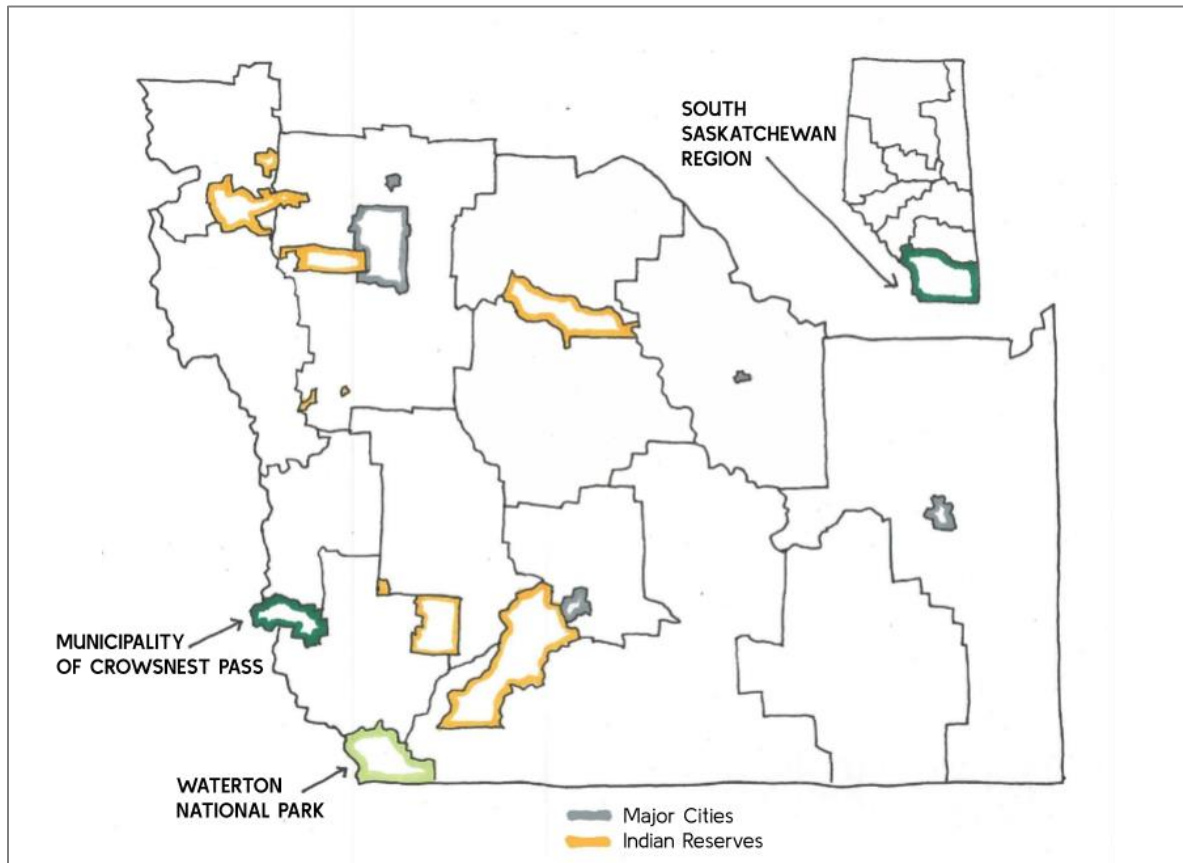
developed pursuant to section 13 of the *Alberta Land Stewardship Act* (ALSA). The SSRP (see Figure 2) uses a cumulative effect management approach to set policy direction for municipalities to achieve desired environmental, economic, and social outcomes within the South Saskatchewan Region until 2024, at which time it will be subject to a mandatory review. A community's municipal development plan must be consistent with the SSRP, which came into effect September 1, 2014.

MUNICIPAL REALM

A municipal development plan does not exist or function in isolation at the local level. Over the years, numerous statutory and non-statutory plans and related studies have been completed to guide the growth and development of the MCNP. As per section 638 of the MGA, all statutory plans must be consistent with one another, and higher-order plans prevail over lower-order plans (where an inconsistency exists).

FIGURE 1 - HIERARCHY OF PLANNING DOCUMENTS



FIGURE 2 - SOUTH SASKATCHEWAN REGIONAL PLAN AREA

BUILDING THE MDP

The preparation of a municipal development plan is a collaborative process that requires input from many stakeholders, including planners, municipal administration, Council and the public. The steps of preparing the MCNP municipal development plan are outlined in more detail below.

REVIEW

- A preliminary open house was held (June 2018) to collect baseline feedback
- A detailed Council survey was undertaken to establish values and provide direction
- An in-depth review of existing conditions was undertaken,

including the preparation of a background report (2019)

PREPARATION

- Workshops were held with Council and administration (April 2020) to review existing conditions, and to discuss a growth strategy to be used in this plan
- A working group of Council members and staff met regularly during the plan preparation phase (spring - fall 2020) to guide the process

CONSULTATION

- An online citizen survey attracted 664 responses and was a foundational part of building the plan (see survey summary in Appendix 2)

- Stakeholders and citizens were invited to review and provide feedback on key policy topics and a draft growth strategy at open houses on August 20 and 24, 2020

FINALIZATION

- Following the circulation and review of a draft plan, a public hearing was held on December 8, 2020 and this plan was subsequently adopted by Bylaw 1059, 2020

USING THE MDP

The MDP is meant to be used by multiple stakeholders in a range of contexts:

- Citizens to understand the future direction of the MCNP
- Businesses and developers to see how they can operate and develop within the municipality
- Staff, Council and municipal authorities to make responsible decisions that align with the community vision

The MDP is designed and intended to be used in a comprehensive manner. The various parts and policies are intricately connected and need to be read in context and not in isolation from each other.

Throughout this plan you will see items highlighted in boxes. This information helps to support the plan as follows:

- **key terms** include important definitions that aid the reader in understanding a certain part of the municipal development plan. A comprehensive list of terms is also included in the glossary at the end of this document.
- **Content included in coloured boxes** provides explanatory information or suggests interesting possibilities for achieving a certain policy of the plan. These examples are meant to illustrate options, but do not form part of the goal or policy statements and should not be taken as policy directives.

This document is divided into 5 key parts outlined in the below table.

1. INTRODUCTION	Definition of a municipal development plan, legislative requirements, and an overview of the planning process
2. PLANNING CONTEXT	A summary of the history of Crowsnest Pass, a description of the natural heritage and factors affecting future planning in MCNP
3. GROWTH STRATEGY	The vision for Crowsnest Pass and key directions for managing growth over the next 20 years
4. GOALS & POLICIES	Policies to guide the municipality in achieving its vision and responding to growth and change
5. IMPLEMENTATION	Strategies for implementing and updating the MDP policies
5. APPENDICES	Additional resources that help with understanding and implementing the plan

INTERPRETATION

When interpreting the content of this plan, the words below have the corresponding meaning:

SHALL, REQUIRE, MUST, or WILL - directive terms that indicate the actions outlined are mandatory and apply to all situations.

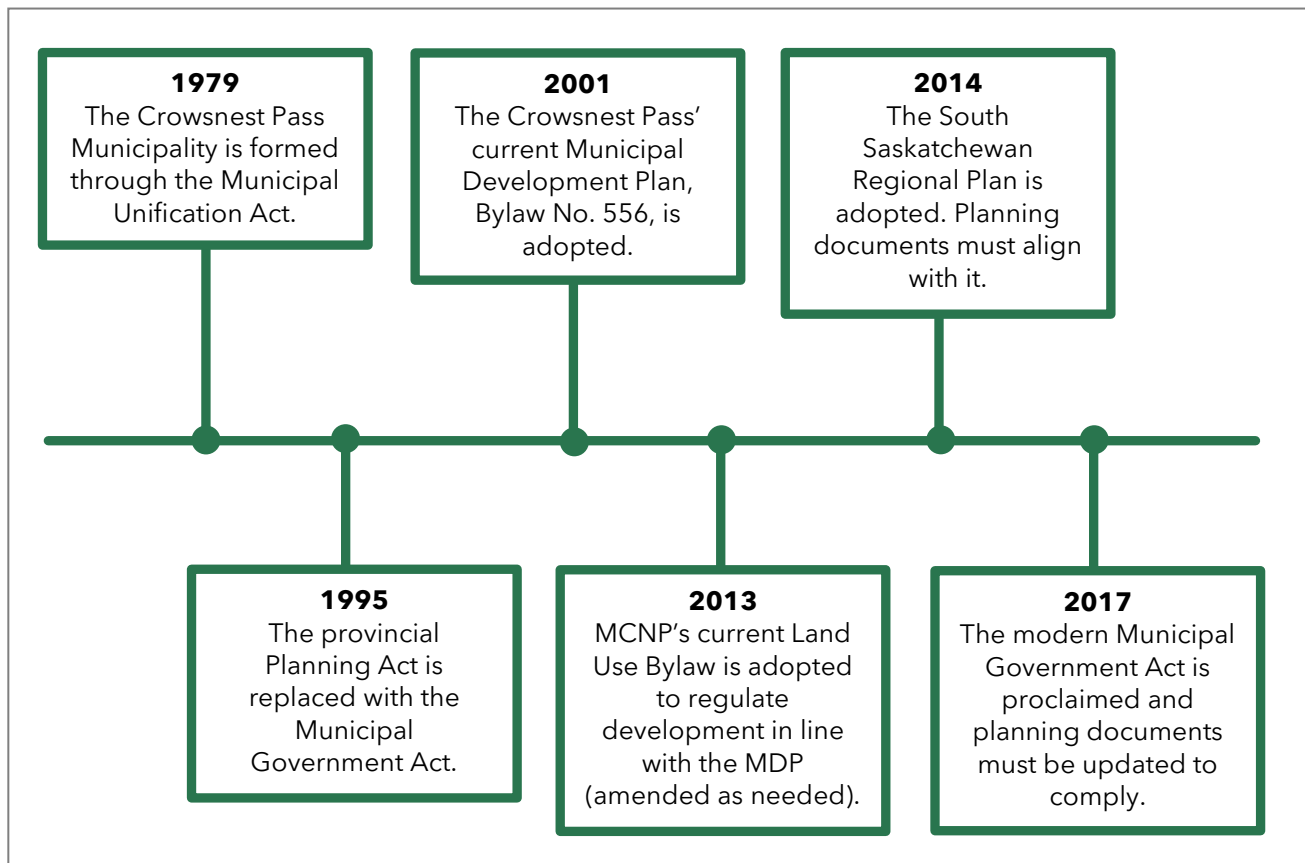
SHOULD - a directive term that indicates a preferred outcome or course of action but one that is not mandatory.

MAY - a permissive and/or discretionary term that denotes a choice in applying the policy.

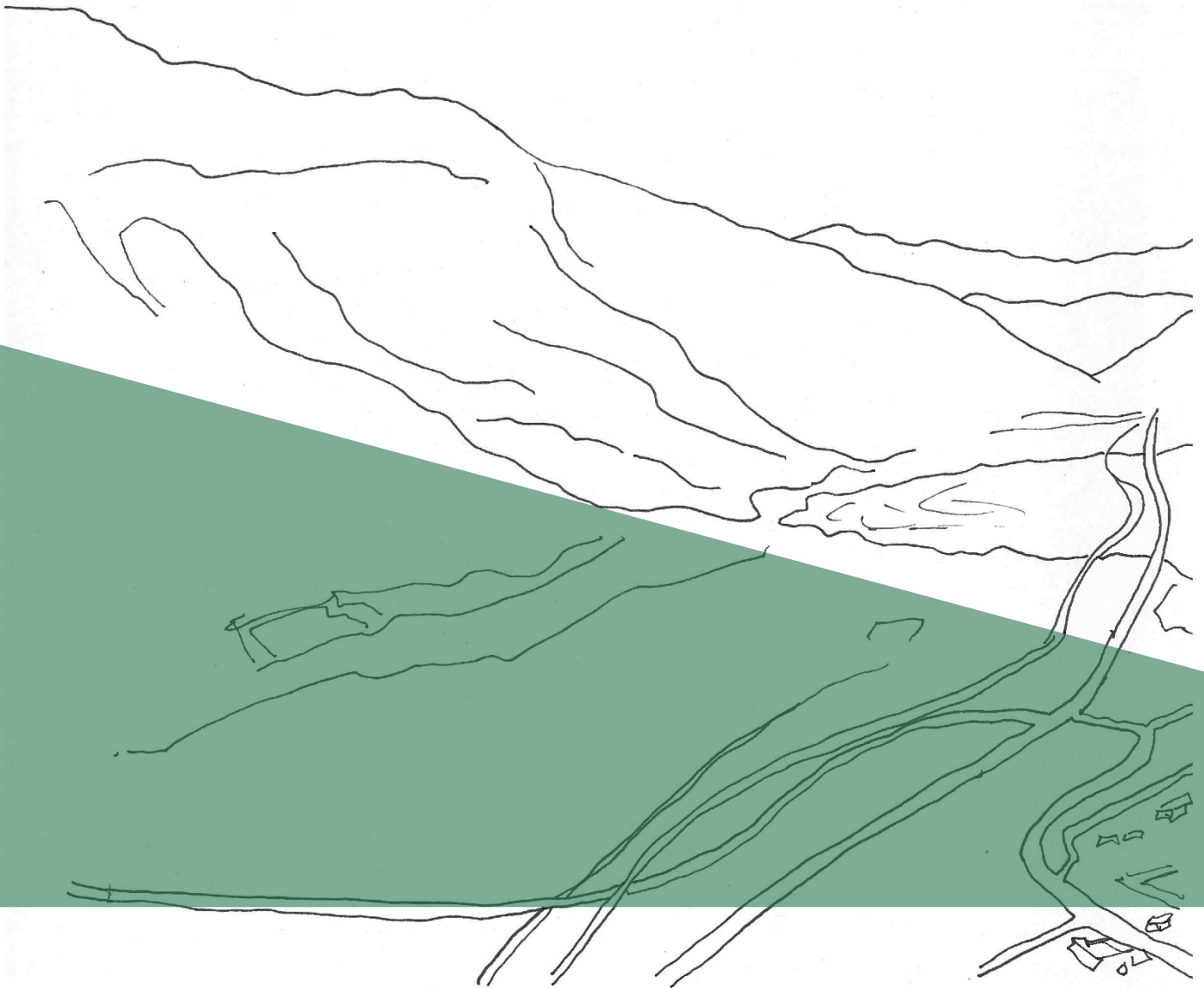
RELATIONSHIP TO PLANS

Many documents and studies support land use planning in the MCNP and helped with the development of this plan. A list of resources is included in Appendix 1 for the convenience of the reader. The relevant policies, findings and recommendations of these documents have been reviewed and where applicable are incorporated into this plan. Figure 3 also shows the evolution of key planning documents related to the MCNP.

FIGURE 3 - CHRONOLOGY OF PLANNING EVENTS



2. | PLANNING CONTEXT

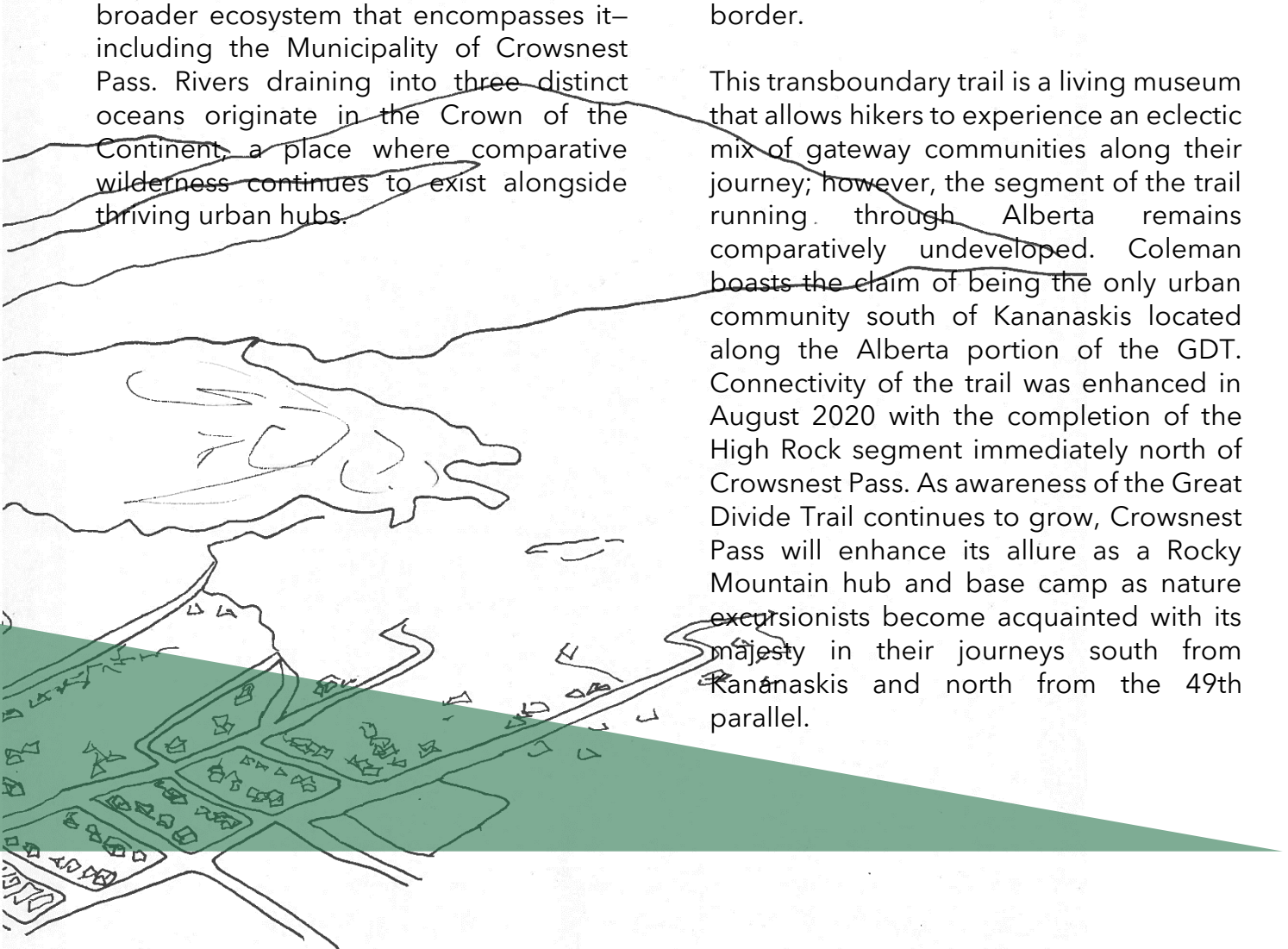


A ROCKY MOUNTAIN COMMUNITY

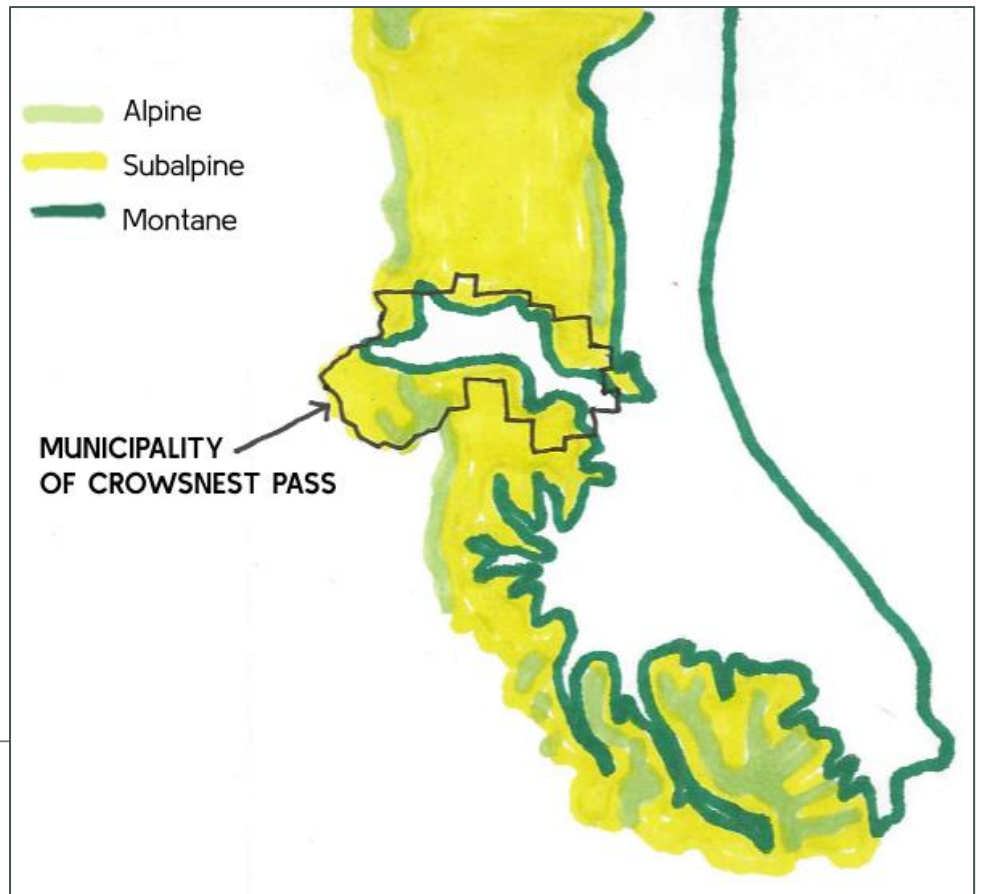
Linear in shape, the Rocky Mountains (“the Rockies”) are oriented along a north-south axis that extends from BC to New Mexico. Crowsnest Pass is located within a portion of the Rockies known as the Crown of the Continent, a term coined by proto-naturalist George Bird Grinnell in the late 19th century to describe the area that would ultimately become known as Waterton-Glacier International Dark Sky Park. Today, “Crown of the Continent” is used to describe not only this transboundary protected area, but also the broader ecosystem that encompasses it—including the Municipality of Crowsnest Pass. Rivers draining into three distinct oceans originate in the Crown of the Continent, a place where comparative wilderness continues to exist alongside thriving urban hubs.

Among the many rare geographic features of the MCNP is its location in relation to the principal hydrological division in the Americas: the Great Divide. This elevational high point of the Rockies also serves as the legal boundary line between Alberta and BC. The Great Divide Trail (GDT) is a popular multi-day hiking expedition paralleling the towering peaks—stretching from Kakwa Provincial Park in central BC through Jasper, Banff and Kananaskis all the way to Waterton-Glacier (see Figure 4). There, the GDT joins with its US component and spans the remainder of the Rocky Mountain West, eventually terminating at the Mexico-US border.

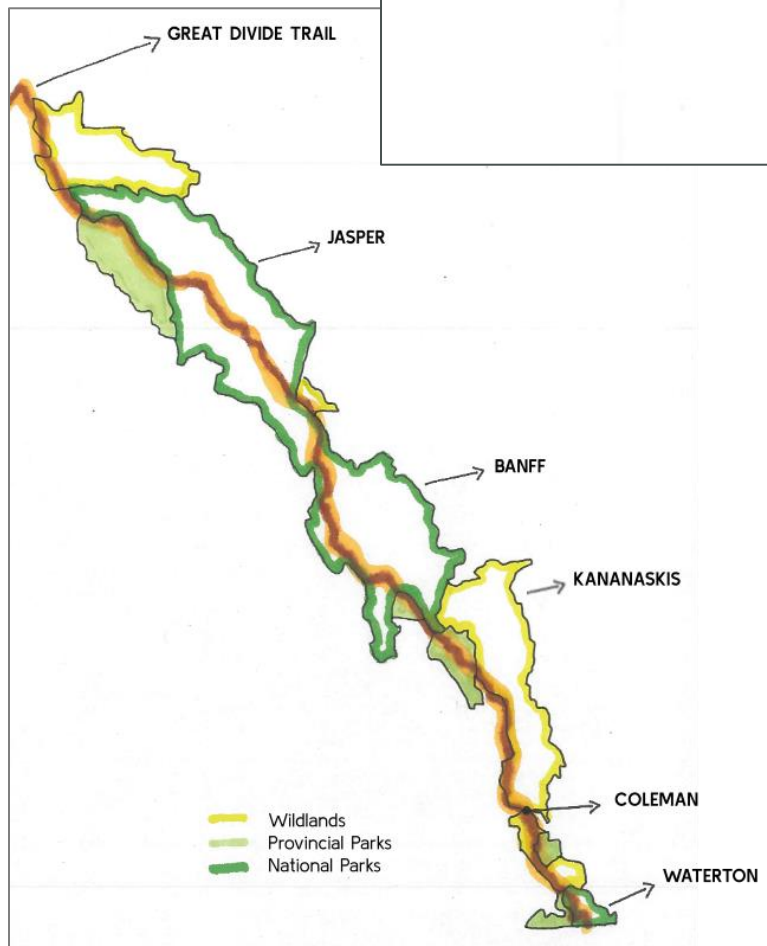
This transboundary trail is a living museum that allows hikers to experience an eclectic mix of gateway communities along their journey; however, the segment of the trail running through Alberta remains comparatively undeveloped. Coleman boasts the claim of being the only urban community south of Kananaskis located along the Alberta portion of the GDT. Connectivity of the trail was enhanced in August 2020 with the completion of the High Rock segment immediately north of Crowsnest Pass. As awareness of the Great Divide Trail continues to grow, Crowsnest Pass will enhance its allure as a Rocky Mountain hub and base camp as nature excursionists become acquainted with its majesty in their journeys south from Kananaskis and north from the 49th parallel.



**FIGURE 5 - ROCKY MOUNTAIN
NATURAL SUBREGIONS**



**FIGURE 4 -
GREAT DIVIDE TRAIL**



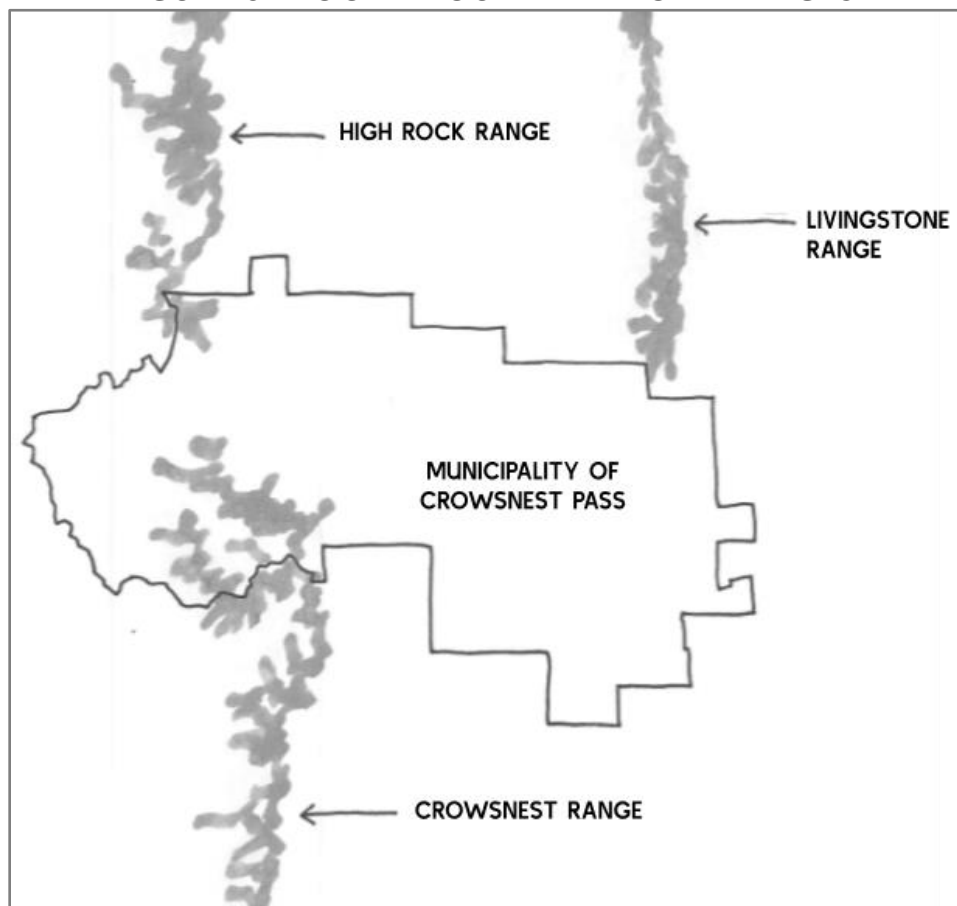
The portion of the Rockies lying east of the Great Divide is often referred to in provincial policy documents as the Eastern Slopes. Within the provincial land classification framework, “Rocky Mountain Natural Region” is the official designation. The Rocky Mountain Natural Region is broken down into three natural subregions: Alpine, Subalpine and Montane (see Figure 5). These natural subregions are distinguished primarily based on changes in elevation and it is unique for a municipality to contain portions of all three natural subregions.

The Crowsnest Pass is made up of three main mountain ranges: the High Rock Range, the Crowsnest Range and the Livingstone Range (see Figure 6). Elevations within the MCNP vary

extensively, ranging from approximately 1,200 metres in the valley bottom of the Crowsnest River to 2,549 metres along the summit of Mount Tecumseh. In spite of the elevation, winters are warmer in the MCNP than in most of Canada. The frequent Chinook winds that move through the Front Ranges make the MCNP an excellent candidate for four-season outdoor recreation.

Rugged, towering landforms line the walls of glacier-carved valleys in Crowsnest Pass. Consisting of intricately layered slabs of sedimentary rock, these formations showcase evidence of tectonic plate shifts with their intensive folding phenomena—a landmark feature of the Canadian Rockies.

FIGURE 6 - ROCKY MOUNTAIN FRONT RANGES



More than 100 years after the tragedy of April 29, 1903, the Frank Slide remains Canada’s deadliest rockslide (Figure 7). A Provincial Historic Site of Alberta under the *Historical Resources Act*, Frank Slide is protected from future disturbance and development. At the municipal level, a direct control land use district is the regulatory tool used to govern land use adjacent to the provincial restricted development area.

Since 2005, Alberta Geological Survey has developed models to predict the probability of a future rockslide through the Turtle Mountain Monitoring Program. By tracking activity in near-real-time, the program supports the safety of those who reside in the urban communities of Frank and Hillcrest within the MCNP by anticipating mass movement on Turtle Mountain. To date, Alberta Geological Survey has indicated the likelihood of a large-scale rockslide to be low. In 2019 a

land use bylaw amendment was passed in the MCNP that reduced the size of the direct control district, thereby providing more flexibility for landowners whose properties are located near the periphery of the previous boundary.

WATERWAYS

Along with the Belly, the Castle, the Livingstone, the Oldman, and the St. Mary, the Crowsnest River is an important headwater tributary within the South Saskatchewan watershed. The 53-kilometre watercourse begins at the mouth of Crowsnest Lake, then travels east through the MCNP until it eventually drains into the Oldman Reservoir. It flows adjacent to Highway 3 through urban and rural communities. The sub-basin is linked by a multitude of creeks—Allison, Drum, Gold, Lyons, McGillivray, Star and York to name a few.

FIGURE 7 - FRANK SLIDE AT TURTLE MOUNTAIN



Watersheds play a critical role in the Eastern Slopes, which experience nearly 90% of the total precipitation within the South Saskatchewan Region. Pressure on water resources in the basin is significant, and in 2006 led to the moratorium on new licenses for surface water diversions under the *Water Act* within the Approved Water Management Plan for the South Saskatchewan River Basin.

The meandering trajectory of the Crowsnest River reinforces connectivity across the physical and cultural landscapes and has contributed to the development of a broader sense of regional identity. Its waters attract sport fishers from across the globe in pursuit of rainbow, bull and westslope cutthroat trout. The latter two species are categorized as “Threatened” by Alberta Environment and Parks under the provincial *Wildlife Act*. The preservation of these threatened species and other environmentally sensitive features has been supported by stewardship on privately owned lands as well as public lands.

While proximity to a Rocky Mountain watercourse is a highly valued amenity for residents of the MCNP, it also comes with the associated risk of flooding events, which can compromise public safety and inflict property damage. The catastrophic Alberta floods of 1995 and 2013 caused severe damage to built environments across the province, the latter causing \$2 billion in insured losses and ultimately becoming the most expensive natural disaster in Canada's history to date. In response to these flooding events, the MGA was amended to include section 693.1, which empowers the Lieutenant Governor in Council to make regulations

governing the use and development of land located in a floodway.

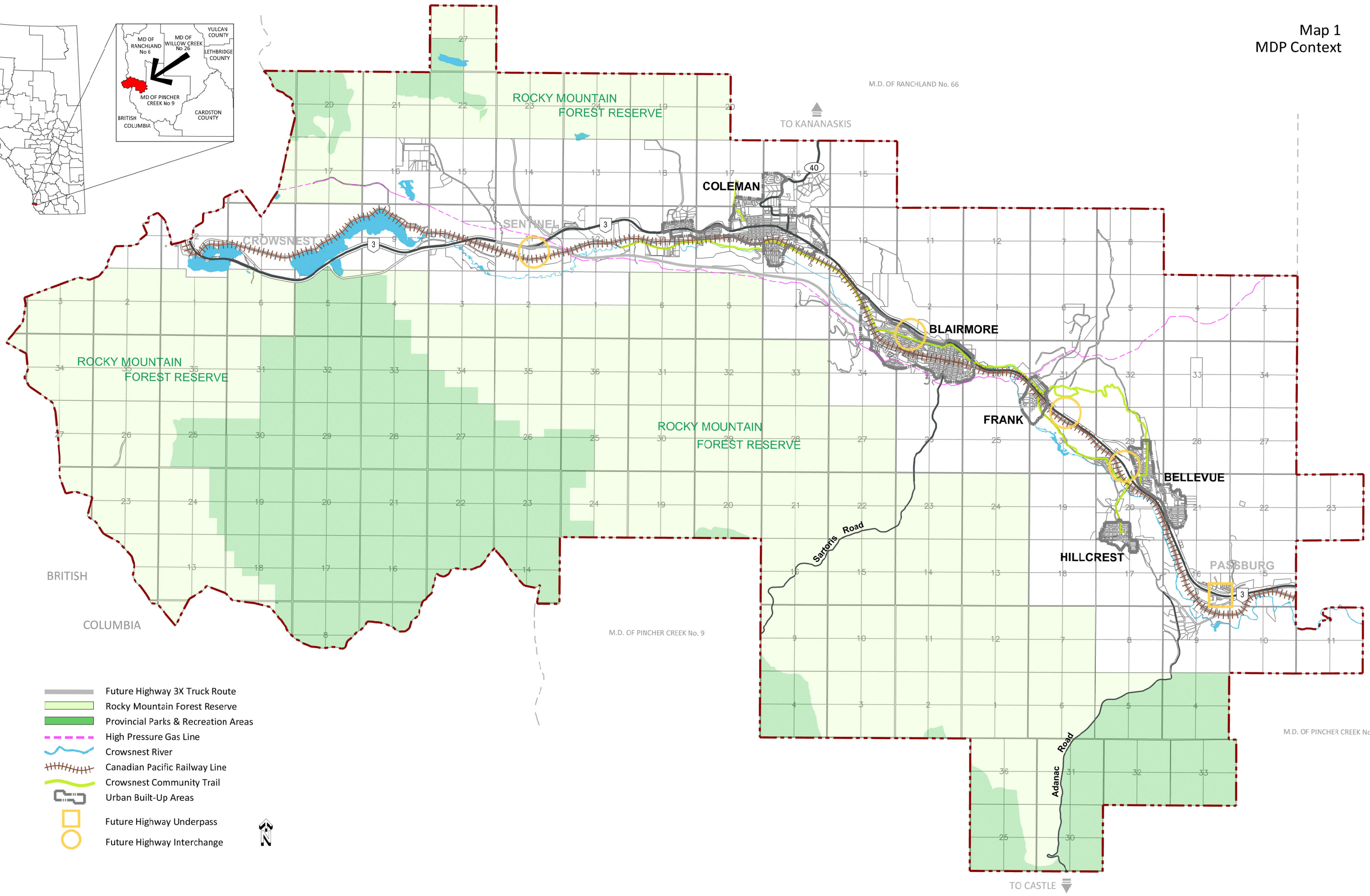
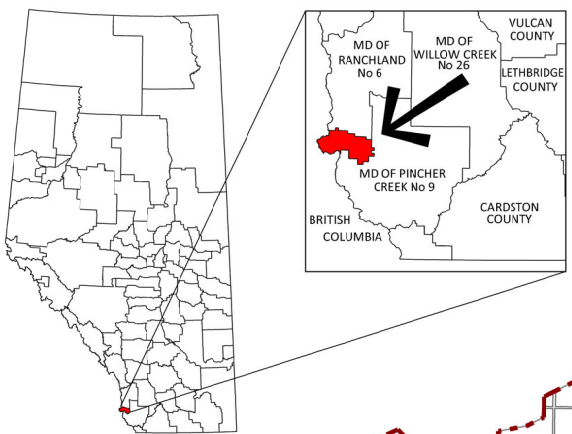
The built-up areas within the MCNP are, for the most part, well-drained, and the municipality is well-positioned to mitigate this type of natural disaster in relation to many other municipalities within the province. A flood hazard mapping study for the Crowsnest River and its tributaries within the MCNP was completed in 2007 by AMEC Earth & Environmental, producing a set of flood hazard maps to be used for long range planning and to make local land use decisions in support of resilient communities.

VEGETATION

Habitats in Crowsnest Pass are typical of the Montane Natural Subregion. These include woodlands on north and east facing slopes, grasslands on south and west facing slopes, shrubs of willows on wetter soils within the valley, and ridges of pine trees throughout the landscape. The MCNP is home to over 300 rare plant species, 140 of which are endemic to this natural region, including the bear grass meadows found in the low-elevation Alpine areas, as well as creeping mahonia.

This dynamic array of flora sustains a resilient ecosystem by preserving a reliable water supply, protecting against flooding events, stabilizing slopes, facilitating pollination and providing wildlife habitat. The grasslands and forests also contribute immense cultural value that give Crowsnest Pass its hallmark quality of place. Invasive plant species are of particular concern in Crowsnest Pass because of the transitional ecosystem and the wide variety of unique native vegetation.

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-  Future Highway 3X Truck Route
-  Rocky Mountain Forest Reserve
-  Provincial Parks & Recreation Areas
-  High Pressure Gas Line
-  Crowsnest River
-  Canadian Pacific Railway Line
-  Crowsnest Community Trail
-  Urban Built-Up Areas
-  Future Highway Underpass
-  Future Highway Interchange



M.D. OF RANCLAND No. 66
TO KANANASKIS

M.D. OF PINCHER CREEK No. 9

M.D. OF PINCHER CREEK No. 9

TO CASTLE

WILDLAND-URBAN INTERFACE

The Crowsnest valley is bounded to the north and south by the Rocky Mountain Forest Reserve, which runs from the northern edge of the Livingstone Range to the boundary of Waterton-Glacier International Dark Sky Park (see Map 1). Alberta's Rocky Mountain Forest Reserves are designated under the *Forest Reserves Act* for the conservation of forest and other vegetation in forests, and for the maintenance of optimum water supplies in the reserves. While proximity to wild lands is certainly one of the most alluring aspects of living in Crowsnest Pass, it also brings an elevated risk of wildfire. Specifically, each urban community within the MCNP is located less than 1 km from an extreme or high fire hazard area. Wildland-urban interface is the term used to describe the zone of intersection between developed lands and wild lands (see Figure 8).

Wildfire protection for Alberta's forests and plains is supported by the *Forest and Prairie Protection Act* and its associated

regulation. These provincial enactments designate the locations of forest protection areas, establish the fire season, provide the authority for fire control orders, identify firefighting responsibilities, and enable cost recovery. Memories of the Lost Creek Fire from 2003, which scorched over 200 km² of forest and nearly reached Hillcrest, are still fresh in the minds of residents. A multi-tiered front of approximately 1000 firefighters and trained volunteers headed off the fire, and in doing so showcased the spirit and collective strength of Crowsnest Pass.

While the risk of wildfire remains an ever-present reality for residents in any Rocky Mountain community, the MCNP has taken a proactive, preventative approach to managing land use in the wildland-urban interface. Explicitly, the local FireSmart regulations introduced in the Land Use Bylaw in 2004 demonstrate a continued commitment by the municipality to advance public safety and ensure future residential communities are resilient.

FIGURE 8 - WILDLAND-URBAN INTERFACE



KEY TERMS

wildland-urban interface

means the area where human developments meet or are intermingled with forest vegetation and its associated fuel.

wildlife linkage zone

means an area of seasonal habitat where animals can find food, shelter, and security. Wildlife linkage zones maintain ecological connectivity adjacent to urban environments.

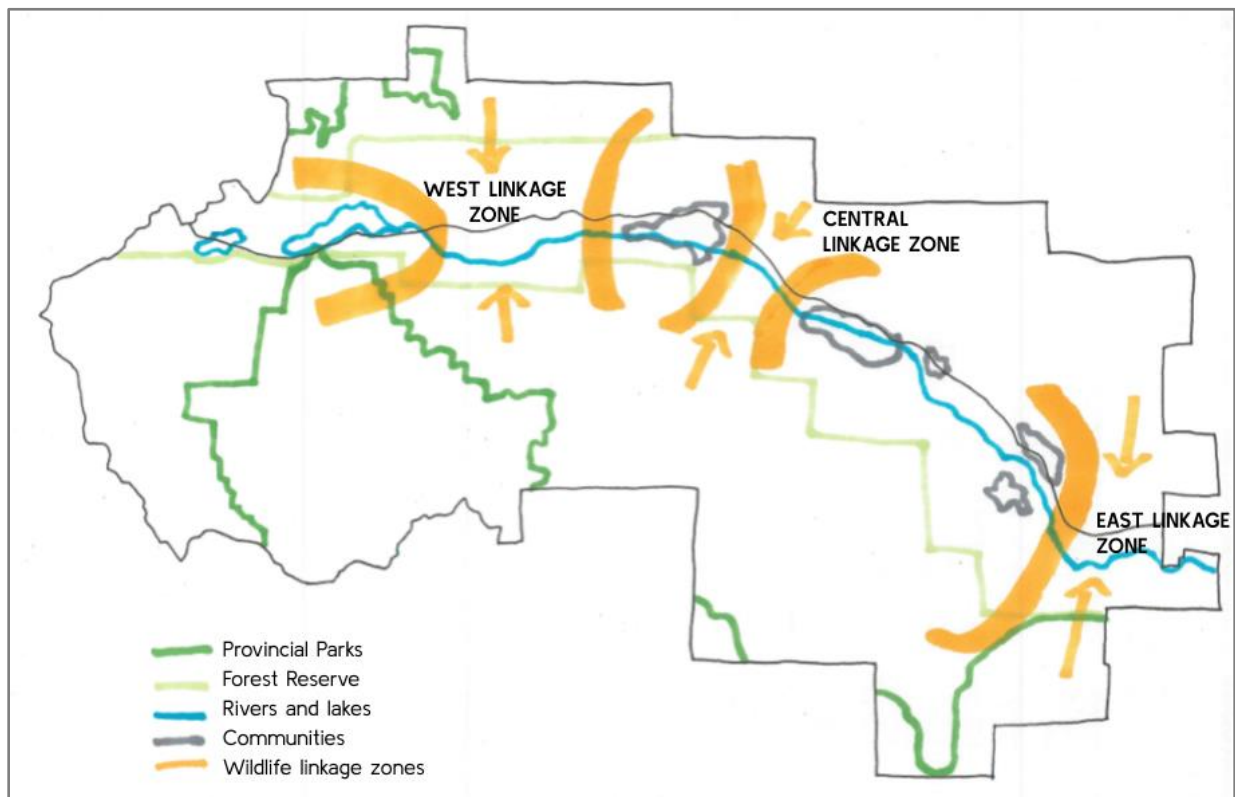
WILDLIFE

Wildlife is plentiful in Crowsnest Pass. Mountain goats, bighorn sheep, wolf, and cougar are among the species who are at the edge of their range here. Elk frequent the low-elevation grasslands near Crowsnest Lake during the winter months. Perhaps the most famous of all wide-ranging mammals that reside in Crowsnest Pass is the grizzly bear, a keystone species that constitutes an integral component of a healthy physical landscape in Alberta. Unrivaled in its personification of the Canadian wilderness, the grizzly has been both championed as well as vilified throughout history—a complexity poetically referenced in the interpretive sign at Window Mountain Lake trailhead, which describes members of this species as “protective and easily enraged local stewards.” The grizzly is not protected

under federal law, however, in Alberta it is listed as “Threatened” under the provincial *Wildlife Act*.

All three natural subregions within the MCNP constitute significant range for grizzlies and other large carnivores whose food security is contingent on having large areas to roam. This point is highlighted by the story of a Canada lynx from Kamloops who had been released into the Colorado wilderness as part of a rewilding program, only to journey north nearly 2000 km and end up back in the Canadian Rockies. By facilitating movement and connectivity for species, wildlife linkage zones are crucial natural elements of the landscape. Wildlife can be spotted throughout the MCNP; however, three major linkage zones have been identified: west linkage zone, central linkage zone, and east linkage zone (see Figure 9).

FIGURE 9 - WILDLIFE LINKAGE ZONES



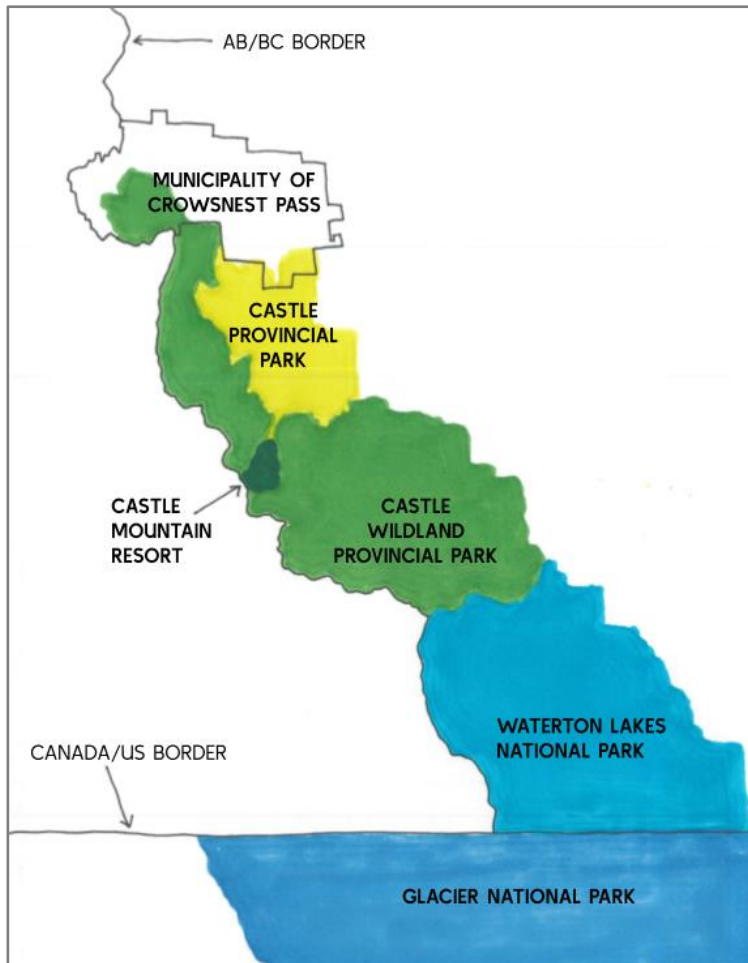
PROTECTED AREAS

Southwest Alberta contains the only sizable, accessible region in the Eastern Slopes not dominated by National Parks. Still, ecological connectivity within the Crown of the Continent is supported by a network of provincially protected areas, some of which share a boundary with the MCNP (see Figure 10). Recognizing the intrinsic value to society of wild places, the provincial framework for parks aims to preserve, in perpetuity, a network of protected areas, which the MCNP can benefit from. The 2017 designations of Castle Provincial Park and Castle Wildland Provincial Park (see Figure 11) constituted a landmark achievement that enhanced

transboundary linkages within the Crown of the Continent.

The Castle Management Plan (2018) communicates the intent of Alberta Environment and Parks to preserve the lodgepole pine forests, grassland complexes and other wild places within these 1052 km² so that they may be discovered and enjoyed by adventurous souls, today and in the future. Guided by the strategic direction outlined in the SSRP, the mandate for the Castle Parks also includes a strong recreational component. Emphasis is placed on the development of experiences that lend themselves to multi-day visits in the region.

FIGURE 10 - PARK AND WILDLAND AREAS



KEY TERMS

protected area means a clearly defined geographical space, recognized, dedicated and managed to achieve the long-term conservation of nature with associated ecosystem services and cultural values.

Public Land Use Zone (PLUZ) is an area of land designated under the Public Lands Administration Regulation designed to accommodate and manage a wide range of recreational uses that are compatible with mining, forestry, surface materials extraction and livestock grazing activities, while also affording protection to sensitive areas and maintaining key wildlife habitat.

While the Castle Management Plan contemplates a variety of outdoor activities spanning all four seasons, its central focus is low-impact forms of recreation that support healthy, active lifestyles. Its conceptual framework complements the Government of Alberta tourism strategy for municipalities adjacent to the Castle Parks. Major priorities in the Castle Region Tourism Strategy include a regionally connected trail network with linkages to the MCNP, strategically located trailheads and promotional wayfinding. A partnership with the International Mountain Bicycling Association (IMBA) has been proposed in pursuit of developing Alberta's first IMBA EPICS trail and providing for adventurous backcountry riding experiences.

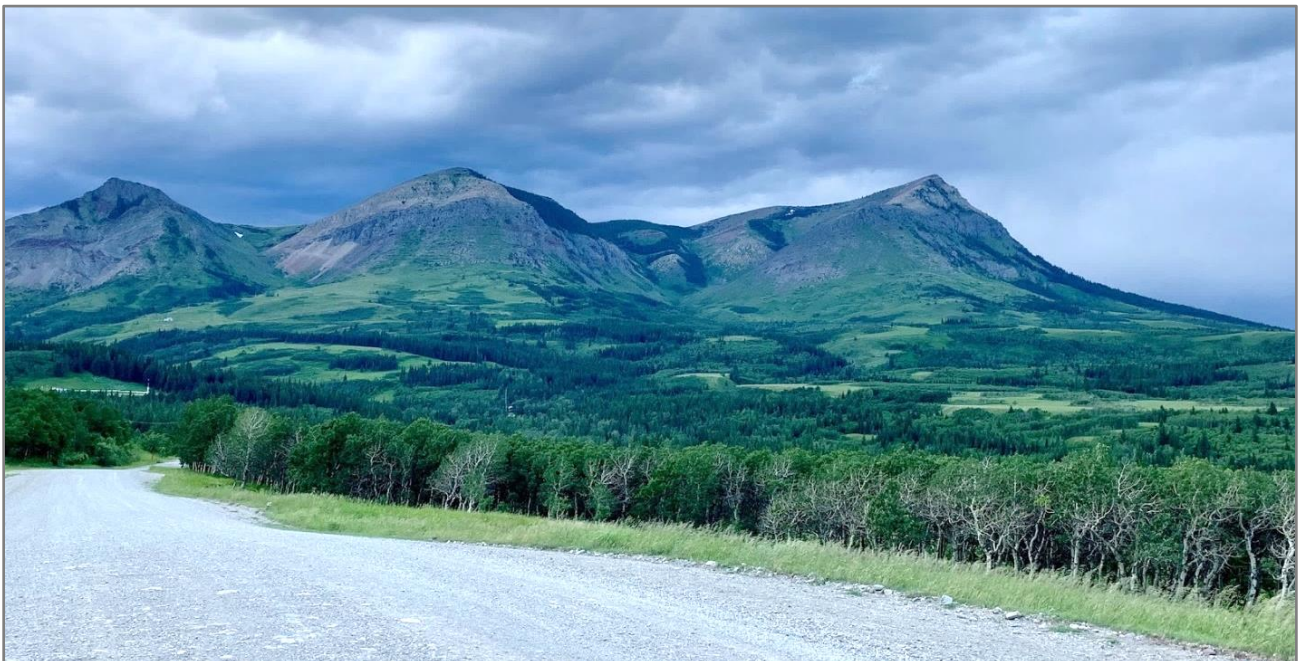
LIVINGSTONE PUBLIC LAND USE ZONE (PLUZ)

Home to the headwaters of the Oldman River and its tributaries, the PLUZ was established under the *Public Lands*

Administration Regulation in response to the increasing human footprint on public lands along the Eastern Slopes. Although the PLUZ is not a protected area, it is identified as a crucial expanse of wildlands that contribute to conserving ecological connectivity. Part of the mandate of the PLUZ is support for the recovery of species at risk and other key watershed objectives. However, the intent of the PLUZ is also to provide a spectrum of outdoor recreation opportunities for residents of Crowsnest Pass. Subregional plans have been enacted to manage the land footprint, motorized recreation, vehicular camping and trail development in the PLUZ.

The unique backcountry setting of the PLUZ is an alluring proposition for those who seek to venture off the beaten path and, in spite of a comparative lack of developed facilities, the proximity of the PLUZ to Crowsnest Pass makes it one of the municipality's more celebrated amenities.

FIGURE 11 - CASTLE WILDLAND PROVINCIAL PARK



UNDERSTANDING OUR PAST

Crowsnest Pass has long provided a home for a diverse range of plants, animals and people. Prior to industrialization, early nomadic peoples, and later indigenous groups, including the K'tunaza and Piikani, found Crowsnest Pass to be a rich hunting area, a convenient trade route and home to sacred sites. After smallpox took a heavy toll on native groups, Crowsnest Pass was generally uninhabited until the discovery of coal deposits reshaped the area.

Settlement during the industrial age in Crowsnest Pass began near the time Samuel Lee set up a hotel at the sulfur springs in Frank in the early 1880s. Settlement grew rapidly with the 1898 construction of the CPR's Crowsnest Line through Crowsnest Pass. A new southerly gateway was cut through the Rocky Mountains, which led to the initial boom period. The major pioneering industries were logging and coal mining.

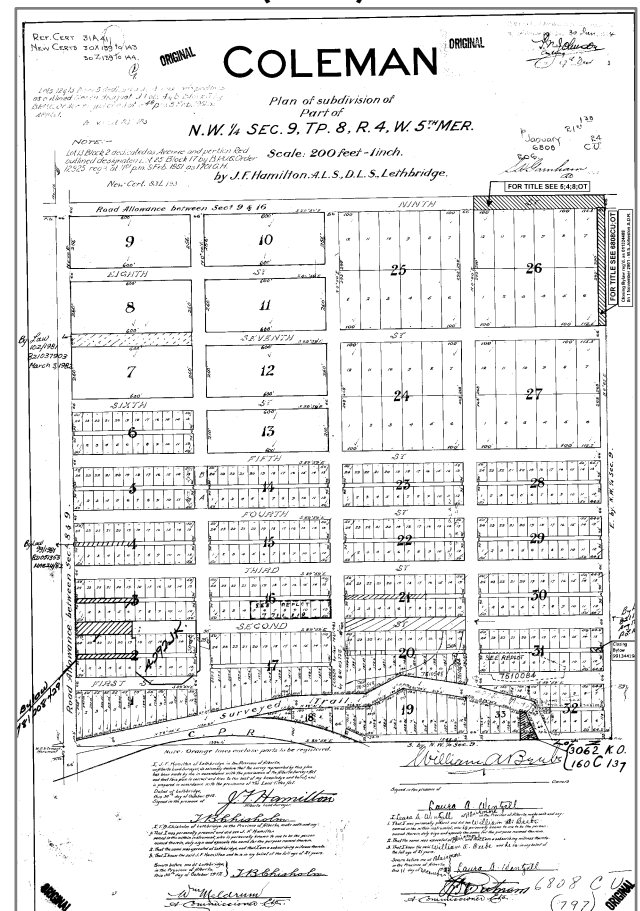
Early coal companies and entrepreneurs surveyed, developed and owned many of the early towns and hamlets that developed in Crowsnest Pass. These settlements were mainly developed adjacent to the mines due to the narrow nature of the Crowsnest valley and lack of an interconnected transportation network. The result was a linear geography of primary settlements (Coleman, Blairmore, Frank, Bellevue and Hillcrest) stretched over a 16 km (10 mile) corridor.

The 20th century began with tragedy, blemished by the Frank Slide (1903) and Hillcrest Mining Disaster (1914). But the

MCNP emerged as a resilient community, stronger despite its tragic past, with its diverse population of immigrants from Europe, China, and elsewhere uniting in support of a common future.

Coal mining continued to be the primary economic driver in Crowsnest Pass, up until the departure of the last remaining coal operation in the 1980s. While some historic coal mining infrastructure has been restored and developed as official sites of social memory, the majority continue to exist outside of any obvious interpretive frame.

FIGURE 12 - EARLY SUBDIVISION PLAN FOR COLEMAN (1912)



Over the decades, the volatility of a primarily resource-based economy has resulted in a fluctuating population of between 5,000 and 9,000 people. A considerable influx of country residential development has also occurred over the last 20 years, some of which supports an increasing shadow population of non-permanent residents (currently estimated at between 1,500 and 2,000 people). The new millennium was marked with energy as prospective developers began to court Crowsnest Pass—some with success and others marred by controversy and failure. Failed developments resulted in a skepticism toward municipal planning and a distrust in government—the legacy of which is still being overcome today.

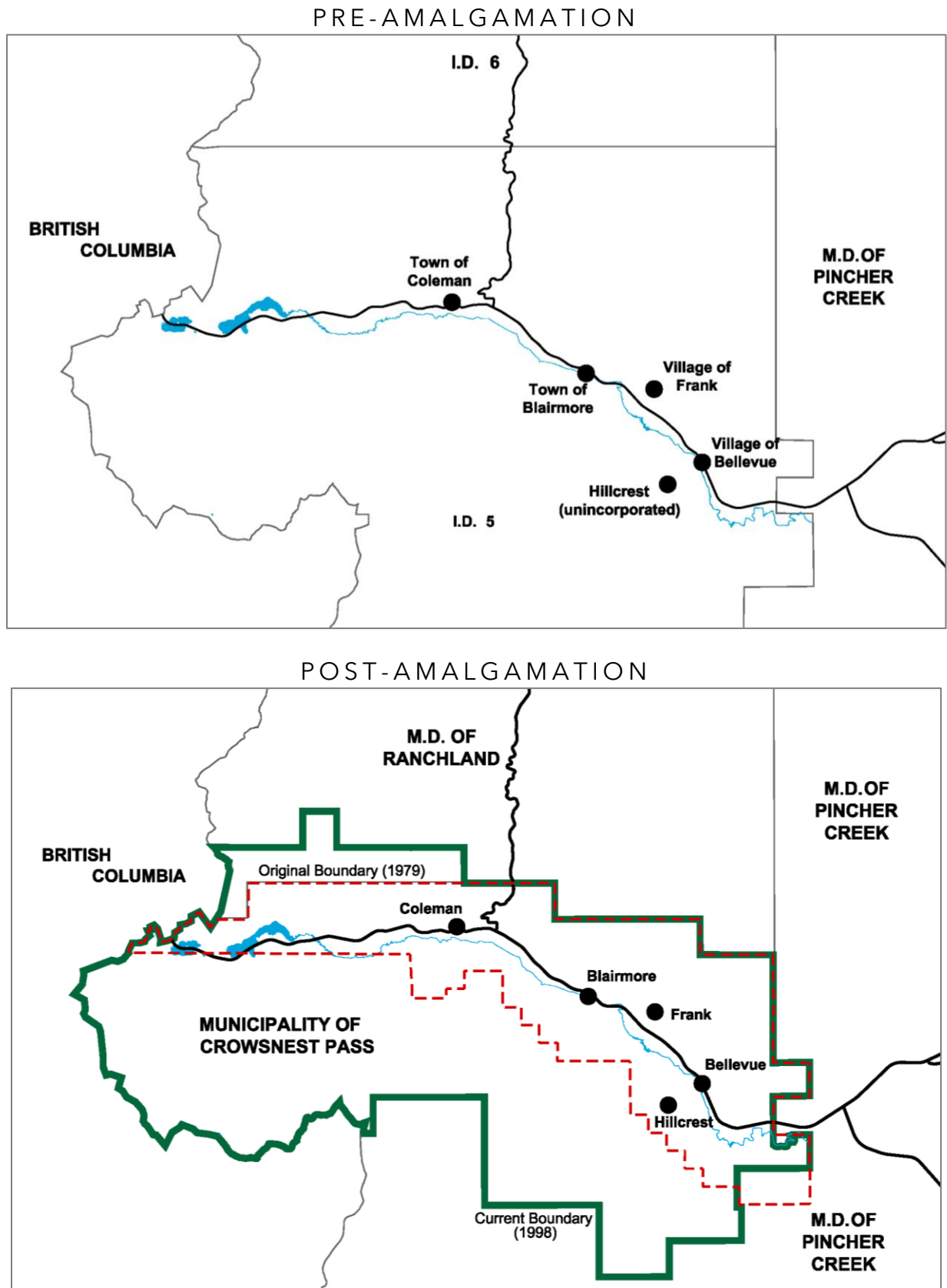
HERITAGE & HISTORIC SITES

The bountiful heritage resources of Crowsnest Pass are valued by both residents and visitors and are a central element of the municipality's tourism portfolio. The Crowsnest Pass has the richest collection of archaeological sites of any mountain pass in Canada. Within the municipal boundaries are: one National Historic Site, 10 Provincial Historic Sites, 8 Provincial Registered Historic Resources, 5 Municipally designated Historic Resources and over 105 heritage buildings and sites listed on the Municipal Heritage Inventory.

The history of the Crowsnest Pass is interpreted through stories told at the communities' heritage attractions which include the Frank Slide Interpretive Centre, Leitch Collieries, Bellevue Underground Mine, Hillcrest Mine Disaster Cemetery and Memorial Park, Coleman National Historic Site, Crowsnest Museum and the Alberta Provincial Police Barracks—with opportunity for many more.

The Crowsnest Pass Heritage Management Plan adopted by the municipality in 2019 provides a framework to preserve, protect and promote the community's historic resources. Protecting historic resources and sharing the importance of heritage with the broader public is the role of the Crowsnest Heritage Initiative, whose comprehensive interpretation and signage program ensures the stories of the people, landscapes and buildings of the community are enjoyed for generations to come.

FIGURE 13 - PRE AND POST AMALGAMATION BOUNDARIES



AMALGAMATION

In 1979 lands from Improvement District No. 5 were amalgamated with the incorporated towns and villages to form one unified local government (see Figure 13) under the *Crowsnest Pass Municipal Unification Act*. This unification was initiated to reduce the cost of maintaining multiple administrative structures and facilitate the efficient delivery of services. A three-ward system was established in an attempt to ensure equal political representation and resource allocation across the municipality, until it was dissolved in 1998. Annexations in 1985 and 1995 brought the municipality to the size and orientation it enjoys today.

Originally incorporated as a town, since 2008 the Municipality of Crowsnest Pass has held the status of specialized municipality under the MGA, a status typically reserved for scenarios where the geography includes a mix of urban and rural locations. The *Crowsnest Pass Regulation*, adopted pursuant to section 615 of the MGA, established provisions in response to the unique geographical and organizational circumstances of the community. This shared governance model, though economically sound, has not been easy. The legacy of amalgamation continues to pose occasional challenges, and likely always will, given the dispersed geography of settlements throughout the municipality.

POPULATION FORECAST

Like many communities, Crowsnest Pass has experienced changing population and employment conditions over the years. In general the MCNP has seen negative population growth over recent decades. Based on this trend, a population

projection would state that negative population growth will continue. However, there are some changes coming to the MCNP, which may significantly alter the future population outlook. For this reason, a population forecast will be used to help inform planning decisions for the future of Crowsnest Pass.

Steady tourism growth is anticipated over the 20 year term of this plan, through the maturation of the MCNP's unique tourism offerings in terms of natural and historical resources, and bolstered by initiatives like the enhanced Castle Parks designations. A coal industry resurgence is also expected to materialize over the next 10 years, bringing direct employment opportunities and resulting economic growth to the region. An increased demand for services will put pressure on service providers, but also create opportunities by increasing revenues to the municipality, increasing the labour and volunteer base, and growing the number of businesses that can support local programs and infrastructure.

KEY TERM

A **population projection** is a conditional simulation of the future. A **population forecast** is an opinion on what will occur, and typically incorporates economic assumptions not built into projection modelling.

Existing population numbers from the 2016 Federal Census and population forecasts are displayed in Figure 14. Population estimates for individual communities based on the supply of available growth nodes can be found in the Community Profiles (Sections 1.4 to 1.8).

For the purposes of this plan, a population forecast of **1.5% - 2%** average annual growth is established. This forecast is predicated upon an expectation of growth in the tourism and resource extraction sectors and is to be used as a general baseline for planning purposes.

At this rate, the Municipality of Crowsnest Pass can expect to increase its population from 5,600 to approximately **8,000-9,000 people by the year 2040.**

FIGURE 14 - CURRENT POPULATION AND POPULATION FORECASTS

	2016 CENSUS DATA	2040 POPULATION FORECAST	ULTIMATE POPULATION FORECAST
Blairmore	1,545	2,200 to 2,450	2,450
Coleman	1,475	2,100 to 2,400	7,100
Bellevue	803	1,150 to 1,300	2,100
Hillcrest	394	550 to 650	1,550
Frank	85	100	100
Other	1,287	1,900 to 2,100	2,100
Total	5,589	8,000 to 9,000	15,400

The estimates provided in this table are rounded and are subject to change based on landowner intentions and market forces. As the majority of future developable land is available in Coleman there is potential that the population in Coleman may grow faster than the other communities.

TOURISM OPPORTUNITIES

Most mountain communities in North America were founded for reasons other than tourism, but few exist today without a tourism sector, or in many cases, a reliance on the tourism industry. Recreation can bring rebirth to historical mountain communities like it has in Canmore in Alberta and Silverton and Ouray in Colorado. The MCNP has experienced a slow trickle of tourism growth over the decades including, but not limited to, developments like the Blairmore Ski Hill (now Pass Powderkeg) beginning in the late 1930s, the Frank Slide Interpretive Centre in 1985, and the major upgrades to the Crowsnest Pass Golf Club in 2020.

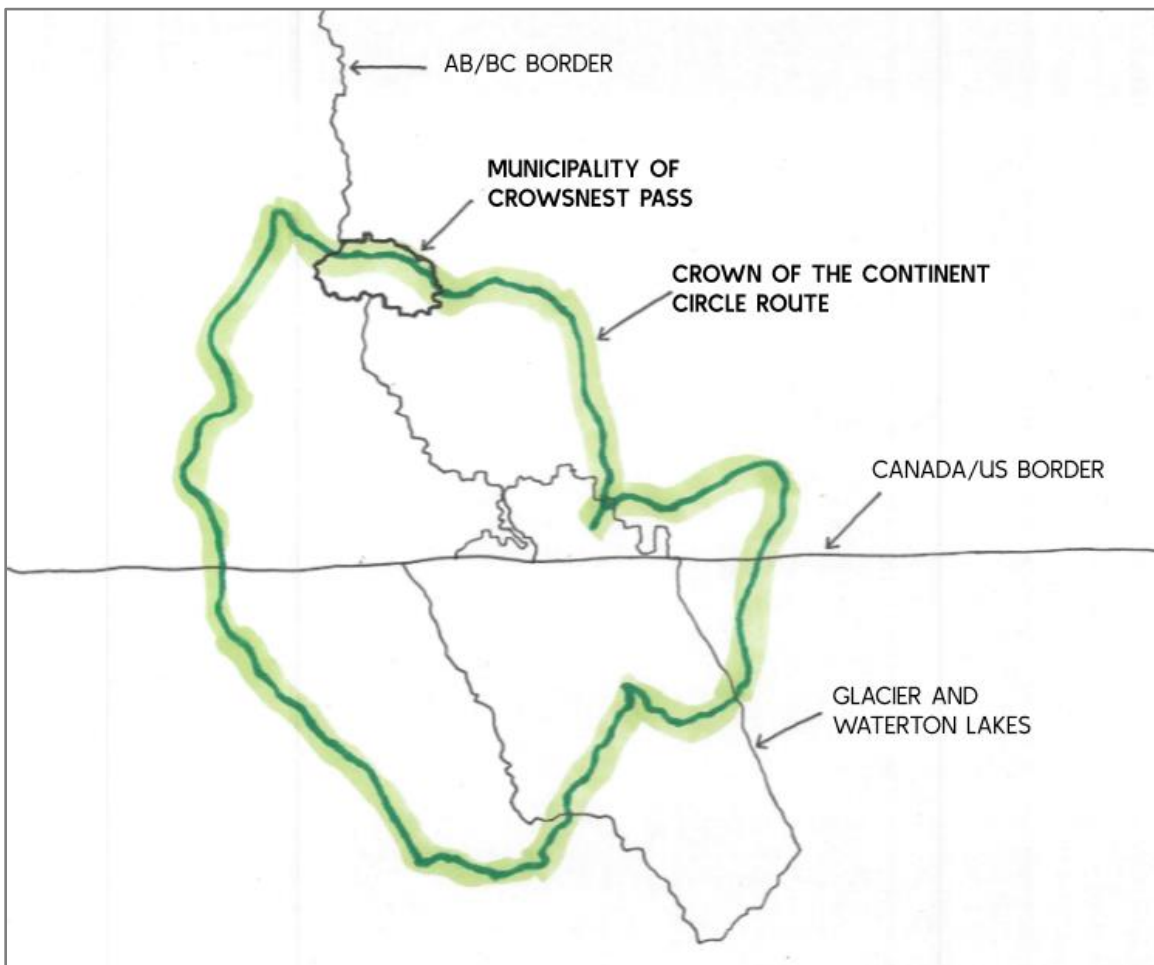
In contemporary times, the term “Crown of the Continent” evokes connotations not only to landscape-scale conservation, but also to the emerging geotourism movement that has been pioneered by regional stakeholders in partnership with National Geographic. While nature-based tourism is the term most commonly used in reference to southwest Alberta within provincial publications, geotourism should be understood as a more expansive concept that encompasses a broader spectrum of cultural tourism offerings in addition to experiences that are more rooted in nature. Several local sites within Crowsnest Pass are currently promoted under the Crown of the Continent Geotourism program as tourism places located along the scenic byway marketed as the Crown Circle Route (see Figure 15).

The program is structured to allow project supporters, including municipalities, to nominate sites to the list.

Emphasis on placemaking at the broader community level will be complemented in this plan by strategies for each individual settlement to retain its unique identity. Whereas long-time residents have always understood how special this valley is, the

unified marketing strategy for the MCNP and its distinct communities will build brand recognition by tourists. Celebrating the individual identities of the urban settlements, especially through the offering of their respective downtown areas, will preserve the unique sense of place that persists for those living in and visiting Crowsnest Pass.

FIGURE 15 - CROWN CIRCLE ROUTE



COMMERCIAL GROWTH

The MCNP's trade area is constrained by two primary geographic factors: the isolated linear nature of the valley, and the distance to other service centres of equal or greater size. As a service centre, it is expected that Crowsnest Pass will retain a dual focus on local and non-local (tourism) commerce, delivered primarily via the destination-oriented commercial nodes in Coleman, Blairmore, and Bellevue.

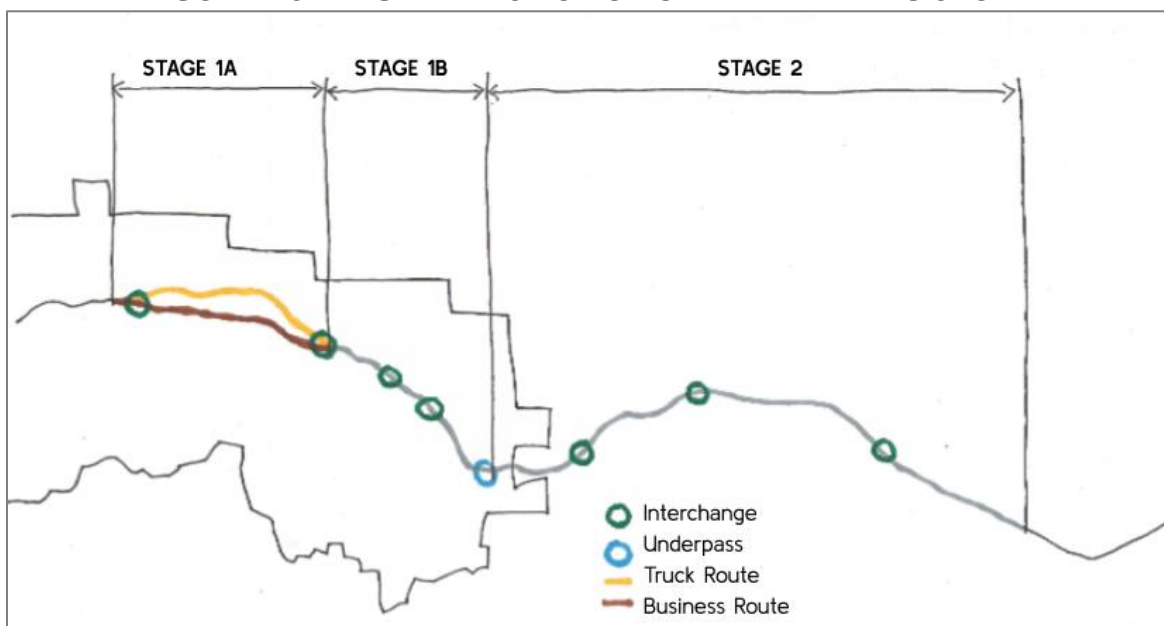
The municipality is expected to reach a population where local commerce can be sustained for residents' use. It is anticipated that future commercial development will meet the demand that is currently being supplied outside of the municipality, such as grocery stores and other larger retail outlets. This commercial growth is expected to eliminate the high amount of retail and service leakage that exists currently. Non-residential sector growth will help balance the municipal assessment ratio, which currently leans disproportionately on the residential sector.

TWINNING AND RE-ALIGNMENT OF HIGHWAY 3

Tourism, industry and commerce in the MCNP will ultimately be driven by improvements to the road network within the MCNP, most notably Highway 3. The twinning of Highway 3 and establishment of the Highway 3X Truck Route will take place incrementally. However, recent confirmation of the highway expansion and realignment project equips decision makers with the certainty needed to make land use decisions moving forward.

The executive summary for the Highway 3 Functional Planning Study completed by ISL Engineering was published in December 2019. Within that document ISL recommends interim and ultimate layouts for a twinned highway, complete with interchanges, flyovers, and even a proposed local road network to support the upgrades to Highway 3 (see Figure 16).

FIGURE 16 - HIGHWAY 3 FUNCTIONAL PLANNING STUDY



The Functional Planning Study introduces a degree of certainty for the development and investment industries that has been lacking over the past several decades. It provides context for the future siting of large format commercial land uses requiring ready access and visibility from the highway, as well a new business park in support of a growing resource extraction sector. Ultimately, the improved corridor will facilitate positive economic growth in the community and increase safety and mobility for the public.

HOUSING CHANGES

The majority of housing currently in the Municipality of Crowsnest Pass is in the form of single detached dwellings (in 2016 84.4% of all housing in MCNP was single detached). Crowsnest Pass has significantly less variety of housing in terms of semi-detached, duplex, row housing and apartment buildings than other similar sized mountain communities. Canmore, Fernie and Golden for example, have more developed tourism industries and provide more housing options to residents and vacationers (see Figure 17).

The MCNP is also dealing with a legacy of large lot, low density housing, typically called “country residential development,” which grew in popularity in previous decades when the Alberta economy was booming and vacation estate homes were in demand. It is recognized that this type of development is not compatible with focusing housing development in urban areas where more diverse, efficient housing options can be provided.

Housing diversity will continue to be an important focus for residents and the municipality in the coming decades. Of particular need is apartment and low maintenance housing options, affordable and rental options for younger people and accessible housing for seniors transitioning from single detached homes. With the expected economic growth and tourism focus in the region, Crowsnest Pass has an opportunity to support existing residents and welcome new people with an increased diversity of housing options.

FIGURE 17 - HOUSING COMPOSITION COMPARISON (2016 FEDERAL CENSUS)

	Single Detached	Semi - detached	Row House	Apartment	Population
CROWSNEST PASS	84.4%	0.4%	2.1%	4.3%	5,589
PINCHER CREEK	79.5%	3.4%	4.7%	3.7%	3,642
SPARWOOD	52.3%	6.3%	5.7%	14.2%	3,784
CANMORE	44.3%	7.5%	19.2%	22.3%	13,992
FERNIE	62.5%	2.3%	3.6%	23.5%	5,249
GOLDEN	56.1%	5.0%	5.0%	10.7%	3,708

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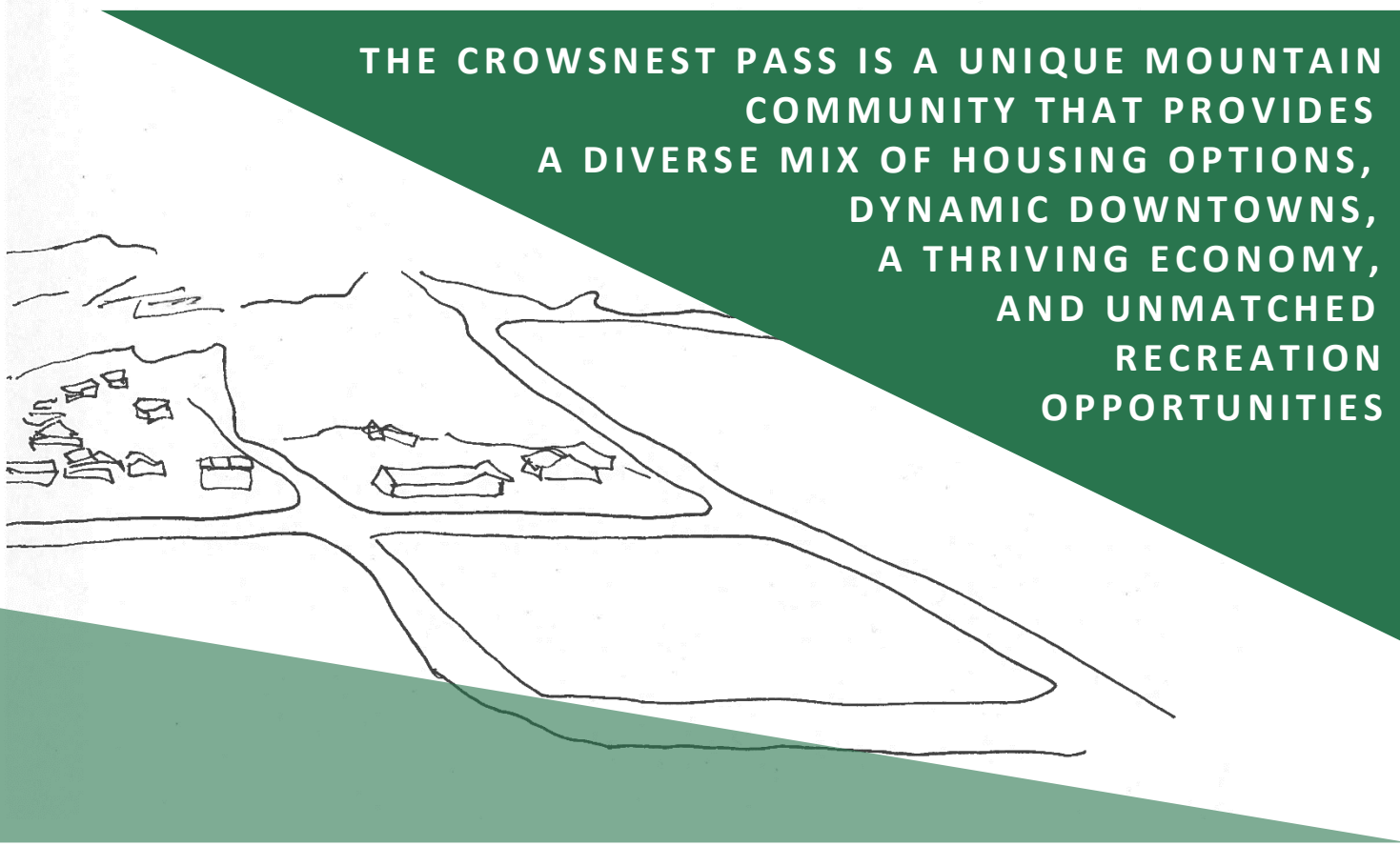
3. | GROWTH STRATEGY



VISION

The Crowsnest Pass is a valley of extraordinary beauty and resource wealth. This storied landscape has been witness to thousands of years of history—from early nomadic people, to First Nations communities, to the establishment of coal towns. Despite shifting circumstances, this valley has continued to provide a home for wildlife, plants and people, to support livelihoods and communities, to carry culture and history, and to provide space to breathe and relax. Today Crowsnest Pass is the gateway to the beauty and majesty of the Castle and all those who live here and travel through know that this is a special place.

As the community responds to changes brought about by technology, growth, development, and changing priorities and lifestyles, the municipality will work to ensure that the past and its contribution to the present fabric of the municipality is secure for future generations. This municipal development plan will acknowledge the special legacy of Crowsnest Pass, while facilitating a bright future for the municipality. The below vision is the writing of a new chapter to navigate the Municipality of Crowsnest Pass through the next 20 years of change.



**THE CROWSNEST PASS IS A UNIQUE MOUNTAIN
COMMUNITY THAT PROVIDES
A DIVERSE MIX OF HOUSING OPTIONS,
DYNAMIC DOWNTOWNS,
A THRIVING ECONOMY,
AND UNMATCHED
RECREATION
OPPORTUNITIES**

GUIDING VALUES

The following values will be used when making decisions that move Crowsnest Pass closer to achieving its 20-year vision for growth and change. While the growth strategy highlights the approach to land use decisions, the three guiding values inform how decisions are made.

Many communities, one Municipality

Decisions will be made to further the unified vision for the Crowsnest Pass, while respecting the unique identities of the distinct communities that make up the Pass.

Honesty and follow through

Stakeholders will be communicated with openly and decisions will be followed through on to ensure accountability.

Responsible and resilient

Decisions will be based on making appropriate use of resources, and ensuring long lasting positive outcomes, rather than short term gains.

GROWTH STRATEGY

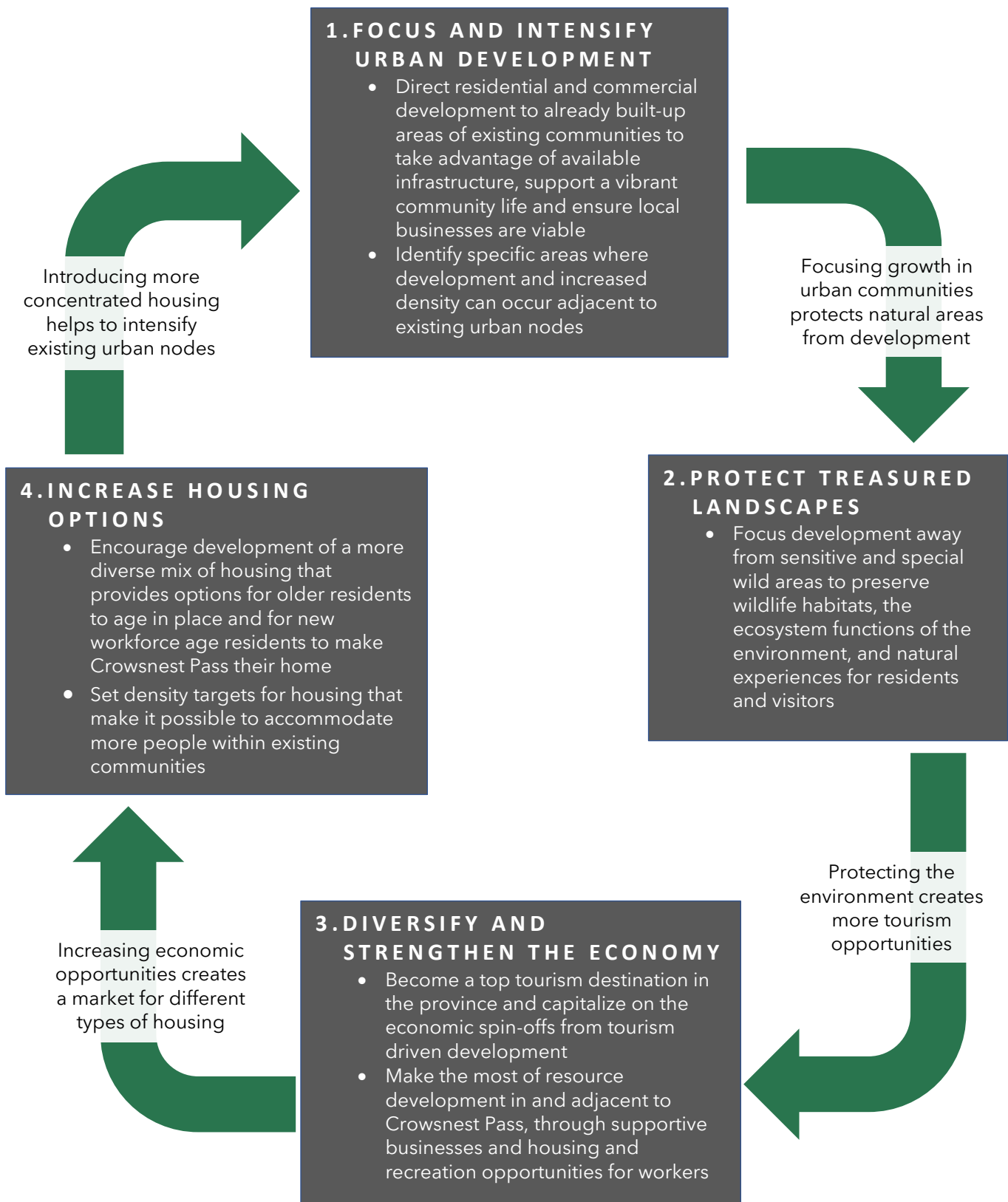
One of the major benefits of a Rocky Mountain community is the proximity between the urban and wildland environments. From a planning perspective, this reality means that growth must be managed sensibly so that the delicate harmony between built and natural environments is retained for the enjoyment of future generations, as developable land is in limited supply.

An effective way to manage environmental impact, deliver services more efficiently, support downtown growth and build social connectivity is through increased density in urban areas. Densification is the basis of the MCNP growth strategy and refers to increasing the number of dwelling units or businesses being developed in already built-up areas. Setting density targets for new development areas means that more people will live on a smaller footprint of land, which makes infrastructure delivery more affordable, supports businesses and protects important natural areas. This is particularly important in Crowsnest Pass because of the limited land base and environmental constraints.

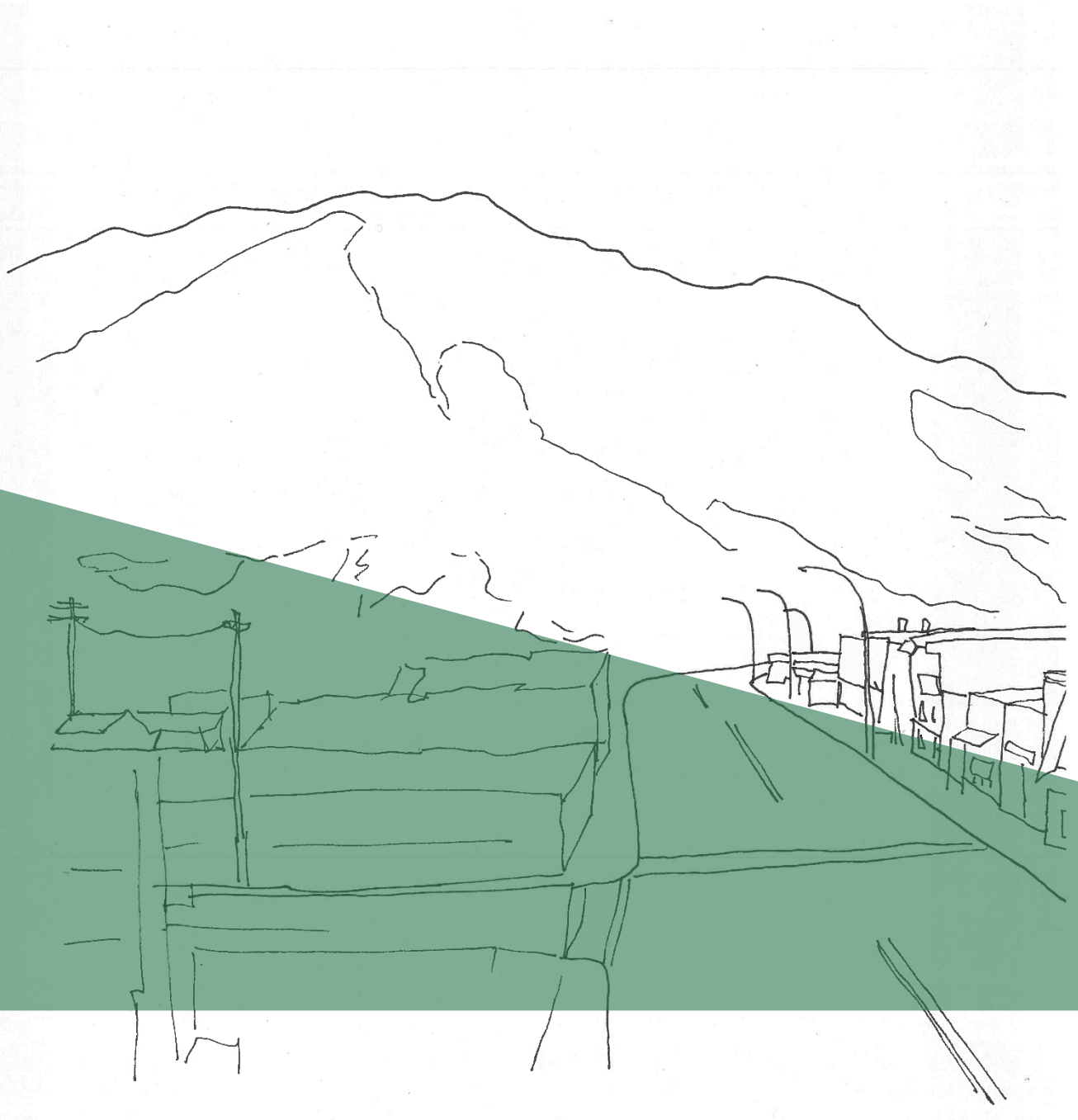
The growth strategy in this plan is supported by the SSRP, which states that municipalities are to pursue sustainability and efficiency by developing at a denser rate than previously, utilizing the minimum amount of land necessary for new development, increasing the proportion of new development that takes place within already developed lands, and providing a range of housing types.

By managing land use strategically and encouraging sound development practices, the MCNP will capitalize on its natural assets to provide opportunities to experience authentic connections with the built and natural environments. The growth strategy (outlined in Figure 18) is built on this balance between valuing the natural environment and creating spaces and economic opportunities for more residents and visitors. The four pillars of the growth strategy will work together to help realize the vision for Crowsnest Pass.

FIGURE 18 - GROWTH STRATEGY

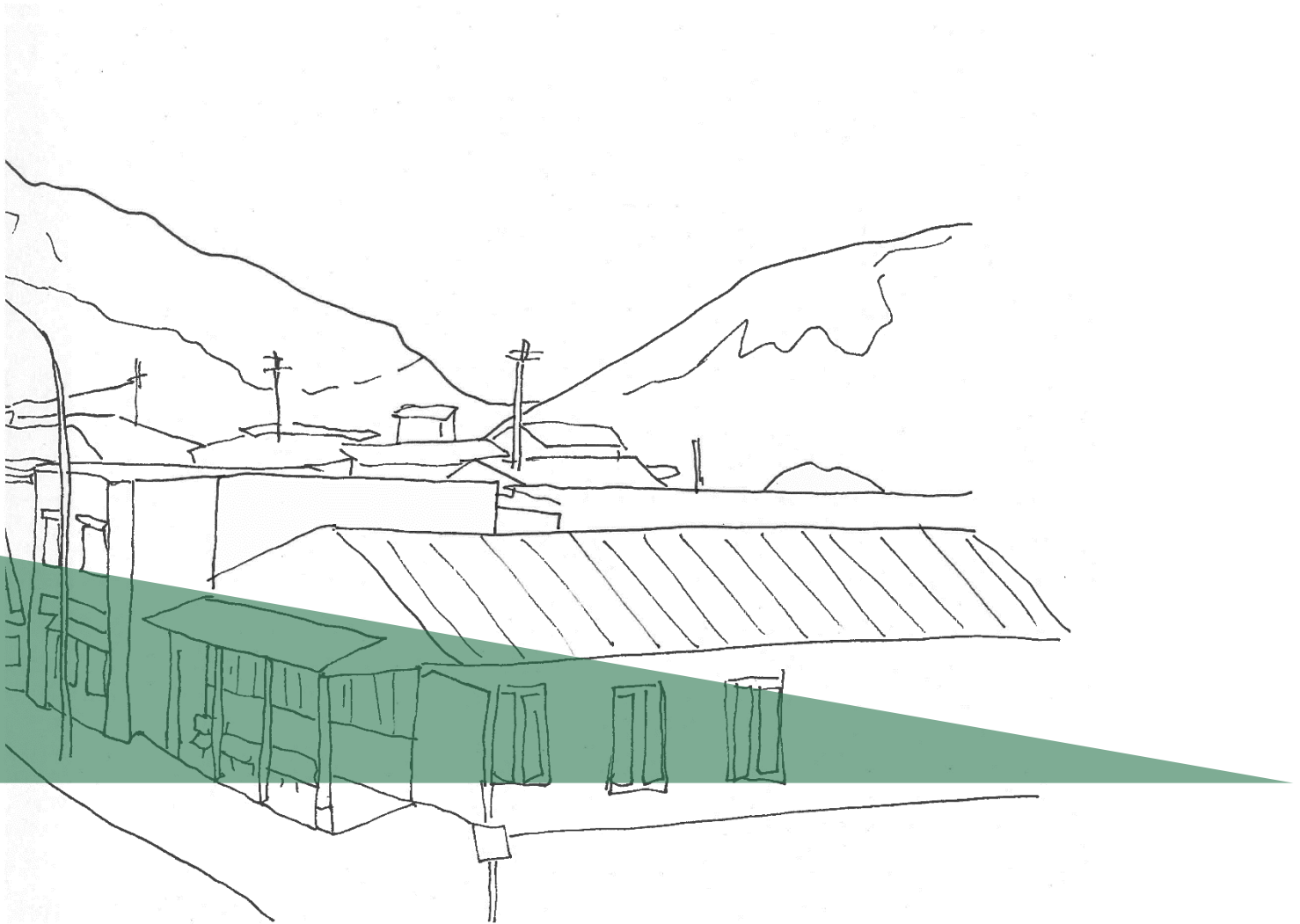


4. GOALS & POLICIES



SECTION POLICY AREA

1	PROMOTING OUR URBAN CENTRES
2	EXPANDING OUR HOUSING OPTIONS
3	INVESTING IN OUR ECONOMY
4	PROTECTING OUR TREASURED PLACES
5	BUILDING OUR INFRASTRUCTURE AND TRANSPORTATION



PROMOTING OUR 1. URBAN CENTRES

The unique urban centres within Crowsnest Pass are equipped with the infrastructure and amenities to support future growth consistent with the growth strategy in this plan.

Crowsnest Pass is made up of multiple urban centres and rural neighbourhoods within the broader regional community. The smaller individual communities—Coleman, Blairmore, Frank, Bellevue and Hillcrest—fiercely retain their individual identities, and residents enjoy a two-tier sense of place within these individual communities underneath the collective identity of a unified Crowsnest Pass.

Historic commercial areas exist in Coleman, Blairmore and Bellevue, and are recognized for their social and historic significance by an overlay district in the current Land Use Bylaw. Opportunity exists to re-establish a central commercial area in Hillcrest as well. These commercial areas will be the walkable, mixed-use hubs from which growth extends outward. As the heart of the communities they represent, the downtown areas may become gathering places for residents and visitors. Through place-making, beautification efforts and a human scale design focus, these areas will continue to grow into dynamic places that generate excitement and interest for all users.

As much as multiple central commercial areas are an asset, their existence also

presents a challenge. To successfully support more than one central commercial area in the municipality, each urban community can pursue individual theming efforts to set itself apart. With community buy-in, place themes—centered on architectural and activity assets—will help to maintain these areas as anchors across the municipality.

Key parcels on the periphery of existing urban settlements, and within the reach of logical infrastructure extension, have been earmarked for urban growth. These areas will support new residential neighbourhoods as well as non-residential sector growth. An ambitious park planning strategy will complement the greater wildland park setting that is Crowsnest Pass by delivering quality urban scale park spaces designed for all four seasons, with the full spectrum of potential users in mind. Together, a focus on urban growth will help preserve the wild lands of the municipality from development and respond to the natural constraint of living in a mountain community with a limited land base.

GOAL STATEMENT

Articulate distinctive identities and land use strategies for Coleman, Blairmore, Frank, Bellevue and Hillcrest that focus activity and build vibrancy in existing urban settlements—celebrating the collective identity of Crowsnest Pass

URBAN COMMUNITY POLICIES

1.1 GROWING OUR URBAN COMMUNITIES

1.1.1 Focus on Urban Communities

To support the viability of the MCNP's urban communities while utilizing existing infrastructure and facilities, new development and redevelopment initiatives that are considered to be urban in nature are to be located within the logical, contiguous extension of the municipality's existing urban communities (as shown in Maps 2 - 6).

1.1.2 Future Land Use Within Urban Communities

Future development shall generally be directed to growth nodes and infill locations to make efficient use of infrastructure and concentrate development within and adjacent to urban areas. The community context maps (Maps 2 - 6) identify potential areas of growth in different communities within Crowsnest Pass. The maps show the general intent for future development, recognizing that more detailed land uses (subject to detailed review of development constraints and opportunities) will be brought forward through the area structure plan or area redevelopment plan process, and through land use bylaw redistricting.

1.1.3 Protection of Urban Fringe Areas

Those areas that are candidates for logical urban extension shall be preserved from premature non-urban development that does not utilize the full potential of the lands for their highest and best use. The MCNP may adopt an "urban fringe" district in the Land Use Bylaw and establish it over urban expansion areas.

COMMUNITY REVITALIZATION LEVY

One tool a municipality can leverage to catalyze the rejuvenation of its built environment is the community revitalization levy (CRL). Revenues collected through a CRL are used for public improvements in the specified area and have the capacity to further transform the area by attracting investment capital and triggering private development.

1.1.4 Protection of Non-Urban Areas Between Communities

The municipality's five urban communities are separated by areas that remain generally undeveloped. In effort to retain critical habitat areas and wildlife linkage zones, and to maintain distinct identities for each community within the municipality, these spaces should be left in an undeveloped state (not including linear uses like trails and utilities).

1.1.5 General Design Guidelines & Themes

Design decisions that produce high quality, memorable places are key to producing positive, lasting impressions of the built environment, and shall be made in accordance with the following guidelines for major public, commercial and residential projects:

1. building scale, in terms of height and massing, that is contextual and sensitive to the surrounding environment. To limit the impact on adjacent land use and to be compatible with the natural and scenic viewscales of the surrounding area, buildings shall typically be limited to a height of four (4) habitable stories
2. where theming is desired, encourage a theme articulated by a comprehensive design approach that is historic or alpine focused
3. inclusion of high quality, lasting landscape features that provide visual relief and bolster the value of open spaces
4. orientation of structures to take advantage of solar exposure and

- mitigate against prevailing winds through wind diffusion
5. use of human scale design measures that orient the user from the perspective of the pedestrian realm
6. adherence to best practices for Crime Prevention Through Environmental Design (CPTED) site development standards
7. use of high-quality materials and thoughtful design in signage
8. emphasis on programming spaces for winter by locating structures strategically, and by choosing materials and colours selectively
9. animation of the public realm through subtle, place-based lighting interventions that accentuate quality of place

1.1.6 Community Development & Identity

Design and planning decisions will have regard for the individual place identity of each respective urban community within the municipality in effort to support placemaking at the individual community level.

1.1.7 Heritage Planning

The preservation and restoration of historic buildings and sites important to the development, character, and identity of Crowsnest Pass is encouraged. The municipality shall endeavour to preserve and protect historical resource sites for archeological, paleontological, educational, and interpretive purposes for the public and future generations and shall consider the Heritage Management Plan while making land use and design decisions. The plan area is considered to

have high potential for the occurrence of historic resources. Proponents of all future development activities within the area must follow provincial guidelines to

determine if a Historic Resources Application is required under the *Historical Resources Act*.

1.2 PARKS AND OPEN SPACES

1.2.1 Park Planning Hierarchy

The dedication of future park space shall be made with consideration for the hierarchical approach to the allocation of park spaces and the equitable distribution of park and open spaces throughout the municipality. Parks categories and existing parks within the MCNP are listed in Figure 19.

1.2.2 Access To Park Space

Urban areas shall aim to provide a suitable park space within 400 m (1312 ft.) walking distance from all residences, an approximate 5-minute walking distance. This 400 m distance is referred to as the park walkshed. A suitable park space means a pocket/linear park space or higher order park space containing playground equipment designed for young children and often containing open spaces and fields facilitating recreational and social activities.

1.2.3 New Park Spaces

New park spaces shall be developed where needed, with regard for the existing park inventory in Figure 19 and Policy 1.2.2. In tandem with the development of new neighbourhoods, park spaces shall be provided by municipal reserve at the time of subdivision. All new park spaces shall provide connection to the municipal trail system.

1.2.4 Activation of New & Existing Park Spaces

The municipality shall make design and operational decisions that aim to activate and bring people to park spaces for purposes of leisure, recreation, education, and socialization. Programming and amenities that provide inclusive opportunities like vending, cooking, and eating, and that facilitate informal uses that inspire people to make the space their own, are ways to help bring a park space to life. Underutilized park spaces should be investigated individually to develop customized solutions that promote enjoyment in all four seasons. Accounting for winter early in the design process will ignite the imagination of functional public spaces that are activated, yet also comfortable (see Figure 20).

FIGURE 19 - PARK HIERARCHY AND INVENTORY

PARK CATEGORY & DEFINITION	EXISTING PARKS	LOCATION
<p>Regional Very large destination park spaces, typically 40 acres or greater, that include specialized facilities</p>	<p>Not supported by this plan. The MCNP is situated within a natural park setting that provides amenities similar to a regional park</p>	<p>Not applicable</p>
<p>Community Large parks, often over 5 acres, that provide an array of recreational opportunities</p>	<p>Flumerfelt Park</p>	<p>Coleman</p>
	<p>Horace Allen School Fields</p>	
	<p>Pete’s Park</p>	<p>Blairmore</p>
	<p>Isabelle Sellon School Fields</p>	
	<p>Blairmore Lion’s Park</p>	
	<p>Firemen’s Park</p>	<p>Bellevue</p>
	<p>Hillcrest Ball Diamonds & Fields</p>	<p>Hillcrest</p>
<p>Neighbourhood Mid-sized parks, typically over 1 acre, and easily accessed by residents of the neighbourhood</p>	<p>Centennial Park</p>	<p>Blairmore</p>
	<p>Gazebo Park</p>	
	<p>Bellevue Arena Memorial Park</p>	<p>Bellevue</p>
	<p>Hillcrest Mine Disaster Memorial Park</p>	<p>Hillcrest</p>
<p>Pocket/Linear Small parks, typically under 1 acre, that often provide playground equipment</p>	<p>Frank Playground</p>	<p>Frank</p>
	<p>Snake Park</p>	<p>Blairmore</p>
	<p>Coke & Coal Park</p>	<p>Hillcrest</p>
	<p>Bushtown Playground</p>	<p>Coleman</p>
	<p>Pineview Playground</p>	

INSPIRATION FOR ANIMATING PARKS

This miniature replica of a fire lookout tower in Cypress Hills Interprovincial Park is an interactive piece of playground equipment that doubles as installation art. Offering fantastic views of both Crowsnest Mountain and Turtle Mountain, Gazebo Park in Blairmore is especially well suited to accommodate a similar intervention. At a scale complementary to the existing built forms within the downtown commercial area, this development concept would contribute dimensionality to 20th Avenue, thereby connecting the central public space to its surrounding physical environment. By evoking the wildland-urban interface the installation would function as a companion piece to Fireman's Park in Bellevue—enhancing thematic continuity across municipal parks and augmenting the collective identity of the MCNP.

FIGURE 20 - CYPRESS HILLS INTERPROVINCIAL PARK



1.2.5 Future Off-Leash Dog Park

The need for a confined open space supporting an off-leash dog park has been identified. The location of a future facility should provide ready visibility and access from Highway 3, thereby serving the local population while providing an opportunity for the motoring public to leave the highway system.

1.2.6 Municipal Reserve Dedication Criteria

Land may be taken to satisfy the municipal reserve (MR) requirement of a subdivision approval where there is a demonstrated need as determined by the Subdivision Authority, or where pre-planning has taken place, for any one of the following:

1. a public park or public recreation/amenity area
2. trail linkages and corridors
3. for school board purposes in consultation with the Livingstone Range School Division
4. as a buffer between the built and natural environments or between different land uses

Lands to be dedicated as MR shall not consist of slopes in excess of 15%, shall not be susceptible to flooding, and shall not be encumbered in any way so as to limit the usability of the lands. Cash-in-lieu of land may be taken to satisfy the MR requirement where there is not a demonstrated need for a land dedication. Cash-in-lieu of MR shall be accounted for in accordance with and used only for purposes as stated in the MGA, which can include acquiring lands suitable for MR purposes and enhancing/upgrading existing MR sites.

1.2.7 Future School Site Needs

The MCNP will work with the Livingstone Range School Division to ensure the community has access to required school

facilities. The municipality may pursue the creation of a joint use and planning agreement in collaboration with the Livingstone Range School Division to manage future school needs.

1.3 CENTRAL COMMERCIAL AREAS

1.3.1 Downtown Business Diversification

Opportunities for “fine grain” (i.e. small storefront) specialty service, retail, and entertainment uses should be facilitated to provide for business diversification through the incubation of fledgling business concepts. Decision making and new initiatives should as much as possible try to maximize the benefit/exposure of businesses centrally congregated within the downtown area.

1.3.2 Individual Downtown Placemaking

The existing downtown areas shall be supported by efforts intended to make these places special and distinct from the other downtown areas within the communities in the municipality. To this end, individual theming, design, and branding efforts should be explored, while respecting the unique built heritage each contains.

1.3.3 Downtown Delineation

The central commercial areas should be supported by the gentle delineation of the boundaries of the area through land use

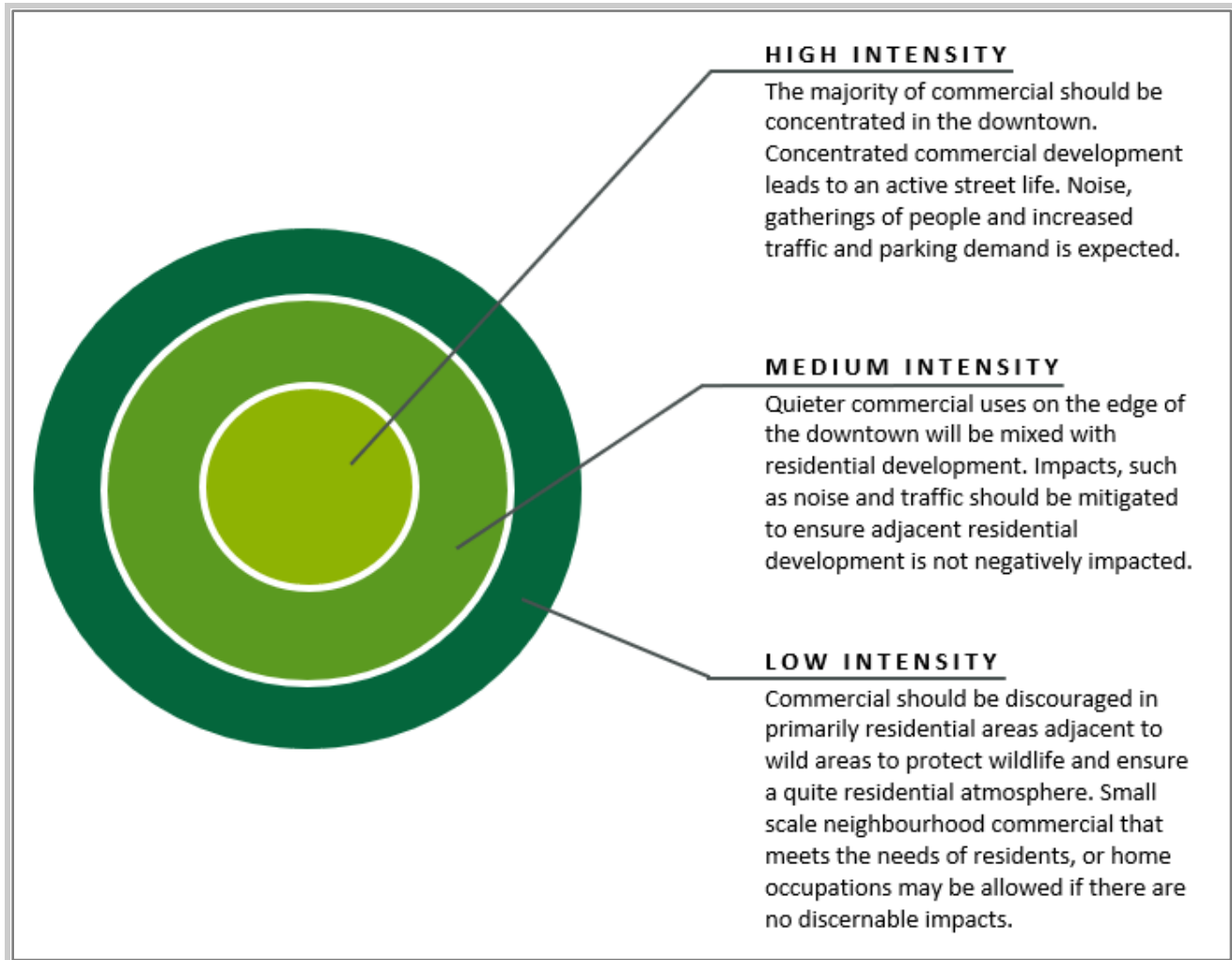
decision making that precludes the spread of commercial type land uses outside of the boundary (see Figure 22). Similarly, those land uses that would be typically found within a downtown area shall be required to locate in the area to assist in reaching and maintaining the threshold of activity needed for these areas to succeed.

FIGURE 21 - RAIL CORRIDOR IN BLAIRMORE



1.3.4 Mixed-Use Buildings

Mixed-use buildings are critical to the success of downtown areas and should be promoted to provide alternative housing, increase densities, and to help enliven downtown districts. Residential use shall not be permitted below the second storey of a commercial building except where accommodated in the rear of the building.

FIGURE 22 - DELINATION OF CENTRAL COMMERCIAL INTENSITY

1.3.5 Downtown Design Requirements

Downtown developments and infrastructure investments shall aim to create an environment that evokes a memorable “sense of place” and a focal point within the community. In addition to the design requirements in policy 1.1.5 the following provisions shall be considering in decision making:

1. provide a continuous street wall with activated spaces and transparency at the ground floor level (avoiding blank walls) that improves safety and surveillance while attracting interest
2. encourage a theme articulated by a comprehensive design approach that is historic or a theme complementary to existing buildings in the downtown area
3. promote active pedestrian activities such as sidewalk patios and canopies
4. locate automobile-oriented elements such as parking lots, driveways, and garages away from the pedestrian realm and to the rear of building
5. promote development with minimal to zero setbacks

-
6. explore streetscaping opportunities to create a visually pleasing, pedestrian oriented experience with permanent street furniture
 7. promote barrier free design (universal accessibility)
 8. support a mix of uses including residential developments above the street level
 9. require a high degree of focus on architectural design of building façade and front setback areas

1.3.6 Celebrating Iconic Mountain Views

Amazing mountain vistas are a key attribute of the municipality, especially those available from central social and commerce oriented areas within urban communities—like how the built environment of main street in Bellevue frames an iconic view of Turtle Mountain (see Figure 23). These viewsapes present an opportunity to complement public gathering spaces like parks and restaurant patios. Land use and design decisions should support the protection and celebration of key mountain vistas to be enjoyed by residents and the visiting public.

FIGURE 23 - VIEWSCAPE IN BELLEVUE



COMMUNITY PROFILES

The following sections (1.4 to 1.8) include community descriptions and specific policies for the MCNP's urban communities of Coleman, Blairmore, Frank, Bellevue and Hillcrest.

Growth nodes in each community are identified based on an initial review of available land that is easily connected to municipal services and adjacent to existing development in the five communities. These areas are approximations and are not intended to be exact depictions of the extent of growth nodes. Growth nodes will be developed based on market demand and the readiness of property owners and developers in the area.

An estimate of the population that could be accommodated in each community is provided in the individual Community Profiles. These estimates are general and subject to change based on the particular circumstances of each community. The following assumptions have been used to calculate the population projections:

- A density target of 12 dwelling units/net acre has been used to calculate population projections for each community based on the extent of identified growth nodes
- For the purposes of calculating potential population, 50% of the area of growth nodes was used
- Population is calculated based on 2.1 persons/household, taken from the Federal Census numbers for the MCNP
- These projections represent a supply side analysis and may not be achieved within the 2040 MDP timeframe
- Existing area structure plans developed under their original approval may result in smaller populations than those projected in the Community Profiles



1.4 COLEMAN

Where Artistry Flourishes

Coleman is the 2nd largest community in the municipality (see Map 2). Geographically, Coleman takes up a large area, including the distinct but contiguous neighbourhoods of Bushtown, West Coleman, Carbondale, and Kananaskis Wilds (to name a few) as well as the Crowsnest Consolidated High School and Horace Allen Elementary School.

With substantial growth nodes to accommodate as many as 5700 additional people, Coleman is expected to see significant population growth over the lifespan of this plan. However, this projection may be tempered by existing area structure plans that, should they be developed as approved, will result in a smaller population. As the highway realignment comes to fruition, the Highway 3 Business Route (20th Avenue) will redevelop as a commercial corridor with improved access conditions. Maintaining a distinction while providing a physical linkage between the Business Route and the recently improved historic downtown—home to a burgeoning artisan scene in a unique historic setting—will be important to the success of the community.



1.4.1 Allocation of Commercial Land Uses

Strive to maintain a distinction between the future Highway 3 Business Route and the downtown by encouraging drive-in style and commuter oriented commercial land uses along the Business Route and retail commercial and service businesses in the downtown.

1.4.2 Pedestrian Connection to Downtown

Increased pedestrian connectivity between the existing drive-in commercial node along the Highway 3 Business Route is needed. Explore options for more direct pedestrian access from north of Highway 3 to downtown Coleman.

1.4.3 New Park Space

Require the dedication of new park space where new residential development occurs outside of current park walksheds, as identified in Map 2.

REVITALIZATION OF DOWNTOWN COLEMAN

The Downtown Coleman Revitalization project was completed in summer 2020. Aimed at repositioning downtown Coleman as an arts and culture district, the project implemented streetscaping strategies that enable the district to accommodate a broader spectrum of outdoor experiences. The quality of the visual environment was enhanced by burying overhead power lines and introducing new landscape planting solutions. In addition, the sidewalks were widened to accommodate more space for temporary public uses. A variety of hardscaping materials, colours and textures were integrated to differentiate the various pedestrian spaces, while the cohesive furniture palette creates continuity within the district and contributes to the quality of place.

FIGURE 24 - DOWNTOWN COLEMAN



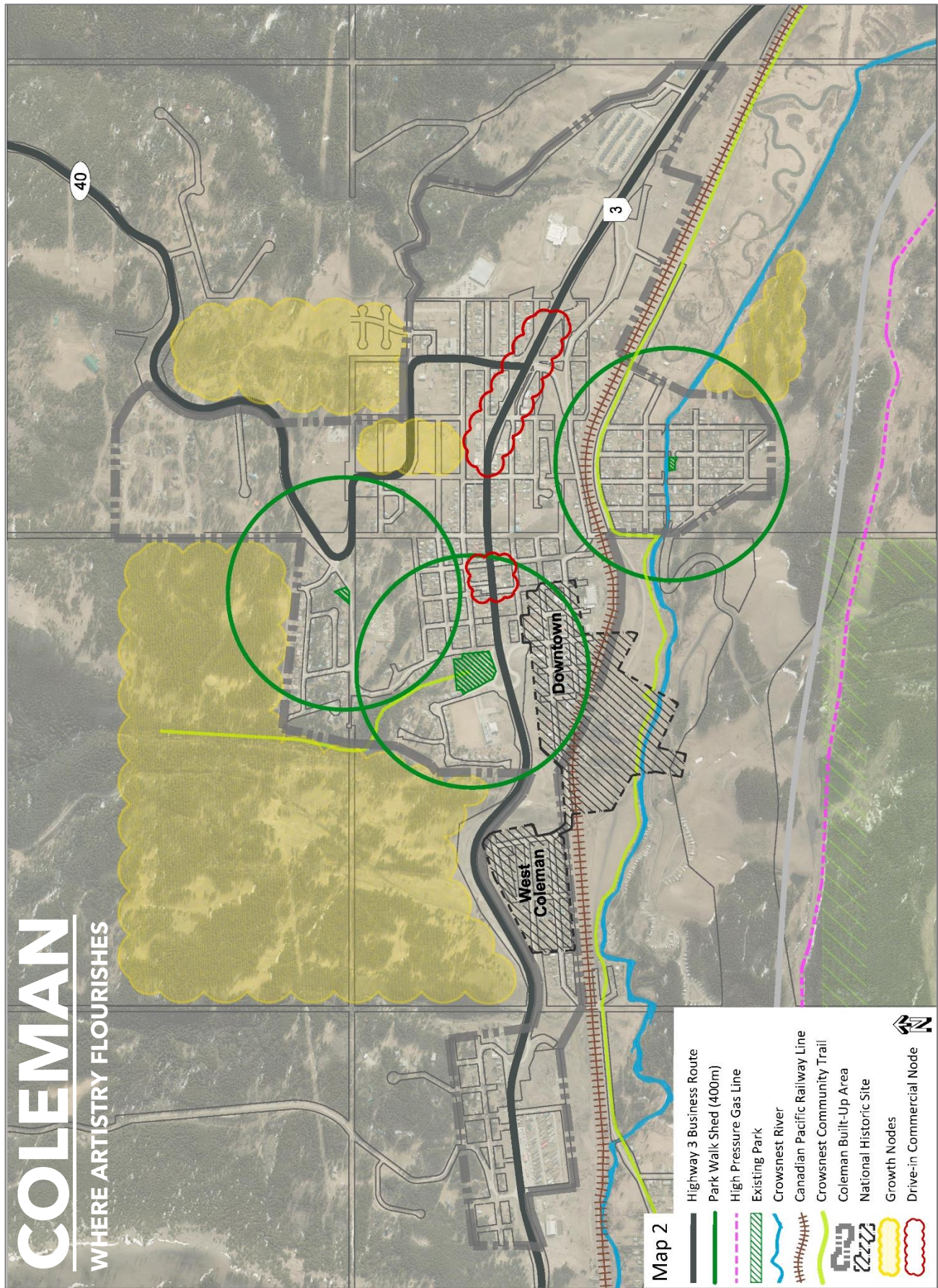
1.4.4 Coleman National Historic Site

The Coleman National Historic site, which includes downtown Coleman and West Coleman, was designated by the federal Minister of Canadian Heritage on the recommendation of the Historic Sites and Monuments Board of Canada in 2001. The site is designated because of the presence of intact elements from the natural and built environments, including substantial evidence of the historical community

adjacent to mining related resources, that relay the historical significance of Coleman as one of the most important coal producing centres in western Canada. In order to retain the integrity of the site while it evolves and redevelops, land use and design decisions shall have regard for the Commemorative Integrity Statement document (2007).

FIGURE 25 - HISTORIC STREETS IN COLEMAN





1.5 BLAIRMORE

Where Business Thrives

Blairmore is the largest community in the municipality (see Map 3). Bounded by Highway 3 on the north and a high-pressure gas line on the south, and bi-sected by the Canadian Pacific Rail line, the community is a service and retail sector hub, and contains the Isabelle Sellon Middle School.

Numerous growth constraints limit the opportunity for the expansion of Blairmore's footprint. New growth will be focused on intensification of existing development areas and infill development, supported by destination recreational offerings at the ski hill and golf course respectively. Limited new growth nodes in the southwest area may accommodate as many as 900 people. The centrally located future highway interchange will provide ready access for the motoring public to access the community. Blairmore's historic downtown corridor stretches like the rail line it runs parallel to and will continue to be the hub of commerce in the municipality.



1.5.1 Transition of West 20th Avenue

The area of Blairmore west of 113th Street contains a mix of drive-in commercial, and industrial uses. The future of this area is one more conducive to drive-in commercial uses and potentially higher density residential. To accommodate a shift in development, the existing industrial uses should be encouraged to relocate to a more appropriate area.

1.5.2 129th Street Gateway Corridor

The centre access corridor into Blairmore will become the primary access point into the community off the Highway 3 freeway system. This future gateway into Blairmore will establish a sense of arrival as well as foreshadow the quality of place in the core downtown area. Correspondingly, land use and design strategies along 129th Street shall reflect the elevated importance of 129th Street within the local road network.

1.5.3 Old Hospital Site Redevelopment

The parcel abutting 20th Avenue and 107th Street has been identified as a commercial node and will likely develop in the form of a strip style, drive-in commercial type use, and may include a residential component. The node, adjacent to existing drive-in commercial land use, will help position the west end of 20th Avenue as a drive-in commercial corridor, well connected to the rest of the community and the highway system.

1.5.4 Gazebo Park Redevelopment

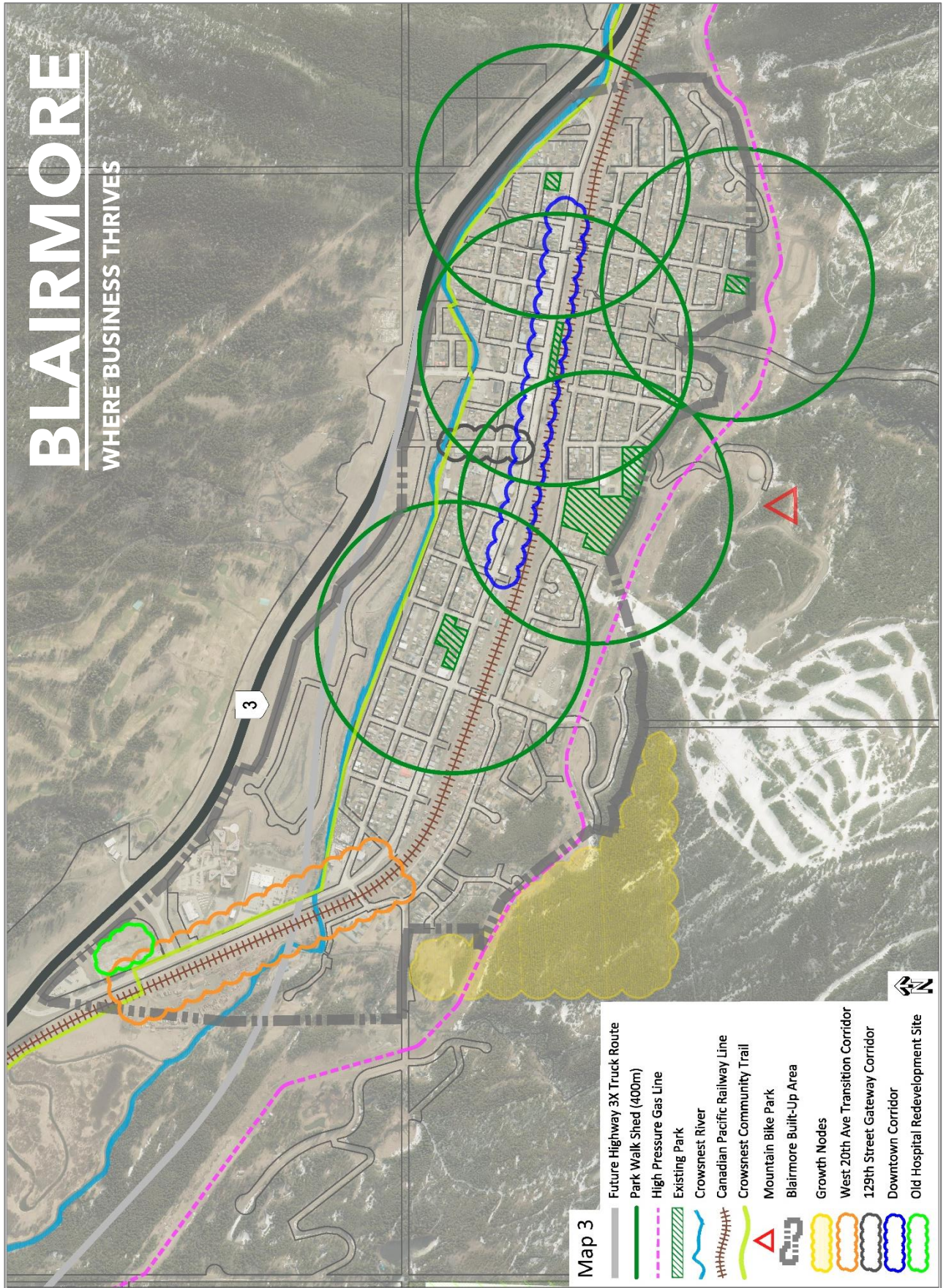
The southside of 20th Avenue in downtown Blairmore contains narrow strips of land that may be suitable for development. Opportunities for development along the southside of 20th Avenue, such as on the corner of 129th Street, should be explored to bring additional vibrancy to downtown Blairmore. A park space (i.e. portion of existing Gazebo Park) should be retained to continue to provide an amenity function complementary to the downtown.

FIGURE 26 - RESIDENTIAL AREA IN BLAIRMORE



BLAIRMORE

WHERE BUSINESS THRIVES



1.6 FRANK

Where Storytelling Lives On

Frank is the smallest community in the municipality (see Map 4). The parallel Highway 3 and CPR corridors separate the residential and industrial areas from one another. The future twinned Highway 3 corridor will have significant impact on Frank, as the full extent of parcels fronting onto Highway 3 are expected to be acquired for highway right-of-way. As a result, 21st Avenue will be elevated in status and provide connection to the municipality's future local road network.

Available land for new development in Frank does not exist, owing to the Turtle Mountain Restricted Development Area that abuts Gold Creek in conjunction with the fact that parcels continue to be acquired by Alberta Transportation for the twinning of Highway 3. However, Frank will maintain a strong identity and sense of place going forward—marked by its place in history as a historical settlement supporting ongoing interpretive programming and storytelling.



1.6.1 Frank Industrial Park

This area contains a variety of light industrial and warehousing type uses as well as the wastewater treatment plant serving Coleman, Blairmore and Frank. Future land use decisions shall aim to direct appropriate industrial type uses to the area and encourage the better utilization of the land base through intensification. Land use and development within 300 m of the working area of the wastewater treatment plant shall be in accordance with section 13 of the *Subdivision and Development Regulation*.

FIGURE 27 - FRANK INDUSTRIAL PARK

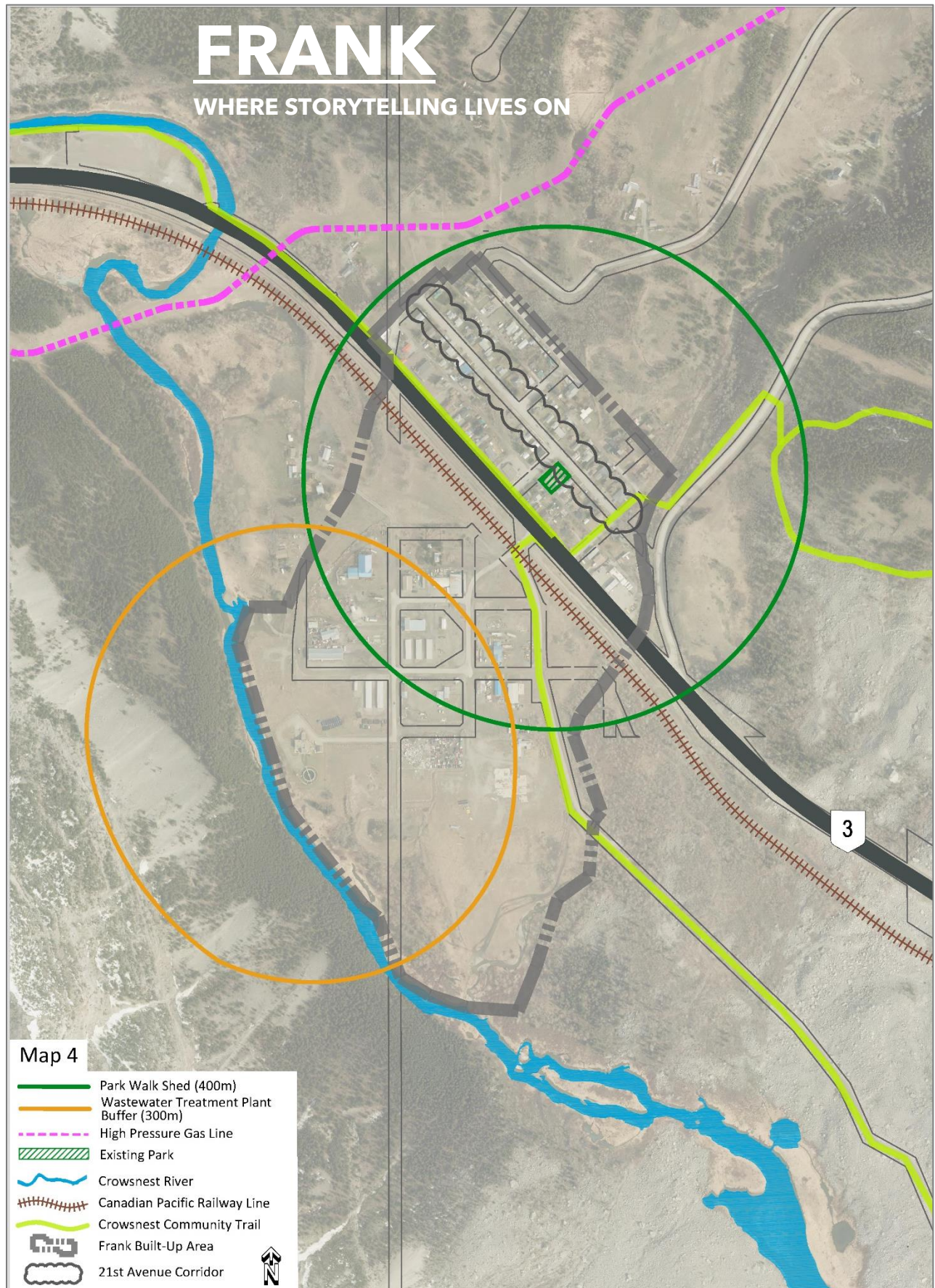


1.6.2 Highway 3 Alignment & Local Road Network

Land use decisions shall support the planned twinning of Highway 3 through Frank, requiring acquisition of existing properties along the northside of the 20th Avenue (Highway 3) corridor, and elevate the status of 21st Avenue as a more prominent collector style roadway.

FIGURE 28 - CROWSNEST PASS PUBLIC ART GALLERY





1.7 BELLEVUE

Where History Comes Alive

Bellevue is the third largest community in the municipality (see Map 5). Stretched over some 1.5 miles between mountain slopes and Highway 3, Bellevue is effectively split into two nodes centered on public/institutional uses including the Underground Mine Tour and the MDM Centre (former elementary school). Bellevue's north/south oriented downtown corridor provides a stunning vista of Turtle Mountain and is expected to be the target of focused redevelopment over the life of this plan.

Multiple residential growth areas are available for the community, including the expansion of the Mohawk Meadows and Timberline Ridge neighbourhoods, that together may accommodate as many as 1250 additional people—anchoring Bellevue as the easterly hub of the municipality.



1.7.1 Bellevue Downtown Corridor

While recognizing that the main street corridor will continue to provide connectivity for vehicle traffic across the community this short corridor should warrant consideration for streetscape improvements aimed at improving the pedestrian realm and establishing it as a destination area for visitors.

1.7.2 Transition of Dairy Road Park

This parcel is identified for transition from a park space to residential use. The parcel should be reserved for higher density residential use, taking advantage of the large intact parcel and its prime location.

1.7.3 MDM Centre Lands Redevelopment

The MDM Centre site (former school site) has been repurposed for use by the municipality. The site offers an opportunity for residential redevelopment augmented by the retention of some park and open space on site.

1.7.4 Candidate Area for Future Business Park

The area depicted generally on Map 5 south of the community is identified as a candidate area for a potential light industrial park subject to further highway access considerations.

1.7.5 New Park Space

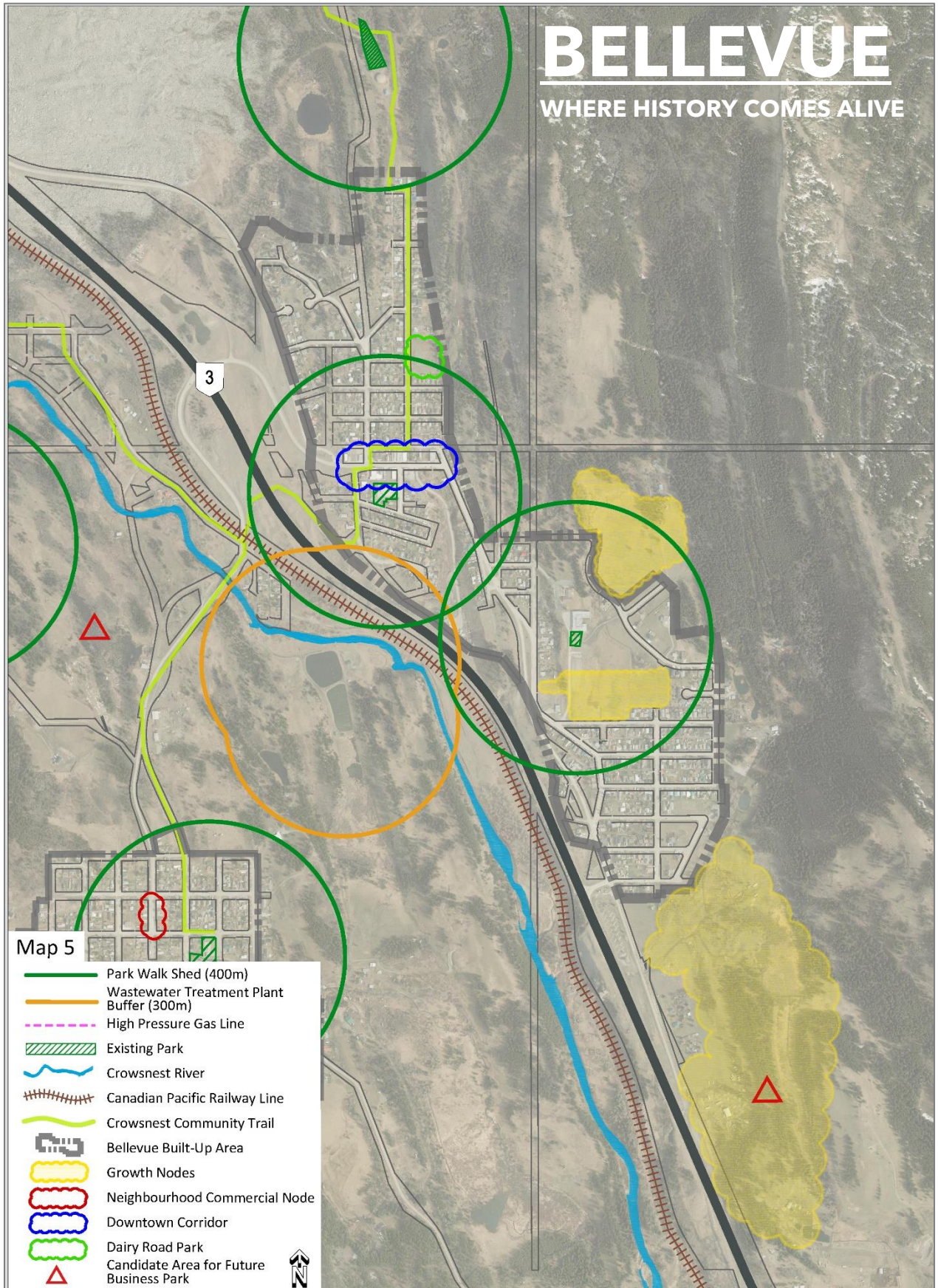
Require the dedication of new park space where new residential development occurs outside of current park walksheds, as identified in Map 5.

FIGURE 29 - DAIRY ROAD PARK IN BELLEVUE



BELLEVUE

WHERE HISTORY COMES ALIVE



1.8 HILLCREST

Where Relaxation Abounds

Hillcrest is the fourth largest community in the municipality (see Map 6). Hillcrest is located along the northern terminus of the Adanac Road, the backcountry arterial that gives the MCNP the distinction of being the northern gateway to the Castle. Removed from the highway, Hillcrest enjoys a tranquility unique to itself, augmented by amenities such as the mining disaster commemorative cemetery and memorial park, and the ball diamond facilities.

Future opportunities for growth are plenty, including residential nodes on the south and east sides of the community and opportunity areas for mixed-use development at the community's gateway off 9th Avenue. Supporting a potential population of 1150 people, these residential growth nodes will present an alluring proposition for working-age families drawn to Hillcrest by its calm, welcoming disposition.



1.8.1 Neighbourhood Commercial Node

The historical main street area along 8th Avenue shall re-emerge as a limited neighbourhood commercial area and social gathering place to support the community. This area shall support local commercial and service land uses and will function less as a destination node than the other central commercial areas in the municipality. Land use and design decisions shall support the limited re-development of this area by ensuring the appropriate siting of commercial and service land uses in the community at this location.

1.8.2 Hillcrest Fields Recreation Node

This existing recreation node is slated for expansion to support additional recreational facilities, positioning itself as a hub for organized recreation in the

municipality. The area south of the site should be considered for future recreational needs, as well as cultural events, which would benefit from ease of operation and maintenance based on siting like uses together.

1.8.3 Candidate Area for Future Business Park

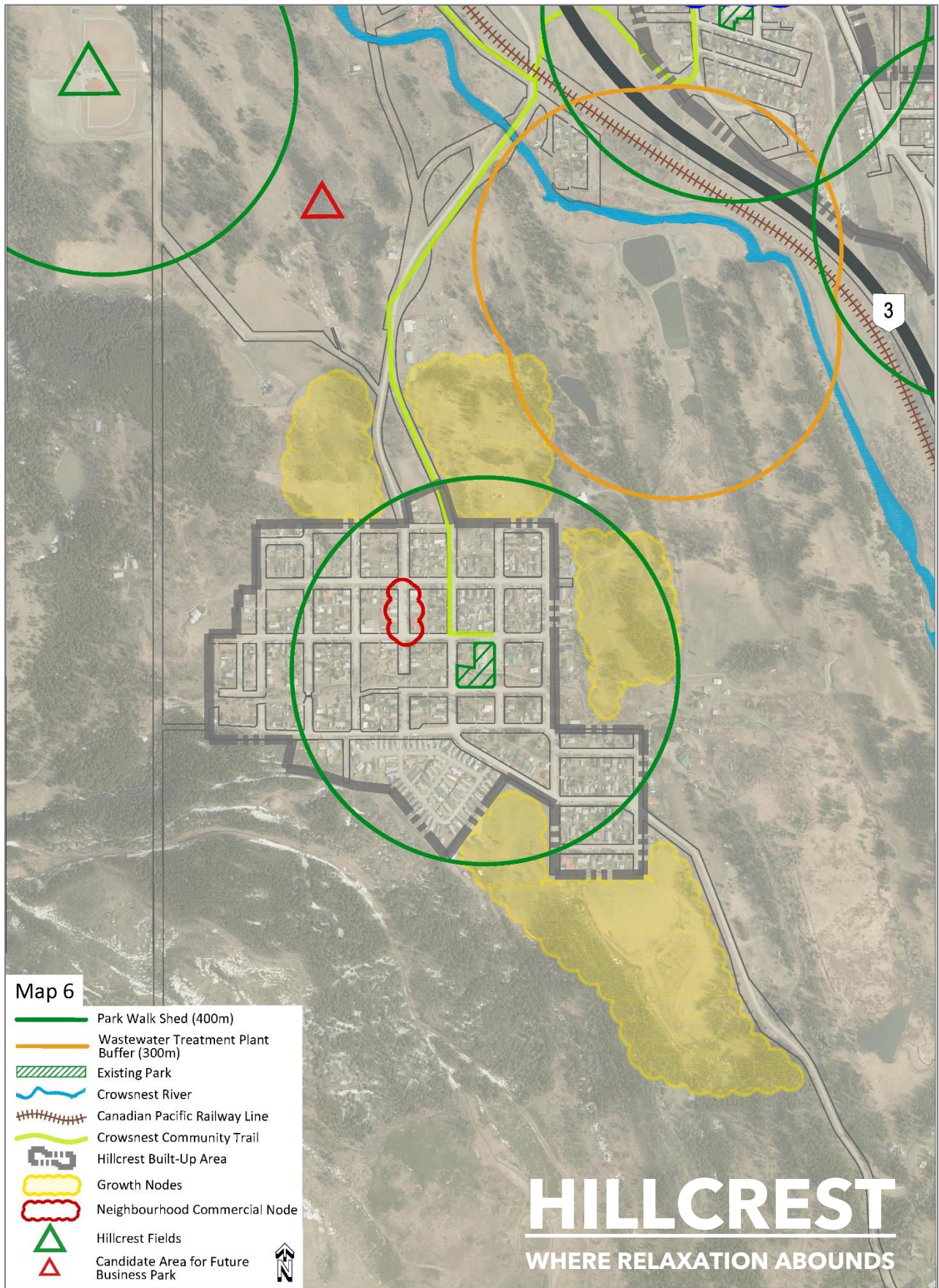
The area depicted generally on Map 6, north of the community, is identified as a candidate area for a potential light industrial park subject to further highway access considerations.

1.8.4 Land Use Adjacent to Wastewater Treatment Plant

Land use and development within 300 m of the working area of the wastewater treatment plant shall be in accordance with section 13 of the *Subdivision and Development Regulation*.

FIGURE 30 - BALL DIAMONDS NEAR HILLCREST





EXPANDING OUR 2. HOUSING OPTIONS

The diverse, attainable supply of quality housing options in Crowsnest Pass supports the smart use of infrastructure and reimagines the relationship between home and destination.

The Municipality of Crowsnest Pass is home to a diverse population and with economic changes on the horizon the municipality is poised to attract new residents. Historically, housing within Crowsnest Pass was made up of modest, smaller homes to accommodate mining families. Today the majority of housing in the municipality is still single detached dwellings. To support existing residents and a growing population, the future of housing in the MCNP will include a range of affordable, innovative residential choices.

The unique geography and dramatic topography of Crowsnest Pass offers tourism opportunities and lifestyle advantages to residents of the MCNP, but these factors also limit the available locations for future residential development. To protect wildland areas, and take advantage of natural connections to infrastructure, residential growth shall be directed to key nodes adjacent to existing urban sites. To accommodate increases in population, without expanding into natural areas, the MCNP has set a target housing density and

requires a mix of housing types for new residential development.

Developable sites adjacent to urban areas can accommodate a range of housing forms including smaller houses, duplexes, row houses, and apartments that can accommodate workers, families, and seniors. Infill development is anticipated to occur at a slow and steady rate, recharging historical residential neighbourhoods and capitalizing on opportunities as aging neighbourhoods naturally evolve. Infill locations can support gentle density through the addition of secondary suites and accessory detached dwellings, such as garage and garden suites.

The approach to housing in the MCNP is closely aligned with the emphasis provided in the SSRP on making efficient use of existing infrastructure and providing a range of innovative housing designs and densities within communities. Focused, more intensive residential development in Crowsnest Pass provides choice to residents and supports increased population to bolster local economic growth and support a vibrant social life.

GOAL STATEMENT

Direct new residential development to existing urban areas and establish a sustainable density target—supporting a wide range of housing options in size, style, and price for a diverse population.

HOUSING POLICIES

2.1 NEW RESIDENTIAL DEVELOPMENT

2.1.1 Minimum Density Requirement in New Residential Neighbourhoods

Future residential development in the growth nodes and other undeveloped urban areas that requires the preparation or amendment of a statutory plan shall achieve a minimum density of 12 units per net acre (see Appendix 3). The minimum density requirement shall be delivered at the neighbourhood scale, allowing for a variety of housing forms across a development project.

2.1.2 Housing Ratio in New Residential Neighbourhoods

Future residential development in the growth nodes and other undeveloped urban areas that requires the preparation or amendment of a statutory plan shall contain a mix of housing stock with not more than 70% single detached dwellings. The housing stock ratio shall be delivered at the block scale, to encourage diverse neighbourhoods that are non-homogenous and to provide housing options for consumers.

KEY TERMS

block means an area of land that is surrounded by streets. A block is the space for buildings within the street pattern of a community and forms the basic unit of a community's urban fabric. Blocks may be subdivided into any number of smaller lots. When developed with buildings, blocks form the streetwalls that frame the public space of sidewalks and roads. For implementing policy 2.1.2 **block scale** should be understood as the lots that form one side of a street.

neighbourhood means an area of a community with characteristics that distinguish it from other areas, such as a school, park, or business center. Neighbourhoods may also be defined by physical boundaries, such as highways, railways, or natural features like rivers. For implementing policy 2.1.1 **neighbourhood scale** should be understood as a new defined neighbourhood such as Kananaskis Wilds in Coleman.

2.1.3 New Residential Neighbourhood Design Standards

Neighbourhood designs, identified through an area structure plan, area redevelopment plan, or concept plan should include the following:

1. traffic calming measures and proper street and lot layout to minimize through traffic and speeding
2. retention and integration of natural, cultural and historically important features
3. parks and trails, which facilitate active transportation use and are designed comprehensively to connect to the municipality's broader open space system
4. a grid or fused grid layout, where appropriate, to provide the best connectivity within and outside of the neighbourhood
5. no front driveways on arterial roads
6. high visual standards and interesting streetscapes, achieved through a mix of housing styles and an emphasis on the pedestrian experience
7. design features to promote walkability including, but not limited to, front porches, rear garages, tree-lined streets, sidewalks and trails connecting the neighbourhood to other parts of the municipality

2.1.4 Infill Development

Residential infill development shall be promoted throughout the community. Infill development shall be designed to provide continuity with the streetscape and respect mature neighbourhoods by being compatible in height, scale, mass and design to existing dwellings in the neighbourhood, while bearing in mind modern day housing trends. Vehicle access shall be provided consistent with the pattern in the neighbourhood, by rear lane or front attached garage depending on the context.

2.1.5 Detached Accessory Dwellings

To support gentle increases in density, take advantage of existing infrastructure, and provide affordable housing options, secondary suites and accessory dwelling units shall be encouraged throughout Crowsnest Pass communities.

To facilitate the development of accessory dwelling units, the MCNP shall amend the land use bylaw to add regulations to guide this type of development. Amendments shall be developed with the intent of ensuring compatibility with existing residential development and at a minimum should address parking requirements, relationship to the principal building and adjacent development (site coverage, setbacks, height) and maintaining adequate amenity and landscaping areas on a lot.

2.2 MULTI-UNIT RESIDENTIAL DESIGN STANDARDS

2.2.1 Impact on Adjacent Development

Multi-unit residential buildings shall be introduced into neighbourhoods thoughtfully and with high quality design to ensure compatibility with existing development. Buildings and sites shall be designed in a manner that ensures adjacent residential development has privacy and access to sunlight, which could include thoughtful window placement, articulation of the facade and stepping down the height of a building that is adjacent to lower density residential development.

2.2.2 Maintenance of Viewscapes

To limit the impact on adjacent land use and to be compatible with the natural and scenic viewscapes of the surrounding area, buildings shall typically be limited to a height of four (4) habitable stories. Developers that are proposing the development of a building that is more than 4 stories shall demonstrate how their building design creates architectural interest at the pedestrian scale, how they are protecting view corridors, how they are limiting shade onto the street and adjacent properties, and how they are ensuring access for firefighters in emergency situations.

2.2.3 Access to Outdoor Amenity Space

To offset the reduced access to private outdoor space in higher density developments, multi-unit residential

developments shall provide outdoor amenity space for each dwelling unit in the form of a yard, deck or balcony or provide sufficient shared recreation or open space on the site, and where possible be located adjacent to or in close proximity to parks or open space.

2.2.4 Multi-modal Circulation

Multi-unit residential buildings shall be developed with adequate parking spaces and safe access management. To recognize the special recreation opportunities in Crowsnest Pass and encourage active transportation options, multi-unit residential buildings should provide bike racks and connections to existing and planned trails.

2.2.5 Seniors Housing

The MCNP recognizes the need for housing options that accommodate seniors, including barrier-free regular market housing, multi-unit buildings that require less maintenance than single family homes, housing complexes that provide areas for communal recreation and social activities, and supportive housing for those requiring additional assistance. The MCNP will explore options to encourage development of seniors housing choices in Crowsnest Pass. This could include developing sites themselves, or partnering with developers, the Alberta Government, and seniors or housing organizations

2.3 CONSIDERATIONS FOR RESIDENTIAL DEVELOPMENT

2.3.1 Inclusionary Housing

Findings from the Crowsnest Pass Health Data and Summary (2017) revealed a need to develop housing strategies geared toward low-income families within the Local Geographic Area encompassing the Municipality of Crowsnest Pass. The MCNP should seek to support inclusionary housing by requiring that developers of new housing developments provide a certain percentage of units as affordable housing to more effectively provide housing for residents in need.

2.3.2 Historical Buildings

To support the important historical legacy of Crowsnest Pass, historic homes should be preserved where possible. The MCNP recognizes the unique value that historic homes bring to the identity of Crowsnest Pass, while also understanding the difficulty and costs associated with maintaining and upgrading historic buildings. The MCNP will work to increase local awareness of historic preservation grants available for residents to restore and improve houses classified as historical. The Municipal Historic Resource Advisory Committee shall continue to be used to provide advice and recommendations in regards to historic resources within Crowsnest Pass.

FIGURE 31 - HISTORIC HOME IN COLEMAN



2.3.3 Innovative Housing

The MCNP recognizes that housing trends are continually shifting and that to provide an affordable range of housing options, innovative housing ideas should be considered and implemented where possible. Alternative housing forms should be incorporated into communities where appropriate, such as cluster housing, tiny homes and mixed-use buildings.

2.3.4 FireSmart Residential Development

To reduce the ignition zone around homes and prevent the fuel that can cause wildfires to spread, development shall comply with the FireSmart regulations. New residential development shall adhere to the FireSmart building materials and standards for new construction. Recognizing the increased prevalence of extreme weather events and fires globally, the MCNP should review and update these requirements regularly to ensure communities adjacent to wild lands are developed to the safest standard.

2.3.5 Country Residential Development

Grouped country residential land use, defined as large lot, low density residential development that is not easily serviced, shall not be permitted in urban growth nodes as shown on Maps 2 to 6. New grouped country residential development will only be allowed outside of urban growth nodes, in circumstances where connection to municipal services is not practical, and where deemed suitable.

When considering a proposal for country residential development, it is critical that planning professionals are engaged during the early stages of the planning process. Proposals for subdivision shall be required to articulate the interaction between proposed land uses and the open space network.

2.3.6 Factory Built Housing

Factory built housing shall consider unique site conditions and shall employ design measures and construction materials so to be consistent with the visual standards and architectural design treatments of surrounding dwellings. In some cases, a prefabricated development may not be appropriate, and a custom development solution may be necessary.

2.3.7 Home Occupations

Home occupations shall continue to warrant consideration on a case-by-case basis to allow opportunities for small businesses that are compatible with residential development. It is critical that home occupations be carefully regulated to limit their size and scope so as not to create land use conflict within the primarily residential areas that they are located in.

FIGURE 32 - NEW RESIDENTIAL IN BLAIRMORE



INVESTING IN

3. OUR ECONOMY

As southern Alberta's preeminent Rocky Mountain destination and northern gateway to the wild lands of the Castle, the Municipality of Crowsnest Pass is poised to dramatically transform its tourism and lifestyle economies.

Crowsnest Pass is on the brink of expansion. The municipality is well prepared to leverage its superb geographic context to assume a central role in the implementation of the Castle Region Tourism Strategy, the provincial blueprint for and endorsement of municipally-driven tourism initiatives in proximity to the Castle Parks.

Preliminary destination visioning for the Castle region was initiated in the SSRP, while the enhanced protected area designations in 2017 expanded the capacity of the region for four-season recreation. With the groundwork having been laid, a proliferation of tourism can be anticipated in the years ahead: regional markets are at a distinct advantage in a world where travellers will increasingly opt for adventures closer to home in lieu of international destinations. With its alluring combination of lifestyle and affordability, Crowsnest Pass is uniquely positioned to capitalize on this emerging trend. By proactively supporting an enhanced spectrum of tourism, cultural heritage opportunities, and outdoor recreation experience delivery, the MCNP will celebrate and promote southern Alberta's Rocky Mountain heritage.

Economic prosperity may also be bolstered by a substantial inventory of

forthcoming mining projects—either within the municipality or in close proximity to municipal boundaries. For well over a century, natural resource extraction had constituted an integral component of the economy in Crowsnest Pass. Looking ahead, this industry is projected to once again become a valuable source of contribution to the local job market, even as the overall economy becomes more diversified.

Driven by tourism and supported by natural resource extraction, economic growth in the MCNP will strengthen the level of connectivity between local entrepreneurs, developers and investors. Activity in the business realm will be further supported by government programs aimed at attracting job-creating capital funding, such as the Invest Alberta Corporation. An influx of high-impact investment capital into the MCNP will catalyze redevelopment within the built-up areas through projects that create local jobs and contribute to the betterment of the community. Crowsnest Pass will become regarded as a compelling place to live, to visit, and to do business—a Rocky Mountain hub for adventurous spirits. It all begins with residents and visitors who come to know the MCNP, and in doing so plant the seeds for enduring economic strength.

GOAL STATEMENT

Harness momentum from the growing interest in tourism and natural resource industries to activate capital investment within the municipality—bolstering local employment and diversifying the tax base.

ECONOMIC POLICIES

3.1 A ROCKY MOUNTAIN TOURISM DESTINATION

3.1.1 Mountain Biking Trails Designation

The public participation survey conducted in summer 2020 revealed overwhelming support for positioning the MCNP as a top-tier mountain biking destination—for adventure as well as for families. Preliminary discussions have taken place in consultation with Alberta Environment and Parks concerning a partnership with International Mountain Bicycling Association (IMBA) to actualize a regionally integrated mountain bike trail network that includes the IMBA EPICS designation.

While this plan supports the development of an EPICS trail, it also acknowledges that substantial opportunities for adventure tourism already exist in and around the MCNP. Pivoting future tourism development toward outdoor experiences that appeal to a broader demographic and encourage a greater level of participation from working-age families will be an effective strategy to expand the local tourism economy. Accordingly, the MCNP may elect to pursue the Ride Center designation—an IMBA trademark reserved

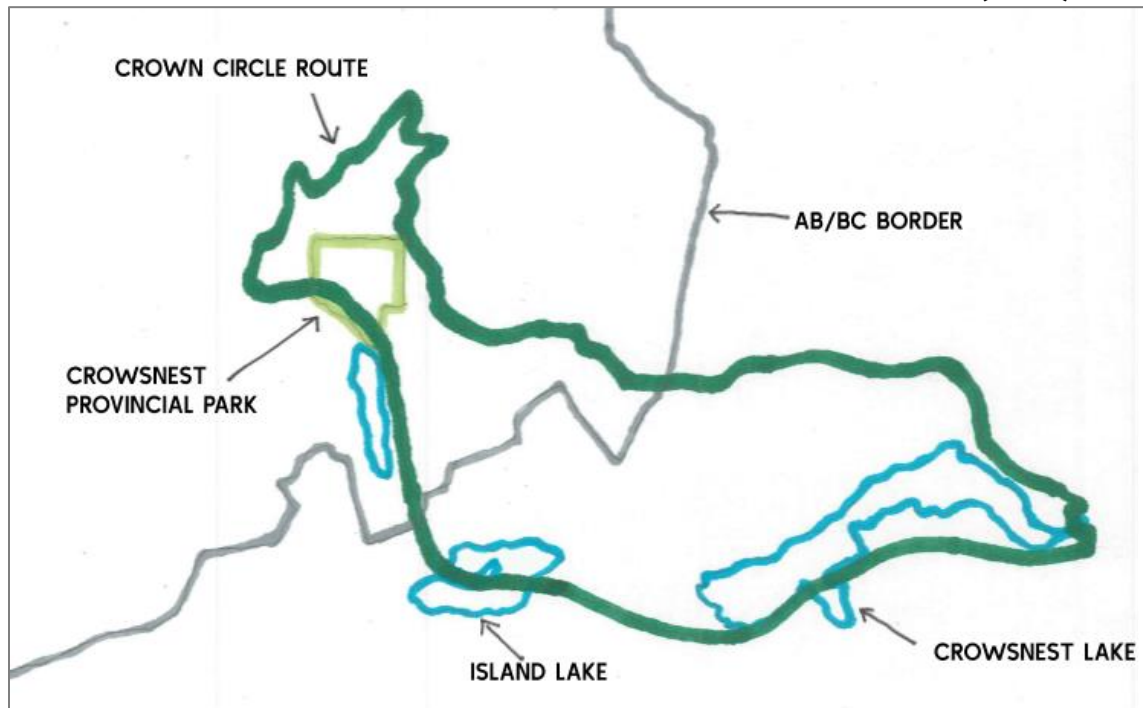
for destination-worthy trails that cater to riders of all ages and experience levels.

3.1.2 Crowsnest Interprovincial Bike Loop

The significance of “Crowsnest” to the history and geography of western Canada is underscored by place names lying on both sides of the Great Divide: the MCNP, Crowsnest Mountain and Crowsnest Lake occupy the Eastern Slopes, while Crowsnest Provincial Park is located approximately 2 km to the west in BC.

From a promotional standpoint, a world of opportunity exists to celebrate this unique shared identity through a cross-jurisdictional collaborative initiative. The MCNP should seek to promote its growing status as a destination for mountain biking by supporting the Crowsnest Interprovincial Bike Loop (CIBL), a scenic journey where riders experience firsthand the transcendental quality of Crowsnest as a place name (see Figure 33).

FIGURE 33 - CROWSNEST INTERPROVINCIAL BIKE LOOP (CIBL)



3.1.3 Northern Gateway to the Castle

The MCNP shall seek to fortify its position as the northern gateway to the Castle through implementation of the Castle Region Tourism Strategy. Strategies contemplated in that provincial policy document include the demand for upgrades to the Adanac Road, as well as the need for enhanced signage within the Castle Parks promoting the MCNP as a regional hub. Implementation of the Castle Region Tourism Strategy will require an ongoing commitment to collaboration with Alberta Transportation, Alberta Environment and Parks, and especially Travel Alberta. From a marketing perspective, special consideration should be given to developing the lure that will build interest online and propel the MCNP into the public imagination as a top-tier destination for nature-based tourism.

Travel Alberta

Travel Alberta is the province's official destination development and promotion organization. Travel Alberta promotes tourism at the community level and provides platforms and resources for municipalities to attract visitors. As the MCNP grows its tourism industry, Travel Alberta can work alongside the municipality to develop new types of tourism products and experiences.

FIGURE 34 - LAKE TRAVEL ALBERTA PROMOTIONAL MATERIAL



Visitor Centre

Visitor information service delivery is a type of land use that can be effective at the community scale. This argument is conveyed by the 350 ft² installation showcased below—a project led by Calgary-based design and build practice Studio North. While the principal use of the structure is to distribute tourism-related information, it also functions as an architectural landmark within the community. A similar intervention along the Highway 3 Business Route might entice the travelling public to pull over and be introduced to the MCNP, particularly if the kiosk were co-located with an off-leash dog park and restroom facilities.

FIGURE 35 - EXAMPLE INFO KIOSK



Source: Studio North.

3.1.4 Leveraging the Highway 3 Business Route

Long range planning decisions should seek to incentivize the travelling public to utilize the Highway 3 Business Route in lieu of the Highway 3X Truck Route. The development of public art installations along the route should be contemplated as a way to heighten the sense of arrival into Alberta's built environment for eastbound travellers, while sustaining traffic counts needed to support local businesses. Co-locating public uses on certain parcels along the route should also be explored where economic synergies may arise.

3.1.5 Great Divide Trail District

Coleman is the only urban community south of Calgary located on Alberta's portion of the Great Divide Trail (GDT) (see Figure 36). This is a rare geographic feature that should be celebrated through enhanced signage and other promotional campaigns aimed at elevating public awareness about the GDT.

As 21st century travellers increasingly seek to support their active lifestyles with immersive nature-based tourism experiences, an increase in the popularity of the trail can be anticipated. Given that the trail overlaps with the built-up portion of what Alberta Transportation has envisioned as the Highway 3 Business Route, a future opportunity may arise to leverage the popularity of the GDT by reimagining this linear corridor as a "Great Divide District" designed to accommodate the commercial needs of hikers, as well as other members of the travelling public.

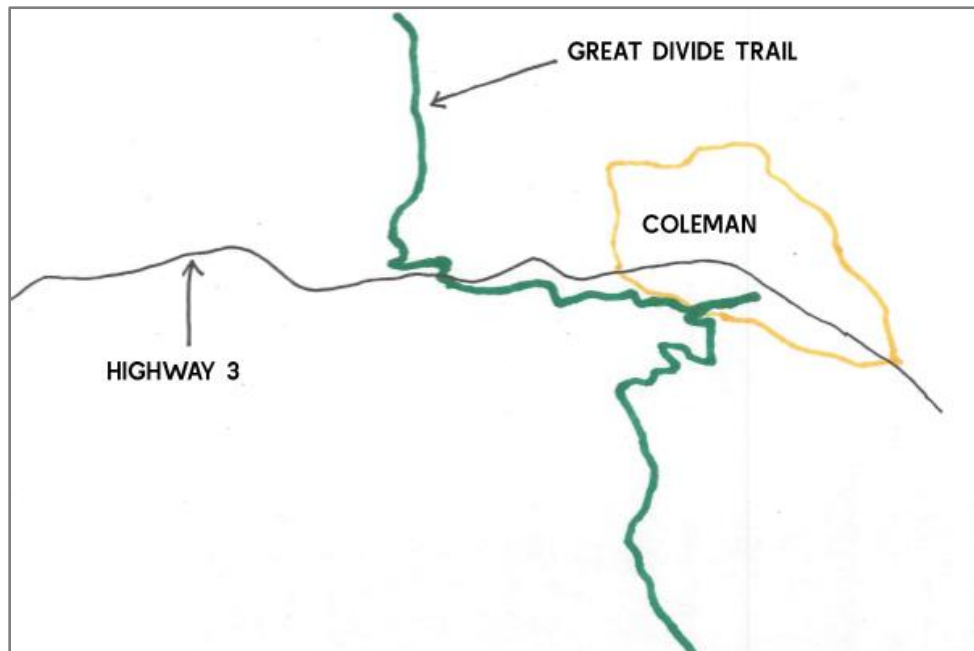
As the last stop before the International Boundary, the Great Divide District would have the capacity to become a Rocky Mountain basecamp and necessary sojourn for multi-day trail excursionists, while highlighting the MCNP as a united municipality on the Great Divide.

3.1.6 Geotourism Experiences

Crowsnest Pass shall remain at the forefront of the geotourism movement by

championing community-scale tourism developments that reinforce the distinctive local heritage. To this end, the MCNP shall continue to act as a project supporter of the Crown of the Continent Geotourism Program through Alberta SouthWest, its regional economic development partner. The Municipality of Crowsnest Pass Heritage Management Plan (2019) should also be recognized as an essential tool to guide tourism development proposals focused on local history.

FIGURE 36 - GREAT DIVIDE TRAIL THROUGH COLEMAN



Geotourism

The Crown of the Continent Geotourism Council is a transboundary network of communities, tourism bureaus, conservation groups, businesses, educators, First Nations, and government agencies working together to celebrate, preserve and promote the landscape that includes and surrounds Waterton-Glacier International Dark Sky Park.

In partnership with National Geographic, the Geotourism Council has positioned itself at the forefront of authentic visitor service delivery through a mandate to sustain and enhance the distinctive geographical character of places within the Crown of the Continent. The Geotourism Council advances environmental stewardship by encouraging sustainable business practices, while supporting the well-being of residents by highlighting the sale of locally made products, the provision of locally curated activities, and the use of locally owned services.

3.1.7 Campgrounds & Private Recreation

Substantial growth in the camping industry within Crowsnest Pass has occurred over the past decade. Increasingly, campgrounds are geared towards longer term RV users that secure space through an annual lease. Oftentimes these users become seasonal permanent residents. While campgrounds users do contribute to the local economy, opportunity exists for new support industries to build a more robust economic ecosystem around campers. Future proposals for campgrounds and other private recreation facilities (ie. parks with rental cabins, golf courses, ranches) may be supported provided that:

1. these uses are not located in urban growth nodes (as identified in Maps 2 - 6 of this plan)
2. the intensity and scale of the development is appropriate for the site
3. uses are sensitive to the natural landscape on and adjacent to the site
4. potential impacts to the environment and adjacent land uses can be mitigated appropriately, including the functionality of wildlife linkages, the protection of watercourses
5. uses are supported with appropriate servicing, access, and (where applicable) non-motorized linkages to urban centres

3.1.8 Corridor to Kananaskis

The MCNP shall seek to advance its identity as the southern corridor to Kananaskis Country. Highway 40 (AKA

Forestry Truck Road) is a key connector to Kananaskis Country and the popular outdoor recreation areas along the way in the Livingstone PLUZ. 100 km to the north of Coleman, at Highwood Junction, Highway 40 turns into a scenic paved facility that is the artery to Kananaskis Country. The municipality shall advocate for the long-term improvement of Highway 40 in recognition of the additional regional tourism and circle tours that an upgraded facility would promote.

3.1.9 Advancing Our Heritage

The MCNP is the richest archaeological area in the Canadian Rockies and enjoys an incredible wealth of heritage resources. In addition to its unsurpassed natural environment and unforgettable scenery, Crowsnest Pass has incredible stories to tell. The municipality shall support opportunities which attract people to Crowsnest Pass to experience and celebrate its historic downtowns, heritage attractions, rich history and cultural assets. The development of industries that provide cultural heritage tourism opportunities and leverage the MCNP's existing tourism assets shall be supported.

3.1.10 Coal Mining Experience

The Crowsnest Pass has a rich coal mining history. Several of the historic mining sites have already been designated as historic resources and interpreted. These sites should be expanded where appropriate and interpretive and walking tours should be added to other sites to build a comprehensive experience of coal mining history in the MCNP. The municipality should support the development of this experience based tourism initiative.

3.1.11 Natural Cultural Rural Historic Landscape

The Crowsnest Pass is the most unique Rocky Mountain Pass in Canada. Given its breadth of natural, cultural, and historic

values it warrants consideration of designation as a Natural, Cultural, Historic Rural Landscape. The municipality should support developing this designation with community, provincial, national, and international partners.

3.2 ROCKY MOUNTAIN HUB FOR BUSINESS

3.2.1 Highway Travel Plaza Node

The opportunity for a future travel plaza is identified in this plan. A future travel plaza will consist of commercial land uses intended mainly for truck drivers and interregional travelers and is limited in its scope to ensure that attraction to the municipality's central commercial areas is preserved. A candidate location for this type of use is in proximity to the future Sentinel interchange. Concerning the identification of a suitable parcel for this use, the primary considerations are safe and efficient access from the Highway 3 ultimate layout, including the mitigation of potential wildlife conflicts.

potential sites for this type of development exist in Bellevue and Hillcrest.

The municipality shall look to secure a suitable site for a business park focused on light industrial development but accommodating a range of suitable business park and industrial type uses. Primary considerations for identifying a suitable site include access from the Highway 3 ultimate layout, and close proximity and suitable connectivity (pedestrian and motorized) to an urban centre.

3.2.2 Sentinel Industrial Park

The Sentinel Industrial Park is located in the western portion of the municipality within SE¼ 10-8-5-W5M (Plan 821 0039) and is currently not serviced with water or sewage disposal infrastructure. Accordingly, this area will continue to offer opportunities for low intensity uses like storage and warehousing, but more intensive uses should generally not be supported at this location.

3.2.3 Innovation-Focused Facility

Developments that advance innovation should be highly encouraged. The MCNP may contemplate designating a site in one of the core commercial areas as an innovation hub. The vision for an innovation hub may be facilitated by partnering with an academic institution to anchor the project by establishing a satellite campus. The geography of the MCNP is especially well-suited to experiential programs in field studies, and the development of a "Centre of Excellence" facility that provides cross-sector training could be supported.

3.2.2 Future Business Park

There is a relative deficit within the MCNP of serviced lands available for employment generating industrial development, but

3.2.4 Local Entrepreneurship

The establishment of local-based businesses shall be highly encouraged as a mechanism to enhance and promote the entrepreneurial spirit within the MCNP. This includes supporting the incubation of small business concepts by allowing home occupations in residential areas, where the scale and scope of proposed operations will not create land use conflicts with the surrounding residential uses.

To remain responsive to the needs of the local business community, active relationships with the Chamber of Commerce and local business organizations shall be maintained. Initiatives that seek to unleash local capital should be recognized as integral to creating and sustaining a thriving local business community. In support of cultivating the next generation of innovators, entrepreneurs and leaders in the MCNP, emphasis should be placed on partnerships and programs focused on educating youth about business and

community development and that enhance youth engagement with the community.

3.2.5 Activated Buildings

Consideration should be given to a program to fill vacant buildings and amplify the quality of the core urban communities. Proposals for a co-working space that involves repositioning underutilized historic buildings should be seen as an effective interim land use strategy.

3.2.6 Land Acquisition

In accordance with the recommendation submitted by the Blue Ribbon Panel on Alberta's Finances respecting the disposal of provincially-owned surplus assets, the MCNP should continue to liaise with the Government of Alberta regarding the acquisition of provincial lands that may be appropriate for development.

FIGURE 37 - FARMERS MARKET IN BLAIRMORE



PROTECTING OUR 4. TREASURED PLACES

Crowsnest Pass, in conjunction with the surrounding Crown of the Continent ecosystem, maintains a more graceful coexistence between natural and built environments than anywhere in North America.

A naturally rewarding place, Crowsnest Pass resonates with those adventurous souls who yearn for meaning. The MCNP embodies the fundamental premise underlying Alberta's Land-use Framework: the ability to connect with nature is an enduring quality of life indicator. Whereas the provincial blueprint envisions Albertans working together to protect the treasured places we share, the SSRP articulates the growth management principles that municipalities can benefit from as key land use decision makers.

Environmental stewardship is advanced in Crowsnest Pass by managing the land footprint responsibly. Within the context of its geography, the MCNP has always been relatively limited in its capacity for expansion. Appreciating the need to protect critical wildlife habitat, an intensification-based growth strategy that directs future development to the built-up areas of the valley will remain the most logical approach to development. Consolidating infrastructure is a cost-effective strategy for service delivery that mitigates the financial challenges associated with being a linear municipality while also providing environmental benefits. Mountainous terrain also increases the importance of preserving natural drainage patterns, protecting against the hazards of storm water runoff

and preventing unnecessary disturbance to intact native vegetation. This plan seeks to curb such impacts, thereby ensuring that wildlife retain ample space to roam.

Considering the comparatively small distance of separation between the edges of Coleman and Blairmore, the central linkage zone has long been acknowledged as the most compromised of the three wildlife linkage zones, and will likely remain so. Still, as the MCNP continues to grow, the integration of wildlife-sensitive design features into future developments can lessen the impact of the development footprint and preserve regional movements through this constrained area. Land use compatibility can be further achieved through the promotion of sustainable design practices and green technologies.

Belonging to the largest contiguous unit of the Montane Natural Subregion in Alberta, the MCNP enhances landscape connectivity and provides valuable ecosystem services to human settlements within the Crown of the Continent and beyond. Supporting the interconnectivity of wild lands will preserve the healthy, functioning ecologies that have come to define Crowsnest Pass and support an exceptional quality of life for residents and special experiences for visitors.

GOAL STATEMENT

Sustain a harmonious balance between natural and built environments by directing development to built-up areas—preventing the fragmentation of wild lands and preserving the unique biodiversity of the MCNP.

ENVIRONMENT POLICIES

4.1 FOCUSED GROWTH

4.1.1 Agriculture

Existing agricultural land uses in the non-urban areas of the MCNP shall be allowed to continue unencumbered.

4.1.2 Urban Intensification

In accordance with the growth strategy outlined in this plan, intensive development outside areas where

servicing can feasibly be extended from the built-up areas is highly discouraged. During the review of proposals for subdivision and development, the companion piece to the SSRP titled Efficient Use of Land Implementation Tools may also be utilized to guide decision making of the approving authority.

4.2 DEVELOPMENT CONSTRAINTS

4.2.1 Turtle Mountain Stability

The unstable geological structure of Turtle Mountain is deemed to be the primary cause of the Frank Slide; however, blasting in the coal mine located beneath the mountain from 1901 to 1903 is acknowledged as a contributing factor to the event. On account of the potential susceptibility of Turtle Mountain to nearby industrial activity, any proposal for coal mining development in the vicinity of the MCNP should be accompanied by a geotechnical study in order to ascertain the probable effect of blasting-induced seismicity on the overall stability of Turtle Mountain. In addition, while the safety of Crowsnest Pass residents is supported by the ongoing Turtle Mountain Monitoring

Project, the remote possibility that an unexpected landslide could occur must be acknowledged. To this end, the municipality should continue to carefully regulate development in the vicinity of the potential slide area.

4.2.2 Flood Hazard Area

The 2007 flood hazard maps for the MCNP establish floodway and flood fringe areas for the 1:100 design flood. Guided by the flood hazard maps, the MCNP shall continue to require buildings in the flood fringe to be raised above the design flood level using either fill or elevated pads. Locating electrical panels and shut-off valves for gas and water lines above the design flood level is another strategy that

can be used to floodproof buildings in the flood fringe, as is restricting the use of rooms below the flood level. The construction of buildings in the floodway will remain prohibited. However, the development of minor structures or passive recreational uses may be deemed a suitable use within the floodway and shall be evaluated on a case-by-case basis (see Figure 38).

4.2.3 Development Near Sour Gas Facilities

The MCNP will ensure that all applications for subdivision and development located within 1.5 km of a sour gas facility are referred to the Alberta Energy Regulator (AER). All development in proximity to sour gas facilities shall adhere to provincial setback requirements in accordance with the *Subdivision and Development Regulation*.

4.2.4 Watercourses and Riparian Areas

The health of the Crowsnest watershed, including the Crowsnest River and a multitude of creeks and tributaries, supports biological productivity and is critical to the social and environmental well-being of the municipality. Land use decision making shall seek to preserve, in perpetuity, public access to and beside the bed and shore of a body of water lying on or adjacent to the land, while ensuring that the health of the watershed is protected for generations to come. In pursuit of this outcome, the MCNP shall refrain from disposing of land parcels abutting water bodies.

FIGURE 38 - FLOOD HAZARD AREAS

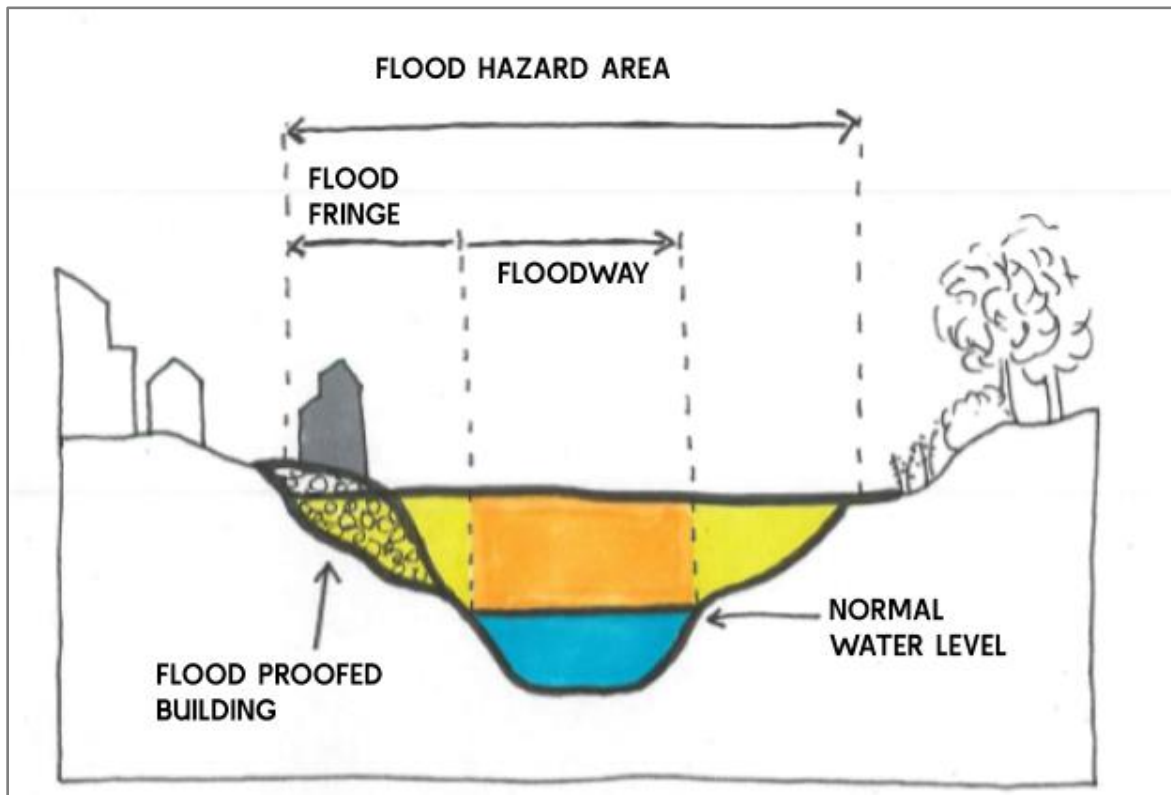


FIGURE 39 - CROWSNEST RIVER

4.2.5 Environmental Reserve

The Subdivision Authority may require a minimum 6-metre wide strip of land to be dedicated as environmental reserve (ER) or an environmental reserve easement (ERE) pursuant to the criteria in section 664 of the MGA. At the time of subdivision environmental reserve may be provided for one or more of the following purposes:

1. preserve the natural features of the land
2. prevent pollution of the land or the bed and shore of a body of water lying or adjacent to the land
3. ensure public access to and beside the bed and shore of a body of water lying on or adjacent to the land
4. prevent development of the land where, in the opinion of the Subdivision Authority, the natural features of the land would present a significant risk of personal injury or property damage occurring during development or use of the land

4.2.6 Wetlands

Development proposals shall be required to determine the existence of a wetland and adhere to the Government of Alberta requirements concerning the preservation of wetlands, including the Alberta Wetland Policy, *Stepping Back from the Water*, *Water Act* and *Public Lands Act*.

4.2.7 Wildlife Linkage Zones

Preserving connected patches of native vegetation is critical to maintaining wildlife habitat. Intensive uses in proximity to the west linkage zone and east linkage zone are discouraged in this plan and the compatibility of proposed projects will be determined on a case-by-case basis.

Developments in the vicinity of wildlife linkage zones, as identified on Figure 9, shall be required to integrate wildlife-sensitive design through contextual placement of buildings, fencing and landscaping, as well as outdoor lighting solutions to curb the extent of light trespass into the linkage zone. Roads that cross wildlife linkage zones should be oriented perpendicular so as to minimize overlap with the linkage zone. An area structure plan or conceptual scheme may be required, at the cost of the developer, to articulate how wildlife-sensitive design strategies will be integrated into the proposed subdivision.

4.2.8 Pipeline Referrals and Setbacks

A high-pressure gas pipeline runs along the length of the municipality and is depicted in full on Map 1, and in more detail on Map 3 (Blairmore) and Map 4 (Frank). The pipeline is located in close

proximity to the urban communities of Coleman, Blairmore and Frank, and its presence must be considered early on in planning decisions.

In accordance with the *Pipeline Act* and regulations thereto, and any other applicable legislation, the municipality shall ensure that all area structure plans, subdivisions and development applications that are located within 260 m of a pipeline are referred to the pipeline operator prior to a decision being made.

All development within 30 m of a pipeline shall require written consent from the pipeline operator. The operator's preferred building setback of 7 m from the edge of the right-of-way, and 12 m from the edge of the pipeline is noted, and shall be considered by the Development Authority in decision making on subdivision and development applications.

4.2.9 Technical Studies

At the discretion of the approving authority, proposals for subdivision and development may need to be accompanied by supporting technical studies. The following is a non-exhaustive list of potential technical studies that may be required:

1. biophysical assessment
2. environmental impact assessment
3. wildlife impact assessment
4. wildfire risk assessment
5. flood risk assessment
6. groundwater supply evaluation
7. geotechnical study
8. soils evaluation
9. septic suitability analysis
10. storm water management plan
11. servicing study
12. traffic impact assessment
13. environmental management plan
14. reclamation plan

4.3 SUSTAINABLE CONSTRUCTION PRACTICES

4.3.1 Storm Water Management

As intensification of the built environment is sought in the MCNP, it will become increasingly important that future development avoids putting undue pressure on natural systems. As portions of the municipality lie within flood-prone areas, the effective management of storm water will be especially critical and development applications shall be required to include a storm water management plan. Naturalized stormwater management systems should be integrated into new residential developments and the extent of impermeable surfaces should be

minimized to encourage infiltration. The installation of storm water backflow devices at storm sewer outfalls should be pursued as a mechanism to prevent watercourses from backing up into the storm sewer system when water levels are high.

4.3.2 Soil Stabilization

In support of soil stability, developers shall be encouraged to manage erosion and sediment run-off during construction, as well as control the use of pesticides and herbicides. Following the completion of on-site construction activities, revegetation strategies should be used. Revegetation

strategies shall adhere to FireSmart regulations and shall avoid the use of invasive plant species. In support of these objectives and related ones, developers may be required to submit and adhere to a construction management plan.

4.3.3 Building Materials

Building materials shall be consistent with FireSmart regulations. In addition, the use of materials that are locally sourced and/or compatible with the local context shall be encouraged, including the integration of innovative building materials in conjunction with prefabricated construction practices.

4.3.4 Energy Efficiency

Initiatives shall be explored that secure funding for enhancing the energy performance of buildings, including improved ventilation systems and better-insulated walls that lead to reduced heating and cooling demand. The development of best practice energy performance standards may be contemplated for new buildings.

Where possible, the municipality should demonstrate civic environmental leadership by integrating sustainable building practices into the design and construction of municipally owned buildings and facilities, including passive design strategies for buildings that enhance energy efficiency while reducing long-term operating costs.

4.4 CROWN LANDS

4.4.1 Island Lake Public Recreation Area (PRA)

The MCNP should support the retention of Island Lake PRA within the provincial parks system. If the park is removed and reverted to public land, the MCNP shall support proposed economic partnerships to achieve an adaptive reuse of this site where the proposed use is deemed compatible.

4.4.2 Staging Areas for Backcountry Recreation

The provision of trash receptacles and sani-dump stations is a critical component of mitigating the adverse environmental impacts that may result from backcountry recreational use. The MCNP shall entertain

mutually beneficial opportunities with the Government of Alberta to coordinate delivery of this infrastructure to staging areas and camping areas in the vicinity of the municipality.

FIGURE 40 - STAGING AREA IN CROWSNEST PASS



4.5 ENVIRONMENTAL ADVOCACY

4.5.1 Conservation Reserve

Where the scale of a proposed subdivision is deemed by the local Subdivision Authority to be compatible with the surrounding environment, this plan empowers the Subdivision Authority in conjunction with the municipality to invoke the conservation reserve designation in respect of land that is not eligible to be taken as environmental reserve for the purpose of protecting and conserving the land in accordance with section 664.2 of the MGA. Conservation reserve may be invoked for any features of the property deemed by the Subdivision Authority to be environmentally significant.

4.5.2 Land Use Suitability Tool

The MCNP should provide for the protection of high priority landscapes and other environmental features. To this end, relevant findings from the Municipal Land Use Suitability Tool (MLUST) mapping process should guide future land use decisions in the municipality.

4.5.3 Private Land Conservation

In recognition of the contribution made by land trusts and conservation organizations to the public interest through landscape conservation initiatives, these activities will be supported where areas are targeted for conservation do not overlap with the municipality's desired areas for growth.

4.5.4 Promotion of the Natural Heritage

Nature-based programming and related initiatives that accelerate the development of outdoor skills should be seen as an effective way to foster an awareness of—and an appreciation for—the natural world. Regional sporting and lifestyle events, such as the Rumhead Bikefest & Canadian Enduro Series, Sinister 7, Sole Survivor Foot Race, and Minotaur SkyRace, should be seen as integral to advancing this overall strategic direction, and the MCNP should continue to support organizations responsible for administering these events.

FIGURE 41 - CROWSNEST MOUNTAIN FROM CHINOOK LAKE



BUILDING OUR INFRASTRUCTURE & 5. TRANSPORTATION

Efficient urban infrastructure and circulation networks connect communities within Crowsnest Pass to one another and to the landscape that surrounds them.

Infrastructure in Crowsnest Pass supports the functions critical to the operation of the municipality. Modern expectations for the delivery of water and wastewater, as well as transportation, firefighting, and emergency management, are provided through a network of tangible assets and systems. Despite constraints within the current water and wastewater systems in Crowsnest Pass, the municipality's regional orientation allows it to deliver infrastructure in a coordinated and efficient manner. A growth strategy focused on existing urban areas means future extensions of infrastructure will be more straightforward and less resource intensive.

The municipality sources its high-quality water from multiple wells located within the basin. Water is stored in concrete reservoirs and distributed by a complex piping system consisting of pressure boosting stations and pressure reducing stations that are required because of the varying elevations throughout the municipality. Maintaining adequate flows is a challenge in certain areas due to pressure inconsistencies, line size and lack of appropriate looping, and is exacerbated by a high water consumption rate due to

leakage within the water distribution system, tap running to avoid freezing pipes in winter, and lawn irrigation.

The MCNP's wastewater system consists of an extensive collection system and two disposal facilities. The Hillcrest/Bellevue sewage lagoon is a two-cell system which was constructed in 1975. The Frank Wastewater Treatment Plant was constructed in 1986 to replace the former oxidation ditch treatment process. The plant services the communities of Blairmore, Coleman and Frank and can facilitate additional inflow from future developments in these areas.

Highway 3 is the spine of Crowsnest Pass, along with the parallel CPR rail line. The twinning and realignment of Highway 3 has been in the minds of decision makers locally and provincially for decades. As a future freeway under the *Highways Development and Protection Act*, Highway 3 will transform, over the coming decades, into a high standard, free-flowing facility with access limited to interchange locations. Guided by the recently completed Functional Planning Study (2019), Stage 1 of the Highway 3 realignment is the portion from Sentinel to

Passburg. This section of the Highway 3 route is severely constrained by mountainous terrain, the Crowsnest River, CPR tracks, residential areas, businesses, and cultural and historic sites. The route chosen works within these constraints and includes interchanges planned at Sentinel, Blairmore, Bellevue/Hillcrest, Frank and an underpass at Passburg. A contiguous local road network will eventually be completed and will provide a non-highway link through the municipality. While the construction of the ultimate Highway 3 alignment is decades out, the proposed changes affect current and future land use decisions throughout the MCNP. The municipality has an opportunity to capitalize on the highway changes to spur commercial growth and tourism interest within Crowsnest Pass.

Another key component of the transportation network in Crowsnest Pass is the pedestrian and cycling trail network. The Crowsnest Community Trail was planned as a “Leitch to Lakes” facility, that will ultimately connect Crowsnest and Island Lakes on the west end of Crowsnest Pass to the Leitch Collieries on the east end. The maintenance and upgrade of this trail system is a critical non-motorized link between the urban communities in the MCNP and is a growing tourist attraction. Future investments in active transportation systems will need to provide options for residents to reach jobs and services and for locals and visitors to access and enjoy the recreation opportunities in the area.

GOAL STATEMENT

Coordinate the effective, sustainable delivery of infrastructure and a multi-modal transportation network to support and connect thriving communities.

INFRASTRUCTURE & TRANSPORTATION POLICIES

5.1 SERVICING INFRASTRUCTURE

5.1.1 General Infrastructure Planning

The MCNP shall comprehensively manage the delivery of servicing and infrastructure to maintain existing development and accommodate growth in a cost-effective manner. An infrastructure management plan shall be developed that outlines the priorities and improvements needed to MCNP’s servicing and utility infrastructure. By determining where capital investments to infrastructure are needed most, the MCNP will be prepared to allocate tax

revenues in the most efficient way possible.

5.1.2 Water Distribution

The MCNP should undertake an assessment of its existing water distribution and treatment system as part of an infrastructure master plan. The installation of water meters is encouraged in support of transitioning to a pricing system where users pay in proportion to their usage.

5.1.3 Wastewater Collection

There are two wastewater treatment facilities in the MCNP: an extended aeration treatment plant located in the Frank Industrial Park that services Coleman, Blairmore and Frank, and a lagoon system located between Bellevue and Hillcrest that serve those two communities. Wastewater collected from the serviced areas of the municipality is transported to the treatment facilities using a gravity-fed collection system.

In anticipation of a growing economy and increased population, a more comprehensive assessment of existing municipal wastewater systems shall be completed as part of an infrastructure master plan that includes direction for the wastewater collection and treatment system.

5.1.4 Storm Water Management

New development shall provide adequate stormwater management measures and redevelopment in infill areas shall not exceed stormwater infrastructure capacities. Where possible new developments shall implement stormwater systems that capture and manage rainfall and enhance the resilience of the stormwater system to extreme rainfall events. Developers should be encouraged to deliver emerging green infrastructure solutions, such as grey water reuse and naturalized storm ponds.

FIGURE 42 - SEWAGE LAGOONS BETWEEN BELLEVUE AND HILLCREST



5.1.5 Recreational Facilities

The MCNP shall manage the delivery of municipal recreation services and facilities to meet the needs of residents in a cost-effective manner. A recreation master plan shall be developed that outlines the priorities and improvements needed to MCNP's recreation facilities. The recreation master plan should address the challenges of delivering and maintaining recreation services across the large linear area of the MCNP by exploring options to consolidate recreation facilities.

5.1.6 Digital Connectivity

In pursuit of interactive urban spaces, as well as in anticipation of a surge in the prevalence of digital communication in the business and academic realms, the MCNP supports the development of telecommunications infrastructure to enhance the connectivity of Crowsnest Pass. Telecommunications towers and associated infrastructure shall be located in such a fashion that neither the public safety nor the quality of the visual environment are compromised.

5.2 TRANSPORTATION

5.2.1 Local Road Network

The twinning of Highway 3 will bring about a change in the underlying dynamics of the local road network, as a handful of the at-grade access points will be removed. Land use decision making shall support desired transportation outcomes by having regard for the ultimate design of Highway 3 and the location of access facilities. The MCNP shall endeavor to pursue the design of its local road network in a fashion that facilitates a smooth flow of traffic in the MCNP—within the urban communities as well as between them.

5.2.2 Transportation Master Plan

The MCNP shall comprehensively manage the maintenance and upgrade of local roadways through the development and regular updating of a transportation master plan. A transportation master plan should consider, among other things, new roads where backcountry access routes are not designed to accommodate increases in traffic, and speed control or

traffic calming measures to manage the safety of multiple user groups especially where the local road network interacts with the Crowsnest Community Trail.

5.2.3 Secondary East-West Route

Consistent with the recommendations included in the Highway 3 Functional Planning Study completed in December 2019, consideration should be given to articulating a continuous east-west route that connects Coleman to Passburg without involving the use of Highway 3. While the primary aim of the local road network should be to facilitate local traffic, the Crowsnest Heritage Route underscores the capacity for secondary roadways to be positioned within a tourism context by immersing travellers more intimately within the local experience.

5.2.4 Arterial Through Roads

The Sartoris (Blairmore) and Adanac (Hillcrest) roads provide seasonal access from the municipality south into the Castle (see Map 1). The arterial function of these roads should be maintained to provide backcountry access and regional connectivity.

FIGURE 43 - ADANAC ROAD



5.2.5 Wayfinding

To support tourism initiatives, recreation activities and connection between the communities that make up Crowsnest Pass, the MCNP shall explore options to add wayfinding and place making signage. A variety of trailheads and staging areas are located in close proximity to the built-up areas of the MCNP and the routes leading to these areas could benefit from enhanced signage, particularly since many of them bisect residential areas. The MCNP may pursue partnerships with other organizations, levels of government or community groups to enhance signage.

5.2.6 Crowsnest Community Trail

In accordance with the Community Walking Trail Master Plan (2009), land use planning decisions in proximity to the Crowsnest Community trail should endeavor to enhance connectivity within the urban landscape complex and fulfill the Leitch to Lakes concept. In pursuit of bolstering usage of the trail and promoting active lifestyles, the siting of schools and other public facilities should aim to establish new possibilities for Crowsnest Pass residents to commute and to connect with one another within the trail network.

Usage of the trail during all four seasons may be further enhanced through the placement of micro structures at strategic locations as a means of providing temporary shelter from the elements. The provision of public restroom facilities may similarly be explored.

ROAD PLACE NAMES

To build meaning into roadways and bolster tourism, alternate names could be envisioned for certain local routes, such as "Blairmore Boulevard" for 20th Avenue or "Tour de Frank Interpretive Byway" for Old Frank Highway. Name changes could be explored in collaboration with local groups to tie into ongoing events within Crowsnest Pass, or to acknowledge the cultural or natural history of the area.

FIGURE 44 - FUTURE TRAIL CONNECTION AT LEITCH COLLIERIES



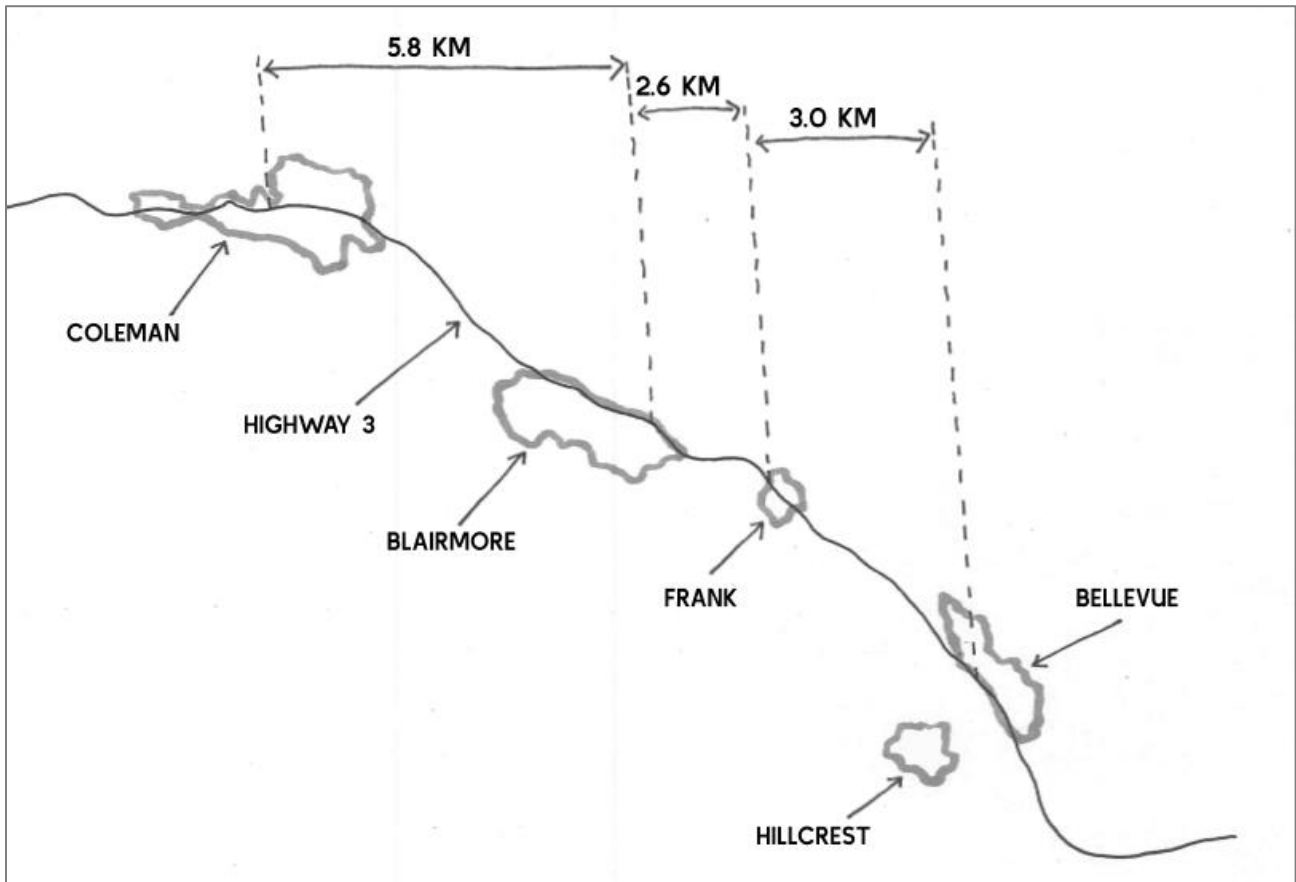
5.2.7 Public Transportation

To increase connectivity between urban communities (see Figure 42) and connect residents to local and regional services, the municipality should explore public transportation opportunities. Any future public transportation options should consider meeting both the needs of residents to travel within and outside of the municipality and the ability for tourists to access the Crowsnest Pass.

5.2.8 Land Use Adjacent to Rail Line

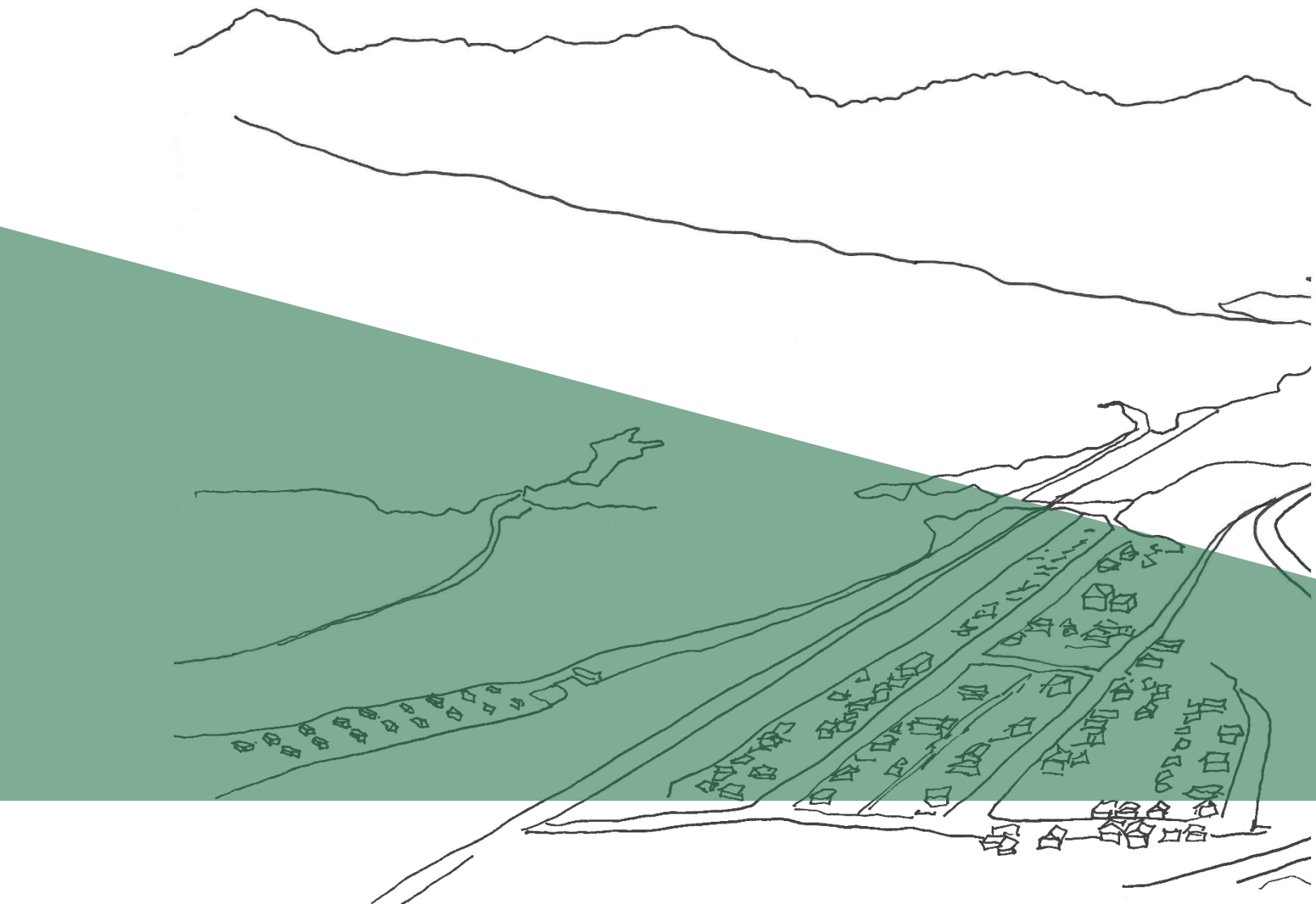
Land use and design decisions for lands adjacent to the CPR line shall have regard for the Guidelines for New Development in Proximity to Rail Lines document (FCM).

FIGURE 45 - CONNECTIVITY BETWEEN URBAN COMMUNITIES



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5. IMPLEMENTATION

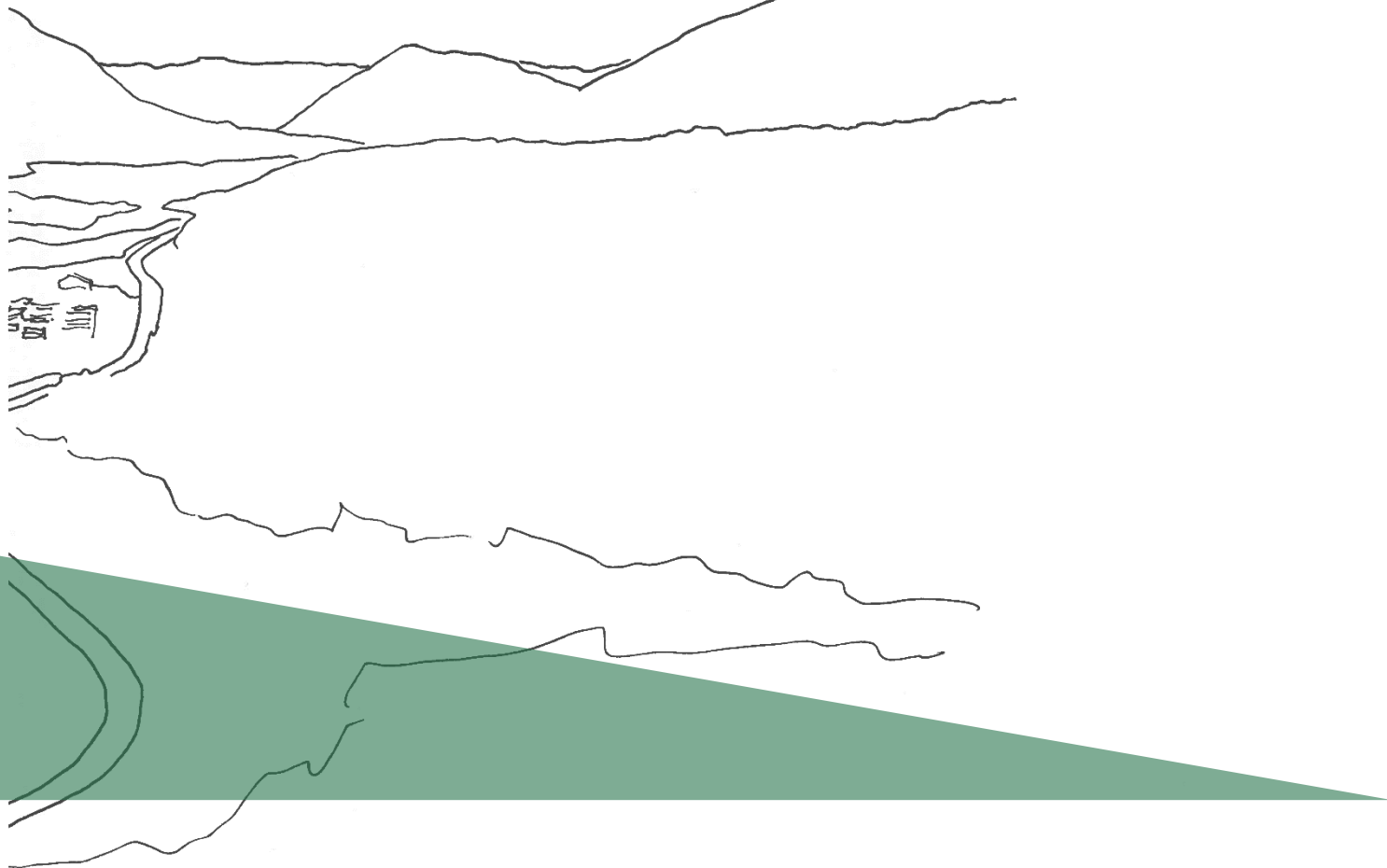


OVERVIEW

Municipal development plans are conceptual, long range blueprints that envision how a community will grow, change, and adapt over time. As a macro-level policy document, MDPs include a broad spectrum of topic areas and cover a larger geographic area than other types of land use plans that may be adopted at the municipal level. An effective municipal development plan provides valuable direction to local authorities and informs more detailed analysis and plans that include actionable strategies for ultimately achieving the community vision. The goals and policies of this part describe how the MDP should be maintained over time to

ensure it continues to accurately reflect the community vision for Crowsnest Pass.

The MCNP shall work toward a shared understanding of the goals and policies in the plan with all stakeholders, including community members, the development and investment industries, other levels of government including municipal neighbours and regional partners, and local organizations. The plan shall be implemented collaboratively in conjunction with community partners, developers, and other local stakeholders. The plan shall also be treated as a living document that is revisited regularly in response to changing circumstances.



IMPLEMENTATION POLICIES

5.1 Alignment of New Documents with This Plan

The MCNP shall ensure that all new documents—whether prepared by the MCNP, consultants, or developers—align with the plan and integrate plan policies where applicable. The presentation of new plans, policies, bylaws, guidelines, or regulations to Council shall make note of how the document aligns with the plan, either within the document itself or in an accompanying memo or report to Council.

5.2 Alignment of Existing Documents with This Plan

All existing bylaws, guidelines, plans, policies, and standards that take direct action from, or are guided by, the plan shall be updated in a timely manner following adoption of this plan to ensure that they align. To this end, the MCNP shall create a priority list and timeline for updating pertinent documents.

5.3 Coordination with Others

The MCNP shall collaborate with other municipalities, levels of government and organizations to implement the goals and policies in this plan. Coordination with the Municipal Districts of Pincher Creek and Ranchland will be guided by the existing intermunicipal development plans.

5.4 Application & Interpretation of Policies

The policies in this plan are intended to enable goals to be met while ensuring consistency in their interpretation and implementation. The application of certain

policies will require interpretation, the product of which shall be consistent with the intent and spirit of the individual policy and the broader vision and goals of this plan.

5.5 Reviewing This Plan

To ensure the vision, goals and policies continue to accurately reflect the current conditions in Crowsnest Pass, as well as the desired strategic direction for the municipality this Plan shall be reviewed at least once every 4 years, in alignment with new Council terms.

Additionally, an announcement from the Government of Alberta indicating project approval for the twinning and realignment of Highway 3 should be seen as an event that triggers the need for review.

5.6 Amending This Plan

If an amendment to this plan is required, the procedures outlined in the MGA respecting the review of statutory plans shall be followed. Amendments to this plan shall include a public participation element during the review process.

5.7 Existing Developments

Developments and uses existing prior to the adoption of this Plan are allowed to continue. Existing developments approved prior to the adoption of this plan by an area structure plan, conceptual scheme, subdivision approval or development permit, are allowed to proceed in accordance with the approval. When an existing statutory plan or conceptual scheme does not specifically

address matters dealt with in the MDP, the policy direction outlined in the MDP shall apply. When statutory plans are amended they shall be consistent with the policy direction outlined in the MDP.

GLOSSARY & 6. APPENDICES

GLOSSARY OF KEY TERMS

accessibility means the ability or ease that a person with a physical or sensory disability, or with limited language skills, may approach, enter, and use buildings, facilities and services; also refers to how such a person may receive or send communication or information.

adaptable unit means a dwelling unit that has been designed to allow it to be altered to make the dwelling unit consistent with the principles of barrier-free design.

aging in place means having the health services, housing and built environment needed to live safely and independently in one's home or community without relocating to a supportive care facility for as long as one wishes and is able to.

affordable housing means a dwelling unit that can be owned or rented (including heat, water and sewer expenses) for less than 30% of before-tax household income.

area structure plan means a framework adopted by bylaw in accordance with the *Municipal Government Act* for the subdivision and development of an area of land which describes the sequence of development, land uses proposed, population density, location of major transportation routes and public utilities and other matters Council considers necessary.

backcountry means an area of land with limited to no recreation infrastructure, and limited managerial presence (park attendants, trail signage, etc.). Affords visitors the opportunity to experience

solitude, isolation from human civilization, high personal risk, and challenge.

barrier-free refers to the absence of obstacles in an environment, therefore allowing persons with physical, mental, or sensory disabilities safer and easier access into buildings, and the use of those buildings and related facilities and services.

barrier-free path of travel means an unobstructed path of travel that will minimize or eliminate the likelihood that a person who requires the use of a mobility device will require the assistance of another person to aid in his/her movement through a building.

block means an area of land that is surrounded by streets. A block is the space for buildings within the street pattern of a community and forms the basic unit of a community's urban fabric. Blocks may be subdivided into any number of smaller lots. When developed with buildings, blocks form the streetwalls that frame the public space of sidewalks and roads.

buildable area means the portion of a lot remaining after all undevelopable areas, setbacks from property boundaries and other development constraints, and minimum yard dimensions have been deducted.

building site means the area on a lot that will accommodate the proposed development of a building.

built environment means the human-modified landscapes, developed spaces and supporting infrastructure that provides the setting for people to live, work, and recreate on a day-to-day basis.

built-up areas refer to developed areas in urban communities where an agglomeration of built structures exist.

buffer means a strip of land placed in the landscape and managed in such a way to maintain desired ecological processes and provide economic and societal benefits.

bylaws are local laws made by a municipality under the authority of the MGA for the purposes of ensuring sound governance.

community revitalization levy (CRL) is a planning and financial tool authorized under section 381.2 of the MGA that supports the revitalization of a specific area within a municipality. A CRL empowers municipalities to borrow against future property tax revenues to finance the infrastructure and other costs associated with the redevelopment of property within the community revitalization levy area. A CRL is typically in place for 20 years but may be longer or shorter.

Crown of the Continent means an 18-million-acre transboundary ecosystem and prolific geotourism region encompassing Crowsnest Pass and other surrounding areas in Alberta, BC, and Montana.

Crowsnest Pass means the Municipality of Crowsnest Pass (MCNP).

density is measured in this plan as the number of dwelling units per net acre of a given parcel of land.

development footprint means the extent of human-induced alteration of landscapes associated with the built environment.

disturbance refers to human-induced changes to the landscape from its natural conditions, along with the associated impacts on natural resources.

ecological connectivity refers to the unimpeded movement of species and the flow of natural processes that sustain life on Earth.

dwelling unit means one or more self-contained rooms provided with sleeping, cooking, dining, and sanitary facilities intended to be used permanently or semi-permanently as a residence for one or more individuals as a single housekeeping unit.

environmental impact assessment means a comprehensive report triggered by the magnitude of a development or project that describes the natural features and characteristics of a proposed development site, the changes that will occur as a result of the proposed development activities on the site, the anticipated environment impacts and consequences of the proposed development, and the mitigation measures to be taken to minimize undesirable impacts to the environment.

facade means the entire area and all elements (including but not limited to windows, recesses, projections, fascia, soffit, doors and canopies) of an exterior building wall for the entire width and from grade to the top of the building, not including any structural or non-structural elements extending beyond the highest point of the roof, eaves or parapet,

whichever is applicable based on the design of the building.

FireSmart means a program developed in Alberta by Partners in Protection to educate stakeholders on the risks of developing in the wildland-urban interface and methods to reduce the risk of wildfire to developments. The publication “FireSmart – Protecting Your Community from Wildfire” (PIP, 2003) outlines minimum standards for development in the wildland-urban interface.

flood prone lands refer to areas that may be subject to flooding from time to time.

geotechnical report means a comprehensive site analysis and report prepared by a qualified and registered professional with the Association of Professional Engineers and Geoscientists of Alberta (APEGA). All geotechnical reports should contain certain basic essential information, including:

- summary of all subsurface exploration data, including subsurface soil profile, exploration logs, laboratory or in situ test results, and ground water information
- interpretation and analysis of the subsurface data
- specific engineering recommendations for design
- discussion of conditions for solution of anticipated problems; and
- recommended geotechnical special provisions.

geotourism is tourism that sustains or enhances the distinctive geographical character of a place—its environment, heritage, aesthetics, culture, and the well-being of its residents.

green space means an area that is left undeveloped in its natural state and offers recreational opportunities, including trails.

gross area means, in respect of a parcel that is subject to a subdivision proposal, the total area of the parcel.

hazard lands means areas that may not be suitable for subdivision and/or development due to geographic or locational constraints, or development restrictions due to prior activities or usage.

heritage refers to all the qualities, features, characteristics, and traditions associated with a particular culture that have been transmitted from the past as a tradition.

high-impact investment is an investment that is reasonably expected to support significant job creation or economic growth relative to other investments in the economic sector or region of the province that the investment relates to.

inclusionary housing refers to requiring or encouraging the addition of affordable housing units when market-rate housing is developed. This is typically accomplished through a policy or zoning that requires a certain percentage of a new housing development to be provided as affordable housing for low income residents.

low impact development (LID) is a comprehensive land development and engineering approach to managing the runoff from precipitation events that emphasizes conservation and use of on-site natural features to protect water quality. LID focuses on reducing the need for conventional storm water conveyance and collection systems through the use of decentralized small-scale hydrologic

controls to replicate pre-development runoff flows by infiltrating, storing, evaporating and detaining runoff close to its surface. LID includes tools, techniques and mechanisms including, but not limited to, permeable pavements, vegetative roofs, rain gardens, bioswales and constructed wetlands.

may is a permissive and/or discretionary term that denotes a choice in whether to apply the policy.

MGA means the *Municipal Government Act*, a provincial statute that provides the governance model for municipalities in Alberta. The MGA lays the foundation for how municipalities operate, how municipal councils function, and how citizens can work in partnership with their municipalities to create and sustain safe and viable communities. Also referred to as the “Act.”

municipal reserve means land that is acquired at the time of subdivision for schools, parks and other municipal purposes pursuant to the Act.

municipality means the Municipality of Crowsnest Pass (MCNP) and, where the context requires, its Council, Subdivision Authority, or Development Authority.

nature-based tourism is tourism that is undertaken largely for the purpose of enjoying natural attractions or engaging in outdoor activities, whether for relaxation, discovery or adventure.

neighbourhood means an area of a community with characteristics that distinguish it from other areas, such as a school, park, or business center. Neighbourhoods may also be defined by

physical boundaries, such as highways, railways, or natural features like rivers.

net area means, in respect of a parcel that is subject to a subdivision proposal, the area of the parcel remaining after hazard lands and lands required for the development of parks, roads and storm water management facilities have been subtracted from the gross area.

northern gateway to the Castle means the Municipality of Crowsnest Pass (MCNP).

open space means an area characterized by native vegetation and is left undeveloped in its natural state, regardless of whether it offers recreational opportunities.

park means an area of natural, semi natural or planted space set aside for human enjoyment or recreation.

placemaking is a term used to describe the process by which an area in the public realm is given a unique and attractive character, leading to activated spaces that promote well-being and foster community spirit.

planning advisor means the person or organization retained by the Municipality of Crowsnest Pass to provide planning-related advice or services.

play area means any play space designated as a play structure in green spaces within the MCNP.

playground means an area used for outdoor play or recreation and contains recreational equipment for children.

protected area means a clearly defined geographical space, recognized, dedicated, and managed to achieve the long-term conservation of nature with associated ecosystem services and cultural values.

Public Land Use Zone (PLUZ) is an area of land designated under the Public Lands Administration Regulation designed to accommodate and manage a wide range of recreational uses that are compatible with mining, forestry, surface materials extraction and livestock grazing activities, while also affording protection to sensitive areas and maintaining key wildlife habitat.

public participation means opportunities, tools and mechanisms used to gather information from municipal stakeholders, and share information on proposals, processes and projects undertaken by the MCNP. Public participation may also be referred to as public input, public engagement, community engagement or civic engagement.

public space means space on public or private property within an establishment or outside an establishment, which is open to the public.

riparian areas are vegetative and wildlife areas strongly influenced by water that occur adjacent to streams, shorelines and wetlands which are delineated by the existence of plant species normally found near freshwater.

shall is an operative term indicating that the actions outlined are mandatory and therefore must be complied with in all situations. Shall is synonymous with will, must, and require.

should is an operative term that provides direction to achieve the outlined policy outcome, but is not mandatory.

single detached dwelling means a building constructed on a lot intended for occupancy containing a single dwelling unit which is not attached to any other principal dwelling by any means.

slope adaptive housing means housing which incorporates specific building and site design methods that minimize the impact of site development on the natural environment, ensures slope stability, and responds positively to the aesthetic opportunities presented by construction on sloping lands. Techniques to achieve this normally include: design of rooflines and building massing designs to echo the angles and shapes of the surrounding landscape; breaking up of the building mass to conform to the slope; and the use of indigenous materials and compatible colours.

staging areas are areas designated to support recreational activities. These areas may provide variable levels of service and amenities including washroom facilities, information signage, parking, boat launches, garbage or other amenities.

streetscape is a design term referring to all the elements that constitute the physical makeup of a street and that, as a group, define its character, including building frontage, street paving, street furniture, landscaping, awnings, signs, and lighting.

Subdivision and Development Regulation

Regulation is a provincial regulation established by order of the Lieutenant Governor in Council pursuant to s. 694 of the MGA that provides more detail on subdivision application processes. The regulation itemizes what subdivision applications must contain, where subdivision applications must be referred to, the timelines for a decision on subdivision applications and what must be considered when making a decision on subdivision applications. The regulation also includes conditions and setback requirements for subdivision and development permit applications from sour gas facilities, gas and oil wells, abandoned wells, wastewater treatment facilities, landfills or waste sites and highways.

subsidence refers to the sinking—sudden or gradual—of the ground's surface, whether caused by natural processes such as geological faulting, or by human-induced activities such as subsurface mining.

this plan means the Municipality of Crowsnest Pass Municipal Development Plan.

Threatened is a classification under the provincial *Wildlife Act* indicating that a species is likely to become extirpated or extinct if limiting factors are not reversed.

topography means the configuration of a surface, including its relief as well as the positions and elevations of its natural and built features.

traffic calming means design measures introduced to a roadway with the express purpose of slowing the speed at which

motor vehicles travel along the roadway. Traffic calming consists of techniques and physical elements including, but not limited to, boulevard landscaping, reduced corner radii at intersections, intersectional and mid-block bulb-outs, vertical and horizontal deflection, partial street closure, median barriers, artificial lane narrowing and the creation of choke points.

typology refers to the classification of built structures or spaces based on their physical characteristics.

universal design refers to the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

urban form refers to the physical characteristics that make up the built environment, including the spatial articulation, massing and scale of buildings, the spatial arrangement of activities and the resulting spatial flows of persons, goods and information, and any physical features which modify the perception of space in some way.

walkable means an environment designed to make travel on foot safe, convenient, attractive and comfortable for various ages and abilities. Considerations include the directness of the route, safety, amount of street activity, separation of pedestrian and auto circulation, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

water body means any location where water flows or is present, whether or not the flow or the presence of water is continuous, intermittent or occurs only during a flood, and includes but is not limited to wetlands and aquifers. The water boundary is considered bound by its ecological boundary. Water bodies can be natural or man-made. Natural water bodies include rivers, streams, creeks, lakes and wetlands. Examples of man-made water bodies are irrigation canals, reservoirs and dugouts. Ditches are excluded except where they connect to a water body that includes irrigation systems.

watershed refers to the total land area enclosed by a continuous hydrologic-surface drainage divide that contributes water to a river, stream, lake or other body of water. It is synonymous with drainage area, drainage basin and catchment.

wetland means those areas that are inundated and saturated by surface or groundwater at a frequency and duration sufficient to support, and that under

normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions including swamps, marshes, bogs and similar areas.

wildland provincial parks are established for the conservation of relatively large, ecologically healthy and functioning landscapes that are representative of Alberta's natural diversity and retain their primeval character. These parks provide wilderness travel, nature-based tourism and other opportunities to experience nature in a relatively undisturbed state.

wildlife linkage zone means an area of seasonal habitat where animals can find food, shelter, and security. Wildlife linkage zones maintain ecological connectivity adjacent to urban environments.

wildland-urban interface means the area where human developments meet or are intermingled with forest vegetation and its associated fuel.

APPENDIX 1 - RELATED DOCUMENTS AND STUDIES

PROVINCIAL

- Selling Alberta to the world: An investment and growth strategy (2020)
- Alberta's Recovery Plan (2020)
- 2020-22 (Re)Bound Strategy (2020)
- Alberta Investment Attraction Act (2020)
- Stepping Back from the Water (2012)
- Alberta Land Stewardship Act (2009)
- Alberta's Land-use Framework (2008)
- Subdivision and Development Regulation (2002)
- Municipal Government Act (2000)
- Pipeline Act (2000)
- Environmental Protection and Enhancement Act (2000)
- Water Act (2000)
- Public Lands Act (2000)
- Wildlife Act (2000)

REGIONAL/SUBREGIONAL

- Municipality of Crowsnest Pass & MD of Ranchland Intermunicipal Development Plan (2020)
- Municipality of Crowsnest Pass & MD of Pincher Creek Intermunicipal Development Plan (2019)
- Castle Region Tourism Strategy (2019)
- Livingstone-Porcupine Hills Recreation Management Plan (2018)
- Livingstone-Porcupine Hills Land Footprint Management Plan (2018)
- Grassy Mountain Coal Project: Land and Resource Use Assessment (2015)
- Grassy Mountain Coal Project: Socio-Economic Impact Assessment (2015)
- South Saskatchewan Regional Plan (2014)
- Efficient Use of Land Implementation Tools Compendium (2014)
- Highway 3: Transportation Mitigation for Wildlife and Connectivity (2010)
- Carnivores and Corridors in the Crowsnest Pass (2002)
- Crowsnest Pass Subregional Plan (1970)

MUNICIPAL

- Municipality of Crowsnest Pass Municipal Development Plan Background Report (2020)
- Trico Changemakers Studio: Insights to Build On (2020)

- Municipality of Crowsnest Pass Strategic Plan (2019)
- Capitalizing on Economic Opportunities in the Crowsnest Pass (2019)
- Highway 3 Functional Planning Study (2019)
- Heritage Management Plan (2019)
- Downtown Coleman Revitalization Concept (2018)
- Social Needs Assessment (2018)
- Community Beautification Initiatives Report (2018)
- Crowsnest Pass Regulation (2017)
- Community Profile: Crowsnest Pass Health Data and Summary (2017)
- Crowsnest Pass Socio-Economic Profile Report (2016)
- Targeted New Development/Re-Development Incentive Policy (2015)
- Municipality of Crowsnest Pass Land Use Bylaw (2013)
- Community Recreation Facility and Services Feasibility Study (2013)
- North Coleman Area Structure Plan (2013)
- Crowsnest Pass Community Trails Master Plan (2009)
- Gold Creek Area Structure Plan (2009)
- Water Distribution System Master Plan (2008)
- Wastewater Collection System Master Plan (2008)
- Pass Powderkeg Master Plan Concept (2008)
- Sawback Ridge Area Structure Plan (2007)
- River Run Area Structure Plan (2007)
- Kananaskis Wilds Area Structure Plan (2006)
- Valley Ridge Area Structure Plan (2006)
- Southmore Area Structure Plan (2005)
- Crowsnest Mountain Resort Area Structure Plan (2005)
- Bridgegate Area Structure Plan (2005)
- Nez Perce Area Structure Plan (2003)
- Aspen Creek Area Structure Plan (2002)
- Municipality of Crowsnest Pass Municipal Development Plan (2001)
- Crowsnest Pass Environmentally Significant Areas (1988)
- Crowsnest Pass Historic District Design Guidelines (1980s)

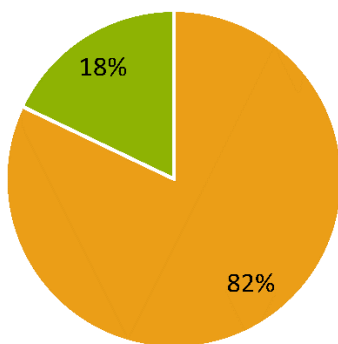
APPENDIX 2 - PUBLIC ENGAGEMENT SUMMARY

As part of the process to develop a new municipal development plan for the Municipality of Crowsnest Pass (MCNP), residents were asked to complete a survey about the opportunities and challenges facing the Crowsnest Pass. The survey was distributed through mail and online during the month of June 2020. Over 650 people completed the survey and shared their valuable perspectives. Below is a summary of what we heard.

WHO TOOK THE SURVEY

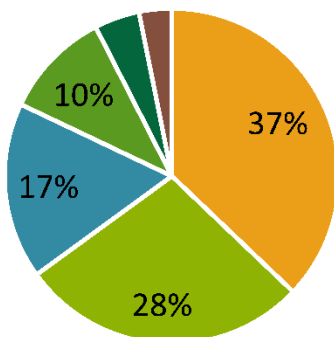
The below questions tell us a little bit about the people who completed the survey.

1. Are you a permanent resident of the Crowsnest Pass?



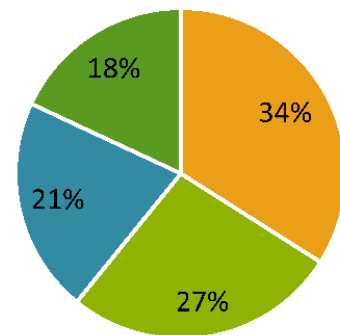
■ Yes ■ No

2. Which community do you live in?



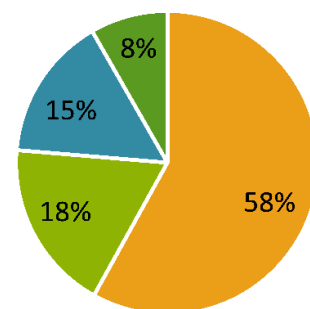
■ Coleman ■ Blairmore ■ Bellevue
 ■ Hillcrest ■ Frank ■ Other

3. How long have you lived in the Crowsnest Pass?



■ Greater than 20 years ■ 10-20 years
 ■ Less than 5 years ■ 5-10 years

4. How long do you envision yourself staying in the Crowsnest Pass?

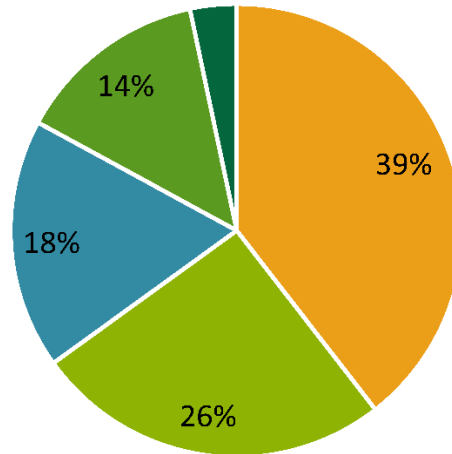


■ The rest of my life ■ 10-20 years
 ■ 5-10 years ■ Less than 5 years

THE VALUE AND IDENTITY OF THE CROWSNEST PASS

The below questions tell us what aspects of the Crowsnest Pass are important and what the future of the Crowsnest Pass might look like.

5. What is the main reason you choose to live in the Crowsnest Pass?



- Recreation opportunities
- Family and friends
- Work
- Other
- Sense of community

6. What characteristics do you feel define the identity of the Crowsnest Pass?

(respondents could select more than one answer)

93 %	Natural Environment
82 %	Small Town Atmosphere
67 %	History
57 %	Adventure
43 %	Family Oriented
30 %	Tourism
12 %	Industry

7. What are the elements of the Crowsnest Pass that you value most?

340	comments about the beautiful mountain scenery, wildlife, rivers and lakes, and access to nature	<p>"Lack of traffic, beautiful scenery, numerous walking/hiking trails, nearby camping, excellent restaurants, amazing pottery community, near enough to cities if specialist doctors are needed, friendly people, the list is endless."</p> <p>"Small town feel, stunning natural landscape and its associated wildlife and recreation opportunities"</p> <p>"fresh air, mountains, peace and tranquility"</p> <p>"Clean mountain air. Beautiful scenery. Fantastic trails. Lovely people of differing ages and demographics. Quaintness and simplicity of our community."</p>
296	comments about the small-town atmosphere, community spirit, friendly people and connection to family	
292	comments about the outdoor recreation opportunities from biking and skiing to fishing and camping	
115	comments about the peace and quiet, slower pace of life and less traffic and crime in Crowsnest Pass	
51	comments about the proximity to services, and access to quality medical care and schools	
50	comments about the great local businesses and restaurants, arts and culture and community events	
35	comments about the healthy environment, fresh air, clean water, and lack of pollution in Crowsnest Pass	
26	comments about the relatively lower cost of living, affordable housing and lower taxes	
23	comments about the rich history of Crowsnest Pass and the unique buildings and character	
21	comments about the ideal location of Crowsnest Pass in relation to B.C., Lethbridge and Calgary	
12	comments about the work and business opportunities in Crowsnest Pass	
11	comments about Crowsnest Pass being a great place to raise a family	

CHALLENGES FACING THE CROWSNEST PASS

The below questions tell us what challenges need to be addressed and where there is room for improvement within the Crowsnest Pass.

8. What do you feel are the most important challenges facing the Crowsnest Pass? (respondents could select more than one answer)

81 %	Employment and economy
63 %	Aging infrastructure
35 %	Other (support for retail businesses, property taxes, leadership, attracting families, diversifying the economy, lack of services, not capitalizing on tourism opportunities)
33 %	Housing affordability and availability
31 %	Services for aging population
29 %	Environmental issues
20 %	Community spirit

9. Which services provided locally do you feel are most in need of improvement? (respondents could select more than one answer)

61 %	Look and character of the community
58 %	Indoor recreation
45 %	Development permit and related processes
36 %	Outdoor recreation
29 %	Protection of historical resources
28 %	Other
17 %	Emergency / protective services

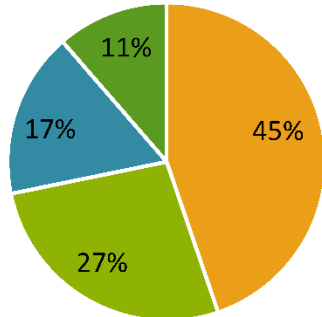
10. How would you like to see the municipality balance a resource extraction industry with a tourism industry?

146	comments that balance is possible, that both resource extraction and tourism industries are needed and should be maximized	<p>"It's a fine balance but we need both, no question. If we want to move forward and grow we need to be open-minded on both sides."</p> <p>"Keep the resource extraction industry responsible for keeping high environmental measures in order to keep rivers clean and pollution low."</p> <p>"Protect existing areas for trails and places with plans for trails. Keep the visual impact low in areas that are used for industry."</p> <p>"Industry should come first, you need good paying jobs here."</p> <p>"Rather it be built on nature and tourism than the destroying of our community."</p>
67	comments suggesting that tourism and protection of the environment should be prioritized over industry	
60	Comments suggesting that resource extraction and industry jobs should be prioritized over tourism	
54	comments suggesting strong regulation for resource extraction companies and that they should be stewards of the environment, operate safely and restore the land afterwards	
53	comments that resource extraction companies should reinvest in communities, support recreation, and contribute to tourism, possibly through tours or a museum	
51	comments stating that resource extraction can be accommodated, but that it must be out of sight of communities and tourist spots	
43	comments that balance is not possible and that a heavy industry presence will ruin tourism opportunities	
31	comments that resource extraction is short sighted, and the municipality should focus on long term investment	
18	comments that key natural and recreation areas should be protected from industry and taken advantage of for tourism	
15	comments stating a lack of interest in tourism or becoming like Banff or Canmore	
14	comments suggesting that Crowsnest Pass stay the same, and resource extraction should not expand further	
14	comments about maintaining good relationships between industry and the municipality and ensuring information is shared with the public	

AMENITIES IN THE CROWNEST PASS

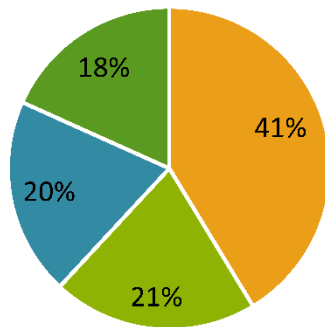
The below questions tell us how frequently people who answered the survey use parks and trails and where there is room for improvement related to non-motorized travel within the Crowsnest Pass.

11. How often do you visit the municipal parks in your community?



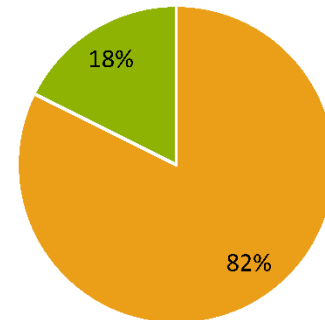
- Once per month or less
- Couple times per month
- Couple times per week
- Most days

12. How often do you use the Crowsnest Pass Community Trail?



- Once per month or less
- Couple times per week
- Couple times per month
- Most days

13. Do you feel there is adequate green space, parks and access to natural space in your community?



- Yes
- No

14. What do you feel is the most important challenge related to active transportation in your community?

(respondents could select more than one answer)

61 %	Missing connections
58 %	Not Sure
45 %	None
36 %	Unsafe sidewalks
29 %	Focus on recreation over commuting

HOUSING IN THE CROWSNEST PASS

The below questions tell us the housing needs of the people who answered the survey and how people feel about more density and different housing forms in their community.

15. Which of the following do you believe are significant housing-related issues in the Crowsnest Pass? (respondents could select more than one answer)

67 %	Physical condition of existing housing
39 %	Excessive distance to shopping and other amenities
38 %	Affordability
26 %	Housing supply for the elderly
20 %	Conflicts between housing and other land uses
20 %	Other (property taxes, older homes in disrepair, lack of rental accommodations, preservation of historic buildings and resources to maintain homes, aging infrastructure)
7 %	Lack of municipal water / sewer availability

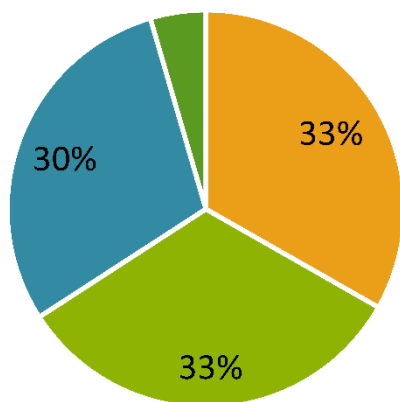
16. What type of housing would you like to see more of in your community? (respondents could select more than one answer)

57 %	Single detached housing
36 %	Seniors housing
26 %	Accessory dwelling units (secondary suites, garage suites, garden suites)
24 %	Semi-detached housing (duplexes)
21 %	Apartments
17 %	Other (too many existing old homes unoccupied, tiny homes, live/work spaces, let market decide, multi-family, accessible housing for elderly)
11 %	Manufactured Housing

17. How do you expect your housing needs to change over the next decade?
(respondents could select more than one answer)

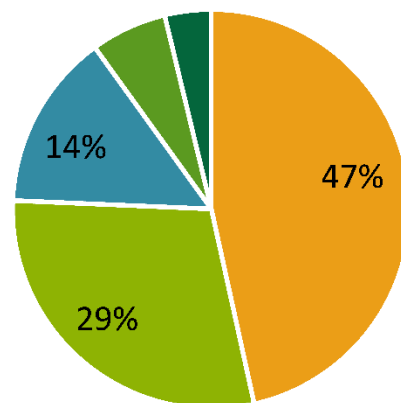
50 %	There likely won't be a change in my housing needs
28 %	I'll likely need a home that requires less maintenance
21 %	I'll likely require less space
18 %	I'll likely need a home designed for better accessibility and mobility
14 %	I'll likely need some level of home care assistance
10 %	I'll likely require more space
6 %	Other

18. Density refers to increasing the number of homes in an area in order to deliver services and infrastructure more efficiently. How comfortable would you be with more density in your community?



■ Somewhat comfortable ■ Not comfortable
■ Comfortable ■ Not sure

19. A detached accessory dwelling refers to a home that is built on a lot that already contains an existing home. Detached accessory dwellings include garage and garden suites. How comfortable would you be with more detached accessory dwellings in your community?



■ Comfortable ■ Somewhat
■ Not sure ■ Other
■ Not comfortable

20. Respondents were asked to imagine the future of Crowsnest Pass and complete the following sentence: **Crowsnest Pass in 2040 is a municipality where...**

181	comments anticipating a thriving economy, including a booming private sector and a rich variety of employment and entrepreneurial opportunities	<p>"adventure lives."</p> <p>" we've embraced economic growth while maintaining a small town feel and have utilized funds from industry to continue to grow our local programs."</p> <p>"the quality of infrastructure has significantly improved, and job portability enables more independent businesses to operate."</p> <p>"a balanced approach between successful tourism and resource economies has been achieved, increasing the diversity of opportunities and spurring growth and strength in the local economy."</p> <p>"the community vibe and culture enhance the geographical beauty."</p> <p>"you truly get a Rocky Mountain experience."</p>
175	comments imagining Crowsnest Pass enhancing its reputation as a destination for tourism and outdoor recreation	
102	comments hoping for an enhanced quality of life in Crowsnest Pass, including greater access to community services and improved infrastructure	
101	comments seeing a retention of the small-town atmosphere in Crowsnest Pass, along with an elevated community spirit and a place for working-age families to call home	
82	comments imaging improved sustainability, a healthier ecology and enhanced environmental stewardship in Crowsnest Pass	
78	comments projecting Crowsnest Pass as a place that people want to experience	
48	comments imaging a thriving arts and culture scene in the urban centers of Crowsnest Pass	
39	comments anticipating economic hardships in Crowsnest Pass and a shrinking tax base	
36	comments projecting Crowsnest Pass reducing its municipal taxes and becoming more affordable as a place to live and own a home	

APPENDIX 3 - VISUALIZING DENSITY

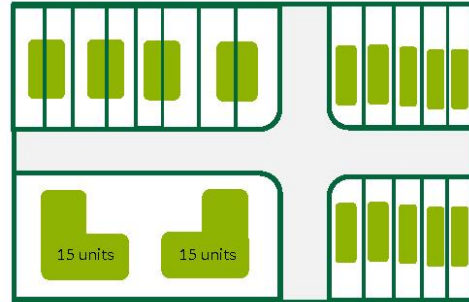
The Crowsnest Pass has established policy to achieve a density for new residential neighbourhoods of **12 dwelling units per net acre**.

A **dwelling unit** refers to a self-contained home for accommodation and could range from a single detached house to a unit in an apartment building. **Net acre** refers to land with an estimated 30 percent of the area removed for roads, municipal reserve, and utility easements.

These sketches illustrate a few examples of what 12 units per net acre could look like depending on the type of housing developed. The overhead plans show a general four-acre snapshot with 48 units in different configurations.

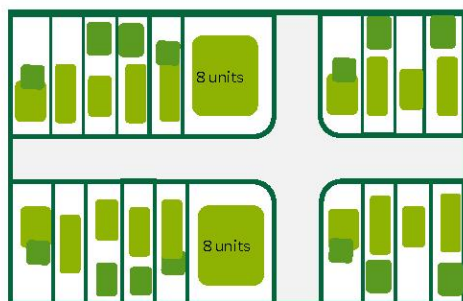
EXAMPLE 1

A mix of skinny single detached houses, larger duplexes and apartment buildings for seniors.



EXAMPLE 2

A mix of single-family homes that have secondary suites or accessory dwellings units and small-scale apartment buildings.



EXAMPLE 3

A mix of row houses and small (2 to 4 storey) apartment buildings.

