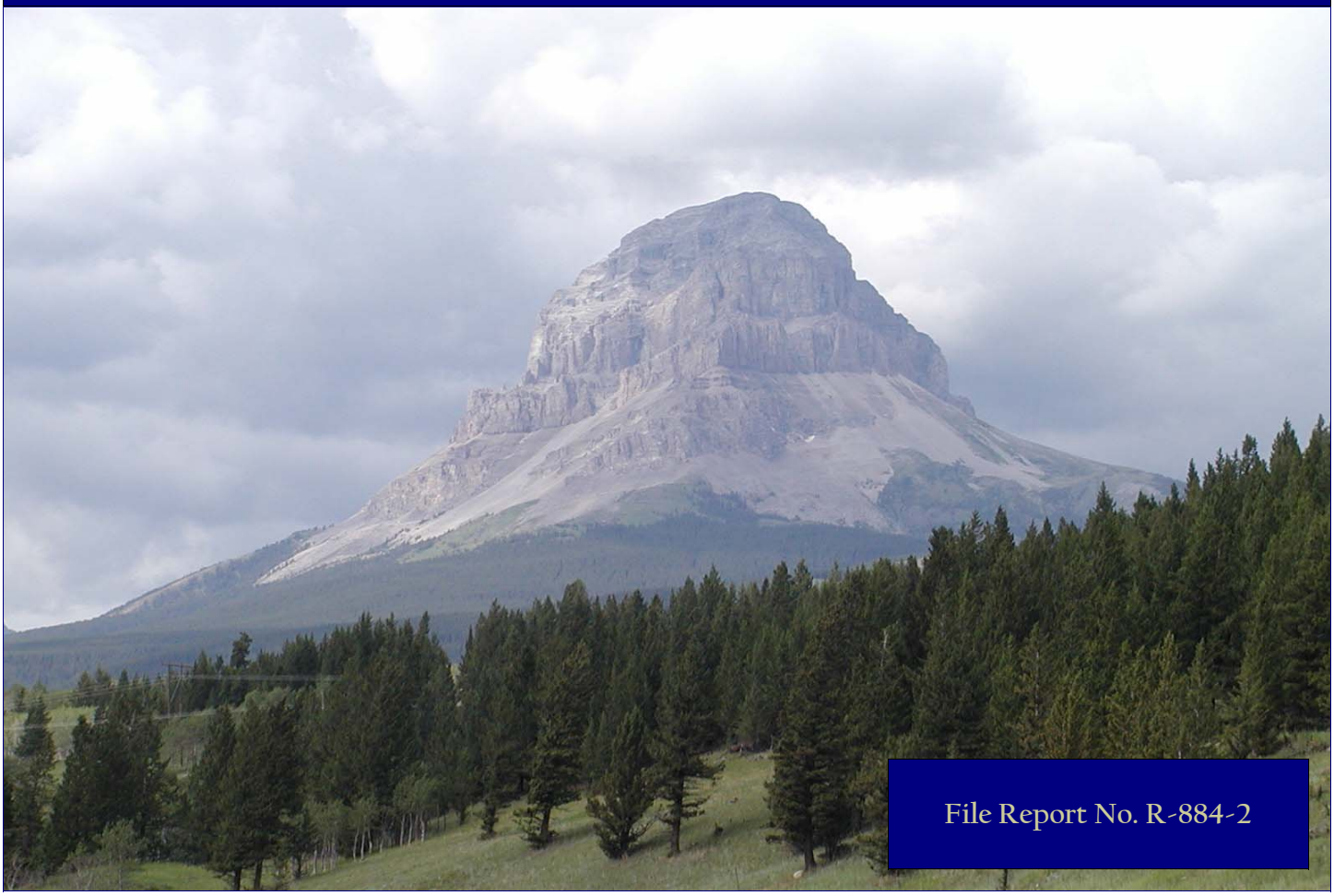
Highway 3 Improvements and the Municipality of Crowsnest Pass

A Land Use Analysis

Phase II: Evaluation & Mitigation

Prepared by
Oldman River Regional Services Commission
March 2005



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Executive Summary

This report represents the second phase of the socio-community planning exercise, which proposes to examine the broad social, economic and land use impacts associated with the eventual upgrading of Highway 3 within the Municipality of Crowsnest Pass from a community focus. The Municipality requested the study and it is intended to complement the Highway 3 Functional Planning Study currently being conducted by McElhanney Consulting Services Limited on behalf of Alberta Infrastructure and Transportation.

The project was intended to be a two-phase study; therefore the objective of the second phase is to complete a more detailed examination of the route options. Members of the Technical Review Committee for the Functional Planning Study evaluated the specific route alternatives, given all the relevant research gathered, and chose three route options for further study and consideration from a socio-community perspective. Identifying the major issues and suggesting mitigation actions for each route option may assist the Municipality of Crowsnest Pass to plan and prepare a broader community strategy, which anticipates the eventual highway upgrade.

From the detailed socio-community research and evaluation in Phase I, four distinct issues were associated with the three chosen route options:

- access and interchanges,
- existing development,
- environmental concerns, and
- historic resource impacts.

The report itself provides a series of steps by which the Municipality can both absorb impacts and derive benefits from the newly developed routes. The purpose of suggesting mitigation is to ensure that the community has several tools to begin future planning resulting from the choice of a preferred route. Different steps of the mitigation will depend on the various stages of highway development that will likely occur over time as a series of highway improvements occur. The responsibility for the mitigation lies in the hands of many organizations and individuals.

The project, regardless of the option chosen, will disrupt land use patterns, especially with respect to existing industrial and commercial uses. Residential use will also be impacted. Mitigation of the impacts will in part require cooperation between levels of government. However, a significant amount of investment will be necessary, whether investment is by the municipality in infrastructure or private investment in relocating and/or building businesses and structures. Uncertainty in a realigned transportation system may delay or cancel future entrepreneurial expenditures although some opportunities for phased investment may be available.

It should be understood that, from Alberta Infrastructure and Transportation's point of view, highway improvements are based on a number of criteria.

- warrants must be met such as traffic volumes levels,
- funding at any given time must be available, and
- the highway improvement must be a provincial priority in the highway construction program.

It has been suggested by Alberta Infrastructure and Transportation that the potential exists for a two-lane truck route passing Coleman to be phased in as part of the over all highway upgrade plan which the department believes may have benefits to the municipality. Considering the above, the Municipality should pursue a timetable that is both certain and completed not far into the future.

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Highway 3 Improvements and the Municipality of Crowsnest Pass

A Land Use Analysis: Phase II: Evaluation & Mitigation

Part 1: Introduction



PART 1: Introduction

This report represents the second phase of the socio-community planning exercise, which proposes to examine the broad social, economic and land use impacts associated with the eventual upgrading of Highway 3 within the Municipality of Crowsnest Pass from a community focus. The Municipality requested the study and it is intended to complement the Highway 3 Functional Planning Study currently being conducted by McElhanney Consulting Services Limited on behalf of Alberta Infrastructure and Transportation.

The project is intended to be a two-phase study, with the first phase involving a general analysis. The objective of Phase I was to examine the community's current social and economic situation and describe in a municipal planning context each of the proposed base alternatives. Further, for each of the four highway alignment options the objective was to evaluate the potential positive and negative land use impacts. Each route was ranked on the basis of identified potential impacts in order to begin to understand the influence each of the route alignments may have on the future of the community. Detailed results of the analysis are reported in Phase I (Highway 3 Improvements and the Municipality of Crowsnest Pass: A Land Use Analysis 2004: Oldman River Regional Services Commission).

It should be noted at this point that Alberta Infrastructure and Transportation, as part of the functional planning study, has contracted firms with expertise in environmental impacts, historic resources, water resources, wildlife, engineering, and safety considerations. The land use and social economic analysis found in this report does involve the above-noted areas of expertise, but only in so far as the community understands and applies the knowledge. A detailed analysis by the consultants of specific specialty areas has been considered and it is not our intention to imply a special expertise in these fields during the socio-economic analysis.

Members of the Technical Review Committee for the Functional Planning Study evaluated the four specific route alternatives, given all the relevant research gathered, and chose three route options for further study and consideration from a socio-community perspective. Therefore, the objective of the current phase is to complete a more detailed examination of the route options. This would include inventorying the major issues and suggesting mitigation actions for each route option. These actions may assist the Municipality of Crowsnest Pass to plan and prepare a broader community strategy, which anticipates the eventual highway upgrade.

INTRODUCTION TO PHASE I STUDY

The following is a brief summary of research and land use observations from Phase I of the project.

Relocating a highway, like any other major development, stimulates a whole series of land use changes, which in turn influences the local economy and social structure of a community. Some changes can include the consumption of developable land, the displacement of existing land uses, the fragmentation of existing parcels, and the elimination or creation of access points.

In a municipality like the Crowsnest Pass, where the terrain and the historic pattern of development has greatly limited the access to and options for land use, the introduction of a new

highway route is bound to have a tremendous impact. Historically, the Municipality of Crowsnest Pass represents the only concentration of population and development found in the far southern Eastern Slopes of the Rocky Mountains. Along with the benefits from development, the community has faced various social, economic and land use problems perhaps as a result of the Pass's strategic location and pattern of settlement. The Crowsnest Corridor represents the only major southern route through the Rockies that does not cross through a national park and therefore the Municipality finds itself in a unique position where local land use decisions are under their jurisdiction and outside the jurisdiction of the provincial and federal governments (ORRPC, 1973).

A preferred bypass route, from a community perspective, requires that positive impacts of a highway bypass would be taken advantage of, while avoiding the worst of the negative impacts. The following set of characteristics was developed, which describes what an ideal highway alignment would need to do to receive the support of the community of the Crowsnest Pass, and includes:

- provide the most access possible,
- provide access to other highways in the region,
- be considered safe from a community perspective,
- use the least amount of developable land,
- provide the opportunity to utilize existing infrastructure,
- address concerns with wildlife movement corridors,
- have regard to the aesthetic resources of the Crowsnest Corridor,
- not compromise the municipal water supply,
- minimize impacts to existing land uses, and
- be compatible with existing statutory planning documents developed by the Municipality.

Specific Planning Challenges Associated with Highway Improvements within the Crowsnest Pass

Historic land use issues and development problems along with changing economic circumstances over the past 40 years all represent certain challenges to planning improvements to Highway 3 within the Crowsnest Pass from a community focus. The following represents a number of specific challenges and issues that should be considered during the highway planning process.

- **Limited land base and topographical constraints:** The total amount of accessible, buildable land in the Crowsnest Pass, outside the Forest Reserve boundaries, is probably less than 78 km^2 (30 sq. miles). This limited land base places a greater importance on the highest and best use of the scarce, developable land (ORRPC, 1973). In addition, the Municipality is a mountain community with difficult topography, a narrow valley floor in areas, and an extensive watershed that must be considered.

- **Municipality's role as a transportation and utility corridor:** Not only must the built-up urban areas be accommodated, but also over the years the Municipality has become a key transportation and utility corridor across the mountains. Currently it contains a

railway, a highway, two natural gas pipelines and three major power transmission lines and if they were placed side by side, they would occupy a strip of land almost 300 metres wide (ORRPC, 1973).

- **Amalgamation:** The creation of the Municipality of Crowsnest Pass in 1979 attempted to unify and strengthen the existing communities within the corridor. The transition has not been an easy one. Pass residents have a strong attachment to their individual communities. As one community rather than seven municipalities, there has been a natural shifting of economic, residential and recreational uses which seems to have caused tension.

- **Changing demographics of the Pass:** The past several decades have seen many non-locals choosing to make the Crowsnest Pass their adopted home. In addition, a renewed interest in the environment and preservation of the mountain ecosystem has become evident.

- **Development of Coleman:** In the early 1970s, the outlook for Coleman was bright, with the Coleman Collieries expected to increase production and employ enough people to swell the population to nearly 1250. The location of the Collieries was a major consideration when the preferred route was gazetted in 1979 due to coal haul routes and the need to expand residential development. The immediate area surrounding the collieries was less desirable for development due to pollution and dust and therefore development was encouraged north of Coleman to avoid the problems.

- **The closure of the Coleman Collieries:** The closure of the Collieries in 1984 was a massive blow to the economy of the Crowsnest Pass. Many of the assumptions used to select a preferred highway route in the Coleman area in 1979 never anticipated that in the future the impacts associated with the Collieries would no longer be a consideration.

- **The reprocessing and reclamation of the coal slag piles south of Coleman:** A massive reprocessing and reclamation project was undertaken to clean up the slag piles left by decades of coal processing. The grassy hills south of West Coleman are the result of the clean up and have improved the aesthetic quality of the area which may be affected by highway location.

- **Location of new domestic municipal water wells:** Since the gazetting of the preferred route, municipal water wells were developed in 1993 in the vicinity of the proposed route. Concerns have been raised by the council and the community about the potential effects on the water supply and recharge areas of the Crowsnest River as a result of highway construction.

- **Previous realignments:** As part of the improvements to Highway 3 in the eastern portion of the Municipality, the urban centres of Blairmore, Bellevue and Hillcrest have experienced the removal of the highway from the main streets of the communities. Local residents have indicated that changes to the traffic pattern have been detrimental to the traditional economy of each community.

- **Characteristics of highway users:** With the closure of several major primary industry employers and the shift to a more tourist-based economy, the reason people travel Highway 3 has changed (i.e. recreation versus employment).

- **The purchase of land by conservation organizations:** The last decade has seen a rise in the importance of conserving wilderness area. National and international conservation groups have been purchasing land in an effort to secure key wildlife habitat. In most cases, the groups will place a conservation easement that freezes development for future generations. Currently, approximately 3.5 sections are either owned by conservation groups or have been sold after an easement has been placed on it within the entire Crowsnest Pass.

- **Highway right-of-way purchases by Alberta Infrastructure and Transportation.** Since gazetting the route in 1979, and the subsequent amendment in 1984, Alberta Infrastructure and Transportation has proceeded to purchase the necessary right-of- way when the opportunity presented itself. Although the acquisition of land is not a planning consideration, it does play a role in the overall planning of the highway.

PROCESS OF ADOPTING PREFERRED ROUTE

Community Planning Weighting

From a socio-community perspective, it was reasonable to establish a set of criteria for the purpose of evaluating proposed route alternatives from a community focus. Phase I developed a set of criteria for evaluation based on the following:

- previous research on highway relocations,
- the history of the Crowsnest Pass,
- the overview of the existing demographics and state of the local economy,
- the concerns identified by the community,
- the concerns identified by members of the municipal council, and
- the specific planning challenges identified for highway improvements within the Pass.

After the initial analysis of the three Base Alternatives it was concluded that both the North and the Central Alternatives were unsuitable from a community perspective. Both alternatives required the removal of significant existing urban development, including homes and businesses, which would not be outweighed by potential economic benefits that would be realized by either alignment. Therefore, the options to the South Base Alternative and the CPR Option were examined in more detail, as they were developed to provide alternatives that would attempt to lessen the social and economic impact while providing the greatest potential to capitalize on economic benefits.

Based on the broad research, two major issues emerged from the data. First, the economic and land use impacts of relocating Highway 3 near Coleman had an impact on portions of the Municipality outside the study area. The linear configuration of the Municipality, when added to the economic connectivity between the developed urban pockets, resulted in chain reaction type wave of impacts that would be felt throughout the Crowsnest Corridor. Alberta Infrastructure and Transportation was approached to expand the study area in Phase II to include the entire corridor when considering and suggesting mitigation strategies for the preferred route options.

Second, the research from Phase I indicated that none of the proposed routes were significantly more beneficial to the community. It was clear that each potential route option had both positive and negative impacts on the community in the long term and many trade-offs existed between developed land and environmental considerations.

Technical Review Committee Recommendations

From the four route options, the Technical Review Committee (TRC) weighed the positive and negative impacts of each route based on both the broad research conducted for the study area and community input. It was concluded by the TRC that the Municipality saw crossing through Blairmore wetlands as detrimental. Therefore, any route using that crossing, although able to be constructed and impacts mitigated would not be considered preferred. Members of the TRC agreed that further investigation and mitigation strategies be considered for the three remaining routes. The routes include the:

- South-South/East Option
- Central/South-South/East Option
- Central CPR Option

PHASE II REPORT FORMAT

Land use planning, which is linked to the economic and social framework of a community, attempts to anticipate, measure and mitigate potential impacts of a new use. This section will focus on land use planning and community impacts of each of the preferred highway routes, including a discussion of the common or unique issues related to each option along with suggested mitigation actions that may be of benefit to the community.

Alberta Infrastructure and Transportation intends to build a four-lane highway to National Highway Standards the entire length of Highway 3 at some time in the future. Ongoing concerns of an eventual highway bypass have prompted the commencement of this socio-community study in order to explore those concerns. Several specific barriers to route selection have been identified including:

- the topographical constraints of the Crowsnest Corridor,
- the limited developable land within the Municipality,
- impacts on the residents of the Pass,
- servicing issues adjacent to proposed routes,
- potential impact to groundwater recharge areas and the community water supply, and
- determine construction horizons for final highway improvements.

Specific Route Issues

From the detailed socio-community research and evaluation in Phase I, four distinct issues can be associated with the three chosen route options: access and interchanges, existing development, environmental concerns, and historic resource impacts. The following sections will explore the issues in regards to each route and suggest mitigation.

1. Access And Interchanges

From a community focus, access and interchange function and location are a high priority. If a community is bypassed, the community will seek the highest degree of access possible. Along the length of the Crowsnest Corridor there are seven proposed interchange locations along Highway 3, six located within the Municipality of Crowsnest Pass. Connectivity between urban areas within the Crowsnest Pass must remain to ensure ease of travel for local commuters.

2. Existing Development

The impacts to existing development along the various routes will differ as the community puts more emphasises on different types of development. The discussion will include the community value of different land uses.

3. Environmental Concerns

Environmental issues include watershed conservation, wildlife habitats, and noise and visual disruptions to the urban development. Again, this discussion will involve information from the Functional Planning Study and will only be used in the context that applies to the community and community perceptions.

4. Historical Resource Impacts

Historic resource concerns will be discussed in terms of community identity and designated historic impacts, etc. Again, consultants have done the detailed work and provided the information and this section of the report will only deal with the historic impacts from a community perspective.

Mitigation

The purpose of suggesting mitigation is to ensure that the community has several options or tools to begin to benefit from the choice of a preferred route. From a community perspective, if the community is of the opinion that they are losing an economic, environmental or historic advantage, then the goal is to provided options that either:

- offset the perceived loss,
- allow the community to increase the previous advantage, or
- remove the advantage but compensate the community in such way as they are satisfied that they are at least as prosperous economically, socially, and environmentally as prior to the bypass.

Two types of mitigation will be discussed in the following sections:

- **Specific Route Mitigation:** This discussion will include suggested mitigation actions specifically related to each of the proposed routes. It should be noted that, as the South/South-East route and the Central-South/South-East route are identical for nearly the entire eastern half of the proposed route, many of the proposed mitigation actions proposed would be similar.

- **Land Oriented Policies:** Regardless of the preferred route chosen, the Municipality would benefit from implementing long-term land-oriented planning policies that would anticipate and ease the transition of the bypass.

Implementation

The report itself provides a series of steps by which the Municipality can both absorb impacts and derive benefits from the newly developed routes. Different steps of the mitigation will depend on the various stages of highway development that will likely occur over time as a series of highway improvements occur.

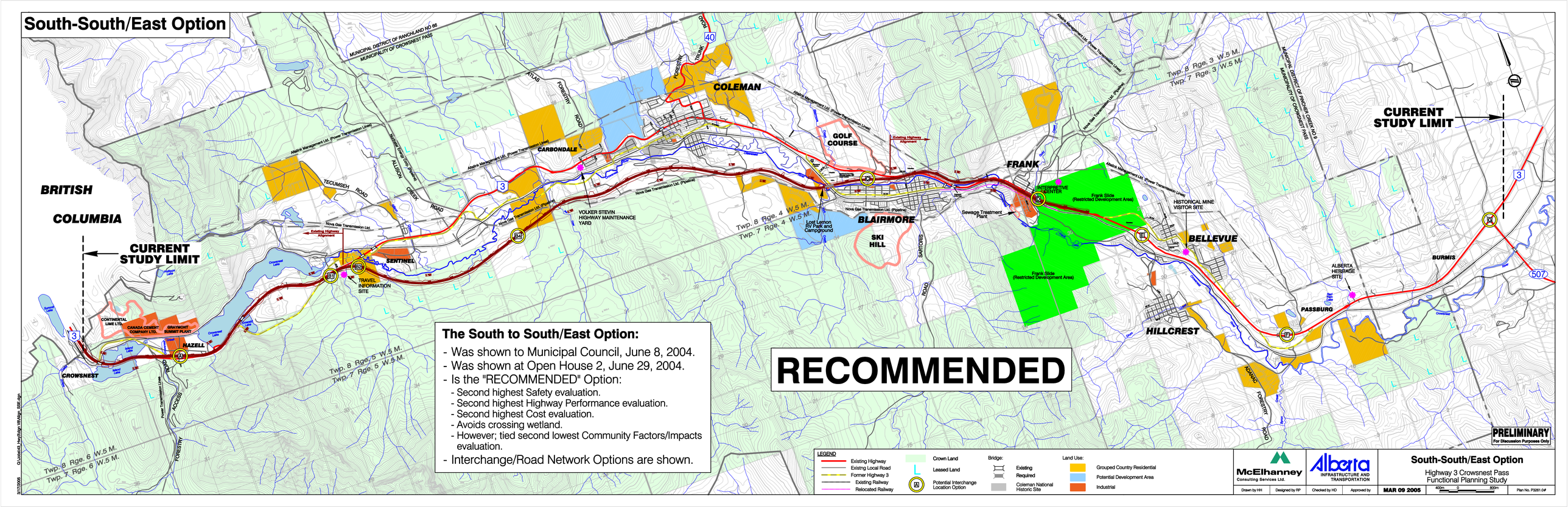
The responsibility for the mitigation lies in the hands of many organizations and individuals. Mitigating direct impacts associated with the highway and highway right-of-way would be the responsibility of Alberta Infrastructure and Transportation. The mitigation of indirect impacts would be the responsibility of both the Municipality of Crowsnest Pass and other private or government agencies. Finally, private individuals and landowners will be responsible for those mitigation actions that require investment.

Highway 3 Improvements and the Municipality of Crowsnest Pass

A Land Use Analysis:
Phase II: Evaluation & Mitigation

Part 2: South / South-East Option




South-South/East Option
BRITISH COLUMBIA
CURRENT STUDY LIMIT
CROWSNEST
HAZELL
CONTINENTAL LIME LTD.
CANADA CEMENT COMPANY LTD.
GRAYMONT SUMMIT PLANT
SENTINEL
TRAVEL INFORMATION SITE
CARBONDALE
COLEMAN
GOLF COURSE
VOLKER STEVIN HIGHWAY MAINTENANCE YARD
BLAIRMORE
SKI HILL
Lost Lennon RV Park and Campground
FRANK
INTERPRETIVE CENTRE
Frank Slide (Restricted Development Area)
Sewage Treatment Plant
HISTORICAL MINE VISITOR SITE
BELLEVUE
HILLCREST
ALBERTA HERITAGE SITE
PASSBURG
BURMIS
CURRENT STUDY LIMIT
MUNICIPAL DISTRICT OF RANCHLAND NO 66
MUNICIPALITY OF CROWSNEST PASS
MUNICIPAL DISTRICT OF PINCHER CREEK NO 9
TECUMSEH ROAD
ALLISON CREEK ROAD
ATLAS FORESTRY ROAD
FORESTRY TRUNK ROAD
SANTORINI ROAD
ADANAC FORESTRY ROAD
ACCESS ROAD
Twp. 8 Rge. 4 W.5 M.
Twp. 7 Rge. 4 W.5 M.
Twp. 8 Rge. 3 W.5 M.
Twp. 7 Rge. 3 W.5 M.
Twp. 8 Rge. 5 W.5 M.
Twp. 7 Rge. 5 W.5 M.
Twp. 8 Rge. 6 W.5 M.
Twp. 7 Rge. 6 W.5 M.
Alberta Management Ltd. (Power Transmission Lines)
Nova Gas Transmission Ltd. (Pipeline)
Existing Highway Alignment
Power Transmission Lines
Crowsnest Lake
Island Lake
Lynx Creek
Gold Creek
Oldman River
Racehorse Creek
Chinook Creek
Burmis Creek
Gold Creek
Crowsnest River
Oldman River
3
22
40
507
RECOMMENDED
The South to South/East Option:
- Was shown to Municipal Council, June 8, 2004.
- Was shown at Open House 2, June 29, 2004.
- Is the "RECOMMENDED" Option:
  - Second highest Safety evaluation.
  - Second highest Highway Performance evaluation.
  - Second highest Cost evaluation.
  - Avoids crossing wetland.
  - However; tied second lowest Community Factors/Impacts evaluation.
- Interchange/Road Network Options are shown.
PRELIMINARY
For Discussion Purposes Only
LEGEND
Existing Highway
Existing Local Road
Former Highway 3
Existing Railway
Relocated Railway
Crown Land
Leased Land
Potential Interchange Location Option
Bridge:
Existing
Required
Coleman National Historic Site
Land Use:
Grouped Country Residential
Potential Development Area
Industrial
McElhanney Consulting Services Ltd.
Alberta INFRASTRUCTURE AND TRANSPORTATION
South-South/East Option
Highway 3 Crowsnest Pass
Functional Planning Study
Drawn by HH
Designed by RP
Checked by HD
Approved by
MAR 09 2005
400m 0 800m
Plan No. P3261.04
O:\Jobs\43_Hwy3\Sgn_WrkSgn_SSE.dgn
3/17/2005

PART 2: South-South/East Option

The South-South/East Option follows the South Base Route from Sentinel travelling east (see Map 1). It is similar to the 3X Route gazetted in 1979 and passes through the area on the southerly side of the valley floor. Travelling east the route proposes to leave the existing highway alignment west of Sentinel, staying south of the Crowsnest River following a path close to the base of the mountains. It swings to follow the South-East alignment, which avoids crossing the Blairmore wetlands by crossing the Crowsnest River further east in west Blairmore.

Although the South-South/East Option succeeds in routing the highway away from the wetland area, the new alignment not only impacts Coleman; it now significantly impacts Blairmore. This route option represents a trade-off between the wetlands and prime land within the community.

1. Access And Interchanges

An interchange may be located at each urban centre in Passburg, Hillcrest/Bellevue, Frank and Blairmore. There is no direct access to Coleman proposed for this option and it is proposed that the Blairmore interchange act as the east access and an interchange would be located either near Allison Creek Road or at the Travel Information Centre.

Identified Issues:

The following have been identified as the main issues of the route options that require mitigation to lessen the negative impacts to the community.

Interchange A: Hazell (SE¼ 7-8-5 W5)

- Provides access west of Crowsnest Lake.
- Little to no potential to develop commercial or industrial uses in this location – lack of servicing and suitable land.

Interchange B1: Sentinel (W½ 10-8-5 W5)

- Access point is west of Sentinel industrial area.
- Access would be maintained to the area near the current level.
- Retains Travel Information Centre.

Interchange B2: Sentinel (SE¼ 9-8-5 W5)

- Access point is west of Sentinel industrial area.
- Access would be maintained to the area near the current level.
- Retains Travel Information Centre.

Interchange B4: Allison Creek (NE¼ 1-8-5 W5)

- Access interchange located south of current Highway alignment.
- Interchange proposed for land owned by the Nature Conservancy of Canada – limited potential to develop nodes on conservation land.
- Does not provide "visual" access as sightlines of Coleman, Carbondale and Willow Drive are located farther east down the valley.
- Potential exists to remove and relocate Travel Information Centre.

Interchange C: Blairmore (approximately 119 Street)

- Eventually, access to Blairmore will be limited to the centre access point.
- Access across slag pile property will increase direct access into downtown Blairmore.
- Golf course access still available.
- Potential to locate highway commercial type development in remainder of slag pile property.

Interchange D: Frank (SE¼ 16-7-3 W5)

- Provides little opportunity to develop additional commercial use in the vicinity of the interchange.
- Highway upgrade requires the removal of industrial lots within the Frank Industrial Park and necessitates the replacement of the industrial land somewhere else in the community.

Interchange E: Hillcrest/Bellevue (SW¼ 29-7-3 W5)

- Provides opportunity to develop commercial use in the vicinity of the interchange.
- Flat land, possibility of extending services.
- Privately-owned land and landowners have to be motivated to develop.

Interchange F: Passburg (SE¼ 16-7-3 W5)

- Provides opportunity to develop commercial / industrial land use in the vicinity of the interchange.
- Future potential for additional residential development in immediate vicinity.
- Flat land, possibility of extending services.
- Privately owned land and landowners have to be motivated to develop.

General Comments:

The location of the proposed interchanges west of Blairmore makes developing and servicing them expensive and in some cases impossible. The potential to relocate economic activity to these areas is minimal as there is little available developable land adjacent to the two proposed interchanges to promote commercial nodes. Development would require services to cross the river, the CPR, and possibility the NOVA pipeline. In addition, an upgrade to the current sewer system would be required to handle additional development west of Coleman.

The lack of a direct access to Coleman will be detrimental to its current commercial development and future potential to attract development. The lack of direct access may not influence future residential development and in the future, it may continue to be the dominant land use.

Proposed Mitigation Actions:

1. Determine the feasibility of developing commercial nodes in Passburg, Hillcrest/Bellevue, and Blairmore, which would include carrying out a more detailed study of available land and servicing capacity in the eastern portions of the Municipality.

2. Determine areas of land for uses requiring high visibility:
    - Passburg
    - Bellevue/Hillcrest
    - Frank

3. Determine suitable areas of land within the Crowsnest Corridor to compensate for the loss of industrial zoned land in Frank.

4. Ensure adequate signage is made available to clearly mark the accesses to each urban node, especially Blairmore, that will eventually be limited to the centre access point, and Coleman, which will not have direct access.

5. Establish the amount of land remaining within the Riverside Estates Area Structure Plan area after the highway right-of-way is known and determine the servicing and access requirements to convert excess land to a higher land use such as highway commercial, retail or residential.

6. Consider locating proposed Interchange B4 (NE¼ 1-8-5 W5) ¼ mile to the east. The Nature Conservancy of Canada currently owns the land, which was purchased with the intent to protect wildlife movement corridors and habitat.

7. Coleman needs to continue its role as both a commercial and residential centre within the Crowsnest Pass. The benefits of developing an interchange at this location are that it:
    - provides direct access to Coleman from the chosen preferred route,
    - capitalizes on the ability to service land,
    - provides equal access to the highway bypass to the local residents,
    - provides a highly-visible, easily-serviced replacement commercial area.

    However, a discussion with Alberta Infrastructure and Transportation has recognized that at this time is not feasible due to engineering constraints.

8. Ensure that the Travel Information Centre continues to benefit from high visibility and a location that is beneficial to visitors to the province and the Pass if the B4 interchange is chosen.

2. IMPACT ON EXISTING DEVELOPMENT

Identified Issues:

The South-South/East alignment option spans from the British Columbia border east to the junction of Highway 507 and Highway 3, which is beyond the municipal boundary of the Municipality of Crowsnest Pass. The issues relating to impacts on existing development will be discussed as they occur from the west to the east within the corridor.

BC Border to Sentinel:

- The travel information centre will not be required to be removed but adequate access will be required as the site represents the first travel information centre along Highway 3 in Alberta from BC.
- Route alignment travels through land zoned as country residential. The desirability and marketability of residential development at this location may be negatively impacted by the nearness of the highway.
- Impact to emergency well.

Sentinel to SW¼ 7-8-5 W5

- Very little existing development is located within this area that would be impacted from a community focus.

SW¼ 7-8-5 W5 to NE¼ 4-8-4 W5

- This section of the alignment is closest to the urban development of Carbondale, West Coleman, Willow Drive and Bush Town.
- Issues related to the route include lights, noise, vibration, and odours.

NE¼ 4-8-4 W5 to the Lost Lemon Campground

- Impacts to existing conventional residential and country residential development in Blairmore, York Creek Estates and Big Stone Acres.
- Removal of Lost Lemon Campground.

Lost Lemon Campground to Frank

- Route option is located in close proximity to the hospital resulting in potential noise, vibration, lights and odours.
- Business property impacts in Blairmore including to the IGA.
- Route option violates a statutory plan. The Riverside Estates Area Structure Plan outlines a framework for the future subdivision and development of land located at the site of the old Blairmore slag piles.

Frank to Passburg

- Highway will be wider and speeds will be faster. Issues related to the highway improvement include lights, noise, vibration, and odours.

Proposed Mitigation Actions:

1. Determine the appropriate location and required signage for the Travel Information Centre as it represents the first travel centre along Highway 3 in Alberta from BC and the first opportunity to promote the Crowsnest Pass.

2. Route alignment travels through land zoned as country residential (SW¼ 10-8-5 W5). The desirability and marketability of residential development at this location may be negatively impacted by the nearness of the highway. Mitigation measures could include appropriate vegetation screening to reduce the issues related to highway use.

3. Steps should be taken to ensure that during construction and upon completion of the highway bypass that the emergency well continues to function. Water monitoring may be installed to ensure:
    - water quality,
    - water quantity,
    - run-off from the highway is not affecting the well.

4. The areas adjacent to the route located between SW¼ 7-8-5 W5 to NE¼ 4-8-4 W5 will need to address the issues of lights, noise, vibration, and odours as a result of the alignment. Once the preferred route is announced, affected landowners should be encouraged to make use of existing vegetation (i.e. trees and shrubs) and augment them to create a buffer from the eventual alignment in anticipation of the upgrade.

5. The direct impacts of a 110 km/hour four-lane freeway in close proximity to existing country residential development in both York Creek Estates and Big Stone Acres cannot be mitigated.

6. The concept of a private campground located within the built-up urban area is positive from a community perspective. In the future, the municipal planning commission or appropriate development authority should encourage and consider the development of a similar use elsewhere within the Crowsnest Pass, even in areas not currently zoned for development.

7. The hospital, while not directly adjacent to the route, is located near enough that steps should be taken to address the potential issues of lights, noise, vibration, and odours as a result of the alignment. A program should be developed to make use of existing vegetation (i.e. trees and shrubs) and augment them to create a buffer from the eventual alignment in anticipation of the upgrade, which should mitigate some of the light, noise and odour issues.

8. The use of the area adjacent to the IGA splits an area where contiguous commercial development could occur. Steps to mitigate the situation could include:
    - amending the municipal land use bylaw to increase commercial densities on existing parcels;
    - create an equally attractive prime commercial area, perhaps near a new interchange location in Coleman.

9. The route option violates a statutory plan, the Riverside Estates Area Structure Plan. Council will be required to amend or rescind the bylaw that adopted the plan. A new or amended plan should consider the following:
    - the highway right-of-way uses approximately 5.38 ha (13.3 acres) of the total 20.6 ha (50.9 acres);
    - approximately 15.2 ha (37.6 acres) remain to develop in the future;
    - access at this point is excellent and servicing of the property could be accomplished with some effort;
    - Alberta Infrastructure and Transportation should be engaged early in the process to ensure future development plans, setbacks, etc. are compatible with the function of the interchange.

10. The upgraded highway between Frank and Passburg is in its final alignment but not at its final width and speed. Residents of the eastern portion of the Municipality will be required to adjust to the impacts that accompany higher speeds and naturally-occurring traffic volumes including lights, noise, vibration, and odours. Care should be taken to consider the aforementioned negative impacts when the Municipality is approving development and steps should be taken to direct more tolerant uses (i.e. commercial) to areas of impact.

3. Environmental Concerns

Identified Issues:

The South/South-East route follows the south side of the valley floor and affects several undeveloped parcels of land and lands within the Forest Reserve along the western half of the alignment. The route avoids the Blairmore Wetlands. This effort to avoid the wetlands is a result of the community's obvious lack of support of a crossing that affects an area with high community environmental importance. As stated in the introduction, the following represents a series of issues in regards to a community perception of environmental concerns, not a technical perspective:

- Wildlife in the western portion of the route would have two major barriers to cross rather than one.
- The route travels in close proximity to the Crowsnest River ESA (SE¼ 10-8-5-W5, N½ 2-8-5-W5) .
- Route travels through areas identified as critical wildlife areas for elk, moose, deer and cougars.
- Proposed route and interchange is located on land owned by Nature Conservancy (NW¼ 1-8-5-W5).
- Proposed route crosses land owned by Rocky Mountain Elk Foundation (portion of SE¼ 10-8-5-W5).
- Crowsnest River has one additional crossing.
- Crosses Star Creek and several smaller creeks.

Proposed Mitigation Actions:

1. In conjunction with the preparation of final construction plans for the highway upgrade, the Municipality should be involved in decision making processes to ensure that all available actions and measures at the time be utilized to:
    - protect wildlife corridors,
    - conserve identified environmentally sensitive areas,
    - conserve and maintain adequate wildlife habitat,
    - ensure water quality and watershed conservation,
    - protect aquatic ecosystems, etc.,
    - municipal representatives should participate and engage community stakeholders groups to monitor mitigation strategies.

2. Determine the extent of the lands owned by the Nature Conservancy of Canada and the Rocky Mountain Elk Foundation. It is understood that motivation for land purchases and acquisition can be linked to conservation and protection of environmentally sensitive land. Therefore an inventory of priority conservation land should be created.

3. Discussion should commence shortly after the announcement of a preferred route between government departments, the Municipality, conservation groups and the landowners of various uses in order to engage all stakeholders in protecting the community's perception of the environment.

4. It is necessary to protect lands and ecosystems which represent the idea of the type of environment the residents of the Crowsnest Pass wish to reside in. It should be determined what the general broad-based community perceptions are and how to best achieve the:
    - protection of the groundwater and the watershed from negative uses (monitoring wells);
    - protection of the undisturbed natural landscape (reclamation);
    - protection of the natural forest regime (reforestation plans);
    - promotion of conservation efforts to protect endangered wildlife habitat (land swaps with conservation groups); and
    - minimization of conflicts between human activities, including the highway, and wildlife.

4. HISTORICAL RESOURCE IMPACTS

Identified Issues:

Mapping provided by the technical environmental consultants indicates the route passes through various areas of historic importance rated HRV1, HRV2, HRV3, HRV4 and HRV5. In addition, the preliminary interchange proposed for Blairmore is located in an area identified as of high historic value (HRV1 & HRV2). These issues are not technical in nature but are based on community values and understanding of the information provided.

Proposed Mitigation Actions:

1. The Municipality needs to be involved in the process of evaluating historic sites and stakeholders should be engaged to ensure that sites that are important and a benefit from a community perspective are preserved.

2. Current historic sites, museums, and points of interest will require additional signage along the eventual upgraded Highway 3 as the accesses will be limited. The municipal representatives should be engaged and included in the preparation of a signage program.

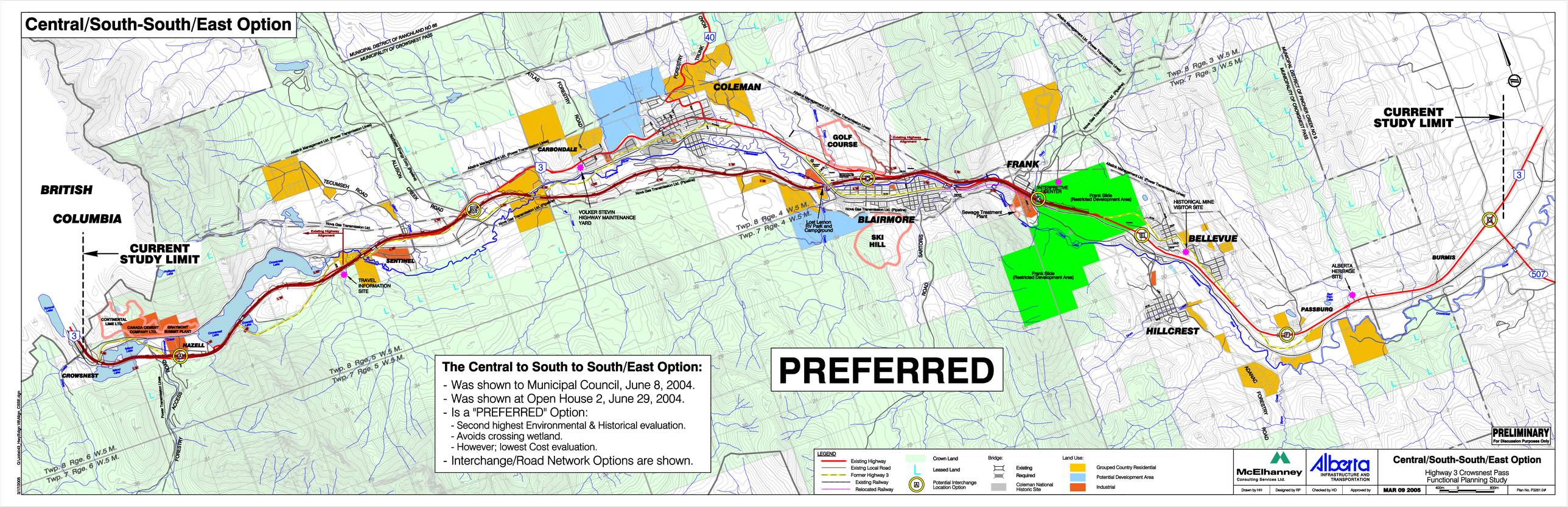
3. If at any time a historic resource may be required to be disturbed or removed, the Municipality should be included in the decision regarding the resource. The Municipality should determine if resources should be allocated to preserve it in its present location or if it would be in the Municipality's best interest to use the potential resource to bolster existing historic sites.

Highway 3 Improvements and the Municipality of Crowsnest Pass

A Land Use Analysis:
Phase II: Evaluation & Mitigation

Part 3: Central/South-South-East Option




Central/South-South/East Option
BRITISH COLUMBIA
CURRENT STUDY LIMIT
CROWSNEST
HAZELL
CONTINENTAL LIME LTD.
CANADA CEMENT COMPANY LTD.
GRAYMONT SUMMIT PLANT
TRAVEL INFORMATION SITE
SENTINEL
TECUMSEH ROAD
ALLISON CREEK ROAD
CARBONDALE
ATLAS FORESTRY ROAD
FORESTRY TRUNK ROAD 40
COLEMAN
VOLKER STEVIN HIGHWAY MAINTENANCE YARD
GOLF COURSE
Lost Lemon RV Park and Campground
BLAIRMORE
SKI HILL
SAWTOOTH ROAD
FRANK
INTERPRETIVE CENTRE
Frank Slide (Restricted Development Area)
Sewage Treatment Plant
HISTORICAL MINE VISITOR SITE
BELLEVUE
HILLCREST
ALBERTA HERITAGE SITE
PASSBURG
BURMIS
CURRENT STUDY LIMIT
MUNICIPAL DISTRICT OF RANCHLAND NO 66
MUNICIPALITY OF CROWSNEST PASS
MUNICIPAL DISTRICT OF PINCHER CREEK NO 9
Twp. 8 Rge. 6 W.5 M.
Twp. 7 Rge. 6 W.5 M.
Twp. 8 Rge. 5 W.5 M.
Twp. 7 Rge. 5 W.5 M.
Twp. 8 Rge. 4 W.5 M.
Twp. 7 Rge. 4 W.5 M.
Twp. 8 Rge. 3 W.5 M.
Twp. 7 Rge. 3 W.5 M.
Alberta Management Ltd. (Power Transmission Lines)
Nova Gas Transmission Ltd. (Pipeline)
Existing Highway Alignment
Power Transmission Lines
ACCESS ROAD
ADAMS FORESTRY ROAD
PRELIMINARY
For Discussion Purposes Only
PREFERRED
The Central to South to South/East Option:
- Was shown to Municipal Council, June 8, 2004.
- Was shown at Open House 2, June 29, 2004.
- Is a "PREFERRED" Option:
  - Second highest Environmental & Historical evaluation.
  - Avoids crossing wetland.
  - However; lowest Cost evaluation.
- Interchange/Road Network Options are shown.
LEGEND
Existing Highway
Existing Local Road
Former Highway 3
Existing Railway
Relocated Railway
Crown Land
Leased Land
Potential Interchange Location Option
Bridge:
Existing
Required
Coleman National Historic Site
Land Use:
Grouped Country Residential
Potential Development Area
Industrial
McElhanney Consulting Services Ltd.
Alberta INFRASTRUCTURE AND TRANSPORTATION
Central/South-South/East Option
Highway 3 Crowsnest Pass
Functional Planning Study
Drawn by HH
Designed by RP
Checked by HD
Approved by
MAR 09 2005
400m 0 800m
Plan No. P3261.0#
O:\Jobs\43_Hwy3\dgn_WIP\dgn_C5SE.dgn
3/17/2005

PART 3: Central/South-South/East Option

The Central/South-South/East Option is an attempt to avoid negatively impacting factors along the valley floor. The western portion, to a point west of Carbondale, follows the existing highway alignment and poses less of an impact as the area is already developed and disturbed.

The portion of the proposed route east of Carbondale has many of the same negative and positive impacts that were identified for the South/South-East route previously including the access and interchanges issues, impact to existing development, community environmental concerns and historic resource impacts.

1. Access and Interchanges

Identified Issues:

An interchange is planned to be located at each urban centre in Passburg, Hillcrest/Bellevue, Frank and Blairmore. There is no direct access to Coleman proposed for this option and it is proposed that the Blairmore interchange act as the east access and an interchange would be located either near Allison Creek Road near the current alignment or at the Travel Information Centre.

Interchange A: Hazell (SE¼ 7-8-5 W5)

- Provides access west of Crowsnest Lake.
- Little to no potential to develop commercial or industrial uses in this location – lack of servicing and suitable land.

Interchange B3: Allison Creek (Straddles line between W½ 12-8-5 W5 and the E½ 11-8-5 W5)

- Access interchange located adjacent to current Highway alignment.
- Interchange proposed in close proximity to a Level 3 Sour Gas pipeline requiring a 500 m setback from all development – limited potential to develop nodes of commercial uses in this area.
- Does not provide "visual" access, as sightlines of Coleman, Carbondale and Willow Drive are located farther east down the valley.
- Poor access from the Sentinel industrial area as traffic will need to use the B3 interchange for access.

Interchange C: Blairmore (approximately 119 Street)

- Eventually, access to Blairmore will be limited to the centre access point.
- Access across slag pile property will increase direct access into downtown Blairmore.
- Golf course access still available.
- Potential to locate highway commercial type development in remainder of slag pile property.

Interchange D: Frank (SE¼ 16-7-3 W5)

- Provides little opportunity to develop additional commercial use in the vicinity of the interchange.
- Highway upgrade requires the removal of industrial lots within the Frank Industrial Park and necessitates the replacement of the industrial land somewhere else in the community.

Interchange E: Hillcrest/Bellevue (SW¼ 29-7-3 W5)

- Provides opportunity to develop commercial use in the vicinity of the interchange.
- Flat land, possibility of extending services.
- Privately-owned land and landowners have to be motivated to develop.

Interchange F: Passburg (SE¼ 16-7-3 W5)

- Provides opportunity to develop commercial/industrial land use in the vicinity of the interchange.
- Future potential for additional residential development in immediate vicinity.
- Flat land, possibility of extending services.
- Privately-owned land and landowners have to be motivated to develop.

General Comments:

The location of the proposed interchanges west of Blairmore makes developing and servicing them expensive and in some cases impossible. The potential to relocate economic activity to these areas is minimal as there is little available developable land adjacent to the two proposed interchanges to promote commercial nodes. Development would require services to cross the river, the CPR, and possibility the NOVA pipeline. In addition, an upgrade to the current sewer system would be required to handle additional development west of Coleman.

The lack of a direct access to Coleman will be detrimental to its current commercial development and future potential of the urban area to attract development. The lack of direct access may not influence future residential development and in the future, it may continue to be the dominant land use.

The lack of an access near the Sentinel Industrial Park is detrimental as it limits the potential for industrial development within this area.

Proposed Mitigation Actions:

1. Determine the feasibility of developing commercial nodes in Passburg, Hillcrest/Bellevue, and Blairmore, which would include carrying out a more detailed study of available land and servicing capacity in the eastern portions of the Municipality.

2. Determine areas of land for uses requiring high visibility:
    - Passburg
    - Bellevue/Hillcrest
    - Frank

3. Determine suitable areas of land within the Crowsnest Corridor to compensate for the loss of industrial zoned land in Frank (i.e. Bellevue, Passburg or a serviced Sentinel).

4. Ensure adequate signage is made available to clearly mark the accesses to each urban node, especially Blairmore that will eventually be limited to the centre access point and Coleman, which will not have direct access.

5. Establish the amount of land remaining within the Riverside Estates Area Structure Plan area after the highway right-of-way is known and determine the servicing and access requirements to convert excess land to a higher land use such as highway commercial, retail or residential.

6. Reconsider location of proposed Allison Creek interchange (NE¼ 1-8-5 W5). The proximity of a Level 3 Sour Gas pipeline restricts the ability and attractiveness of the area to support new uses.

7. Coleman needs to continue its role as both a commercial and residential centre within the Crowsnest Pass. The benefits of developing an interchange at this location are that it:
    - provides direct access to Coleman from the chosen preferred route,
    - capitalizes on the ability to service land,
    - provides equal access to the highway bypass to the local residents,
    - provides a highly-visible, easily-serviced replacement commercial area.

    However, discussions with Alberta Infrastructure and Transportation have recognized that at this time is not feasible due to engineering constraints.

8. Ensure that the removal or relocation of the Travel Information Centre continues to benefit from high visibility and a location that is beneficial to visitors to the province and the Pass.

2. IMPACT ON EXISTING DEVELOPMENT

Identified Issues:

The Central/South-South/East alignment option spans from the British Columbia border east to the junction of Highway 507 and Highway 3, which is beyond the municipal boundary of the Municipality of Crowsnest Pass. The issues relating to impacts on existing development will be discussed as they occur from the west to the east within the corridor.

BC Border to Sentinel:

- Potential exists to relocate travel information centre. Consideration will need to be given to an appropriate location as it represents the first travel centre along Highway 3 in Alberta from BC.
- Route alignment travels through land zoned as country residential. The desirability and marketability of residential development at this location may be negatively impacted by the nearness of the highway.

- Impact to emergency well.
- Route alignment follows current Highway 3 alignment quite closely, limiting the impact to existing development.

W½ 12-8-5 W5 to NE¼ 4-8-4 W5

- This section of the alignment is closest to the urban development of Carbondale, West Coleman, Willow Drive and Bush Town.
- Route alignment is in close proximity to country residential development zoned in the SE¼ 12-8-5 W5 and the NE¼ 1-8-5 W5.
- Issues related to the route include lights, noise, vibration, and odours.

NE¼ 4-8-4 W5 to the Lost Lemon Campground

- Impacts to existing conventional residential and country residential development in Blairmore, York Creek Estates and Big Stone Acres.
- Removal of Lost Lemon Campground.

Lost Lemon Campground to Frank

- Route option is located in close proximity to the hospital resulting in increased potential noise, vibration, lights and odours.
- Business property impacts in Blairmore including to the IGA.
- Route option violates a statutory plan. The Riverside Estates Area Structure Plan outlines a framework for the future subdivision and development of land located at the site of the old Blairmore slag piles.

Frank to Passburg

- Highway will be wider and speeds will be faster. Issues related to the highway improvement include lights, noise, vibration, and odours.

Proposed Mitigation Actions:

1. Determine the appropriate location and required signage for the Travel Information Centre as it represents the first travel centre along Highway 3 in Alberta from BC.

2. Route alignment travels through land zoned as country residential (SW¼ 12-8-5 W5). The desirability and marketability of residential development at this location may be negatively impacted by the nearness of the highway. Mitigation measures could include appropriate vegetation screening to reduce the issues related to highway use.

3. Steps should be taken to ensure that during construction and upon completion of the highway bypass that the emergency well continues to function. Water monitoring may be installed to ensure:
    - water quality,
    - water quantity,
    - run-off from the highway is not affecting the well.

4. The areas adjacent to the route located between SW¼ 7-8-5 W5 to NE¼ 4-8-4 W5 will need to address the issues of lights, noise, vibration, and odours as a result of the alignment. Once the preferred route is announced, affected landowners should be encouraged to make use of existing vegetation (i.e. trees and shrubs) and augment them to create a buffer from the eventual alignment in anticipation of the upgrade.

5. The direct impacts of a 110 km/hour four-lane freeway in close proximity to existing country residential development in both York Creek Estates and Big Stone Acres cannot be mitigated.

6. The concept of a private campground located within the built-up urban area is positive from a community perspective. In the future, the municipal planning commission or appropriate development authority should encourage and consider the development of a similar use elsewhere within the Crowsnest Pass, even in areas not currently zoned for development.

7. The hospital, while not directly adjacent to the route, is located near enough that steps need to be taken to address the issues of lights, noise, vibration, and odours as a result of the alignment. A program should be developed to make use of existing vegetation (i.e. trees and shrubs) and augment them to create a buffer from the eventual alignment in anticipation of the upgrade which should mitigate some of the light, noise and odour issues.

8. The use of the area adjacent to the IGA splits an area where contiguous commercial development could occur. Steps to mitigate the situation could include:
    - amending the municipal land use bylaw to increase commercial densities on existing parcels;
    - create an equally attractive prime commercial area, perhaps near a new interchange location in Coleman.

9. The route option violates a statutory plan, the Riverside Estates Area Structure Plan. Council will be required to amend or rescind the bylaw that adopted the plan. A new or amended plan should consider the following:
    - the highway right-of-way uses approximately 5.38 ha (13.3 acres) of the total 20.6 ha (50.9 acres);
    - approximately 15.2 ha (37.6 acres) remain to develop in the future;
    - access at this point is excellent and servicing of the property could be accomplished with some effort;
    - Alberta Infrastructure and Transportation should be engaged early in the process to ensure future development plans, setbacks, etc. are compatible with the function of the interchange.

10. The upgraded highway between Frank and Passburg is in its final alignment but not at its final width and speed and Alberta Infrastructure and Transportation upgrades highways in response to traffic growth. Residents of the eastern portion of the Municipality will be required to adjust to the impacts that accompany higher speeds and traffic volumes. Care should be taken to consider the aforementioned negative impacts when the Municipality is approving development and steps should be taken to direct more tolerant uses (i.e. commercial) to areas of impact.

3. ENVIRONMENTAL CONCERNS

Identified Issues:

The Central/South-South/East Option route closely follows the current Highway 3 alignment from Hazell to approximately the Allison Creek Road and therefore disruption of additional natural landscape is minimized. As the route travels east, it swings to the south to bypass Coleman and is aligned to avoid the Blairmore Wetlands. This effort to avoid the wetlands is a result of the community's obvious lack of support of a crossing that affects an area with high community environmental importance. As stated in the introduction, the following represents a series of issues in regards to a community perception of environmental concerns, not a technical perspective:

- Route travels through areas identified as critical wildlife areas for elk, moose, deer and cougars.
- Crowsnest River has two additional crossings.
- Crosses York Creek and Star Creek.
- Increases the number of watersheds currently exposed to highway development.
- Affects several wildlife movement corridors.

Proposed Mitigation Actions:

1. In conjunction with the preparation of final construction plans for the highway upgrade, the Municipality should endeavour to ensure that all available actions and measures at the time be utilized to:
    - protect wildlife corridors,
    - conserve identified environmentally sensitive areas,
    - conserve and maintain adequate wildlife habitat ,
    - ensure water quality and watershed conservation,
    - protect aquatic ecosystems, etc.,
    - Municipal representatives should participate and engage community stakeholders groups to monitor mitigation strategies.

2. Determine the extent of the lands owned by the Nature Conservancy of Canada and the Rocky Mountain Elk Foundation. It is understood that motivation for purchases, particularly land acquisition, can be linked to conservation and protection of environmentally sensitive land and therefore an inventory of priority conservation land should be created.

3. Discussion should commence shortly after the announcement of a preferred route between government departments, the Municipality, conservation groups and the landowners of various uses in order to engage all stakeholders in protecting the community's perception of the environment.

4. It is necessary to protect lands and ecosystems which represent the idea of the type of environment the residents of the Crowsnest Pass wish to reside in. It should be

determined what the broad-based community perceptions are and how to best achieve the:

- protection of the groundwater and the watershed from negative uses (monitoring wells);
- protection of the undisturbed natural landscape (reclamation);
- protection of the natural forest regime (reforestation plans);
- promotion of conservation efforts to protect endangered wildlife habitat (land swaps with conservation groups); and
- minimization of conflicts between human activities, including the highway, and wildlife.

It should be noted that Alberta Infrastructure and Transportation will provide the necessary wildlife crossings and fencing to minimize future conflicts between the highway and area wildlife

4. HISTORICAL RESOURCE IMPACTS

Identified Issues:

Mapping indicates the route passes through various areas of historic importance rated HRV1, HRV2, HRV3, HRV4 and HRV5. In addition, the preliminary interchange proposed for Blairmore is located in an area identified as of high historic value (HRV1 & HRV2). These issues are not technical in nature but are based on community values and understanding of the information provided.

Proposed Mitigation Actions:

1. The Municipality needs to be involved in the process of evaluating historic sites and stakeholders should be engaged to ensure that sites that are important and a benefit from a community perspective is preserved.

2. Current historic sites, museums, and points of interest will require additional signage along the eventual upgraded Highway 3 as the accesses will be limited. The Municipal representatives should be engaged and included in the preparation of a signage program.

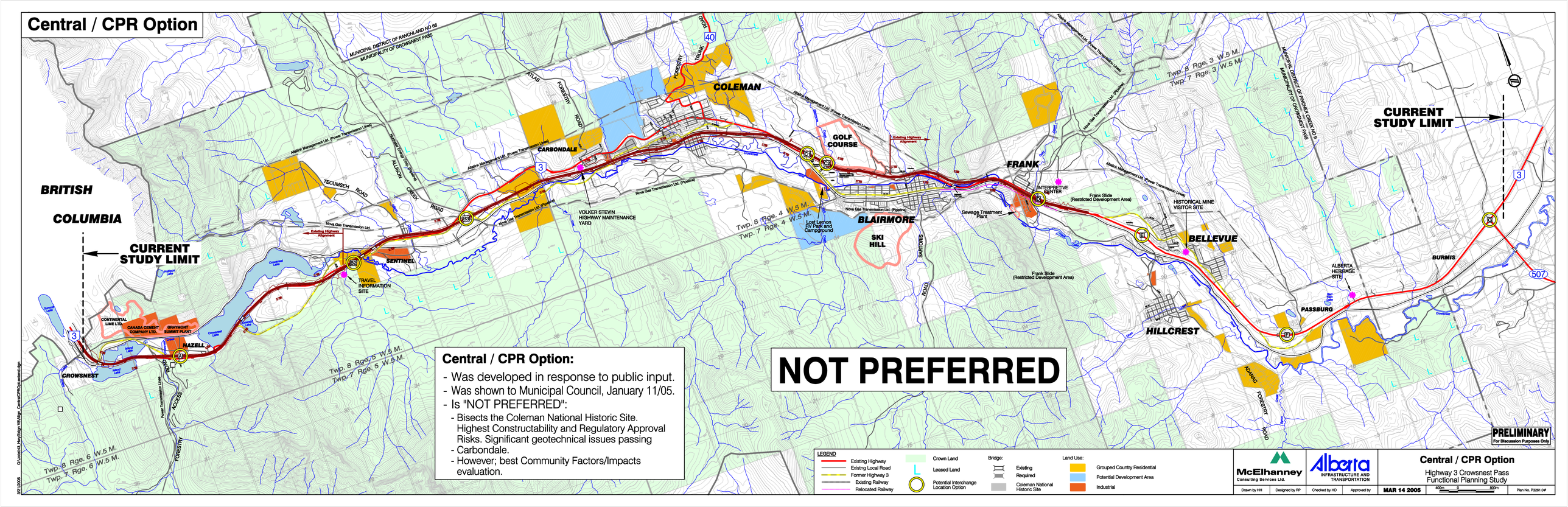
3. If at any time a historic resource may be required to be disturbed or removed, the Municipality should be included in the decision regarding the resource. The Municipality should determine if resources should be allocated to preserve it in its present location or if it would be in the Municipality's best interest to use the potential resource to bolster existing historic sites.

Highway 3 Improvements and the Municipality of Crowsnest Pass

A Land Use Analysis:
Phase II: Evaluation & Mitigation

Part 4: Central CPR Option




Central / CPR Option
BRITISH COLUMBIA
CURRENT STUDY LIMIT
CROWSNEST
HAZELL
CONTINENTAL LIME LTD.
CANADA CEMENT COMPANY LTD.
GRAYMONT SUMMIT PLANT
SENTINEL
TRAVEL INFORMATION SITE
CARBONDALE
VOLKER STEVIN HIGHWAY MAINTENANCE YARD
COLEMAN
GOLF COURSE
BLAIRMORE
SKI HILL
Lost Lennon RV Park and Campground
FRANK
INTERPRETIVE CENTER
Frank Slide (Restricted Development Area)
Sewage Treatment Plant
HISTORICAL MINE VISITOR SITE
BELLEVUE
HILLCREST
PASSBURG
ALBERTA HERITAGE SITE
BURMIS
CURRENT STUDY LIMIT
MUNICIPAL DISTRICT OF RANCHLAND NO 66
MUNICIPALITY OF CROWSNEST PASS
MUNICIPAL DISTRICT OF PINCHER CREEK NO 9
Twp. 8 Rge. 6 W.5 M.
Twp. 7 Rge. 6 W.5 M.
Twp. 8 Rge. 5 W.5 M.
Twp. 7 Rge. 5 W.5 M.
Twp. 8 Rge. 4 W.5 M.
Twp. 7 Rge. 4 W.5 M.
Twp. 8 Rge. 3 W.5 M.
Twp. 7 Rge. 3 W.5 M.
Central / CPR Option:
- Was developed in response to public input.
- Was shown to Municipal Council, January 11/05.
- Is "NOT PREFERRED":
- Bisects the Coleman National Historic Site. Highest Constructability and Regulatory Approval Risks. Significant geotechnical issues passing
- Carbondale.
- However; best Community Factors/Impacts evaluation.
NOT PREFERRED
LEGEND
Existing Highway
Existing Local Road
Former Highway 3
Existing Railway
Relocated Railway
Crown Land
Leased Land
Potential Interchange Location Option
Bridge:
Existing
Required
Coleman National Historic Site
Land Use:
Grouped Country Residential
Potential Development Area
Industrial
McElhanney Consulting Services Ltd.
Alberta INFRASTRUCTURE AND TRANSPORTATION
Central / CPR Option
Highway 3 Crowsnest Pass
Functional Planning Study
Drawn by HH
Designed by RP
Checked by HD
Approved by
MAR 14 2005
Plan No. P3261.04
PRELIMINARY
For Discussion Purposes Only

PART 4: Central CPR Option

The Central CPR Option is a derivative of the Central Base Alternative and attempts to provide an alternative route to the proposed South-South/East and Central/South-South/East Options. The eastern portion of the proposed alignment follows the existing highway, adjacent to the reclaimed Blairmore slag piles and the wetlands where it shifts south to follow the CPR line through Coleman. This alignment poses less of an impact to the natural area as is it already developed and disturbed.

As the alignment shifts south, existing development in south Coleman (Bush Town) is impacted and current housing and development and the existing CPR line would be required to be removed or relocated. Further west, the alignment travels through a portion of the Coleman National Historic Site, following a path between West Coleman and Carbondale to the north and Willow Drive to the south. At a point west of Carbondale, the alignment continues adjacent to the CPR line until Allison Creek Road were it rejoins the existing alignment of Highway 3.

1. Access And Interchanges

Identified Issues:

An interchange may be located at each urban centre in Passburg, Hillcrest/Bellevue, Frank and Blairmore. This route does not provide direct access into Coleman and it is proposed that the Blairmore centre interchange will act as the east access and an interchange would be located at an extension of Allison Creek Road.

Access to Coleman westbound from the proposed alignment appears easy, but ease of access east to Blairmore from Coleman is uncertain. Overall, the alignment would use more of the existing alignment and would require services or some other means of providing access between the urban communities. The location of the CPR Central Option through Bush Town actually improves local road access in West Coleman in addition to improving the disjointed local grid network and better connecting South Coleman, Willow Drive and Carbondale.

Finally, hazardous material would remain travelling through the centre of communities, although it would potentially group hazardous material into a central transportation corridor which may be able to more easily be mitigated.

Interchange A: Hazell (SE¼ 7-8-5 W5)

- Provides access west of Crowsnest Lake.
- Little to no potential to develop commercial or industrial uses in this location – lack of servicing and suitable land.

Interchange B2: Sentinel (SE¼ 9-8-5 W5)

- Access point is west of Sentinel industrial area.
- Access would be maintained to the area near the current level.
- Retains Travel Information Centre.

Interchange B3: Allison Creek (straddles section line of W½ 12-8-5 W5 and the E½ 11-8-5 W5)

- Access interchange located adjacent and south of current Highway alignment.
- Interchange proposed in close proximity to a Level 3 Sour Gas pipeline requiring a 500 m setback from all development – limited potential to develop nodes of commercial uses in this area.
- Does not provide "visual" access as sightlines of Coleman, Carbondale and Willow Drive are located farther east down the valley.

Interchange C1: Blairmore (approximately 106 Street)

- Eventually, access to Blairmore will be limited to one access point.
- Potential to locate highway commercial, retail or residential development in entire Riverside Estates Area Structure Plan area.
- Proposed east interchange would affect the Golf Course, as the interchange will be required to be constructed on the existing Highway 3 alignment.

Interchange C2: Blairmore (approximately at current west access)

- Eventually, access to Blairmore will be limited to one access point.
- Potential to locate highway commercial, retail or residential development in entire Riverside Estates Area Structure Plan area.
- Proposed interchange location would not affect the Golf Course.
- Would be the only access point for both Blairmore and Coleman.

Interchange D: Frank (SE¼ 16-7-3 W5)

- Provides little opportunity to develop additional commercial use in the vicinity of the interchange.
- Highway upgrade requires the removal of industrial lots within the Frank Industrial Park and necessitates the replacement of the industrial land somewhere else in the community.

Interchange E: Hillcrest/Bellevue (SW¼ 29-7-3 W5)

- Provides opportunity to develop commercial use in the vicinity of the interchange.
- Flat land, possibility of extending services.
- Privately-owned land and landowners have to be motivated to develop.

Interchange F: Passburg (SE¼ 16-7-3 W5)

- Provides opportunity to develop commercial/industrial land use in the vicinity of the interchange.
- Future potential for additional residential development in immediate vicinity.
- Flat land, possibility of extending services.
- Privately-owned land and landowners have to be motivated to develop.

General Comments:

The location of the proposed interchanges west of Blairmore makes developing and servicing them expensive and in some cases impossible. The potential to relocate economic activity to these areas is minimal as there is little available developable land adjacent to the two proposed interchanges to promote commercial nodes. Development would require services to cross the river, the CPR, and possibility the NOVA pipeline. In addition, an upgrade to the current sewer system would be required to handle additional development west of Coleman.

The lack of a direct access to Coleman will be detrimental to its current commercial development and future potential of the urban area to attract development. The lack of direct access may not influence future residential development and in the future, it may continue to be the dominant land use.

Proposed Mitigation Actions:

1. Determine the feasibility of developing commercial nodes in Passburg, Hillcrest/Bellevue, and Blairmore, which would include carrying out a more detailed study of available land and servicing capacity in the eastern portions of the Municipality.

2. Determine areas of land for uses requiring high visibility:
    - Passburg
    - Bellevue/Hillcrest
    - Frank

3. Determine suitable areas of land within the Crowsnest Corridor to compensate for the loss of industrial zoned land in Frank.

4. Ensure adequate signage is made available to clearly mark the accesses to each urban node, especially Blairmore and Coleman, that will eventually be limited to one access point between the two urban areas.

5. Review the current Riverside Estates Area Structure Plan to determine if the proposed concept to convert land to higher land uses such as highway commercial, retail or residential are still relevant given the new highway alignment.

6. Reconsider the location of proposed Allison Creek interchange (NE¼ 1-8-5 W5). The proximity of a Level 3 Sour Gas pipeline restricts the ability and attractiveness of the area to support new uses. It would be prudent to determine if an access could be developed for Coleman that would be serviceable adjacent to current development.

7. Coleman needs to continue its role as both a commercial and residential centre within the Crowsnest Pass. The benefits of developing an interchange at this location are that it:
    - provides direct access to Coleman from the chosen preferred route,
    - capitalizes on the ability to service land,
    - provides equal access to the highway bypass to the local residents,
    - provides a highly visible, easily serviced replacement commercial area.

However, a discussion with Alberta Infrastructure and Transportation has recognized that at this time it is not feasible due to engineering constraints.

8. Ensure that the removal or relocation of the Travel Information Centre continues to benefit from high visibility and a location that is beneficial to visitors to the province and the Pass.

2. Impact On Existing Development

Identified Issues:

The Central CPR alignment option also spans from the British Columbia border east to the junction of Highway 507, which is beyond the municipal boundary of the Municipality of Crowsnest Pass. The issues relating to impacts on existing development will be discussed as they occur from the west to the east within the corridor.

BC Border to W½ 12-8-5 W5:

- No identified issue as route alignment follows current Highway 3 alignment quite closely, limiting the impact to existing development.

W½ 12-8-5 W5 to West of Bush Town:

- The proposed interchange option at Allison Creek Road is located near the Level 3 Sour Gas Line requiring a 500 m setback for potential development at this location.
- Direct property impacts in Coleman, South Coleman, Willow Drive and country residential properties to the west.
- Affects several undeveloped parcels.
- Crosses through the Coleman National Historic Site.

Bush Town to Blairmore Access

- The route requires the removal of a large portion of the existing development in Bush Town, mainly residential.
- Direct impacts to existing residential properties located in South Coleman (up to 60 homes).
- Issues related to the route include lights, noise, vibration, and odours.
- Promotes the development of a commercial corridor between Coleman and Blairmore where land is flat and services are available.

Blairmore Access to Passburg

- Highway will be wider and speeds will be faster. Issues related to the highway improvement include lights, noise, vibration, and odours.

Proposed Mitigation Actions:

1. Route alignment travels through land zoned as country residential (SW¼ 12-8-5 W5). The desirability and marketability of residential development at this location may be negatively impacted by the nearness of the highway. Mitigation measures could include appropriate vegetation screening to reduce the issues related to highway use.

2. The country residential areas adjacent to the route located in the E½ 12-8-5 W5 and along Willow Drive will need to address the issues of lights, noise, vibration, and odours as a result of the alignment. Once the preferred route is announced, affected landowners should be encouraged to make use of existing vegetation (i.e. trees and shrubs) and augment them to create a buffer from the eventual alignment in anticipation of the upgrade.

3. Determine which sites or structures contained within the Coleman National Historic Site have the highest value in conjunction with Alberta Community Development. Care should be taken to engage the Municipality, local stakeholder groups and the appropriate provincial and federal agencies to determine the value structure.

4. As the route requires the removal of a large portion of the existing development in Bush Town, mainly residential, the Municipality should develop a plan to service and site one or more conventional residential neighbourhoods within the current urban nodes to provide replacement housing.

5. An area structure plan or concept should be developed to plan for a commercial corridor between Coleman and Blairmore adjacent to Highway 3.

6. The upgraded highway between Blairmore and Passburg is in its final alignment but not at its final width and speed. Residents of the eastern portion of the Municipality will be required to adjust to the impacts that accompany higher speeds and increased traffic volumes including lights, noise, vibration, and odours. Care should be taken to consider the aforementioned negative impacts when the Municipality is approving development and steps should be taken to direct more tolerant uses (i.e. commercial) to areas of impact.

3. Environmental Concerns

Identified Issues:

By following a similar route to the existing Highway 3 for much of the alignment except for the section through Coleman, many of the environmental impacts would be confined to areas that have already been disturbed. In addition, north-south wildlife movements would only be required to cross one barrier instead of two.

Proposed Mitigation Actions:

1. In conjunction with the preparation of final construction plans for the highway upgrade, the Municipality should endeavour to ensure that all available actions and measures at the time be utilized to:
    - protect wildlife corridors,
    - conserve identified environmental sensitive areas,
    - conserve and maintain adequate wildlife habitat,
    - ensure water quality and watershed conservation,
    - protect aquatic ecosystems, etc.,
    - Municipal representatives should participate and engage community stakeholders groups to monitor mitigation strategies.

2. Determine the extent of the lands owned by the Nature Conservancy of Canada and the Rocky Mountain Elk Foundation. It is understood that motivation for purchases, particularly land acquisition, can be linked to conservation and protection of environmentally sensitive land and therefore an inventory of priority conservation land should be created.

3. Discussion should commence shortly after the announcement of a preferred route between government departments, the Municipality, conservation groups and the landowners of various uses in order to engage all stakeholders in protecting the community's perception of the environment.

4. It is necessary to protect lands and ecosystems which represent the idea of the type of environment the residents of the Crowsnest Pass wish to reside in. It should be determined what the broad-based community perceptions are and how to best achieve the:
    - protection of the groundwater and the watershed from negative uses (monitoring wells);
    - protection of the undisturbed natural landscape (reclamation);
    - protection of the natural forest regime (reforestation plans);
    - promotion of conservation efforts to protect endangered wildlife habitat (land swaps with conservation groups); and
    - minimization of conflicts between human activities, including the highway, and wildlife.

    It should be noted that Alberta Infrastructure and Transportation will provide the necessary wildlife crossings and fencing to minimize future conflicts between the highway and area wildlife

4. HISTORICAL RESOURCE IMPACTS

Identified Issues:

This route option represents the greatest incidence of conflict with existing known historic resources. Route mapping indicates the route passes through various areas of historic importance rated HRV1, HRV2, HRV3, HRV4 and HRV5. As stated in the introduction, the following represents a series of issues in regards to a community perception of historic resource concerns, not a technical perspective. These include:

- the preliminary interchange proposed for Blairmore is located in an area identified as of high historic value (HRV1 & HRV2);
- the alignment requires that a portion of the Coleman National Historic Site be utilized;
- the route directly impacts a significant portion of the Coleman National Historic Site and would potentially require the removal of structures contained within the site;
- may require the removal of houses, businesses and other buildings of historic or community significance.

Proposed Mitigation Actions:

1. Determine the extent of the disturbance to the Coleman National Historic Site and identify the level of protection that the site requires, including the municipal and community's priorities regarding the site.

2. The Municipality needs to be involved in the process of evaluating historic sites and stakeholders should be engaged to ensure that sites that are important and a benefit from a community perspective are preserved.

3. Current historic sites, museums, and points of interest will require additional signage along the eventual upgraded Highway 3 as the accesses will be limited. The Municipal representatives should be engaged and included in the preparation of a signage program.

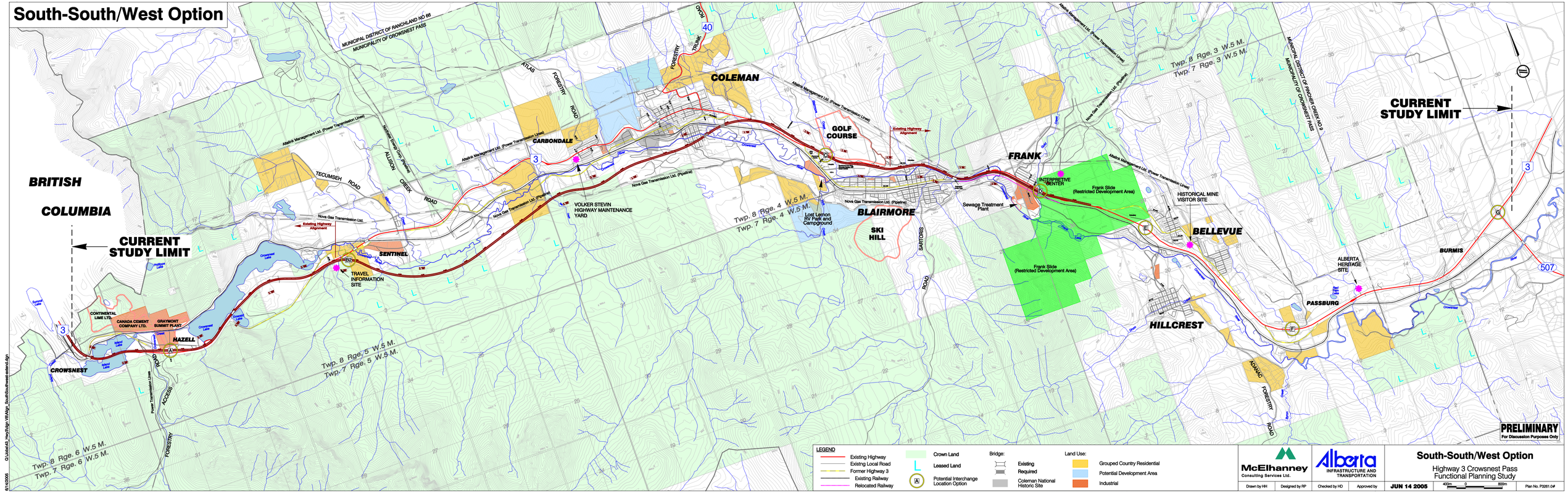
4. If at any time a historic resource may be required to be disturbed or removed, the Municipality should be included in the decision regarding the resource. The Municipality should determine if resources should be allocated to preserve it in its present location or if it would be in the Municipality's best interest to use the potential resource to bolster existing historic sites.

Highway 3 Improvements and the Municipality of Crowsnest Pass

A Land Use Analysis:
Phase II: Evaluation & Mitigation

Part 5: South / Southwest Option




South-South/West Option
BRITISH
COLUMBIA
CURRENT
STUDY LIMIT
CURRENT
STUDY LIMIT
COLEMAN
CARBONDALE
GOLF
COURSE
FRANK
BLAIRMORE
SKI
HILL
BELLEVUE
HILLCREST
PASSBURG
BURMIS
SENTINEL
HAZELL
CROWSNEST
MUNICIPAL DISTRICT OF RANCHLAND NO 66
MUNICIPALITY OF CROWSNEST PASS
MUNICIPAL DISTRICT OF PINCHER CREEK NO 9
MUNICIPALITY OF CROWSNEST PASS
ATLAS
FORESTRY
ROAD
TECUMSEH
ROAD
ALLISON
CREEK
ROAD
FORESTRY
TRUNK
ROAD
SARTORIS
ROAD
ADANAC
FORESTRY
ROAD
ACCESS
ROAD
Atlantic Management Ltd. (Power Transmission Lines)
Nova Gas Transmission Ltd. (Pipeline)
Nova Gas Transmission Ltd.
Existing Highway Alignment
Twp. 8 Rge. 3 W.5 M.
Twp. 7 Rge. 3 W.5 M.
Twp. 8 Rge. 4 W.5 M.
Twp. 7 Rge. 4 W.5 M.
Twp. 8 Rge. 5 W.5 M.
Twp. 7 Rge. 5 W.5 M.
Twp. 8 Rge. 6 W.5 M.
Twp. 7 Rge. 6 W.5 M.
Lost Lemon RV Park and Campground
Sewage Treatment Plant
INTERPRETIVE CENTER
Frank Slide (Restricted Development Area)
HISTORICAL MINE VISITOR SITE
ALBERTA HERITAGE SITE
VOLKER STEVIN HIGHWAY MAINTENANCE YARD
TRAVEL INFORMATION SITE
CONTINENTAL LIME LTD.
CANADA CEMENT COMPANY LTD.
GRAYMONT SUMMIT PLANT
Crowsnest Lake
Island Lake
Sunset Lake
Pelligrin Lake
Power Transmission Lines
40
3
507
PRELIMINARY
For Discussion Purposes Only
LEGEND
Existing Highway
Existing Local Road
Former Highway 3
Existing Railway
Relocated Railway
Crown Land
Leased Land
Potential Interchange Location Option
Bridge:
Existing
Required
Coleman National Historic Site
Land Use:
Grouped Country Residential
Potential Development Area
Industrial
McElhanney
Consulting Services Ltd.
Alberta
INFRASTRUCTURE AND TRANSPORTATION
South-South/West Option
Highway 3 Crowsnest Pass
Functional Planning Study
Drawn by HH
Designed by RP
Checked by HD
Approved by
JUN 14 2005
400m 0 800m
Plan No. P3261.0#
Q:\Jobs\43_Hwy3\dgn V8\Align_SouthSouthwest-extend.dgn
6/14/2005

**Addendum to "Highway 3 Improvements and the Municipality of Crowsnest Pass: A Land Use Analysis 2004"*

The consultants, McElhanney Consulting Services Ltd, for Highway 3 Functional Planning Study for the Municipality Crowsnest Pass have developed two new route options as a result of public input from the Open House held in March 2005. The following is an evaluation of the newly proposed route options, the South/Southwest and the Central/Southwest, using the same assessment and scoring scheme as was applied to early routes in the socio-community planning study completed by the Oldman River Regional Services Commission.

It should be noted that both the South/Southwest and the Central/Southwest Options have benefited from earlier comments and have evolved to a higher degree of detail than that the previous alignment options. Therefore, any comparison of the final evaluation scores will need to be cognisant of the changes, in particular the number and location of proposed interchanges and the higher level of detail to service roads in the newly proposed alignments.

PART 5: South/Southwest Option

The South/Southwest Option is a derivative of the Central Base Alternative and the South Base Alternative and attempts to provide an alternative route to the proposed CPR Option. The eastern portion of the proposed alignment follows the existing highway, adjacent to the reclaimed Blairmore slag piles and the wetlands where it shifts south through a portion of Coleman. This alignment poses less of an impact to the natural area as it is already developed and disturbed.

As the alignment shifts south, existing development in south Coleman (Bush Town) is impacted and current housing and development would be required to be removed or relocated. Further west, the alignment travels adjacent to the Coleman National Historic Site, following a path south of Willow Drive. At a point west of Carbondale, the alignment continues south of the Crowsnest River were it rejoins the existing alignment of Highway 3 west of the Travel Information Centre.

1. Access And Interchanges

Identified Issues:

An interchange may be located at each urban centre in Passburg, Hillcrest/Bellevue, Frank and Blairmore. This route does not provide direct access into Coleman and it is proposed that the Blairmore centre interchange will act as the east access. No interchanged is planned west of Coleman until the Travel Information Centre.

Overall, the alignment would use less of the existing alignment and would require services or some other means of providing access between the urban communities. The location of the highway alignment through Bush Town may actually improve local road access in West Coleman

in addition to improving the disjointed local grid network and better connecting South Coleman, Willow Drive and Carbondale.

Finally, hazardous material would remain traveling through the centre of communities, although it would potentially group hazardous material into a central transportation corridor which may be able to more easily be mitigated.

Interchange A: Hazell (SE¼ 7-8-5 W5)

- Provides access west of Crowsnest Lake.
- Little to no potential to develop commercial or industrial uses in this location – lack of servicing and suitable land.

Interchange B2: Sentinel (SE¼ 9-8-5 W5)

- Access point is west of Sentinel industrial area.
- Access would be maintained to the area near the current level.
- Retains Travel Information Centre.

Interchange C1: Blairmore (approximately 106 Street)

- Eventually, access to Blairmore will be limited to one access point.
- Potential to locate highway commercial, retail or residential development in entire Riverside Estates Area Structure Plan area.
- Proposed east interchange would affect the Golf Course, as the interchange will be required to be constructed on the existing Highway 3 alignment.

Interchange D: Frank (SE¼ 16-7-3 W5)

- Provides little opportunity to develop additional commercial use in the vicinity of the interchange.
- Highway upgrade requires the removal of industrial lots within the Frank Industrial Park and necessitates the replacement of the industrial land somewhere else in the community.

Interchange E: Hillcrest/Bellevue (SW¼ 29-7-3 W5)

- Provides opportunity to develop commercial use in the vicinity of the interchange.
- Flat land, possibility of extending services.
- Privately-owned land and landowners have to be motivated to develop.

Interchange F: Passburg (SE¼ 16-7-3 W5)

- Provides opportunity to develop commercial/industrial land use in the vicinity of the interchange.
- Future potential for additional residential development in immediate vicinity.
- Flat land, possibility of extending services.
- Privately-owned land and landowners have to be motivated to develop.

General Comments:

The location of the proposed interchange west of Blairmore makes developing and servicing expensive and in some cases impossible. The potential to relocate economic activity to these areas is minimal as there is little available developable land adjacent to the proposed interchange to promote commercial nodes.

The lack of a direct access to Coleman will be detrimental to its current commercial development and future potential of the urban area to attract development. The lack of direct access may not influence future residential development and in the future, it may continue to be the dominant land use.

Proposed Mitigation Actions:

1. Determine the feasibility of developing commercial nodes in Passburg, Hillcrest/Bellevue, and Blairmore, which would include carrying out a more detailed study of available land and servicing capacity in the eastern portions of the Municipality.

2. Determine areas of land for uses requiring high visibility:
    - Passburg
    - Bellevue/Hillcrest
    - Frank

3. Determine suitable areas of land within the Crowsnest Corridor to compensate for the loss of industrial zoned land in Frank.

4. Ensure adequate signage is made available to clearly mark the accesses to each urban node, especially Blairmore and Coleman, that will eventually be limited to one access point between the two urban areas.

5. Review the current Riverside Estates Area Structure Plan to determine if the proposed concept to convert land to higher land uses such as highway commercial, retail or residential are still relevant given the new highway alignment.

6. Coleman needs to continue its role as both a commercial and residential centre within the Crowsnest Pass. The benefits of developing an interchange at this location are that it:
    - provides direct access to Coleman from the chosen preferred route,
    - capitalizes on the ability to service land,
    - provides equal access to the highway bypass to the local residents,
    - provides a highly visible, easily serviced replacement commercial area.

    However, a discussion with Alberta Infrastructure and Transportation has recognized that at this time it is not feasible due to engineering constraints.

7. Ensure that the removal or relocation of the Travel Information Centre continues to benefit from high visibility and a location that is beneficial to visitors to the province and the Pass.

2. IMPACT ON EXISTING DEVELOPMENT

Identified Issues:

The South/Southwest alignment option also spans from the British Columbia border east to the junction of Highway 507, which is beyond the municipal boundary of the Municipality of Crowsnest Pass. The issues relating to impacts on existing development will be discussed as they occur from the west to the east within the corridor.

BC Border to Sentinel:

- The travel information centre will not be required to be removed but adequate access will be required as the site represents the first travel information centre along Highway 3 in Alberta from BC.
- Route alignment travels through land zoned as country residential. The desirability and marketability of residential development at this location may be negatively impacted by the nearness of the highway.
- Impact to emergency well.

Sentinel to West of Bush Town:

- Very little existing development outside urban area within this portion that would be impacted from a community focus.
- Direct property impacts in Coleman, South Coleman, Willow Drive and country residential properties to the west.
- Affects several undeveloped parcels.
- Adjacent to the Coleman National Historic Site.

Bush Town to Blairmore Access

- The route requires the removal of a large portion of the existing development in Bush Town, mainly residential.
- Direct impacts to existing residential properties located in South Coleman (up to 50 homes).
- Issues related to the route include lights, noise, vibration, and odours.
- Promotes the development of a commercial corridor between Coleman and Blairmore where land is flat and services are available.

Blairmore Access to Passburg

- Highway will be wider and speeds will be faster. Issues related to the highway improvement include lights, noise, vibration, and odours.

Proposed Mitigation Actions:

1. Determine the appropriate and required signage for the Travel Information Centre as it represents the first travel centre along Highway 3 in Alberta from BC and the first opportunity to promote the Crowsnest Pass.

2. Route alignment travels through land zoned as country residential (SW¼ 10-8-5 W5). The desirability and marketability of residential development at this location may be negatively impacted by the nearness of the highway. Mitigation measures could include appropriate vegetation screening to reduce the issues related to highway use.

3. Steps should be taken to ensure that during construction and upon completion of the highway bypass that the emergency well continues to function. Water monitoring may be installed to ensure:
    - water quality,
    - water quantity,
    - run-off from the highway is not affecting the well.

4. The areas adjacent to the route located between SW¼ 7-8-5 W5 to NE¼ 4-8-4 W5 will need to address the issues of lights, noise, vibration, and odours as a result of the alignment. Once the preferred route is announced, affected landowners should be encouraged to make use of existing vegetation (i.e. trees and shrubs) and augment them to create a buffer from the eventual alignment in anticipation of the upgrade.

5. As the route requires the removal of a large portion of the existing development in Bush Town, mainly residential, the Municipality should develop a plan to service and site one or more conventional residential neighbourhoods within the current urban nodes to provide replacement housing.

6. An area structure plan or concept should be developed to plan for a commercial corridor between Coleman and Blairmore adjacent to Highway 3.

7. The hospital, while not directly adjacent to the route, is located near enough that steps should be taken to address the potential issues of lights, noise, vibration, and odours as a result of the alignment. A program should be developed to make use of existing vegetation (i.e. trees and shrubs) and augment them to create a buffer from the eventual alignment in anticipation of the upgrade, which should mitigate some of the light, noise and odour issues.

8. The upgraded highway between Frank and Passburg is in its final alignment but not at its final width and speed. Residents of the eastern portion of the Municipality will be required to adjust to the impacts that accompany higher speeds and naturally-occurring traffic volumes including lights, noise, vibration, and odours. Care should be taken to consider the aforementioned negative impacts when the Municipality is approving development and steps should be taken to direct more tolerant uses (i.e. commercial) to areas of impact.

3. Environmental Concerns

Identified Issues:

The South/South-East route follows the south side of the valley floor and affects several undeveloped parcels of land and lands within the Forest Reserve along the western half of the alignment. The route avoids the Blairmore Wetlands. This effort to avoid the wetlands is a

result of the community's obvious lack of support of a crossing that affects an area with high community environmental importance. As stated in the introduction, the following represents a series of issues in regards to a community perception of environmental concerns, not a technical perspective:

- Wildlife in the western portion of the route would have two major barriers to cross rather than one.
- The route travels in close proximity to the Crowsnest River ESA (SE¼ 10-8-5-W5, N½ 2-8-5-W5).
- Route travels through areas identified as critical wildlife areas for elk, moose, deer and cougars.
- Proposed route and interchange is located on land owned by Nature Conservancy (NW¼ 1-8-5-W5).
- Proposed route crosses land owned by Rocky Mountain Elk Foundation (portion of SE¼ 10-8-5-W5).
- Crowsnest River has one additional crossing.
- Crosses Star Creek and several smaller creeks.

Proposed Mitigation Actions:

1. In conjunction with the preparation of final construction plans for the highway upgrade, the Municipality should be involved in decision making processes to ensure that all available actions and measures at the time be utilized to:
    - protect wildlife corridors,
    - conserve identified environmentally sensitive areas,
    - conserve and maintain adequate wildlife habitat,
    - ensure water quality and watershed conservation,
    - protect aquatic ecosystems, etc.,
    - municipal representatives should participate and engage community stakeholders groups to monitor mitigation strategies.

2. Determine the extent of the lands owned by the Nature Conservancy of Canada and the Rocky Mountain Elk Foundation. It is understood that motivation for land purchases and acquisition can be linked to conservation and protection of environmentally sensitive land. Therefore an inventory of priority conservation land should be created.

3. Discussion should commence shortly after the announcement of a preferred route between government departments, the Municipality, conservation groups and the landowners of various uses in order to engage all stakeholders in protecting the community's perception of the environment.

4. It is necessary to protect lands and ecosystems which represent the idea of the type of environment the residents of the Crowsnest Pass wish to reside in. It should be determined what the general broad-based community perceptions are and how to best achieve the:
    - protection of the groundwater and the watershed from negative uses (monitoring wells);

- protection of the undisturbed natural landscape (reclamation);
- protection of the natural forest regime (reforestation plans);
- promotion of conservation efforts to protect endangered wildlife habitat (land swaps with conservation groups); and
- minimization of conflicts between human activities, including the highway, and wildlife.

4. HISTORICAL RESOURCE IMPACTS

Identified Issues:

Mapping provided by the technical environmental consultants indicates the route passes through various areas of historic importance rated HRV1, HRV2, HRV3, HRV4 and HRV5. In addition, the preliminary interchange proposed for Blairmore is located in an area identified as of high historic value (HRV1 & HRV2). These issues are not technical in nature but are based on community values and understanding of the information provided.

Proposed Mitigation Actions:

1. The Municipality needs to be involved in the process of evaluating historic sites and stakeholders should be engaged to ensure that sites that are important and a benefit from a community perspective are preserved.

2. Current historic sites, museums, and points of interest will require additional signage along the eventual upgraded Highway 3 as the accesses will be limited. The municipal representatives should be engaged and included in the preparation of a signage program.

3. If at any time a historic resource may be required to be disturbed or removed, the Municipality should be included in the decision regarding the resource. The Municipality should determine if resources should be allocated to preserve it in its present location or if it would be in the Municipality's best interest to use the potential resource to bolster existing historic sites.

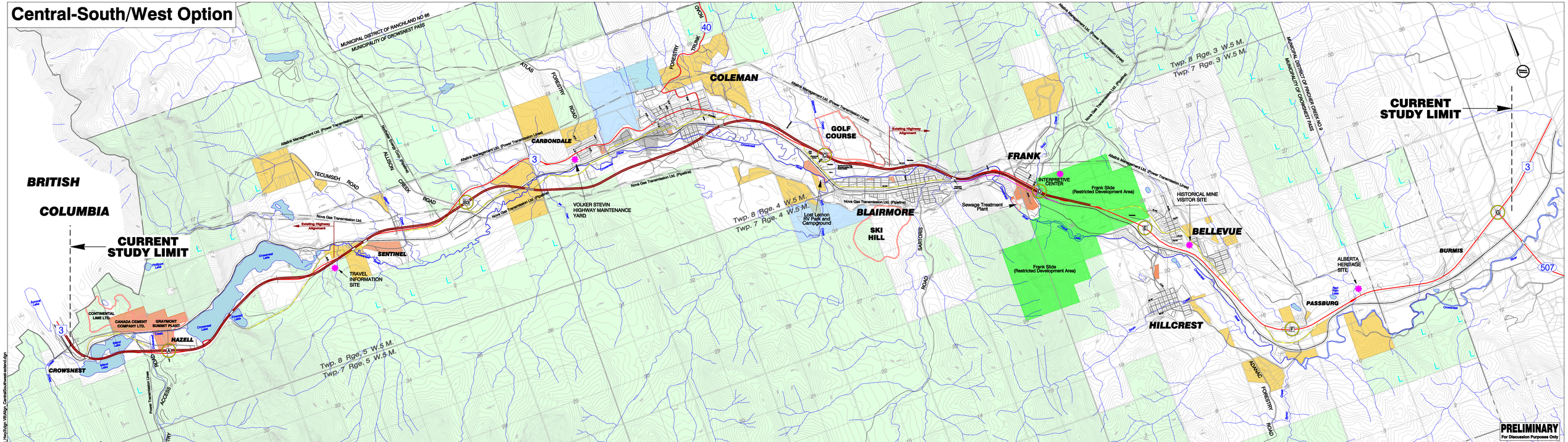
Highway 3 Improvements and the Municipality of Crowsnest Pass

A Land Use Analysis:
Phase II: Evaluation & Mitigation

Part 6: Central / Southwest Option



Central-South/West Option


BRITISH COLUMBIA
CURRENT STUDY LIMIT
CROWSNEST
HAZELL
CONTINENTAL LIME LTD.
CANADA CEMENT COMPANY LTD.
GRAYMONT SUMMIT PLANT
SENTINEL
TRAVEL INFORMATION SITE
CARBONDALE
COLEMAN
VOLKER STEVIN HIGHWAY MAINTENANCE YARD
GOLF COURSE
BLAIRMORE
SKI HILL
Lost Lemon RV Park and Campground
FRANK
INTERPRETIVE CENTRE
Frank Slide (Restricted Development Area)
Sewage Treatment Plant
HISTORICAL MINE VISITOR SITE
BELLEVUE
HILLCREST
PASSBURG
ALBERTA HERITAGE SITE
BURMIS
CURRENT STUDY LIMIT
MUNICIPAL DISTRICT OF RANCHLAND NO 66
MUNICIPALITY OF CROWSNEST PASS
MUNICIPAL DISTRICT OF PINCHER CREEK NO 9
TECUMSEH ROAD
ALLISON CREEK ROAD
ATLAS FORESTRY ROAD
TRUNK ROAD 40
SANTORINI ROAD
ADANAC FORESTRY ROAD
ACCESS ROAD
Twp. 8 Rge. 6 W.5 M.
Twp. 7 Rge. 6 W.5 M.
Twp. 8 Rge. 5 W.5 M.
Twp. 7 Rge. 5 W.5 M.
Twp. 8 Rge. 4 W.5 M.
Twp. 7 Rge. 4 W.5 M.
Twp. 8 Rge. 3 W.5 M.
Twp. 7 Rge. 3 W.5 M.
Alberta Natural Gas Crowsnest Pipeline
Nova Gas Transmission Ltd. (Pipeline)
Alberta Management Ltd. (Power Transmission Lines)
Existing Highway Alignment
Power Transmission Lines
Crowsnest Lake
Island Lake
Hazel Lake
Frank Lake
Gold Creek
Crowsnest River
Oldman River
Racehorse Creek
Dutch Creek
Gravel Pit
Rest Area
Weigh Scale
Interchange
Overpass
Underpass
Bridge
Culvert
Tunnel
Railway
Power Line
Pipeline
Creek
River
Lake
Road
Trail

PART 6: Central / Southwest Option

The Central/Southwest Option is a combination of the Central Base Alternative and the South Base Alternative and attempts to provide another alternative route. The eastern portion of the proposed alignment follows the existing highway, adjacent to the reclaimed Blairmore slag piles and the wetlands where it shifts south to through South Coleman. This alignment poses less of an impact to the natural area as it is already developed and disturbed.

As the alignment shifts south, existing development in south Coleman (Bush Town) is impacted and current housing and development would be required to be removed or relocated. Further west, the alignment travels adjacent to the Coleman National Historic Site, following a path south of Willow Drive. At a point west of Carbondale, the alignment rejoins existing alignment of Highway 3 near Allison Creek Road.

1. Access And Interchanges

Identified Issues:

An interchange may be located at each urban centre in Passburg, Hillcrest/Bellevue, Frank and Blairmore. This route does not provide direct access into Coleman and it is proposed that the Blairmore centre interchange will act as the east access and an interchange would be located at an extension of Allison Creek Road.

Access to Coleman westbound from the proposed alignment appears easy, but ease of access east to Blairmore from Coleman is uncertain. Overall, the alignment would use more of the existing alignment and would require services or some other means of providing access between the urban communities. The location of the CPR Central Option through Bush Town actually improves local road access in West Coleman in addition to improving the disjointed local grid network and better connecting South Coleman, Willow Drive and Carbondale.

Finally, hazardous material would remain travelling through the centre of communities, although it would potentially group hazardous material into a central transportation corridor which may be able to more easily be mitigated.

Interchange A: Hazell (SE¼ 7-8-5 W5)

- Provides access west of Crowsnest Lake.
- Little to no potential to develop commercial or industrial uses in this location – lack of servicing and suitable land.

Interchange B3: Allison Creek (straddles section line of W½ 12-8-5 W5 and the E½ 11-8-5 W5)

- Access interchange located adjacent and south of current Highway alignment.
- Interchange proposed in close proximity to a Level 3 Sour Gas pipeline requiring a 500 m setback from all development – limited potential to develop nodes of commercial uses in this area.

- Does not provide "visual" access as sightlines of Coleman, Carbondale and Willow Drive are located farther east down the valley.

Interchange CI: Blairmore (approximately 106 Street)

- Eventually, access to Blairmore will be limited to one access point.
- Potential to locate highway commercial, retail or residential development in entire Riverside Estates Area Structure Plan area.
- Proposed east interchange would affect the Golf Course, as the interchange will be required to be constructed on the existing Highway 3 alignment.

Interchange D: Frank (SE¼ 16-7-3 W5)

- Provides little opportunity to develop additional commercial use in the vicinity of the interchange.
- Highway upgrade requires the removal of industrial lots within the Frank Industrial Park and necessitates the replacement of the industrial land somewhere else in the community.

Interchange E: Hillcrest/Bellevue (SW¼ 29-7-3 W5)

- Provides opportunity to develop commercial use in the vicinity of the interchange.
- Flat land, possibility of extending services.
- Privately-owned land and landowners have to be motivated to develop.

Interchange F: Passburg (SE¼ 16-7-3 W5)

- Provides opportunity to develop commercial/industrial land use in the vicinity of the interchange.
- Future potential for additional residential development in immediate vicinity.
- Flat land, possibility of extending services.
- Privately-owned land and landowners have to be motivated to develop.

General Comments:

The location of the proposed interchange west of Blairmore makes developing and servicing expensive and in some cases impossible. The potential to relocate economic activity to these areas is minimal as there is little available developable land adjacent to the proposed interchange to promote commercial nodes.

The lack of a direct access to Coleman will be detrimental to its current commercial development and future potential of the urban area to attract development. The lack of direct access may not influence future residential development and in the future, it may continue to be the dominant land use.

Proposed Mitigation Actions:

1. Determine the feasibility of developing commercial nodes in Passburg, Hillcrest/Bellevue, and Blairmore, which would include carrying out a more detailed study of available land and servicing capacity in the eastern portions of the Municipality.

2. Determine areas of land for uses requiring high visibility:
    - Passburg
    - Bellevue/Hillcrest
    - Frank

3. Determine suitable areas of land within the Crowsnest Corridor to compensate for the loss of industrial zoned land in Frank.

4. Ensure adequate signage is made available to clearly mark the accesses to each urban node, especially Blairmore and Coleman, that will eventually be limited to one access point between the two urban areas.

5. Review the current Riverside Estates Area Structure Plan to determine if the proposed concept to convert land to higher land uses such as highway commercial, retail or residential are still relevant given the new highway alignment.

6. The proximity of a Level 3 Sour Gas pipeline (near Allison Creek Road) restricts the ability and attractiveness of the area to support new uses. It would be prudent to determine if an access could be developed for Coleman that would be serviceable adjacent to current development.

7. Coleman needs to continue its role as both a commercial and residential centre within the Crowsnest Pass. The benefits of developing an interchange at this location are that it:
    - provides direct access to Coleman from the chosen preferred route,
    - capitalizes on the ability to service land,
    - provides equal access to the highway bypass to the local residents,
    - provides a highly visible, easily serviced replacement commercial area.

    However, a discussion with Alberta Infrastructure and Transportation has recognized that at this time it is not feasible due to engineering constraints.

8. Ensure that the Travel Information Centre continues to benefit from high visibility and a location that is beneficial to visitors to the province and the Pass.

2. IMPACT ON EXISTING DEVELOPMENT

Identified Issues:

The Central/Southwest alignment option also spans from the British Columbia border east to the junction of Highway 507, which is beyond the municipal boundary of the Municipality of Crowsnest Pass. The issues relating to impacts on existing development will be discussed as they occur from the west to the east within the corridor.

BC Border to W½ 12-8-5 W5:

- No identified issue as route alignment follows current Highway 3 alignment quite closely, limiting the impact to existing development.

W½ 12-8-5 W5 to West of Bush Town:

- The proposed interchange option at Allison Creek Road is located near the Level 3 Sour Gas Line requiring a 500 m setback for potential development at this location.
- Direct property impacts in Coleman, South Coleman, Willow Drive and country residential properties to the west.
- Affects several undeveloped parcels.
- Adjacent to the Coleman National Historic Site.

Bush Town to Blairmore Access

- The route requires the removal of a large portion of the existing development in Bush Town, mainly residential.
- Direct impacts to existing residential properties located in South Coleman (up to 50 homes).
- Issues related to the route include lights, noise, vibration, and odours.
- Promotes the development of a commercial corridor between Coleman and Blairmore where land is flat and services are available.

Blairmore Access to Passburg

- Highway will be wider and speeds will be faster. Issues related to the highway improvement include lights, noise, vibration, and odours.

Proposed Mitigation Actions:

1. Route alignment travels through land zoned as country residential (SW¼ 12-8-5 W5). The desirability and marketability of residential development at this location may be negatively impacted by the nearness of the highway. Mitigation measures could include appropriate vegetation screening to reduce the issues related to highway use.

2. The country residential areas adjacent to the route located in the E½ 12-8-5 W5 and along Willow Drive will need to address the issues of lights, noise, vibration, and odours as a result of the alignment. Once the preferred route is announced, affected landowners should be encouraged to make use of existing vegetation (i.e. trees and shrubs) and

augment them to create a buffer from the eventual alignment in anticipation of the upgrade.

3. As the route requires the removal of a large portion of the existing development in Bush Town, mainly residential, the Municipality should develop a plan to service and site one or more conventional residential neighbourhoods within the current urban nodes to provide replacement housing.

4. An area structure plan or concept should be developed to plan for a commercial corridor between Coleman and Blairmore adjacent to Highway 3.

5. The upgraded highway between Blairmore and Passburg is in its final alignment but not at its final width and speed. Residents of the eastern portion of the Municipality will be required to adjust to the impacts that accompany higher speeds and increased traffic volumes including lights, noise, vibration, and odours. Care should be taken to consider the aforementioned negative impacts when the Municipality is approving development and steps should be taken to direct more tolerant uses (i.e. commercial) to areas of impact.

3. ENVIRONMENTAL CONCERNS

Identified Issues:

By following a similar route to the existing Highway 3 for much of the alignment except for the section through Coleman, many of the environmental impacts would be confined to areas that have already been disturbed. In addition, north-south wildlife movements would only be required to cross one barrier instead of two.

Proposed Mitigation Actions:

1. In conjunction with the preparation of final construction plans for the highway upgrade, the Municipality should endeavour to ensure that all available actions and measures at the time be utilized to:
    - protect wildlife corridors,
    - conserve identified environmental sensitive areas,
    - conserve and maintain adequate wildlife habitat,
    - ensure water quality and watershed conservation,
    - protect aquatic ecosystems, etc.,
    - Municipal representatives should participate and engage community stakeholders groups to monitor mitigation strategies.

2. Determine the extent of the lands owned by the Nature Conservancy of Canada and the Rocky Mountain Elk Foundation. It is understood that motivation for purchases, particularly land acquisition, can be linked to conservation and protection of environmentally sensitive land and therefore an inventory of priority conservation land should be created.

3. Discussion should commence shortly after the announcement of a preferred route between government departments, the Municipality, conservation groups and the landowners of various uses in order to engage all stakeholders in protecting the community's perception of the environment.

4. It is necessary to protect lands and ecosystems which represent the idea of the type of environment the residents of the Crowsnest Pass wish to reside in. It should be determined what the broad-based community perceptions are and how to best achieve the:
    - protection of the groundwater and the watershed from negative uses (monitoring wells);
    - protection of the undisturbed natural landscape (reclamation);
    - protection of the natural forest regime (reforestation plans);
    - promotion of conservation efforts to protect endangered wildlife habitat (land swaps with conservation groups); and
    - minimization of conflicts between human activities, including the highway, and wildlife.

    It should be noted that Alberta Infrastructure and Transportation will provide the necessary wildlife crossings and fencing to minimize future conflicts between the highway and area wildlife

4. HISTORICAL RESOURCE IMPACTS

Identified Issues:

This route option represents the greatest incidence of conflict with existing known historic resources. Route mapping indicates the route passes through various areas of historic importance rated HRV1, HRV2, HRV3, HRV4 and HRV5. As stated in the introduction, the following represents a series of issues in regards to a community perception of historic resource concerns, not a technical perspective. These include:

- the preliminary interchange proposed for Blairmore is located in an area identified as of high historic value (HRV1 & HRV2);
- the alignment requires that a portion of the Coleman National Historic Site be utilized;
- the route directly impacts a significant portion of the Coleman National Historic Site and would potentially require the removal of structures contained within the site;
- may require the removal of houses, businesses and other buildings of historic or community significance.

Proposed Mitigation Actions:

1. The Municipality needs to be involved in the process of evaluating historic sites and stakeholders should be engaged to ensure that sites that are important and a benefit from a community perspective are preserved.

2. Current historic sites, museums, and points of interest will require additional signage along the eventual upgraded Highway 3 as the accesses will be limited. The Municipal representatives should be engaged and included in the preparation of a signage program.

3. If at any time a historic resource may be required to be disturbed or removed, the Municipality should be included in the decision regarding the resource. The Municipality should determine if resources should be allocated to preserve it in its present location or if it would be in the Municipality's best interest to use the potential resource to bolster existing historic sites.

Highway 3 Improvements and the Municipality of Crowsnest Pass

A Land Use Analysis: Phase II: Evaluation & Mitigation

Part 7: Summary



PART 7: Summary

In all cases a highway bypass will impact a community. To what extent negative impacts can be mitigated and positive impacts exploited are dependant on several factors:

- Understanding public concerns regarding route selection.
- An effective information dissemination process assists in gaining support for a preferred route.
- Address concerns raised by local municipal councils.
- A community requires sufficient time to adjust to a proposed highway bypass.
- Municipal plans need to be developed that can act as a foundation from which consistent land use decisions based on the selected route can begin.

Earlier in the Introduction section, a discussion regarding how the proposed highway upgrade would fit into a broad community framework revealed that residents of the Crowsnest Pass do not isolate the Sentinel to Frank portion of the Municipality from the entire Municipality. Therefore, future mitigating strategies needed to look beyond the original study area to find other alternatives to the land utilized for the alignment.

The past 20 years has seen the Municipality of Crowsnest Pass experience many social, economic, and political changes that are in part due to factors and decisions beyond the municipal boundaries and beyond municipal control. A fluctuating local economy, shifts in employment from primary to tertiary industries, and changes to land use throughout the Municipality are all indicators that forces are at work within the community.

During this 20-year period, several major employers shut down; amalgamation of the five separate communities into one unified local government occurred, and Highway 3 bypassed several of the urban areas within the corridor. As with other municipalities, the impact of these decisions is complex and it is difficult to isolate the influence of a highway bypass given these other factors.

PROJECT BENEFITS

This report has identified a number of concerns and issues related to the Highway 3 upgrade and in turn have discussed techniques for accommodating potential impacts. The project does bring with it a series of benefits to the Municipality including:

- decreased truck traffic through the community,
- improved internal community access,
- highway upgrades will encourage tourism,
- improved efficiency of commuters,
- changes to the retail environment,
- the access to the hospital will be directly off the highway, and
- development of one contiguous local road parallel to the highway.

LONG-TERM LAND USE POLICIES

Regardless of final route selection for the highway alignment, the Municipality of Crowsnest Pass will need to prepare and plan for the future of the community. Alberta Infrastructure and Transportation has been forthcoming that the Functional Planning Study is an early phase of the highway planning process. With construction set for sometime in the future, the Municipality would benefit from engaging in general long-term planning activities. The objectives of these long-term land use policy changes would hope to accomplish the following:

- lessen the impact of the highway,
- adjust community planning priorities, and
- provide a process by which the Municipality can keep abreast of changes relating to the highway upgrade.

1. Options for Long-term Land Use Mitigations

The following represents a series of community-focused actions that could assist the Municipality when dealing with the relocation of Highway 3 in the vicinity of Coleman. The following long-term options have implications that are farther reaching than the Highway 3 upgrade. That is, by implementing land use mitigation, the Municipality will benefit by allowing the highway project to be integrated into their local land use planning system. The Municipality will experience secondary benefits in terms of municipal decision-making.

The Municipality will need to prioritize the following suggested actions and develop a long-term plan that would include an implementation schedule to separate immediate, short-term and long-term actions.

PREPARE A DEVELOPABLE LAND INVENTORY

Throughout the socio-community study of the Municipality of Crowsnest Pass, it became apparent that an inventory of developable land was not compiled. The Municipality and its residents would benefit from the compilation of properties or areas that would be able to be converted to higher land uses.

Several factors inhibit the Municipality's ability to promote development including the following:

- harsh topography;
- limited privately-held land base outside of the forest reserve;
- a large portion of the privately-held land in recent years has been purchased by national conservation groups to ensure the protection of wildlife habitat and natural landscapes;
- conventional municipal servicing is both difficult and expensive due to the nature of the soils and bedrock found within the Crowsnest Corridor;
- private landowners cannot be forced to develop land if they do not wish to;
- the Crowsnest Pass is rich in historic as well as environmentally sensitive sites that may be under the jurisdiction of other provincial government departments;

- the Corridor is used as a utility corridor for pipelines and transmission lines that are not under their jurisdiction, and therefore the Municipality has little control over such matters.

Once Alberta Infrastructure and Transportation confirms the preferred route, the Municipality would benefit in the long term from the development of a developable land inventory. As the development of the Crowsnest Pass involves many stakeholders, they should be invited to participate and partner to research and prepare such an inventory.

REVIEW MUNICIPAL DEVELOPMENT PLAN

Commence a review of the Municipal Development Plan with the goal to:

- **Develop an Affordable Housing Plan**

  Currently, the Municipality of Crowsnest Pass does not have an affordable housing plan. Historically, land prices within the municipality have been quite low and a variety of housing was available. In the recent decade, there has been a trend to large country residential lots and several multi-lot developments have been approved. It was identified in the current Municipal Development Plan (Bylaw 556) that infill development and conventional residential development would better use existing infrastructure including roads and water and sewer systems. The Municipality should investigate developing an affordable housing/higher-density policy to encourage growth in the established neighbourhoods throughout the Crowsnest Pass. Goals of the policy amendments would include the reduction of urban sprawl and increased sensitivity to conservation efforts. In the long term, the municipality would benefit by working towards infrastructure system efficiency.

- **Review Country Residential Subdivision Policies**

  County residential developments can be attractive from a municipal point of view as development can occur without having, in most cases, to extend services (water and sewer). In the past, most of the large lot development has not occurred adjacent to existing urban areas and therefore conventional servicing would be very expensive.

  There are several negatives to promoting large, country residential subdivisions including:

  - the use consumes a great amount of land and decreases the population density;
  - increased costs to the municipality in terms of road maintenance, fire protection, etc. as the developments are not adjacent to built-up urban areas;
  - the price of a country residential lot is more than a conventional urban lot.

  Given the limited land base and the increased community awareness of environmental stewardship, it may be prudent for the municipality to revisit these policies.

- **Develop a Plan to Locate Additional Industrial / Commercial Areas**

  All of the preferred routes affect some existing or potential industrial or commercial lands within the Municipality. In the long term, it would benefit the community to establish areas that are favourable for future non-residential development. Further investigation into the feasibility of:

- extending services to the Sentinel Industrial Park,
- developing a secondary commercial/industrial area in the eastern half of the Crowsnest Pass,
- develop a strategy to promote and expand the Frank Industrial Park.

2. Improve Dialogue Between Stakeholder Groups

The economic and social fabric of a community is dependant on the support of its residents. The Crowsnest Pass is a vibrant and complicated community with many different interest groups with similar and conflicting agendas. It is important the Municipal Council and administration take a lead role in developing and expanding partnerships with all interested parties.

3. Future Municipal Negotiations

The intent of this portion of the Highway 3 Functional Planning Study was to consider the impacts of upgrading the highway to a four-lane divided roadway to National Highway Standards. In the time leading up to construction, the process will continue and the Municipality of Crowsnest Pass may have the opportunity to provide input at other stages and could pursue some other issues:

NATIONAL HIGHWAY STANDARDS

A number of national highway standards have been adopted that provide design standard, highway speeds and safety requirements. It is proposed that the upgrade to Highway 3 within the Municipality of Crowsnest Pass will follow national highway standards in order to allow this highway project to be consistent will other highways nationally.

From the Municipality's perspective, after all the information is analyzed and the impacts evaluated, none of the proposed bypass routes are significantly more beneficial to the community. At points all along the route, trade-offs existed between competing community values. For example:

- the destruction of existing development,
- the loss of potential development areas,
- impacts to the environment,
- potential destruction of historic resources, and
- lack of direct access to Coleman.

In conclusion, from a community perspective, leaving the highway where it is and upgrading to increase safety for all highway users would be the best community option. That is, discontinue the national highway standard at the interchange of Highway 507 and indicate that the portion of Highway 3 through Crowsnest Pass is constructed at a lesser standard.

CENTRAL CPR ROUTE

Although the Central CPR route has been deemed as a route "Not Preferred" by the evaluation including all aspects of the Functional Planning Study, from a community perspective, the route still exhibits the greatest number of community advantages. The advantages of the route include:

- The alignment follows in the footprint of the existing highway and eliminates many of the potential impacts of the other two routes.
- Avoidance of both the Blairmore wetlands and the Riverside Estates Area Structure Plan property eliminates the need to mitigate any negative impacts.
- The point of which the highway route rejoins the existing alignment on the west side of Carbondale, eliminates the need to mitigate impacts associated with developing a new route through wildlife habitat, conservation lands and country residential development. It also eliminates the need to develop an additional access to Coleman as the proposed alignment offers the opportunity to develop some degree of access between Blairmore and Coleman.

The problems with the Central CPR Option are centred on the portion that affects Coleman directly.

- The route requires the relocation of the CPR line. This requires that a right-of-way for the rail line be taken, which in turn requires the relocation or removal of structures in Bush Town.
- The highway and the right-of way also requires the removal of a large portion of Bush Town. It could be argued that the housing in this area, while adequate, is older and may have historic encroachment issues and would perhaps benefit from removal. From a community planning point of view, it is never acceptable to remove someone's place of residence.
- The route requires that a portion of the Coleman National Historic Site be utilized for the roadway and right-of-way. This is a complicated issue as the community and the municipality seem to be somewhat split on the importance of retaining the site in its entirety. In actuality, the Coleman National Historic Site is quite large as it encompasses the original mining working and surrounding site as well as a large portion of West Coleman and the original downtown area. Further investigation would be required to understand the final impact of the right-of-way in terms of the loss of historic value.
- Highway construction and engineering is difficult in this area.

From a community land use planning opinion, the Central CPR route would be of most benefit and require the least amount of mitigation of any of the three preferred routes.

** It should be noted that the Central / Southwest Option scores higher in the evaluation then the Central CPR Option. All of the advantages of the CPR route are realized by the Central /Southwest Option as well as three of the four direct problems with the route option have been eliminated including relocating the rail line and dealing with the Coleman National Historic Site. Even given the potential benefits to the entire municipality, community perception of removing portions of Bush Town remain the largest obstacle to overcome and from a community point of view, the impacts may be not be able to be mitigated.*

4. Project Phasing

Once a preferred alignment is chosen, the question is still, "When will it be built?" In the provincial highway system current long-term development process, highway functional planning is conducted 10 to 20 years prior to construction. The timetable for the Highway 3 upgrade has been shifted several times as this issue has been discussed and studied since the early 1960s. Municipal representatives and the community are sensitive to timing and apparent lack of a tangible timeframe for construction only adds to the community's uncertainty of the future.

The project, regardless of the option chosen, will disrupt land use patterns, especially with respect to industrial/commercial uses. Residential use will also be impacted. Mitigation of the impacts will in part require cooperation between levels of government. However, a significant amount of investment will be necessary, whether investment is by the municipality in infrastructure or private investment in relocating and/or building businesses and structures. Uncertainty in the transportation system may delay or cancel future expenditures. Investment in any market requires certainty to guarantee a certain profit level for the life cycle of a building or business.

It should be understood that, from Alberta Infrastructure and Transportation's point of view, highway improvements are based on a number of criteria. First, warrants must be met such as traffic volumes levels. Second, the highway improvement must be a provincial priority in the highway construction program. And finally, funding at any given time must be available. It has been suggested by Alberta Infrastructure and Transportation that the potential exists for a two-lane truck bypass route to be phased in as part of the over all highway upgrade plan which the department believes may have benefits to the municipality.

Considering the above, the Municipality should pursue a timetable that is both certain and completed not far into the future.