

# HIGH LAND PARK

## URBAN DESIGN CONCEPT

EVDP 644 - Francisco Alaniz Uribe  
ADVANCED PROFESSIONAL PLANNING



**UNIVERSITY OF CALGARY**  
FACULTY OF ENVIRONMENTAL DESIGN

## URBAN mosaic

by  
PETER DUKE  
BORIS KARN  
JOEL NAGTEGAAL



# CONTENTS

|   |                                 |    |
|---|---------------------------------|----|
| 1 | EXECUTIVE SUMMARY               | 1  |
| 2 | INTRODUCTION                    | 3  |
| 3 | COMMUNITY CONTEXT ANALYSIS      | 7  |
| 4 | GENERAL URBAN DESIGN GUIDELINES | 35 |
| 5 | URBAN DESIGN CONCEPTS           | 41 |
| 6 | URBAN FOREST GUIDELINES         | 73 |
| 7 | REDEVELOPMENT GUIDELINES        | 75 |

Highland Park is an inner city neighbourhood in Calgary, Alberta. The neighbourhood has its own character and a strong sense of community. As Highland Park continues to evolve, several challenges and opportunities must be addressed to ensure that its quality of life continues to flourish. A growing population, increased challenges around housing affordability, aging facilities, the golf course redevelopment, the public realm and transportation infrastructure are among the issues that need to be considered when envisioning the future of Highland Park.

This urban design concept provides directions that address these challenges. It recognizes the importance of managing and shaping change in a way that is meaningful and responsive to the unique conditions of Highland Park. Developed with input from the community, it maximizes opportunities that ensure Highland Park continues to be a great place to live, work, shop, learn and play.

The concepts outlined in this document represent a clear and flexible framework that guides positive change and growth. It integrates concepts and policy regarding land use, housing, transportation, the public realm, culture and more. The overall concept considers short term and long-range goals for the community, and aligns with existing policy.

This document complements other city efforts in areas of housing affordability, livability, sustainability and other improvements that enhance the overall well being of city residents. It recognizes the assets, issues and opportunities that are unique to Highland Park and seeks to address these in a city wide and community wide responsive way.

The goal of the concept is not a complete and radical re-imagining of Highland Park, but rather a concentrated effort to address areas of highest concern and greatest opportunity. As Calgary and Highland Park continue to grow, this concept should act as a guide for redevelopment and growth in a way that meets the needs of the community, the city and the region in a healthy, sustainable manner.



# ISSUES

## transportation

- FUTURE OF NORTH CENTRAL LRT LINE
- PEDESTRIAN + CYCLING NETWORK GAPS

## land use

- FUTURE OF HIGHLAND PARK GOLF COURSE
- INADEQUATE HOUSING CHOICE
- INFILL DEVELOPMENT PRESSURE
- HIGHLAND PARK + GREENVIEW INTERFACE
- VACANT BROWNFIELD SITES
- LACK OF DEFINED NEIGHBOURHOOD NODES

## open space

- LACK OF OPEN SPACE AMENITIES
- OPEN SPACE NETWORK GAPS
- AGING + VANISHING URBAN FOREST

# CONCEPTS

**URBAN CORRIDOR  
CONCEPT**

**NEIGHBOURHOOD NODE  
CONCEPT**

**INDUSTRIAL INTERFACE  
CONCEPT**

**GOLF COURSE  
REDEVELOPMENT  
CONCEPT**

**URBAN FOREST  
GUIDELINES**

**NEIGHBOURHOOD  
REDEVELOPMENT  
GUIDELINES**

This document represents the cumulative findings and recommendations of a collaborative community-based design process recently undertaken by Master of Planning students at the University of Calgary's Faculty of Environmental Design. The major aim of the project was to inform the conceptual visioning of the future of Highland Park, a neighbourhood in north Calgary that is currently in transition from its current built form character and condition.

Highland Park dates back to the late 1940s when it was first conceived as a suburban community. Today, it is facing both changing demographics and redevelopment pressures stemming from its prime, well-connected location and neighbourhood characteristics provide unique building opportunities.

## project PRINCIPLES

calgary  
municipal  
development  
plan

The coming years are likely to bring about a significant neighbourhood transformation as future changes in major urban infrastructure arise and new residential development continues to be driven by strong Calgary-area market demand.

Throughout the course of the project, continuous input was sought from various parties including:

+ Highland Park residents + Surrounding community residents + Development community + City of Calgary

These inputs were supplemented with a thorough community context analysis that produced clear priorities and issues to be addressed through various proposed urban design and redevelopment concepts.

The project's principles are based on the city-wide policies outlined in the *Calgary Municipal Development Plan* and were instrumental in providing a clear and relevant vision for the project's proposed urban design concepts and guidelines. As a result, the project's proposed policies are designed to either align with or supplement existing City of Calgary policy.



COMPACT CITY



CONNECTED CITY



PROSPEROUS ECONOMY



GREEN CITY



GREAT COMMUNITIES



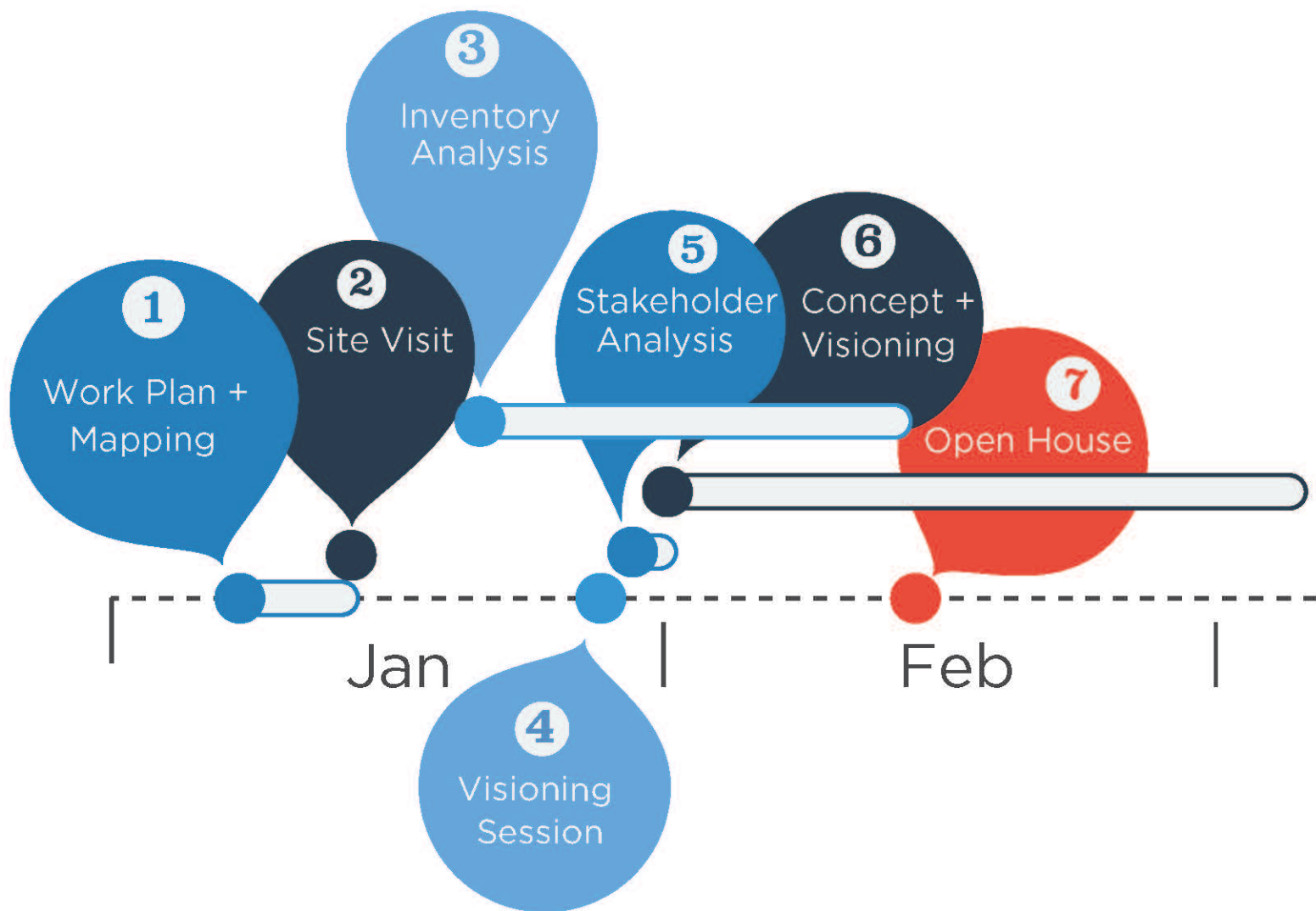
MANAGED GROWTH

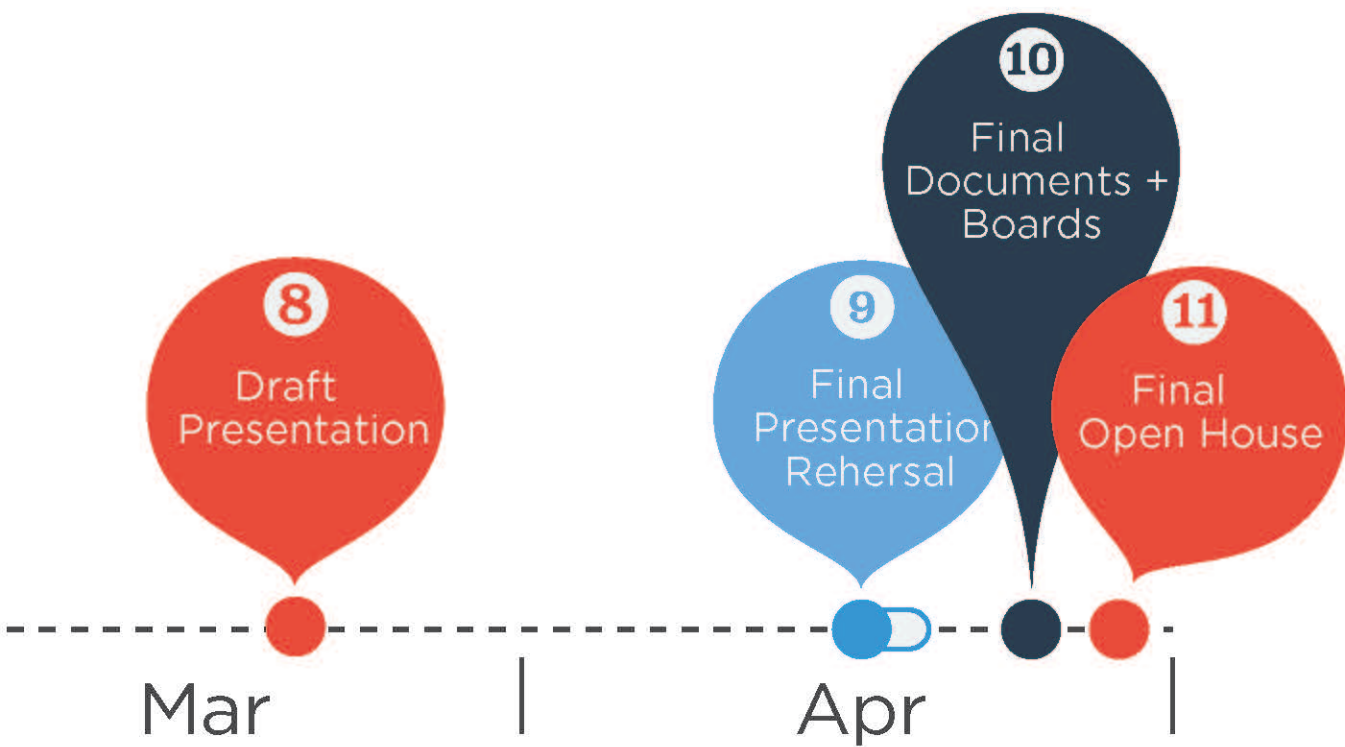


URBAN DESIGN

a city of **energy**, born of a  
powerful convergence of  
**people** + **ideas** + **place**

# INTRODUCTION







# HIGHLAND PARK

Established: 1946

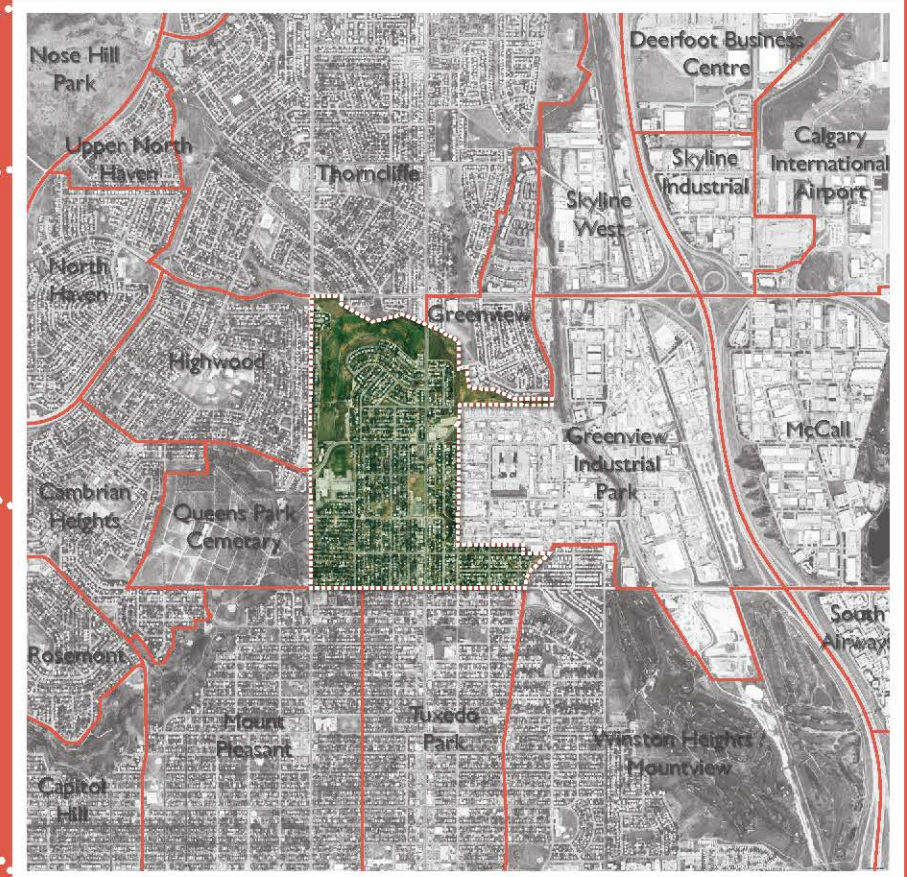
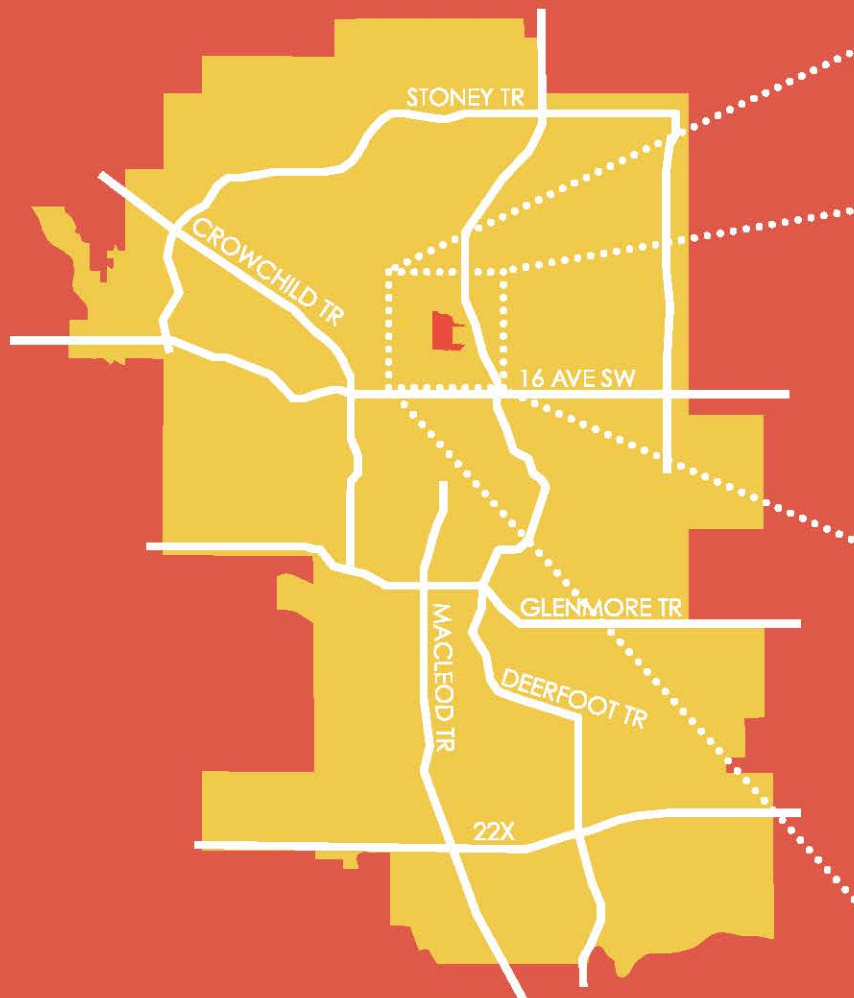
Ward: 4

Councilor : Sean Chu

Area: 1.3km<sup>2</sup>

Population : 3,706

Dwellings: 2,229



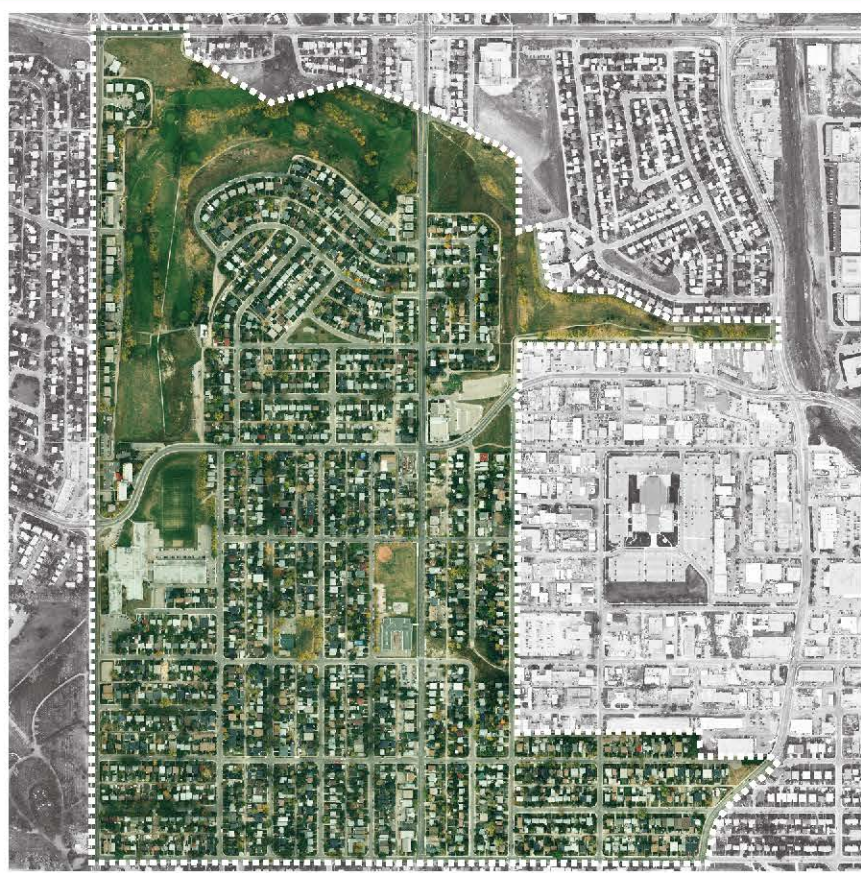
Communities / districts within the context area



Highland Park (a name that references the neighbourhood's elevation) is a conveniently located, established, inner-city Calgary community located in North West quadrant of the city. Bounded by the communities of Thorncliffe and Greenview to the north, Mount Pleasant and Tuxedo to the south, Highwood and Queen's Park to the west and Greenview Industrial Park to the east, the neighbourhood enjoys direct access to major Calgary transportation corridors like Deerfoot Trail, McKnight Boulevard, & Center Street. It is a mere 4 kilometers from the Downtown Core and close to many open space amenities like Nose Hill Park & Confederation Park.

Much of the housing stock dates back to the 1940-1960s, which appears to be increasingly undergoing demolition and subdivision to make way for new infill redevelopment. The community has a higher than average proportion of renters, and has distinct zones of predominantly multi-residential properties (along and to the east of Centre Street). The recent development acquisition of the Highland Park Golf Course lands has prompted an urban design visioning process .

The neighbourhood's prime central location combined with Calgary's steadily growing population points to the area's potential for experiencing major changes in the coming years. The challenge will be to create a balanced and innovative land use, urban design & development plan that creates a supportive environment for developers, takes into consideration the needs of the community and acknowledges the City of Calgary's new approach to planning.



Highland Park plan area



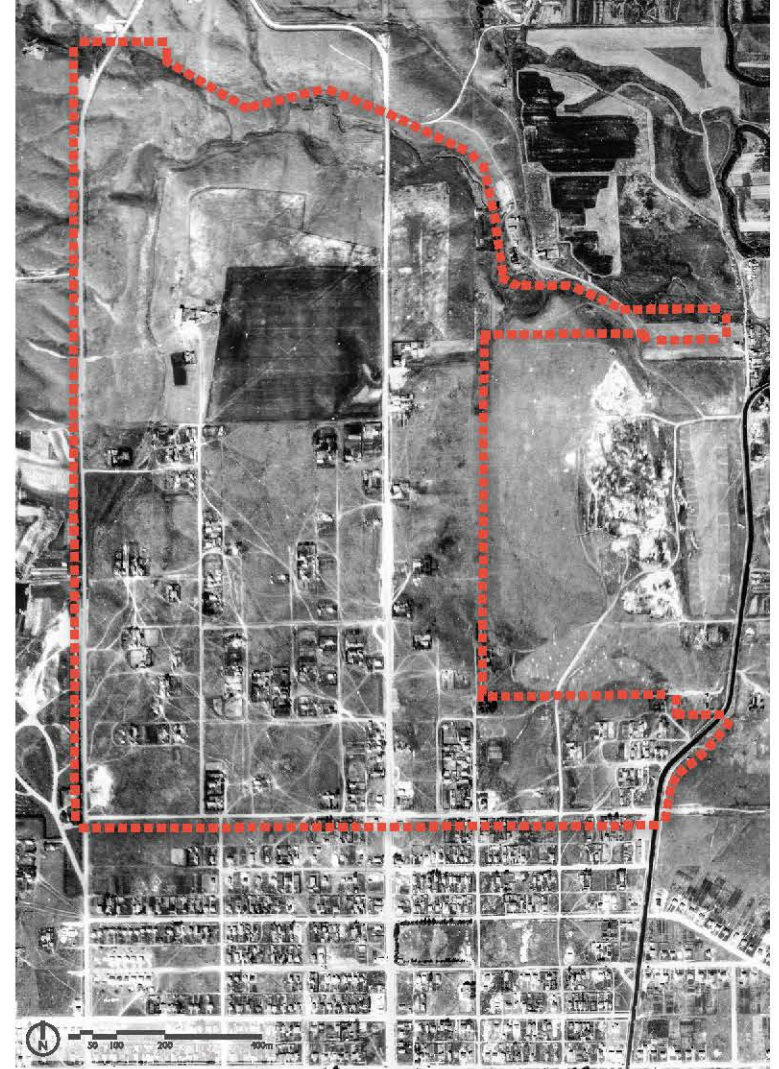


# COMMUNITY + CONTEXT ANALYSIS



## 1924

The land for Highland Park was annexed in 1910, with some housing already present on-site at the time. The community of Highland Park is beginning to be informally established at this time, and the emerging grid network for the developing neighbourhood is also advancing from the southern downtown core. The 4th Street, Centre Street & Edmonton Trail corridors are already clearly visible. Lands to the north appear to be homesteads/agricultural uses. A creek bed and its surrounding topography can be seen at the northern border of the plan area.



## 1948

Highland Park was officially established in 1946. Evidence of this can be seen as the block pattern begins to form and shape the neighbourhood as urban development advances from the south. The major corridors continue their formalization, acting as links to both the downtown core and destinations outside of Calgary. By this time, Queen's Park Cemetery is established, and can be seen adjacent to the southwest corner of the plan area.





# 1977

Highland Park is now established suburban community with two schools and a population of 3,446 people in 1975. Most of the housing stock is in good condition, with deterioration noted at the interface with the newly developed industrial zone. Around 54% of homes are owner occupied. The Sunset Drive-In Theatre, which opened in 1950 on Edmonton Trail, can be seen prominently nestled within the industrial zone. The creek, having been eliminated in the 1960s to make way for the Highland Park Golf Course, is no longer evident.



# 2011

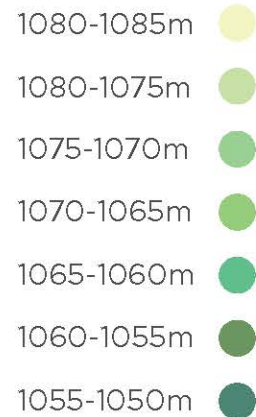
Present day Highland Park is an established inner-city community that has access to many of the city's busiest transportation corridors. The Highland Park Golf course has recently been sold to a development group in a deal worth around \$8 million. The neighbourhood has entered a time of transition as the original housing stock and infrastructure ages and as infill development continues to experience popularity in the area. The Greenview Industrial Park continues to be a prominent community boundary.

then + now



# COMMUNITY + CONTEXT ANALYSIS

Highland Park's name derives from siting along a ridge, overlooking the eastern parts of the city. The majority of the neighbourhood sits on high flat land, with significant slopes occurring around the Highland Park Golf Course lands and to the east of Centre Street. These slope pose certain challenges for development, but have been actively built upon. This topography may also present interesting opportunities for creative redevelopment and open space concepts.







The urban forest in Highland Park is largely composed of Poplar trees, one of the few shade tree species that was able to survive in Calgary's unique climate. As a result, many communities in the 50's-70's were mono-cultured with this fast growing species. The speed with which these trees grow has a trade off though, in that the life cycle is fairly short, around 30 to 50 years. The City of Calgary is in the process of implementing its "Poplar Lifecycle & Species Diversity Project" which will see many Poplars being removed in favour of Oak, Ash or Elm species. In 2012, the community of Greenview had a number of their problem poplar trees replaced in conjunction with this program. Highland Park will need to address its aging poplar population and could benefit from this program and others like it.

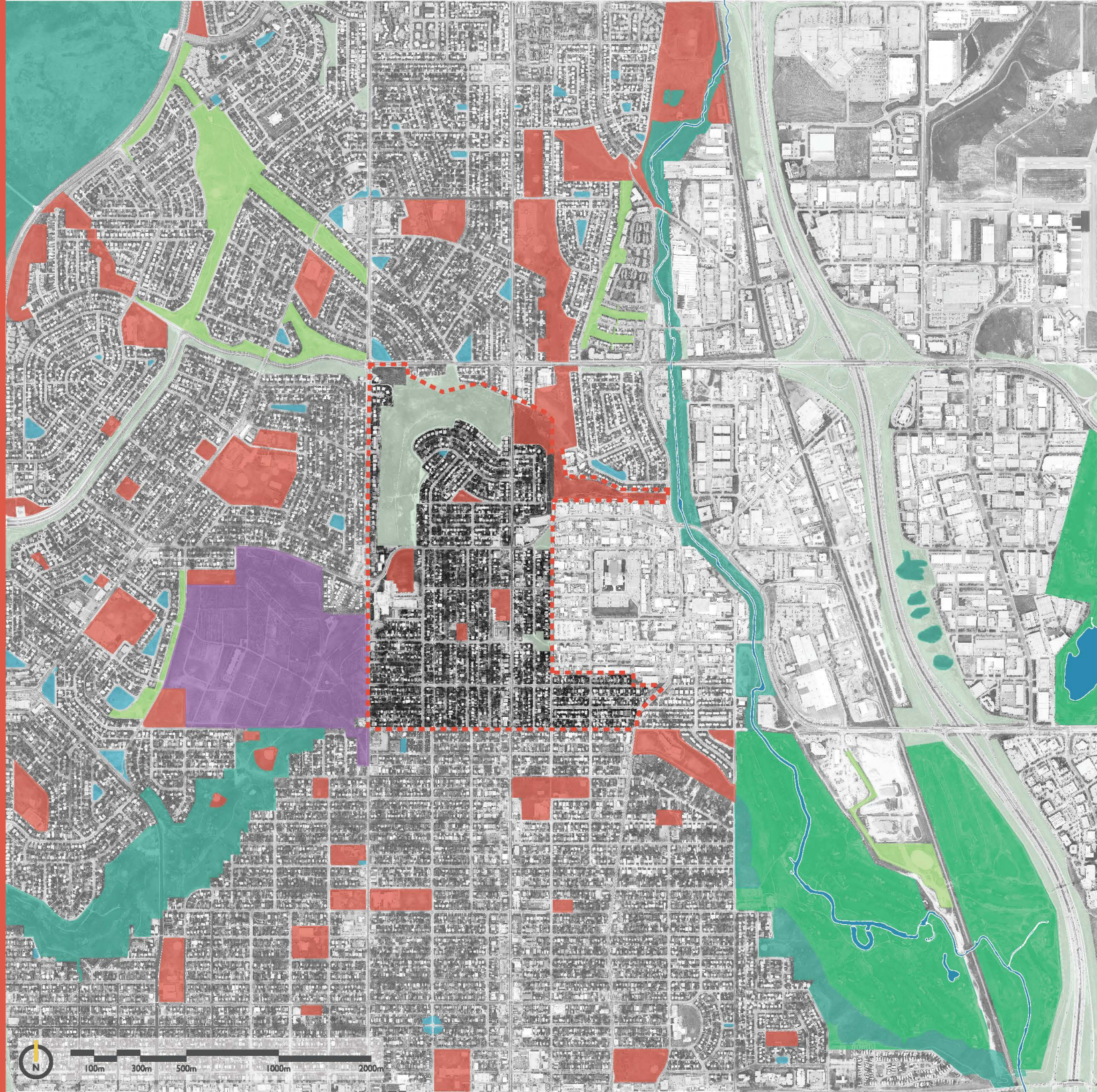
● ≈ 700

● SHRUB + TREE CANOPY








● PLANTING POTENTIAL



# COMMUNITY + CONTEXT ANALYSIS





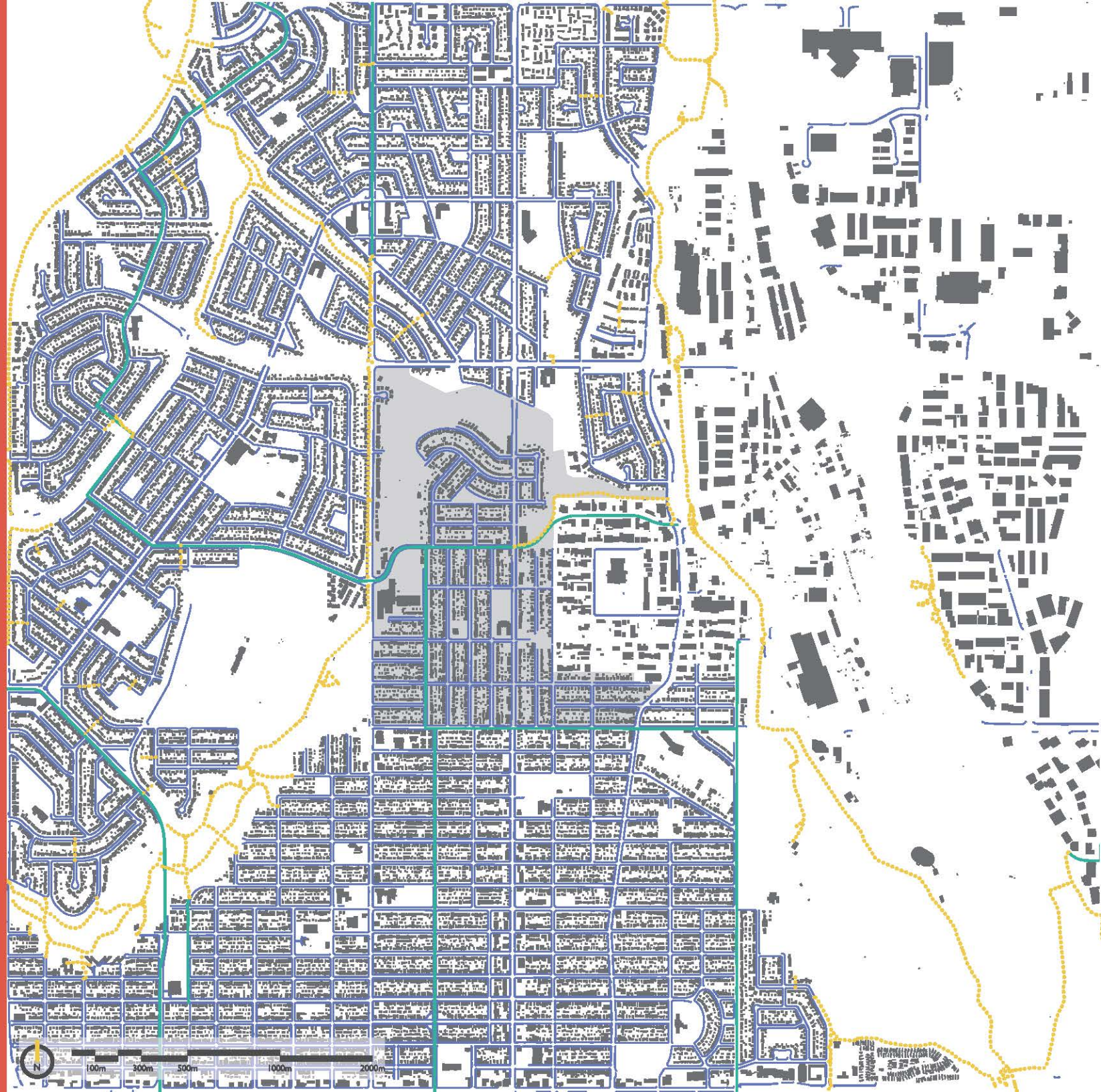
-  **NEIGHBOURHOOD POCKET PARK** These spaces are relatively small-scale parks, usually containing several trees and open space. In most cases they are bordered by neighbourhood streets.
-  **OUTDOOR RECREATION & SPORTS FACILITIES** These spaces serve a large variety of children and adults by providing space for organized as well as informal space for sports and other activities.
-  **NATURAL & SEMI NATURAL GREEN SPACE** These are large spaces that have not been developed or have been left in their natural condition (ie: Nosehill Park). These spaces often have trails for users.
-  **GREEN CORRIDORS & OTHER LINKAGES** These spaces can act independently as green ways or linkages to other open spaces / uses. Typically these spaces have designated pathways with open green space.
-  **GOLF COURSE** Golf courses are dedicated to the use of golfing, but can also have pathways which link to surrounding communities.
-  **CEMETERY** The primary purpose of this land is for cemetery services, however, other non-conflicting passive uses such as walking, cycling or observation are often incorporated as secondary uses.
-  **UNCLASSIFIED** These space are typically not used or are not easily accessible or hospitable to people (i.e. buffers along roads or private property).

#### WATER BODY

There is a fair amount of open space in the vicinity of the plan area. There are several large open spaces (Egbert's Park, Confederation Park) and Nose Hill Park is in fairly close proximity to many area residents. Many open spaces are classified as "Neighbourhood Pocket Parks", though Highland Park has a smaller proportion. Many of these spaces are quite small and most do not contain any playing equipment. Outdoor sports and recreation spaces are readily available and make up the majority of the open space in the area, often attached to a schoolsite. There appears to be a lack of dedicated play areas and other types of dedicated/programmable spaces.

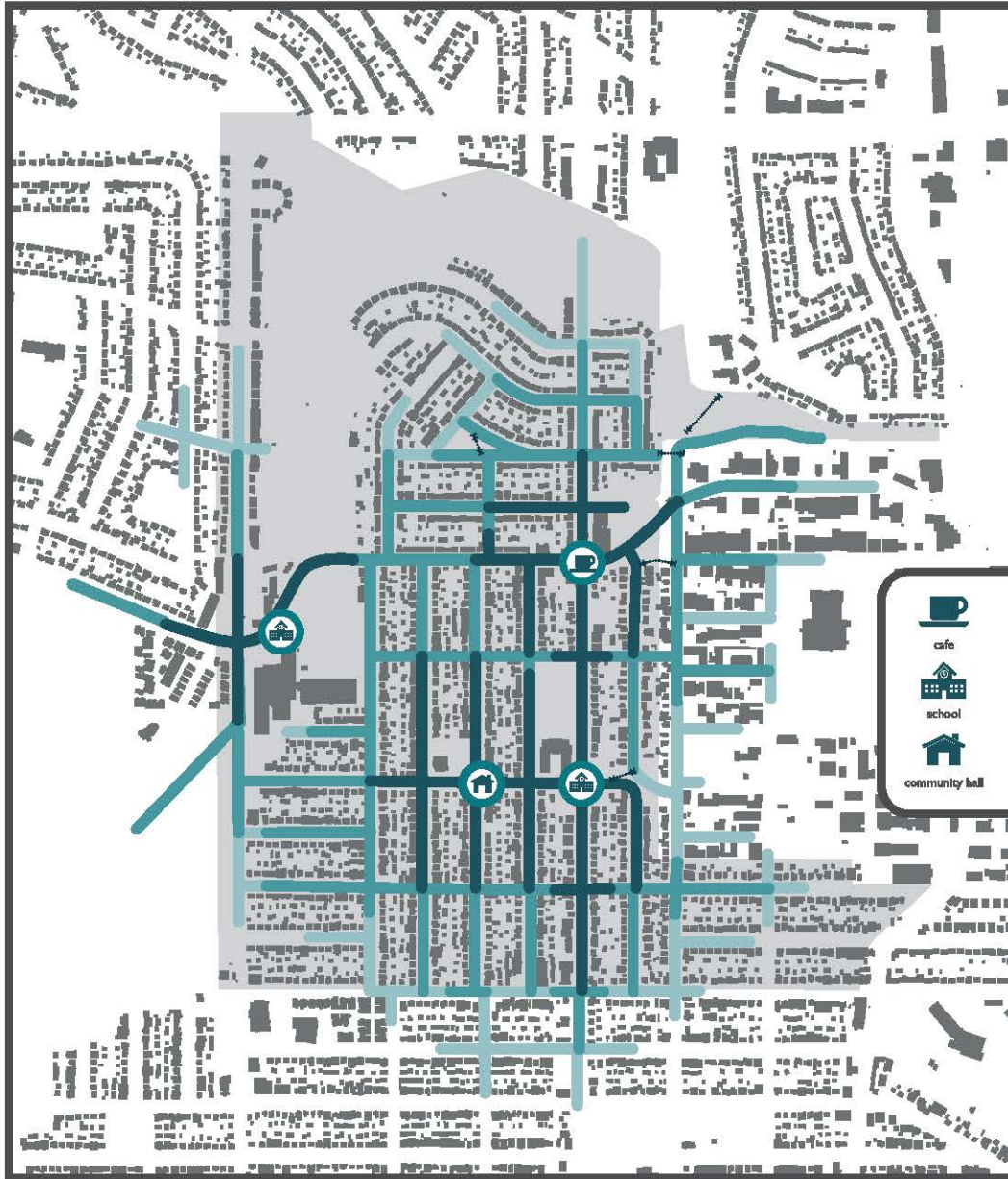


# COMMUNITY + CONTEXT ANALYSIS





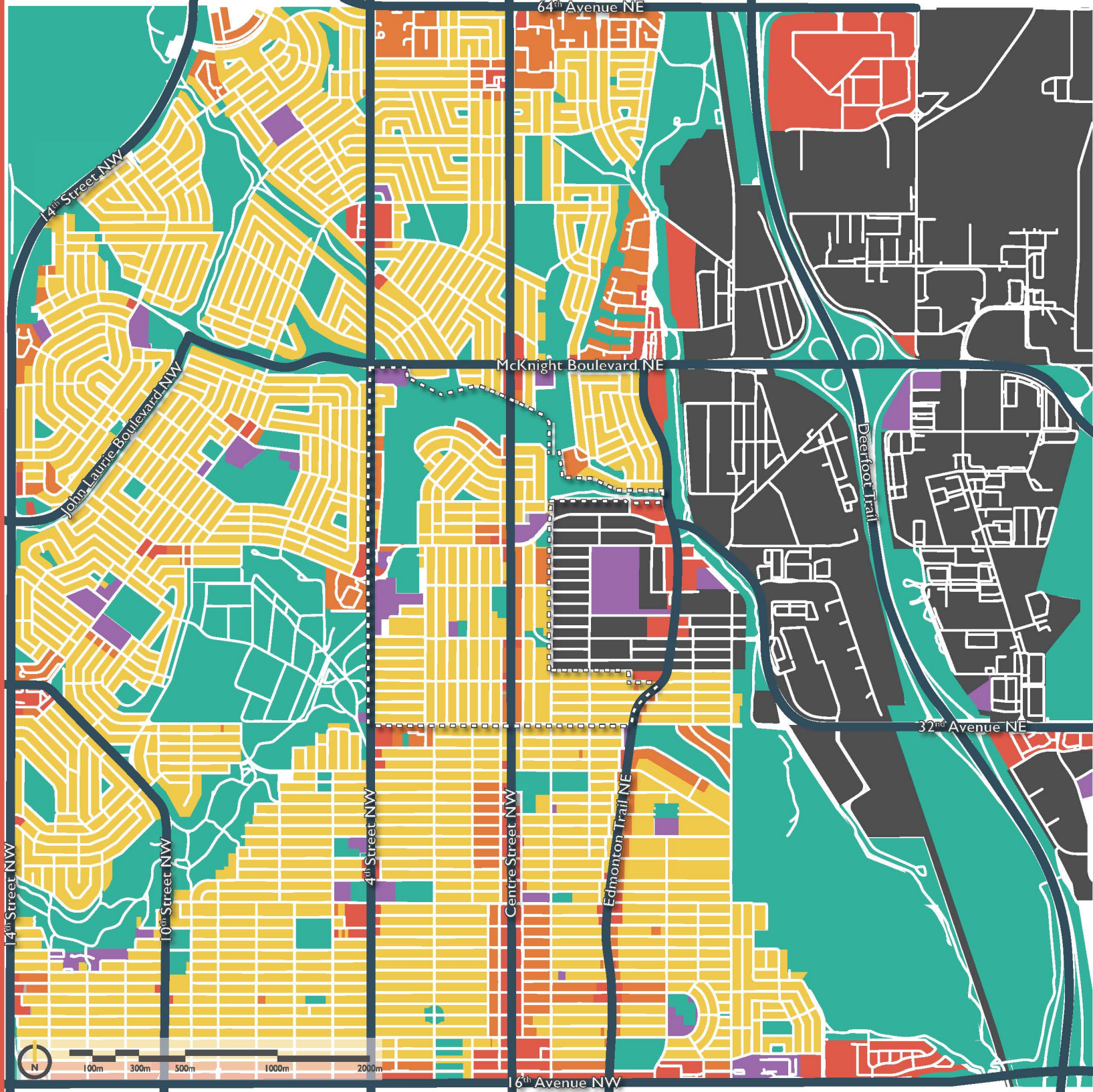
- ● ● PEDESTRIAN / BICYCLE PATHWAY
- BIKE FRIENDLY ROUTE
- DEDICATED SIDEWALK



Highland Park exhibits a highly connected grid street network, making the neighbourhood highly walkable. The majority of this network is serviced with sidewalks on both sides, with prominent exceptions in areas interfacing with the industrial park. Many community destinations are within a 5 to 10 minute walk from many residences. Regional and local pathways do exist, but do not always connect the available open space amenities that exist in the area. The neighbourhood also enjoys access to bike friendly pathways and streets, but no dedicated bikeways currently exist in the area.



# COMMUNITY + CONTEXT ANALYSIS





SINGLE FAMILY RESIDENTIAL



MULTIFAMILY RESIDENTIAL



COMMERCIAL



OPEN SPACE



INSTITUTIONAL



INDUSTRIAL

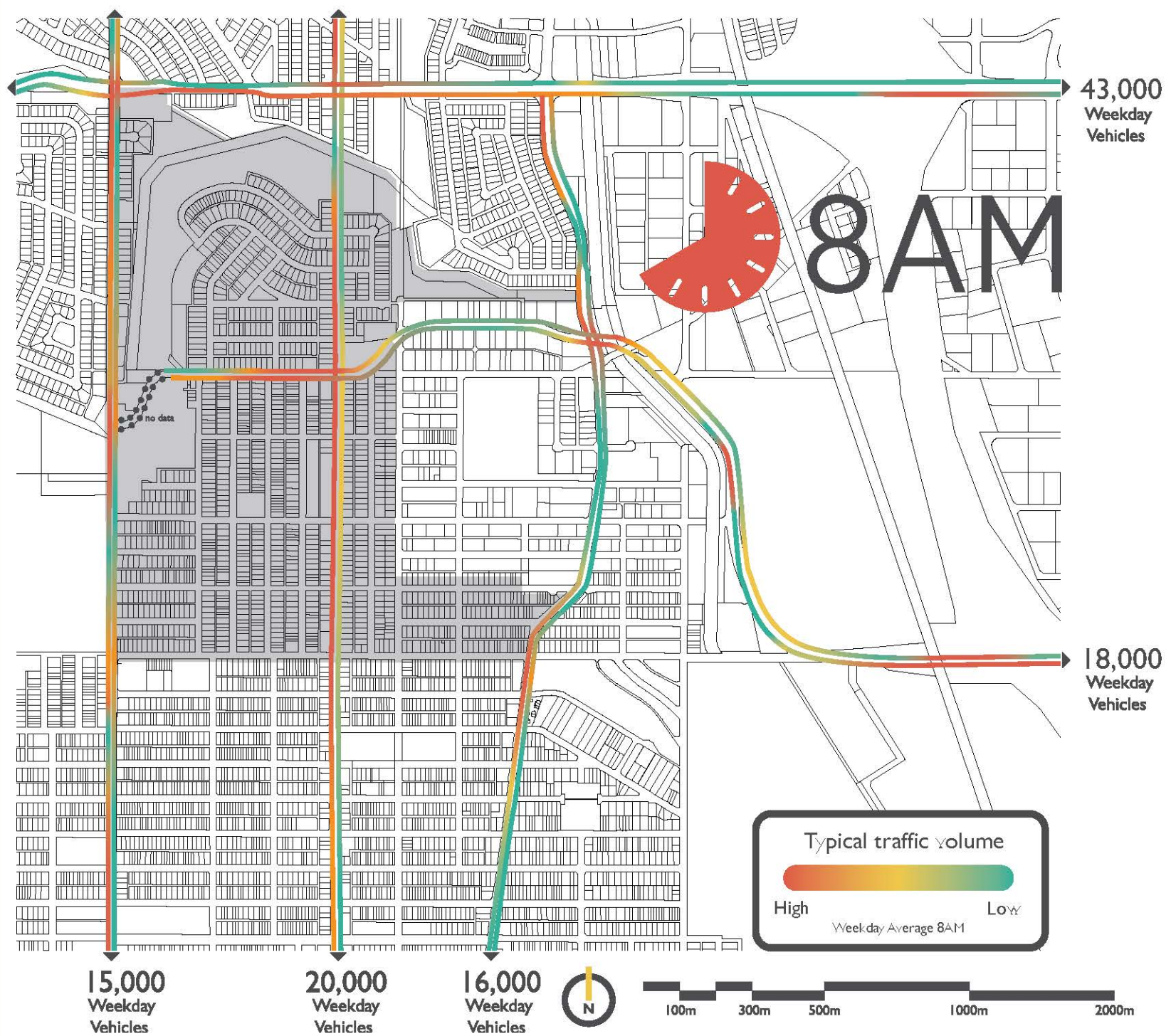


MAJOR TRAFFIC CORRIDOR

The street network is comprised mainly of a grid and warped grid pattern allowing for easy connections throughout most of the study area. The majority of the land is being used for single family residential. Industrial sites are concentrated on the east side of the study area with no industrial west of Centre Street. A lot of the commercial zones are located along the Centre Street corridor and Edmonton Trail. There is a lack of small-scale neighbourhood commercial space. There are several large open space sites in the study area, connected fairly well by open space networks. The neighbourhood of Highland Park lacks dedicated open space and will lose more of it when the golf course is redeveloped. Overall, the plan area lacks diversity of land uses, with mostly residential uses and much of the commercial concentrated along busy corridors.

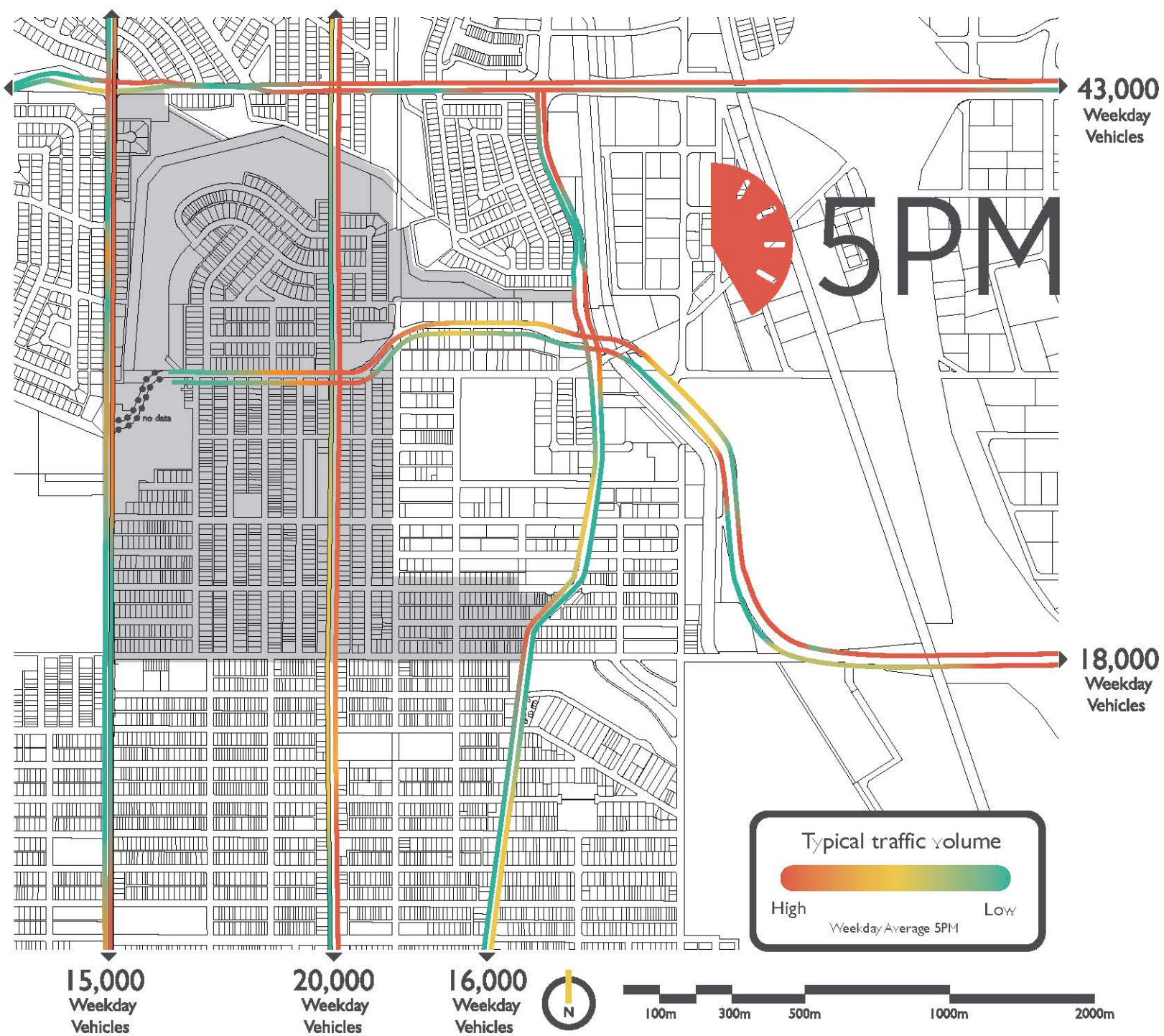


# COMMUNITY + CONTEXT ANALYSIS



Highland Park is situated along major traffic corridors that are heavily used by commuters during the morning and evening rush hours.



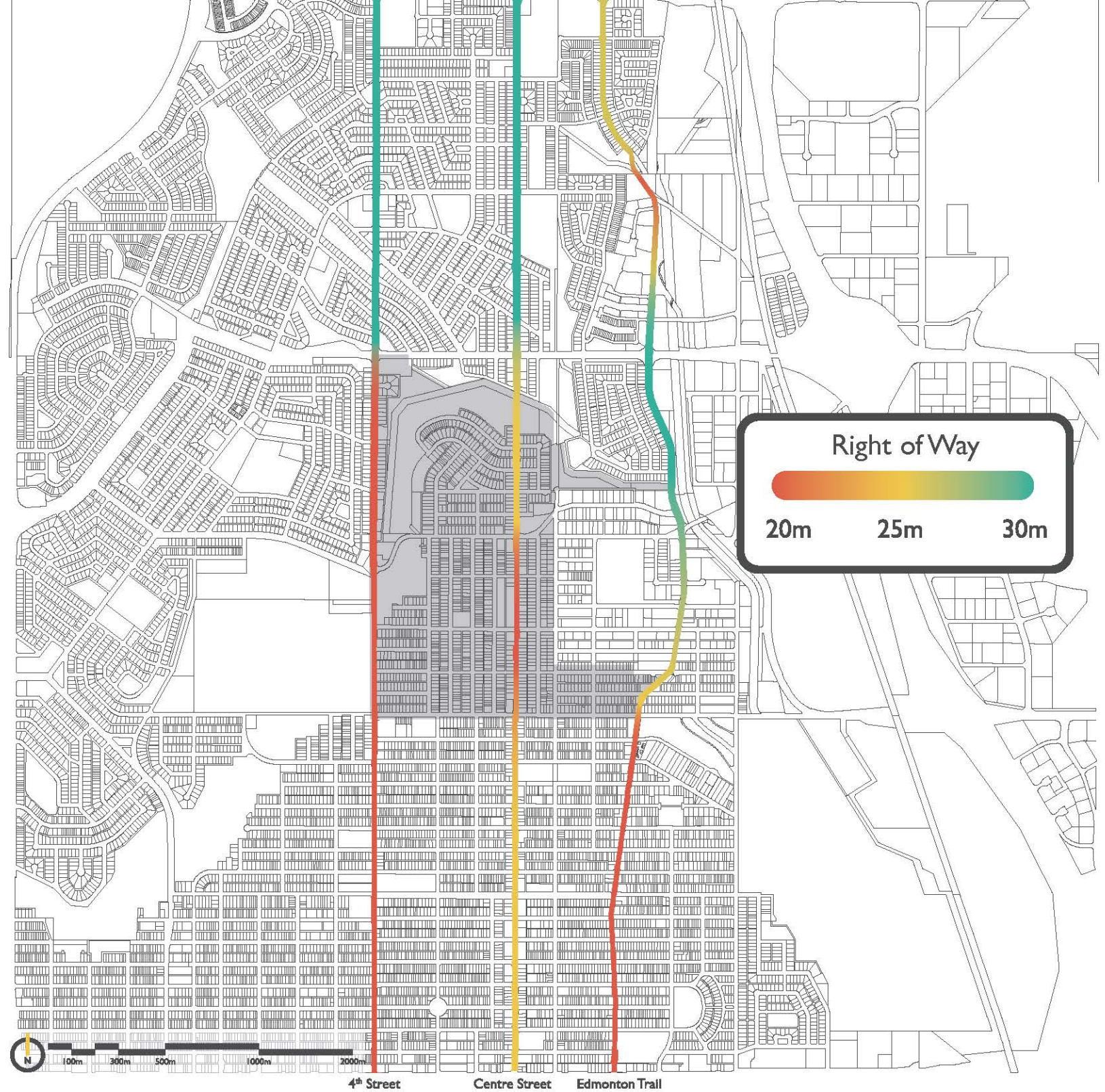


Intersections along the Centre Street corridor (40th Avenue + McKnight Boulevard) show the highest vehicle load and subsequent congestion.



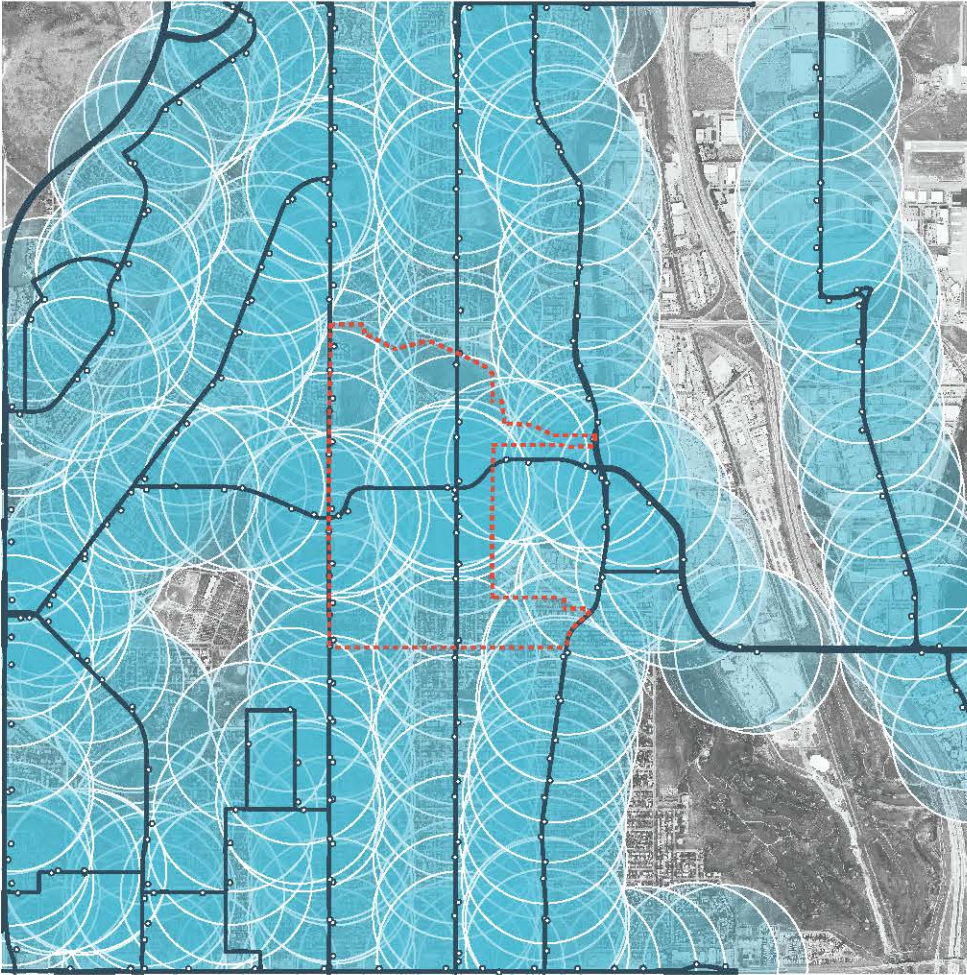
# COMMUNITY + CONTEXT ANALYSIS

21





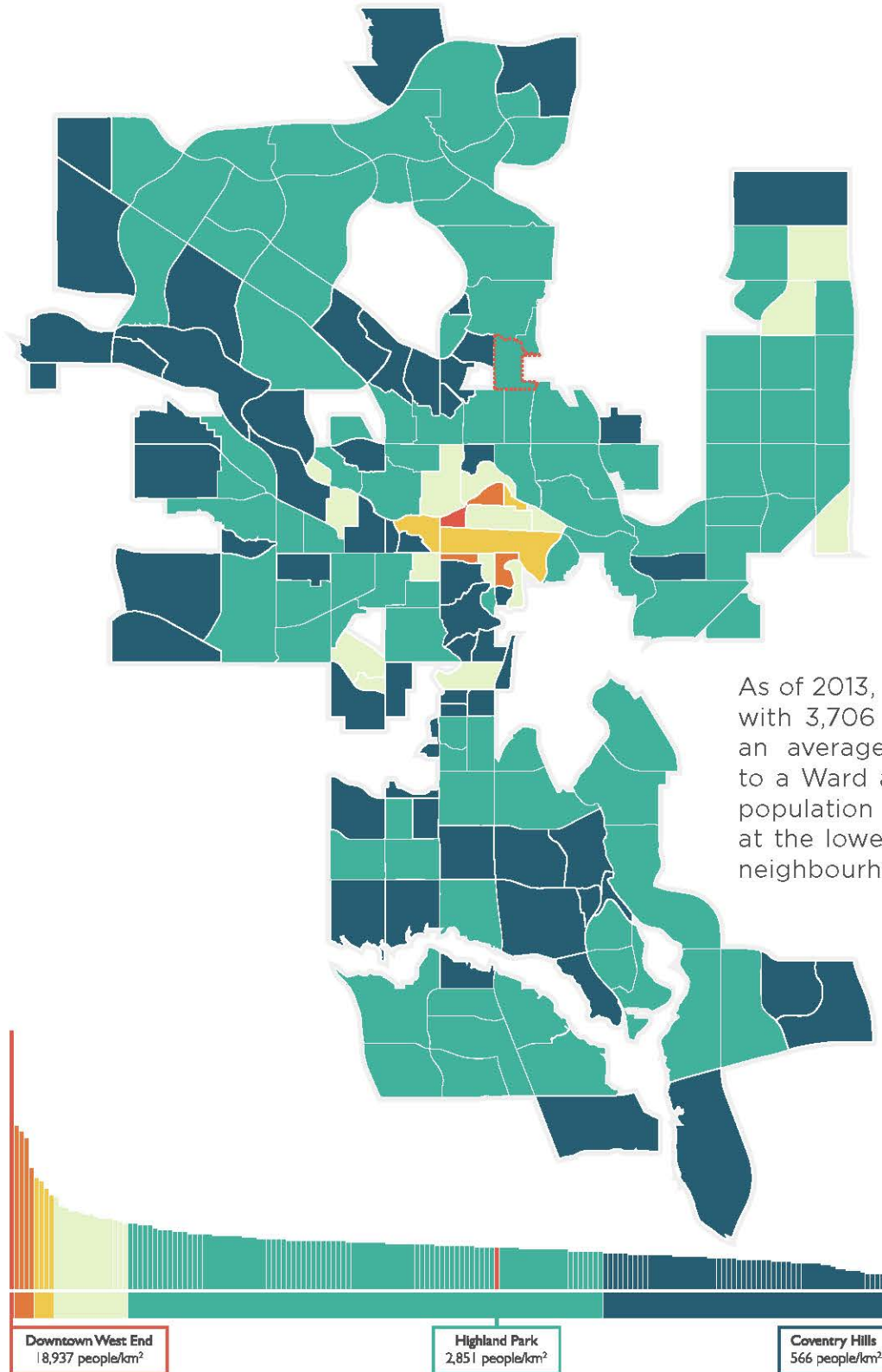
As the City of Calgary continues to explore future rapid transit alignment options in the area, it is important to consider which corridors have the ability to accommodate the space requirements of various transit solutions. The existing right-of-way was evaluated in order to compare the corridor choices and foresee any future issues and land needs.



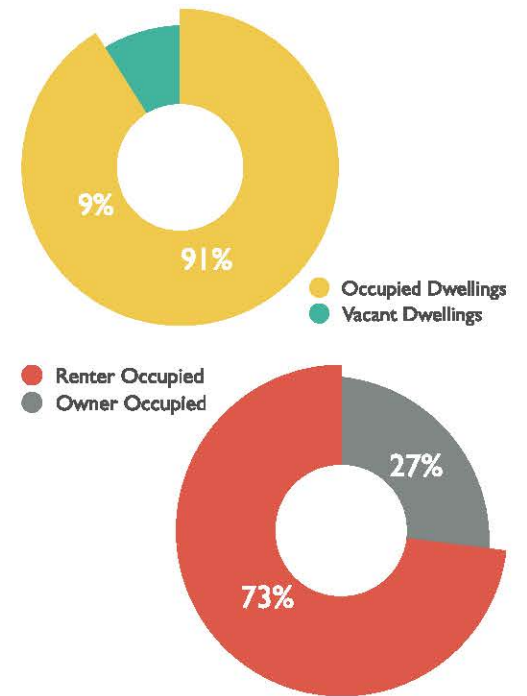
Highland Park is perfectly situated to take advantage of the numerous transit routes and connections that exist within and around the community. The diagram on the right shows transit routes in the area, with their associated bus stops. The 400m radius around each stop is used to demonstrate the service coverage area of each stop and determine if any gaps in transit network exist in the area. The Centre Street corridor is a particularly popular transit route and already hosts the 300 & 301 Calgary Transit BRT routes. It has recently been upgraded to accommodate these express routes, incorporating bus only lanes and priority signalization in some areas of the corridor.

# COMMUNITY + CONTEXT ANALYSIS

23

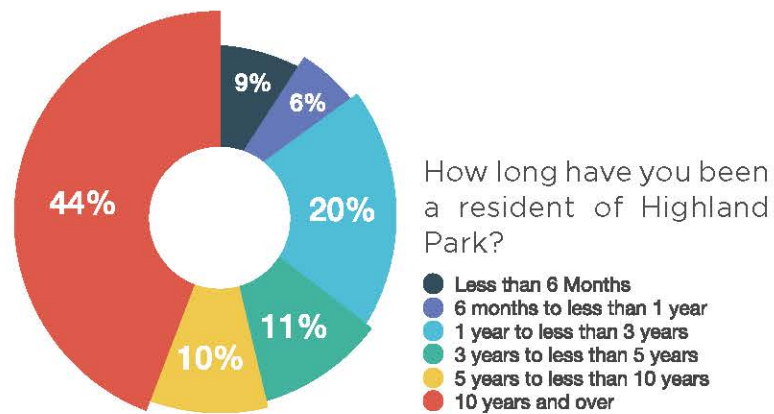
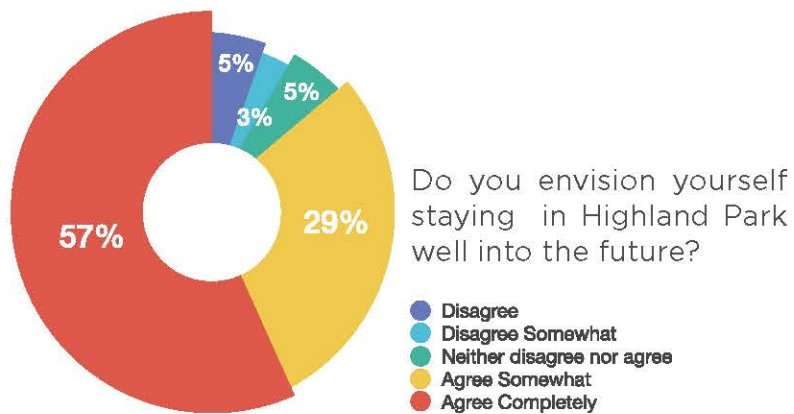
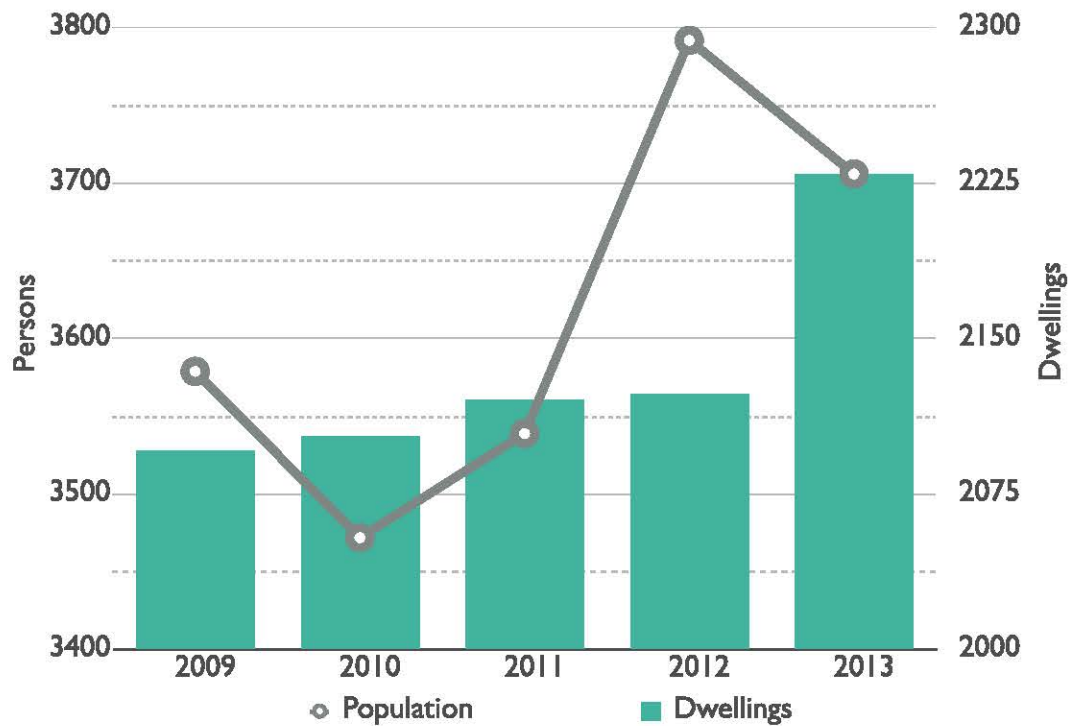


As of 2013, Highland Park had an area of 1.3km<sup>2</sup>, with 3,706 residents in 2,229 dwellings. It has an average of 2 people/dwelling, compared to a Ward and Calgary average of 2.7. With a population density of 2,851 people/km<sup>2</sup>, it is at the lower scale of density for other Calgary neighbourhoods like it.





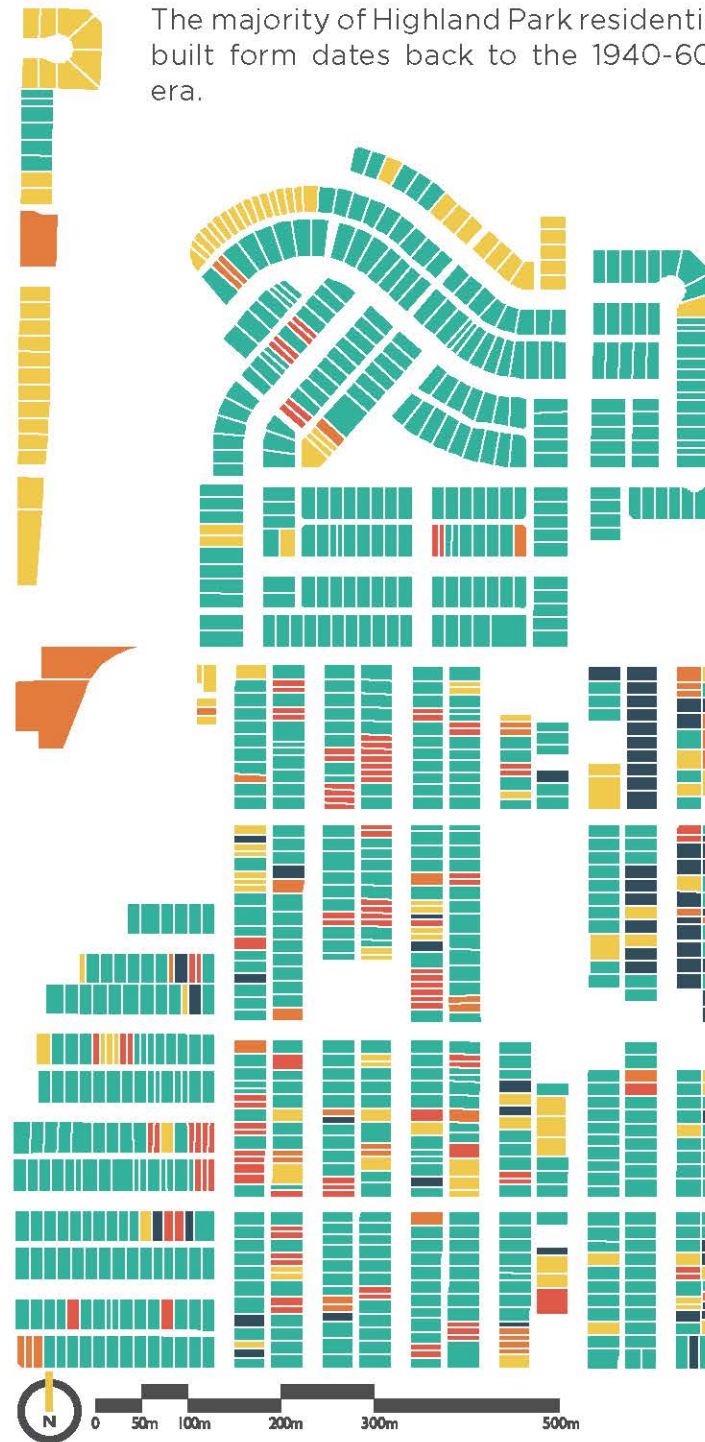
## Highland Park Historic Dwelling + Population



A recent neighbourhood survey of Highland Park residents conducted by the City of Calgary yielded 241 responses. It found that the majority of respondents had lived there for 10+ years and were looking to stay in the neighbourhood well into the future.

# COMMUNITY + CONTEXT ANALYSIS

The majority of Highland Park residential built form dates back to the 1940-60s era.



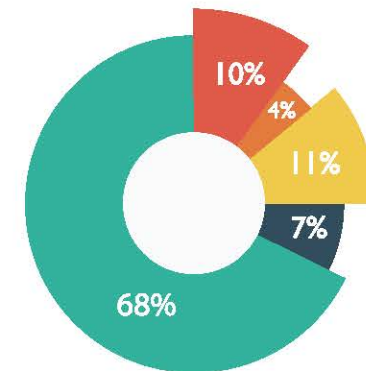
**1900-1940**

**1941-1960**

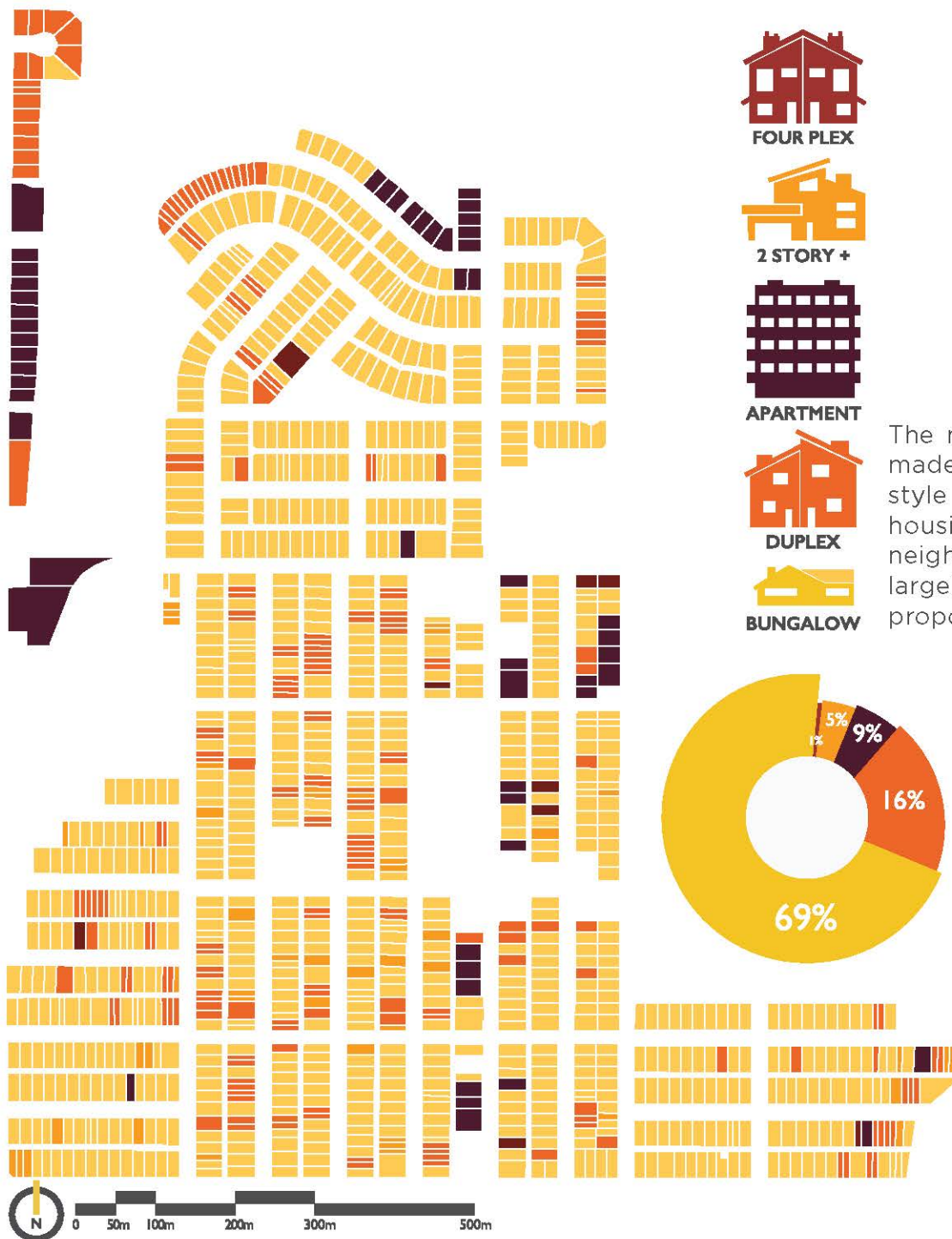
**1961-1980**

**1981-2000**

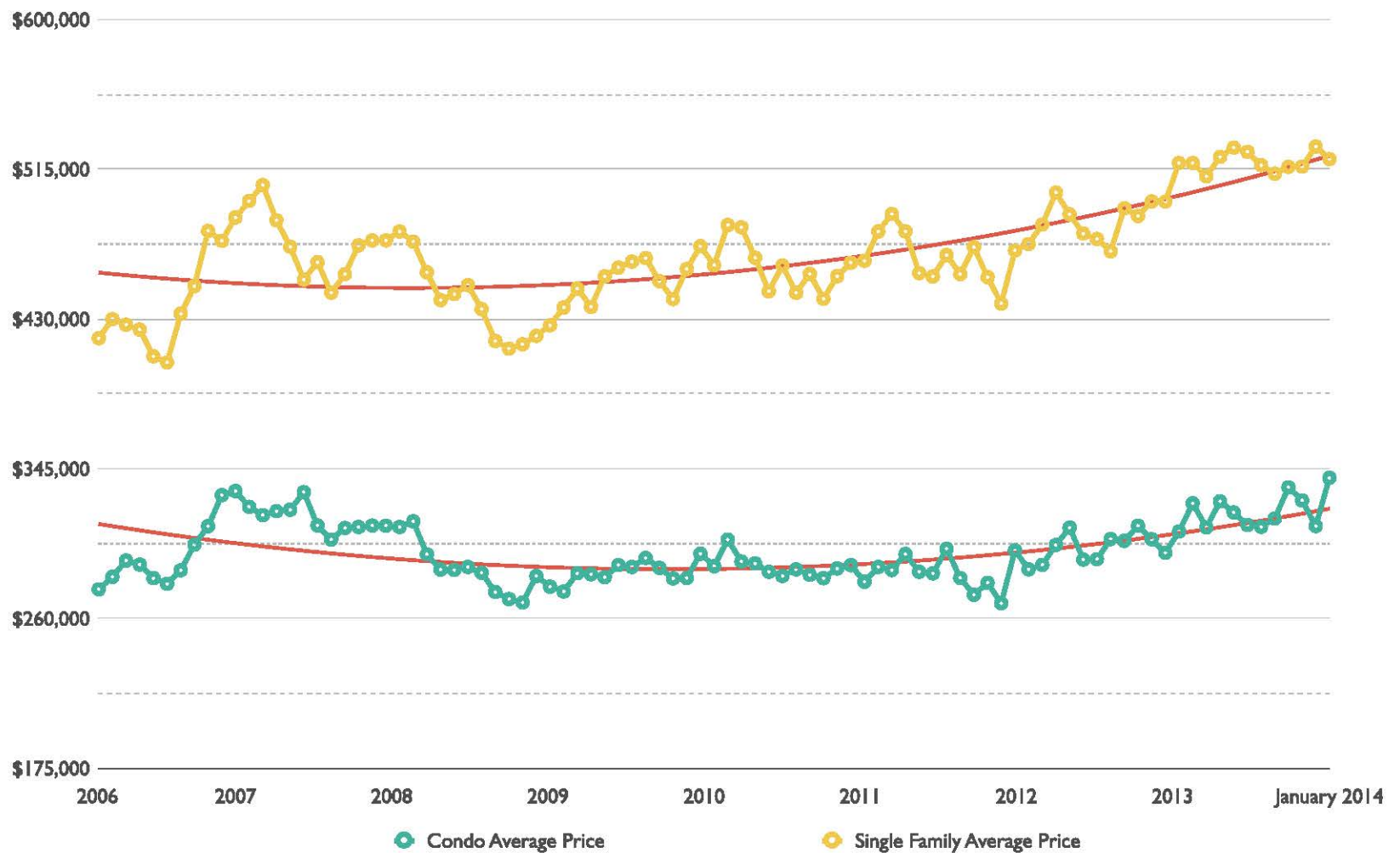
**2000+**







## Calgary Housing Price History + Trend



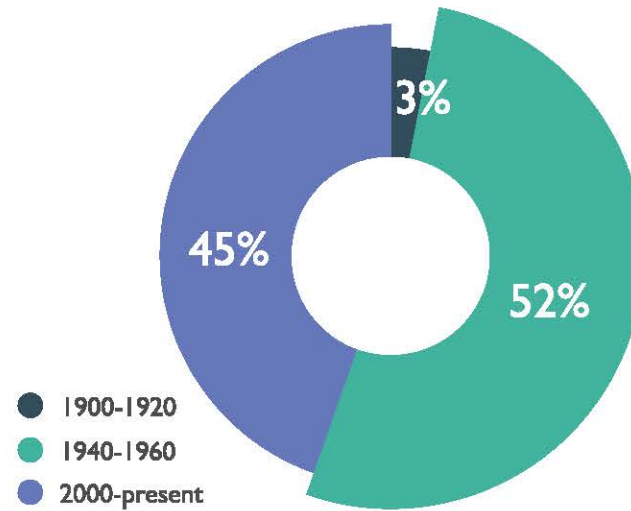
The booming Calgary real estate market continues to be a major driver of the redevelopment pressure that Highland Park has been experiencing as a result of the neighbourhood's lot and neighbourhood characteristics. The majority of lots are zoned RC-2 and have a frontage that can easily accommodate subdivision and dwelling intensification. Year on year, the market continues its recovery from the 2008 financial crisis, with rising housing prices across all strata, and fewer days on the market for listings. If these trends continue, Highland Park may continue to experience further redevelopment pressure as a result of its developer-friendly land characteristics.



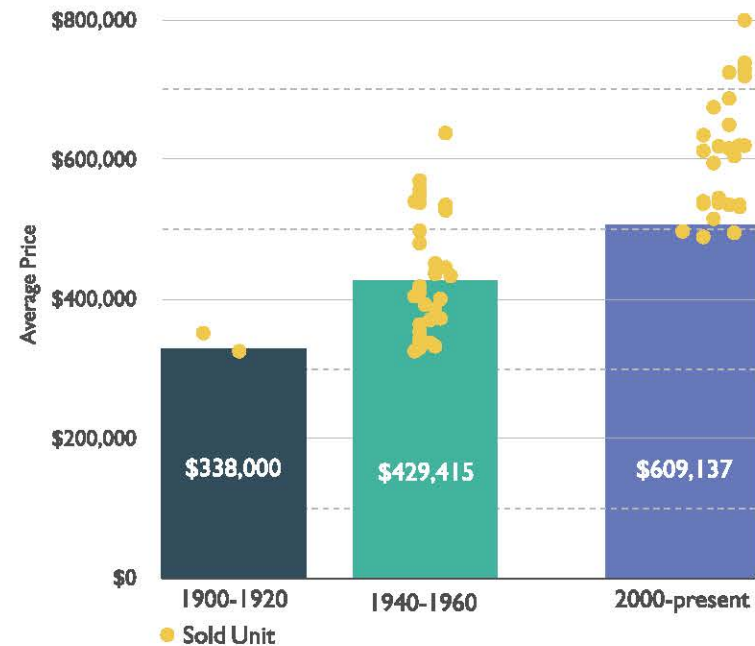
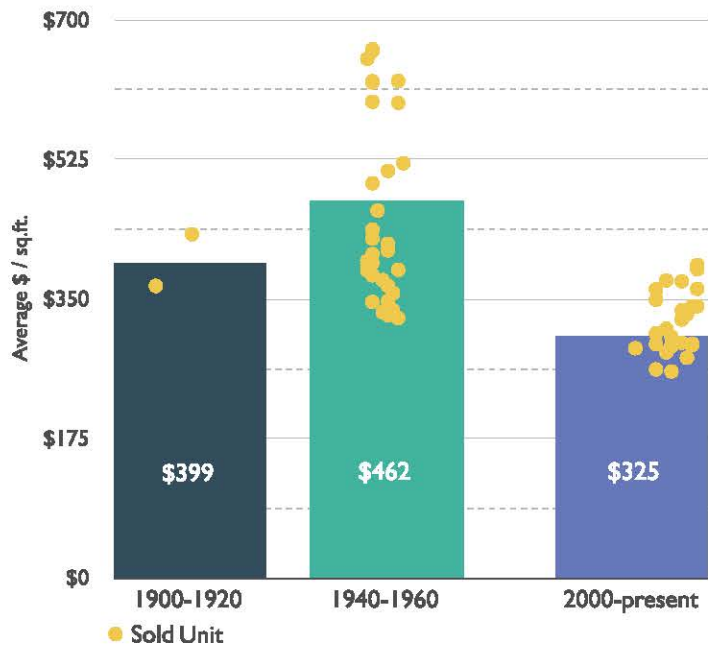
### Highland Park Sold Property History



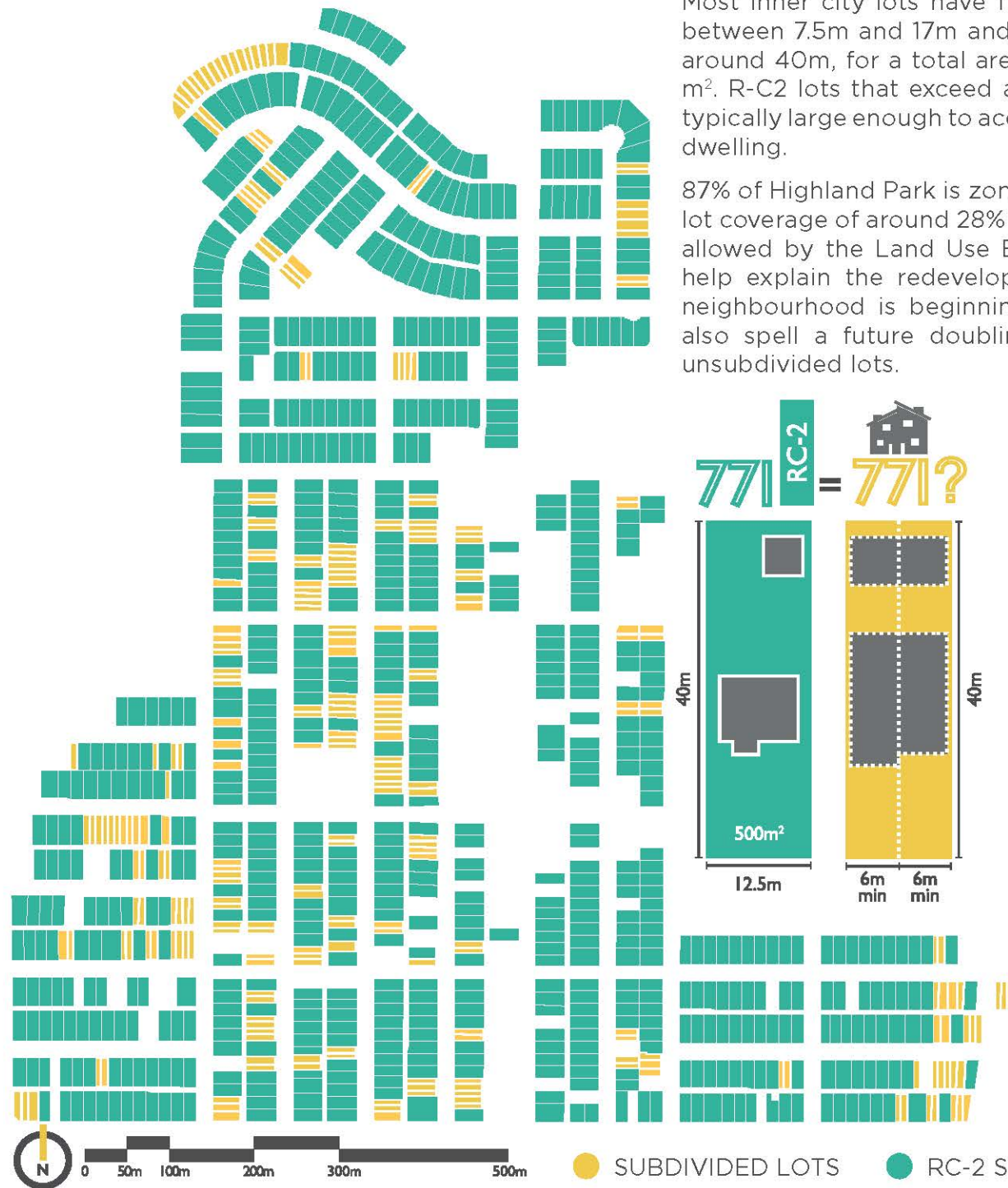
### Highland Park Sold Property Build Era



### Highland Park 5-Year Sold Property Trends



# COMMUNITY + CONTEXT ANALYSIS







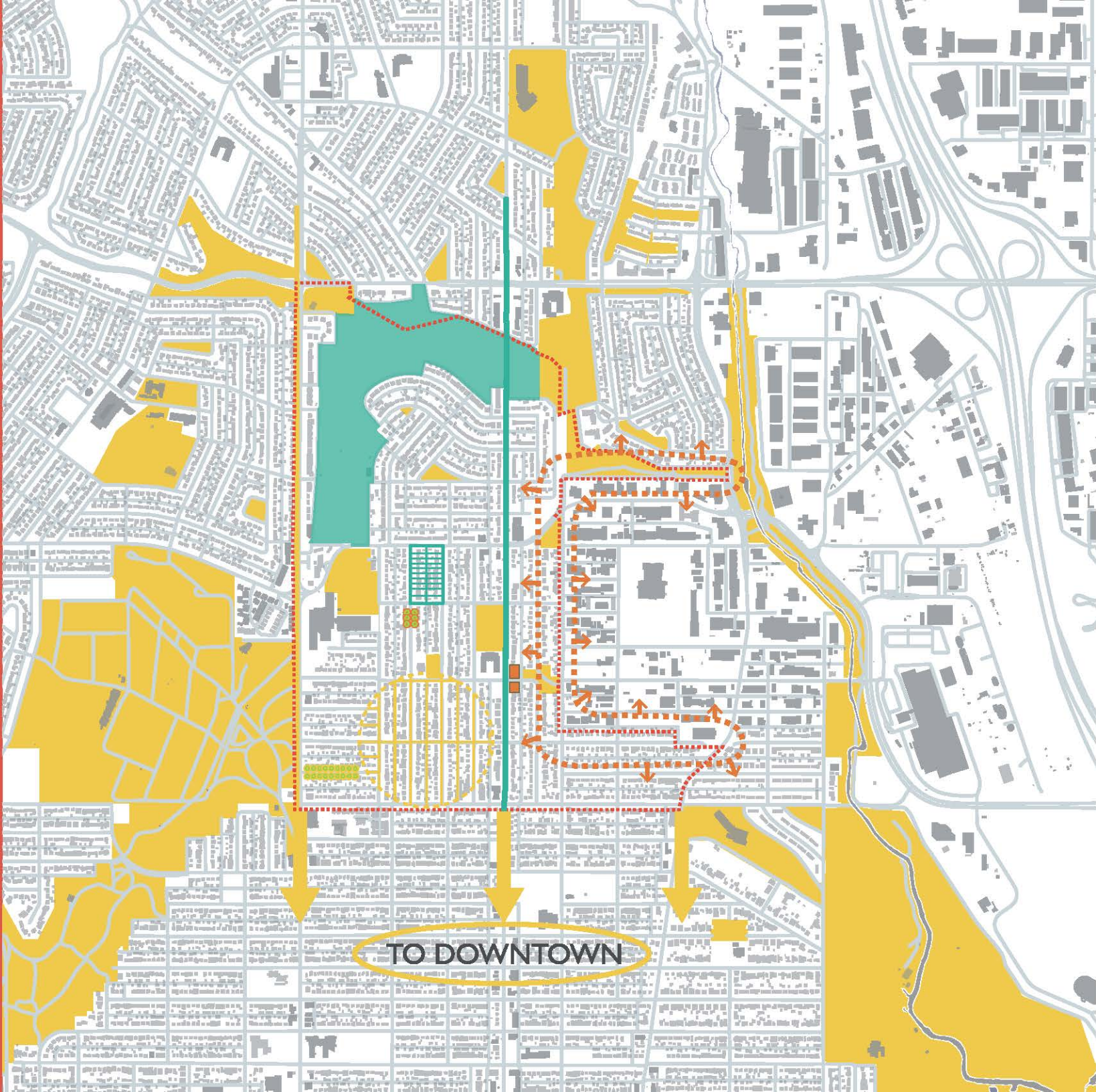
Examples of existing original lots and built form



Recently built and sold duplex developments



# COMMUNITY + CONTEXT ANALYSIS





## ASSETS

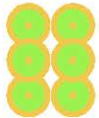


Open Space Amenities

Proximity to Downtown



Grid Street Network  
(Walkable)



Mature Trees



Established Community

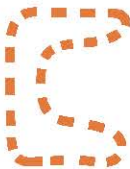
## CHALLENGES



Brown Field Sites



Centre Street and  
40th Avenue Intersection



Interface Between Industrial  
& Residential Uses



Mature Trees Reaching  
End of Life Cycle



Aging Housing Stock



Lack of Community  
Gathering Space/  
Destinations

## OPPORTUNITIES



Golf Course Redevelopment



Centre Street Corridor Development



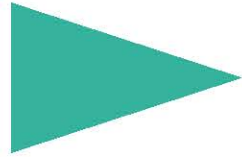
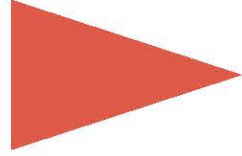
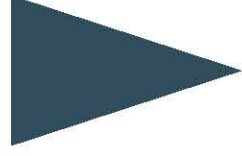
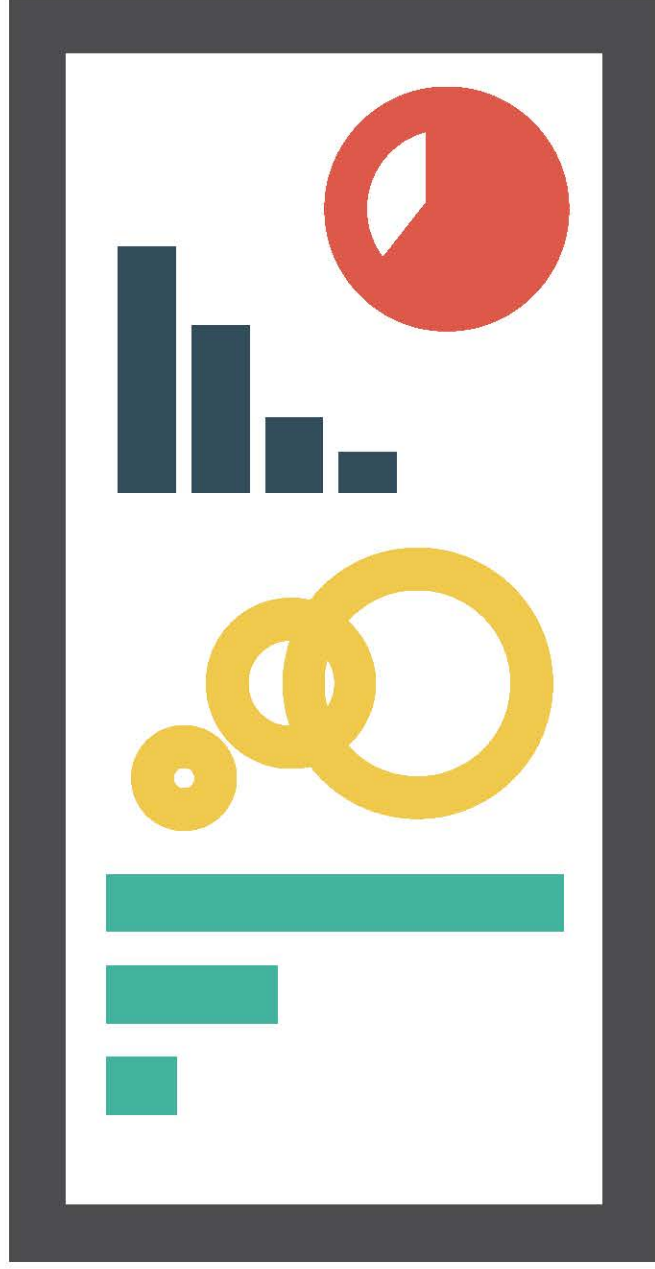
Subdividable Lots



Public engagement and visioning session

The community and context analysis was influenced and informed by a well-attended community visioning session that took place in late January. Highland Park and surrounding community residents has a chance to engage in a spatial community needs assessment that focused on areas of land use, transportation and open space. The results were then compiled and integrated into the analysis in order to arrive at key issues to be addressed at the concept development stage.

# ANALYSIS





# ISSUES

## ✕ transportation

- FUTURE OF NORTH CENTRAL LRT LINE
- PEDESTRIAN + CYCLING NETWORK GAPS

## ✕ land use

- FUTURE OF HIGHLAND PARK GOLF COURSE
- INADEQUATE HOUSING CHOICE
- INFILL DEVELOPMENT PRESSURE
- HIGHLAND PARK + GREENVIEW INTERFACE
- VACANT BROWNFIELD SITES
- LACK OF DEFINED NEIGHBOURHOOD NODES

## ✕ open space

- LACK OF OPEN SPACE AMENITIES
- OPEN SPACE NETWORK GAPS
- AGING + VANISHING URBAN FOREST

# CONCEPTS

URBAN CORRIDOR  
CONCEPT

NEIGHBOURHOOD NODE  
CONCEPT

INDUSTRIAL INTERFACE  
CONCEPT

GOLF COURSE  
REDEVELOPMENT  
CONCEPT

URBAN FOREST  
GUIDELINES

NEIGHBOURHOOD  
REDEVELOPMENT  
GUIDELINES

The following general guidelines apply to all areas and development within the Plan.

## 1 Built Form

a. Development should be designed:

- i. to ensure that active frontages are oriented towards the street.
- ii. for individuality and identity with architectural character that provides visual interest and avoids monotonous massing e.g. by using high quality building materials, architectural detailing, varying roof pitches, stepping down development on grades etc.
- iii. with consideration given to shadowing for building and private amenity space.

b. Public art should be incorporated within key public nodes and areas of higher pedestrian traffic.

## 2 Streetscape and Site Design

a. Sidewalks should facilitate relatively speedy and unobstructed pedestrian movement, free of vehicle conflicts except at intersections and driveways

b. Sidewalks should be as wide as possible appropriate to foot traffic and available street width.

c. Parking areas should be located underground or integrated within the footprint of the building wherever possible. Where surface parking is unavoidable, this should be located to the rear of the building, in order to maintain a continuous street wall and pedestrian rhythm.

d. Where possible, streets should frame view corridors and vistas to a park, natural areas or community features.

e. A suitably designed and visually appealing public realm should be achieved through urban design elements such as public plazas, public art, attractive and useable street furniture, pedestrian oriented lighting, high quality paving materials, etc.

Active frontages



Public art





Unobstructed sidewalk



Concealed parking



High quality public realm



## 3 Landscaping

- Future development should embrace existing environmental features and work the natural landscape into the overall design.
- Design should minimize impervious paved areas and utilize permeable paving wherever possible in order to reduce stormwater runoff.
- Additional soft landscaping and setback should be provided in order to buffer pedestrians from vehicular traffic and improve the appearance of the street
- Provisions of street trees should be maximized throughout the area in order to grow and preserve Calgary's urban forest, and improve environmental and public health.
- Where lighting is required, this should be designed to be pedestrian scale, low maintenance and low energy.

Street trees



## 4 Connectivity

- a. Block lengths should be reduced and at maximum no greater than 200 meters.
- b. Cul-de-sacs should be avoided. Where they are deemed necessary, an attractive and safe pedestrian and bicycle connection shall be provided through to an adjoining street.
- c. A grid network of streets should be used to facilitate access, increase connectivity and support safe pedestrian, bicycle and vehicular movement in all neighbourhoods.
- d. Accessible and visible pedestrian and bicycle connections shall be provided throughout, including multiple routing options, ensuring connectivity within the neighbourhood, in addition to integration with the surrounding communities and regional pathways.
- e. Development should adhere to the City of Calgary Access Design Guidelines incorporating such features as curb cuts at crosswalks and intersections to accommodate movement for the physically impaired, audible aids at signalized intersections for the visually impaired and an urban Braille system along sidewalks and pathways for the visually impaired, etc.

Pathway network



Short block length



Pedestrian connections



Accessible street design





Integrated garages



Streetscape + landscape



Ground floor dwellings



## 5 Residential

a. Rear laneway garages should be used wherever possible to prevent non-active garage frontage from dominating the streetscape and to minimize driveway curb cuts etc. Where garage entries are located at the front elevation, they should be integrated within the structure of the house, set back from the main doorway and incorporate architectural detailing, textures, windows or other design solutions in order to reduce the dominant appearance of the garage and provide for a more pedestrian friendly streetscape.

b. Consideration should be given to the design and landscaping of front yards/space to ensure an appropriate edge is created to the street or access area and that a clear distinction between the public, semi-private and private realms is established.

c. Ground floor dwelling units fronting onto a public street should have the appearance of individual dwelling units and should have front door access to the street.

d. Private amenity space for ground floor dwelling units may be located in front yards provided the issues of privacy, security, natural light and access are addressed to the satisfaction of the Approving Authority.

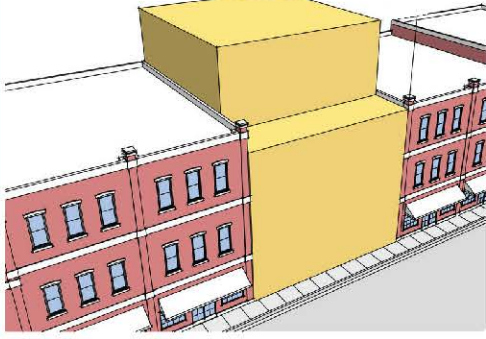
e. New developments should be designed to provide a height transition to lower scale developments and public spaces to minimize the impacts of taller buildings (e.g. visual impact, shadowing, wind tunneling effect etc).

## 6 Corridor

- a. The Centre Street Corridor should have retail, commercial and/or office at grade and residential uses, office uses and/or employment uses located above grade.
- b. Where located on dual frontages, front and side building facades should:
  - i. incorporate transparent glass frontages that help animate the street by allowing activity within to be seen from the street;
  - ii. feature narrow retail frontage and/or frequent street entrances to help create a strong visual rhythm;
  - iii. incorporate detailed and varied architectural features, colours and materials that help to animate the street and create a visually interesting street interface; and
  - iv. provide break out spaces for selling, displays or patios to create a dynamic pedestrian environment.
- c. Side and rear building elevations should use building materials of a similar standard to front facades and incorporate architectural features, glazing and windows to prevent non-active elevations.
- d. Development at fourth storey and above should be setback to reduce the visibility of the upper storeys from the street and maintain a human scale.
- e. Loading bays for commercial uses shall be located and designed so that they do not interfere with pedestrian movement or the exterior design character of buildings.
- f. Public open spaces and plazas should be provided at highly visible locations, edges and/or corners and should be designed to encourage pedestrian activity such as walking, cycling, sitting, window shopping and bicycle storage. These areas should provide protection from the elements (e.g. wind, rain, snow, sun).
- g. The layout of mixed use areas should contribute to the creation of a high quality, visually interesting pedestrian environment through building design, signage, facade treatment, landscaping and the provision of pedestrian amenities including street furniture, lighting and public art.



Fourth storey setback



Vibrant public spaces



Streetscaping



At-grade retail



Patio space



Street furniture



# urban corridor CONCEPT

## ADDRESSED ISSUES

- FUTURE OF NORTH CENTRAL LRT LINE
- INADEQUATE HOUSING CHOICE
- LACK OF NEIGHBOURHOOD ACTIVITY NODES
- AGEING + VANISHING URBAN FOREST

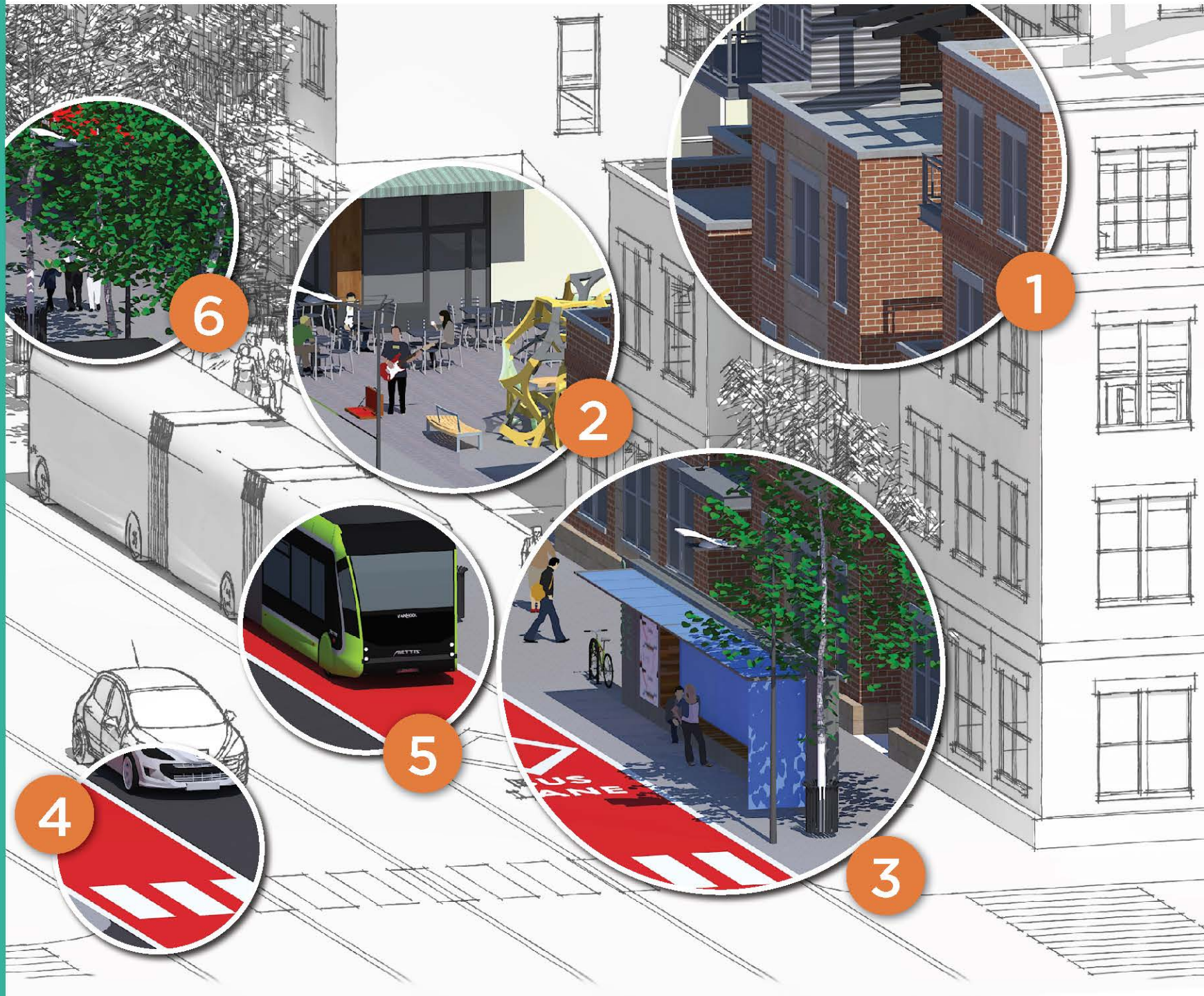
The Centre Street Corridor presents a tremendous opportunity. Already well positioned in terms of location and connections, the opening of a new rapid transit line will provide residents in the area with a convenient and efficient alternative to the private automobile. The corridor is already seeded with several large lot sizes, which have the potential to facilitate future mixed use developments. The Urban Corridor Concept aims to take advantage of Highland Park's potential and integrate it with an urban transit corridor vision that integrates a combination of land uses, amenities and high quality public realm to enhance the neighbourhood. The concept also seeks to optimize the advantages and opportunities afforded by the location and nature of the neighbourhood while maintaining its character. Lastly, the concept emphasizes and promotes walking and cycling trips, especially those integrated with transit. This will provide residents and visitors with a broad mobility perspective rather than only being focused on a single mode. This approach aligns with the Calgary Transportation Plan's goal to enable more sustainable modes of transportation such as public transit, walking and cycling as the preferred mobility choices for more people.



# HIGH LAND PARK









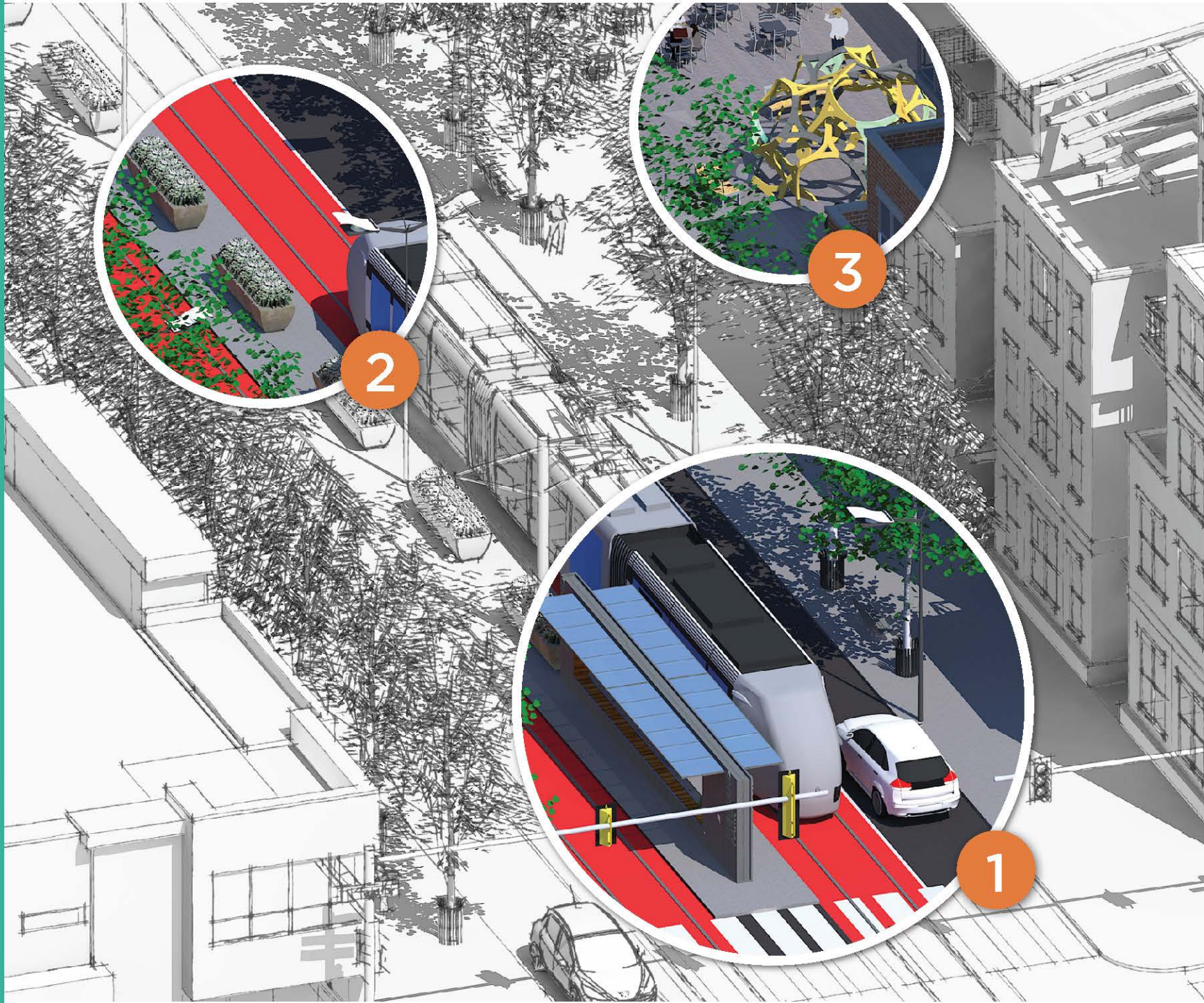


## phase 1

## urban corridor CONCEPT

- ① 4-5 storey residential
- ② At-grade retail with outdoor rooms
- ③ High quality transit user experience
- ④ Dedicated busway + clear crossings
- ⑤ VanHool Exquicity BRT system
- ⑥ Consistent street tree planting









## phase 2

## urban corridor CONCEPT

- ① Ultra-low floor tram system
- ② Planted station median
- ③ Public art + interactive furniture

## Constrained Right-of-Way





# urban corridor CONCEPT

## Typical Right-of-Way



## Tram Right-of-Way





# urban corridor CONCEPT

Exquicity BRT System



# neighbourhood node CONCEPT

## ADDRESSED ISSUES

- VACANT BROWNFIELD SITES
- LACK OF DEFINED NEIGHBOURHOOD NODES
- LACK OF OPEN SPACE AMENITIES

The purpose of the neighbourhood node in Highland Park is to provide space for several uses as well as form a central gathering place for the community. The proposed neighbourhood node at the intersection of 36th Avenue and Centre Street will use its central location as well as its proximity to public transit to serve as a hub for activity for community residents as well as visitors. Because the node is to serve as a gathering spot, it should feature several uses that are attractive to a variety of users. The proposed park/garden on the east side of Centre Street will feature an attractive plaza and garden where people can enjoy the space as well as the sweeping views over North East Calgary at the higher elevation. Several buildings around the intersection will consist of a mix of land uses. The ground floor of these buildings should be commercial/retail and generate activity that can spill out on to the nearby plaza. The neighbourhood node is strategically placed along the Centre Street Corridor making it easily accessible by transit.

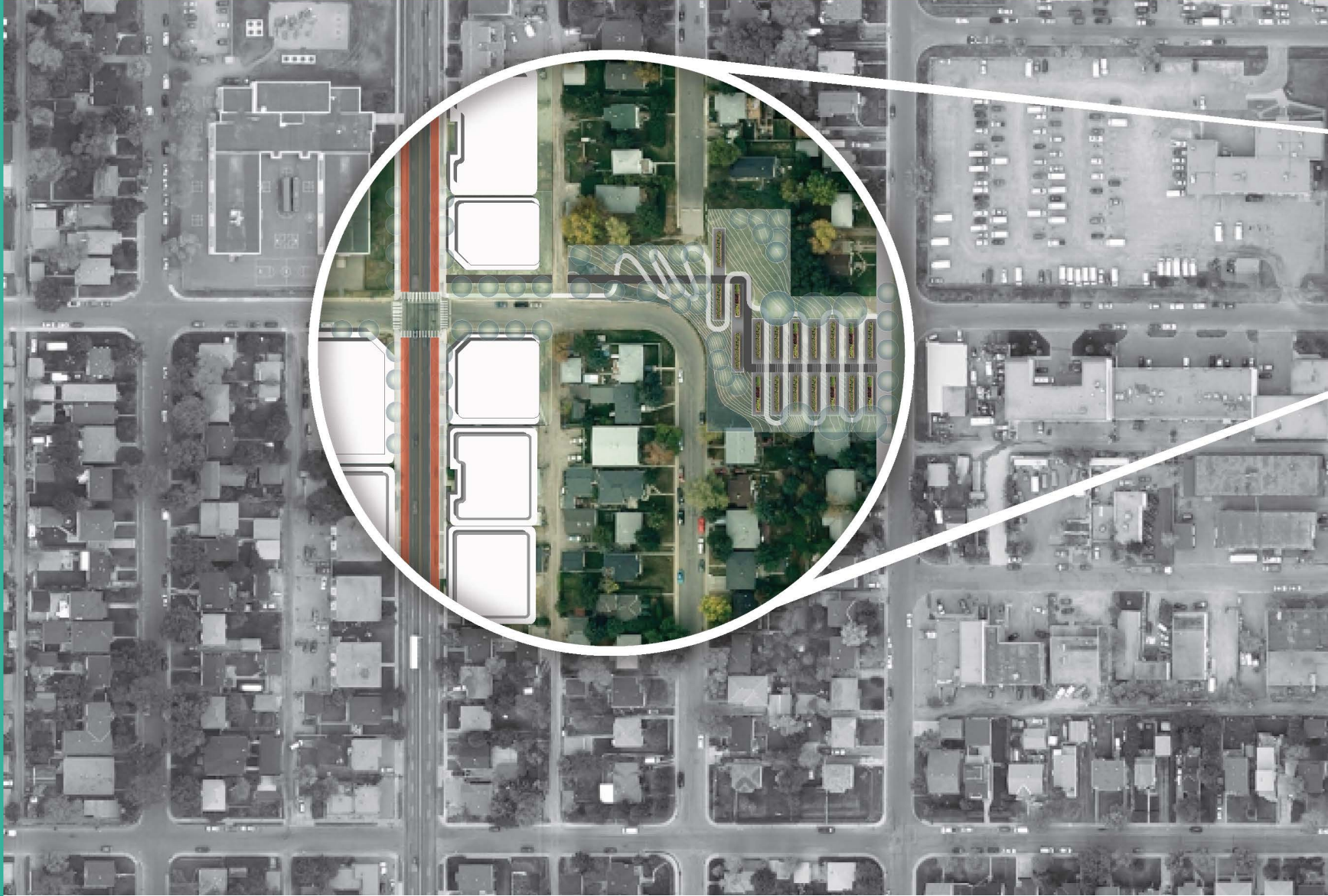


# HIGH LAND PARK





# neighbourhood node CONCEPT





# HIGH LAND PARK





# neighbourhood node CONCEPT

present  
future







# industrial interface CONCEPT

## ADDRESSED ISSUES

- HIGHLAND PARK + GREENVIEW INTERFACE
- PEDESTRIAN + CYCLING NETWORK GAPS

The interface between Greenview Industrial Park and Highland Park was identified as a streetscape in major need of upgrading as well as a screening system to reconcile the residential/industrial uses. Currently the interface is not an inviting environment for pedestrians. It is used mainly for vehicles that are entering and exiting the industrial park properties. The Greenview Industrial Park and Highland Park interface should include landscaping, screening and other streetscape improvements to reconcile the difference in land uses and make the pedestrian experience pleasant and attractive. The proposed treatment for this interface consists of a fence and several landscaping treatments to screen the industrial uses. A hedge wall that is taller than eye level fronted with street trees placed every 3 meters will help ensure that the environment is an attractive and pleasant space for pedestrians despite the industrial land use. Existing sidewalks should be enhanced and sidewalks should be added where they currently do not exist.



# HIGH LAND PARK





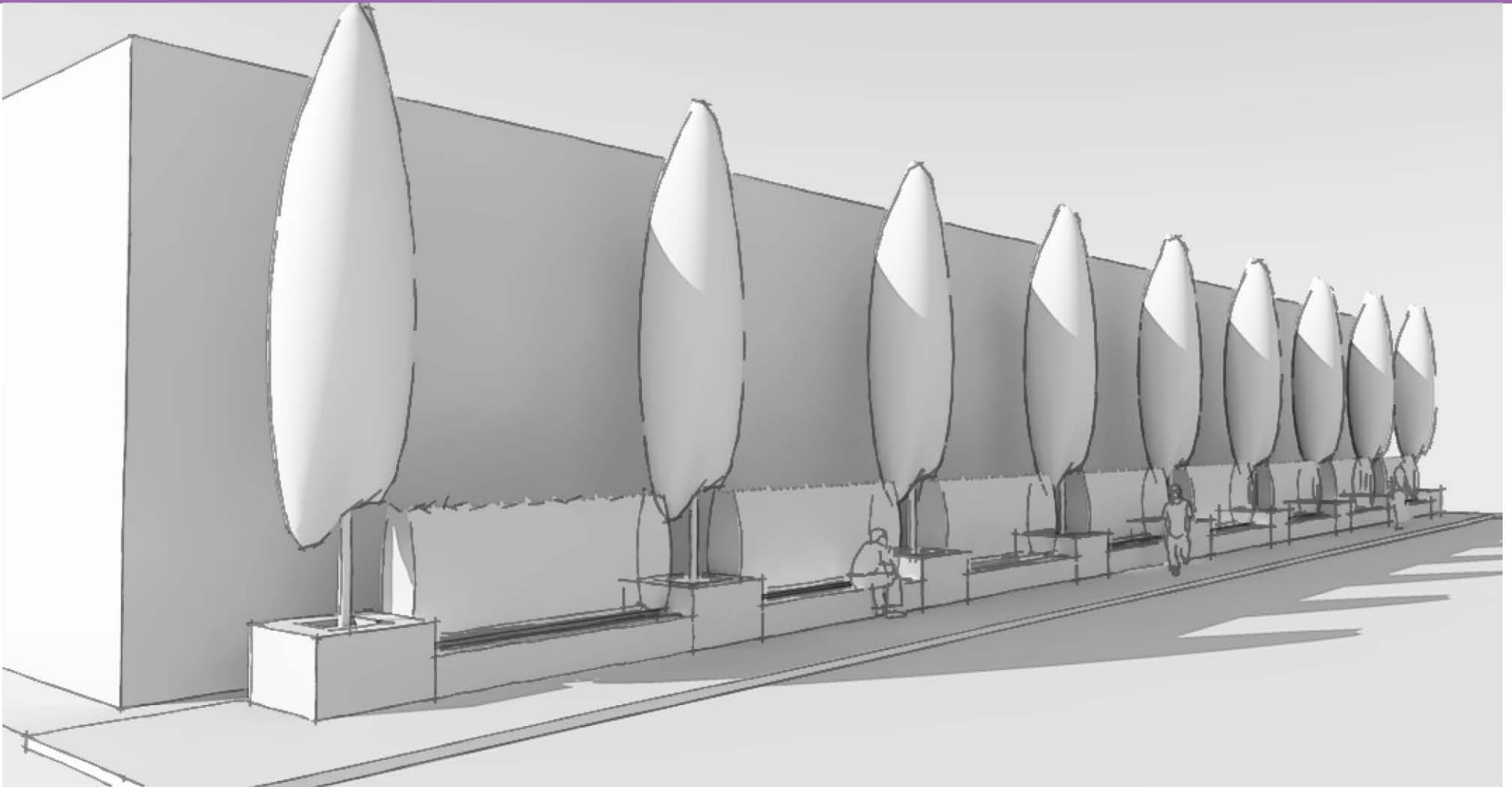
## Proposed Screening Strategy Section





# industrial interface CONCEPT

## Alternative Screening Strategy



# golf course redevelopment CONCEPT

## ADDRESSED ISSUES

- FUTURE OF HIGHLAND PARK GOLF COURSE
- INADEQUATE HOUSING CHOICE
- LACK OF DEFINED NEIGHBOURHOOD NODES
- PEDESTRIAN + CYCLING NETWORK GAPS
- LACK OF OPEN SPACE AMENITIES
- OPEN SPACE NETWORK GAPS

The site of the former golf course presents a major opportunity for Highland Park. Currently the land is used for a variety of informal recreational purposes. At the community visioning session the community identified the redevelopment of the golf course as a major issue. The redevelopment plan for the golf course was a large focus area of this plan. The redevelopment plan proposes a central parkway with separated bicycle and pedestrian paths running through the centre of the redevelopment area. A modified grid street network complements this parkway and allows for easy and accessible connections throughout the golf course area as well as to the rest of the community. A 5-acre central park featuring pathways and playgrounds serves as an outdoor recreation area as well as a gathering area for locals. There is a variety of housing types in the golf course redevelopment plan. The housing types consist of medium density housing, ie: townhomes, apartments and condos of varying sizes. A mixed use node on the west side of the golf course will serve the influx of residents moving into the new homes as well as those in the surrounding area. This mixed use hub is smaller in scale and should consist of smaller, local commercial and retail uses at grade with office or residential uses on upper floors. The golf course redevelopment plan is well connected and integrated into the community.



# HIGH LAND PARK





## Proposed Land Use Plan



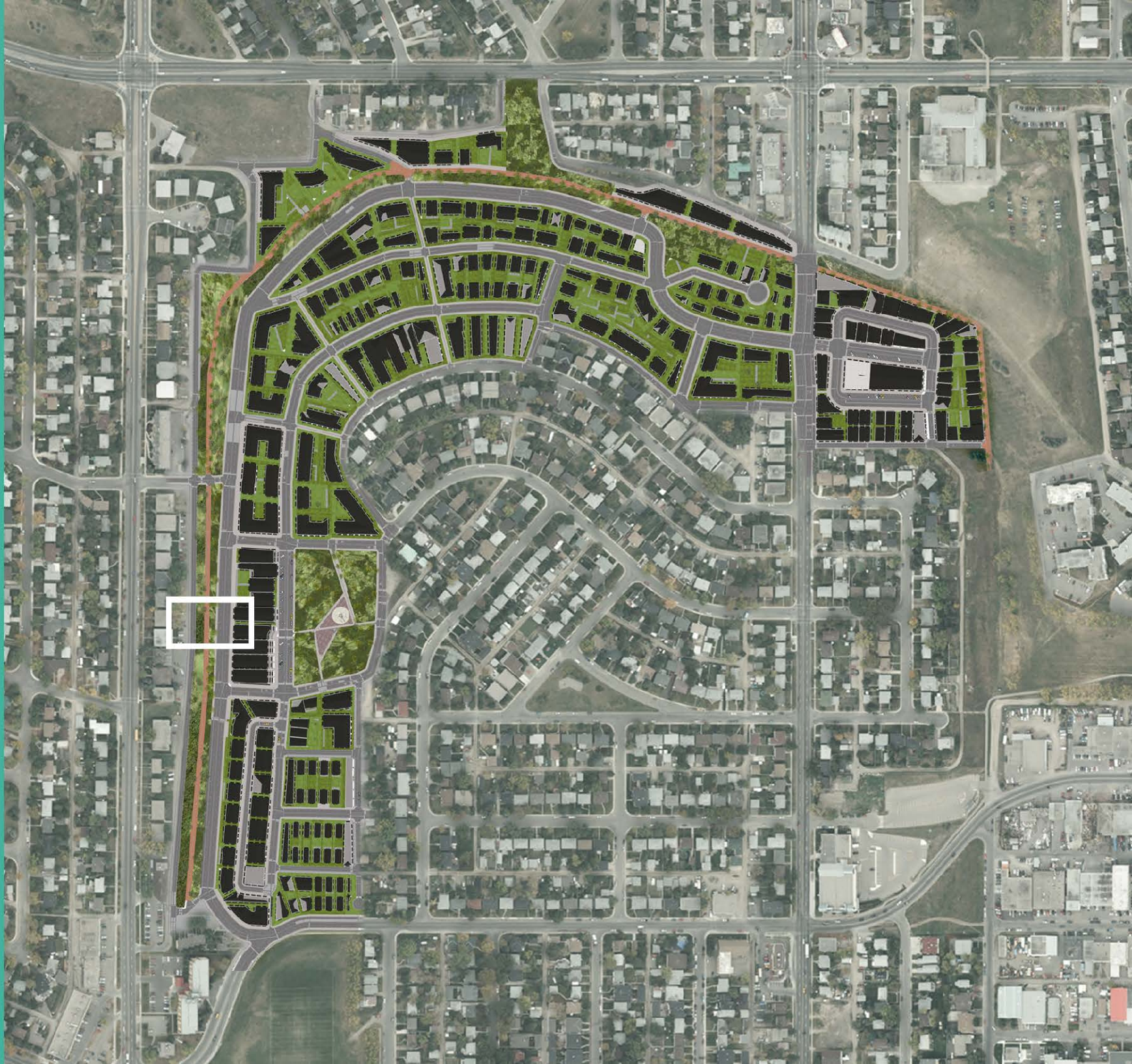


# golf course redevelopment CONCEPT

## Proposed Community Connections









# golf course redevelopment CONCEPT

## Proposed Parkway Street Section



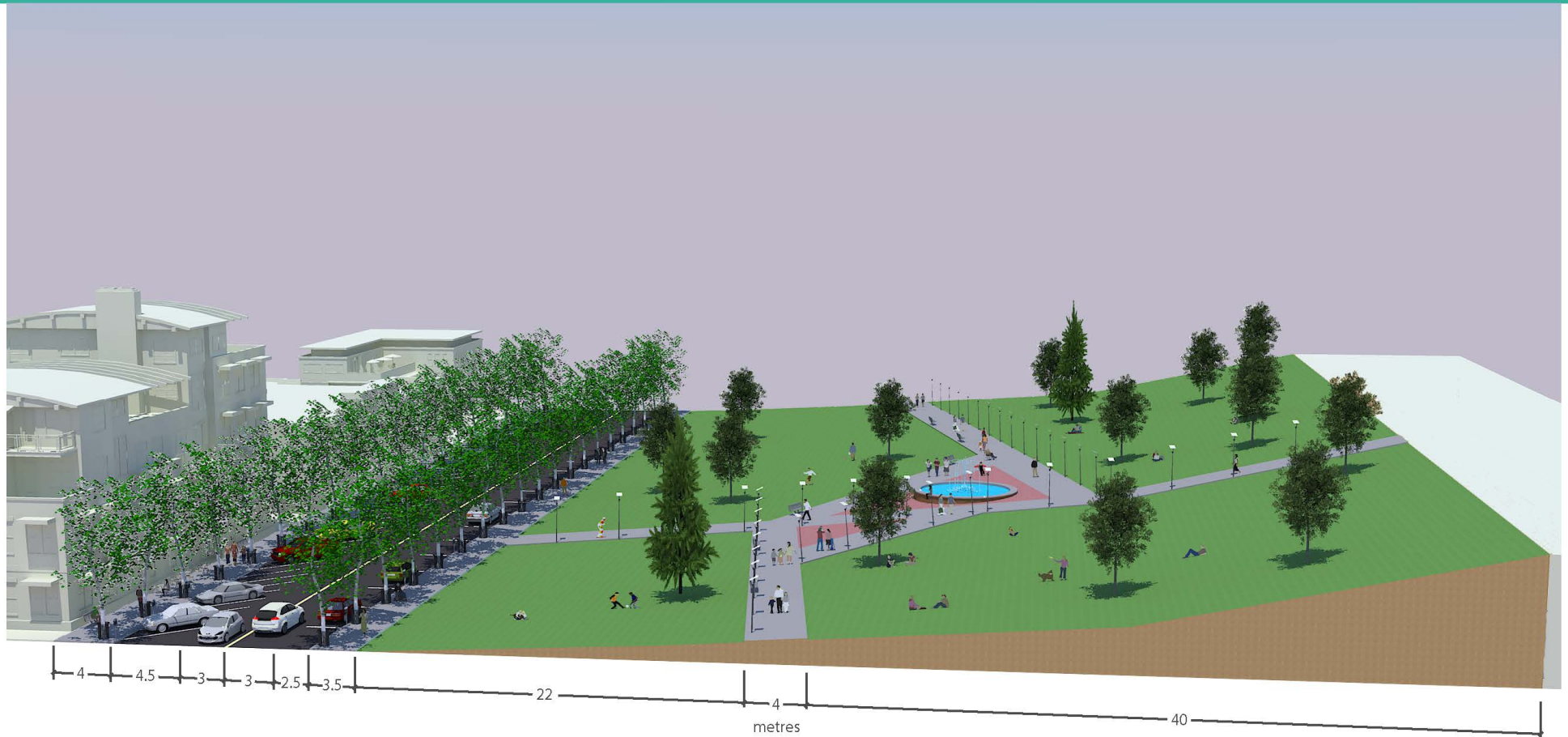






# golf course redevelopment CONCEPT

## Proposed Neighbourhood Activity Street Section



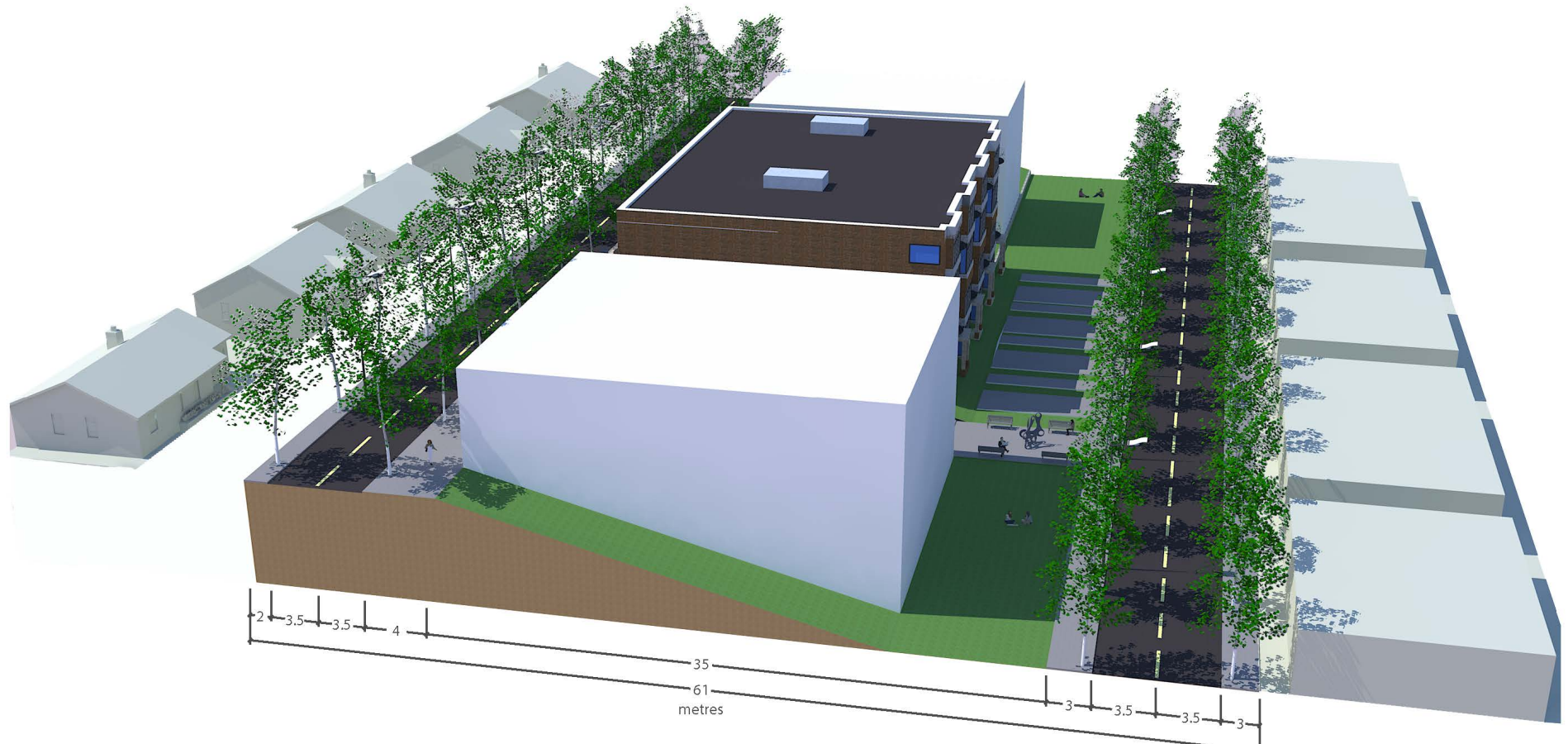






# golf course redevelopment CONCEPT

Proposed Hillside Development Street Section





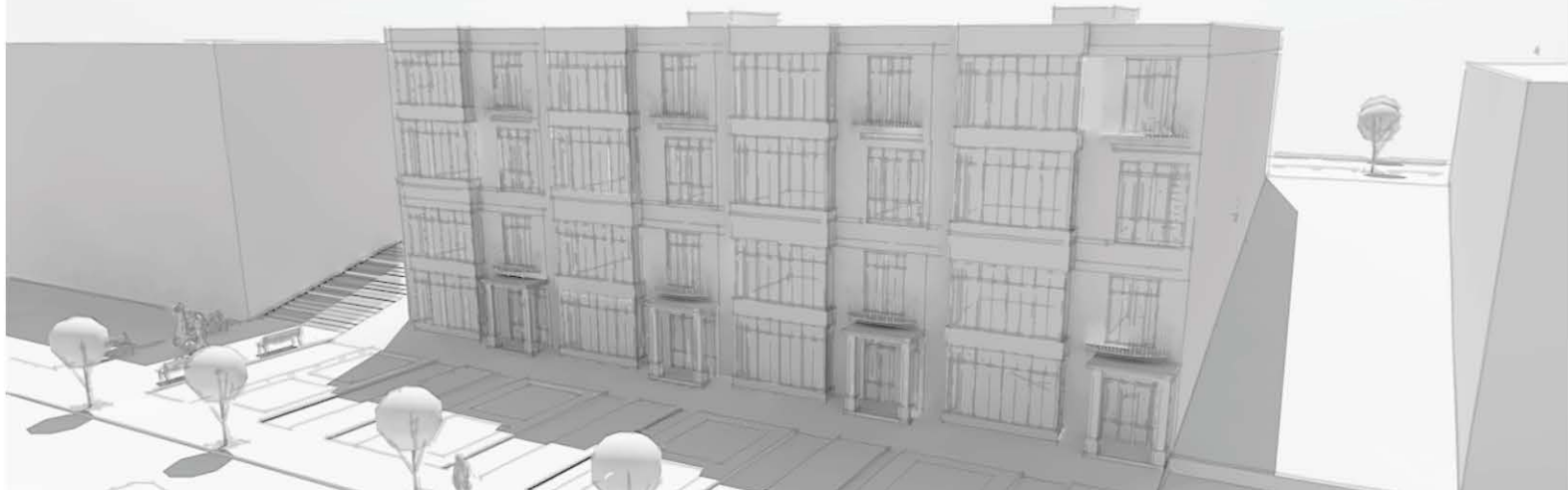
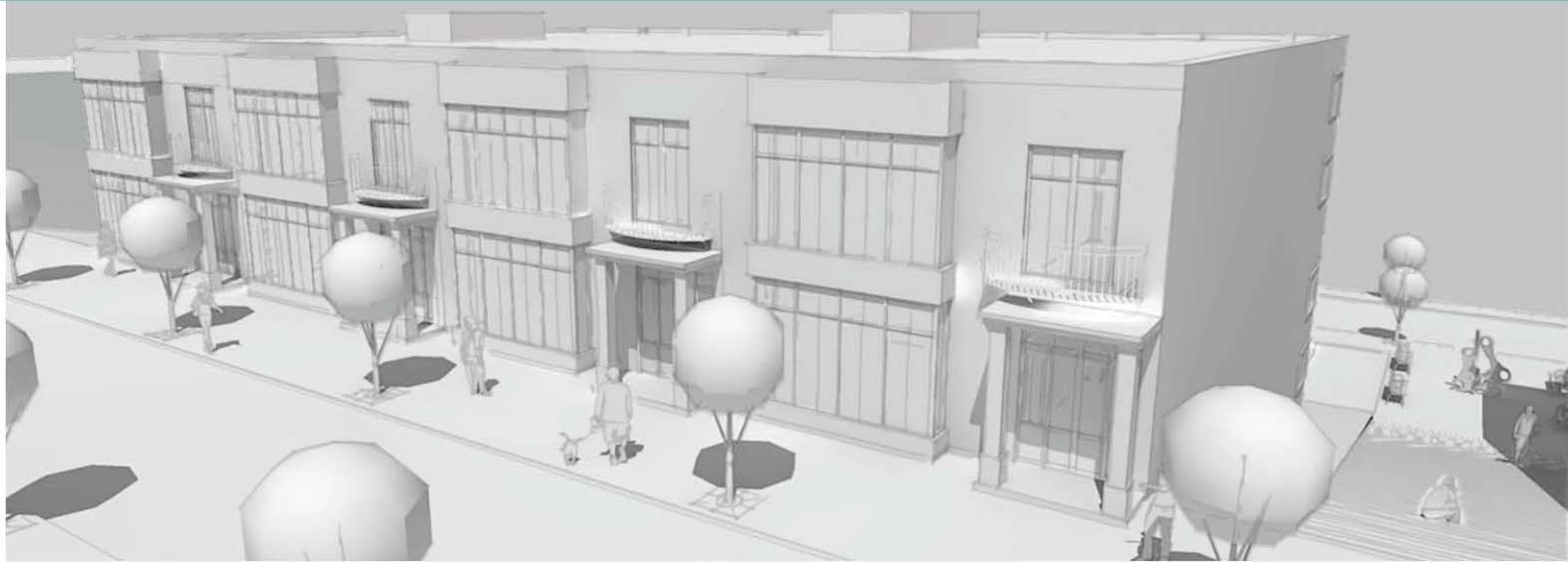
## Proposed Hillside Development Interface





# golf course redevelopment CONCEPT

## Proposed Hillside Development Concept





# urban forest GUIDELINES

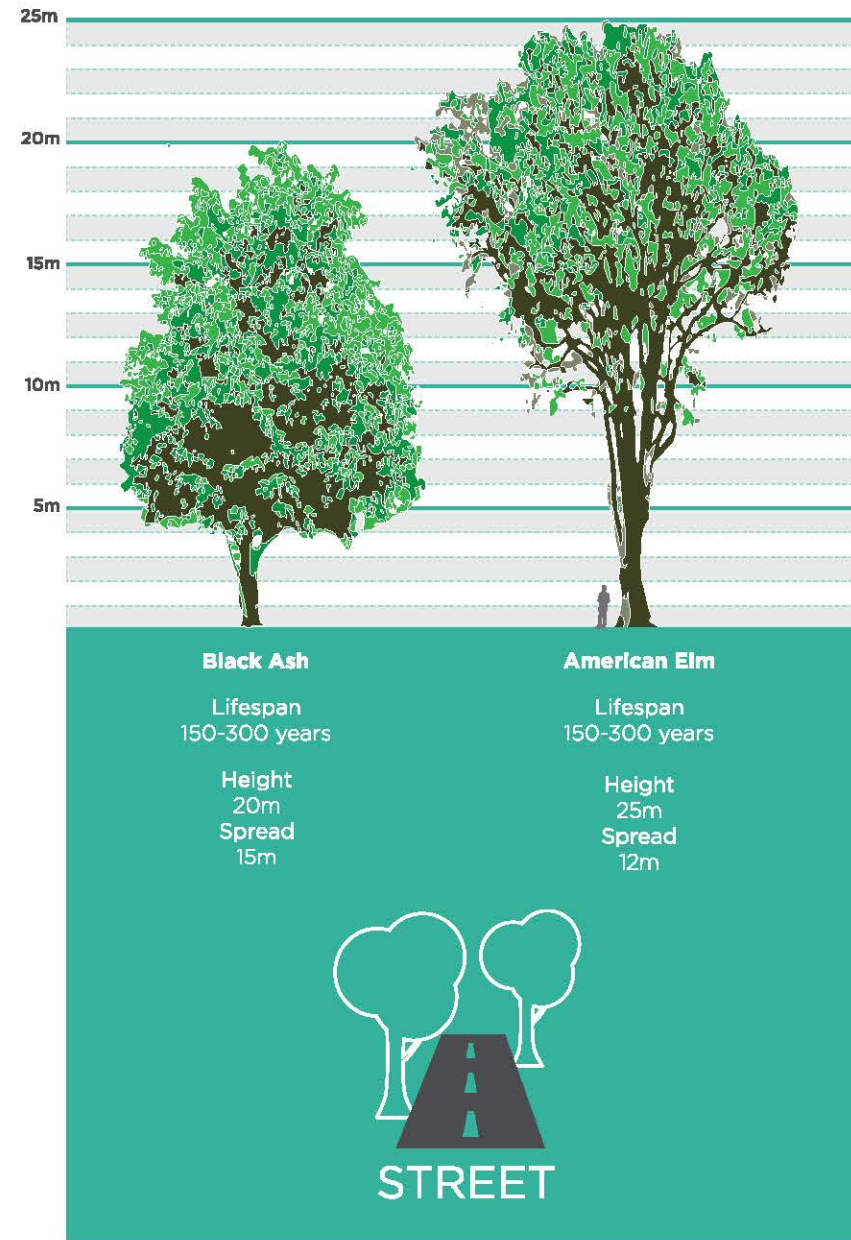
## GOAL



1 Tree / 2 People

A single large tree can sequester 39 kg of carbon and remove 0.64 kg of other pollutants from the air in a single year.

-USDA Forest Service 1998





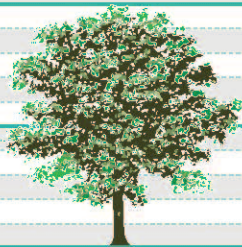
Shown species meet **80%+** on the  
Alberta Tree Species Rating Guide



**Foothills Green Ash**

Lifespan  
100-120 years

Height  
20m  
Spread  
12m



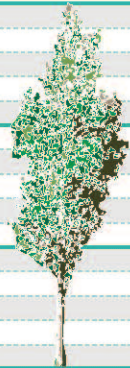
**Bur Oak**

Lifespan  
200-400 years

Height  
10m  
Spread  
10m



**OPEN SPACE**



**Trembling Aspen**

Lifespan  
70-100 years

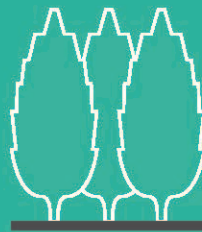
Height  
15m  
Spread  
5m



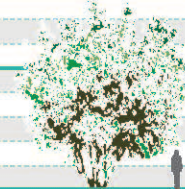
**Swedish Columnar Aspen**

Lifespan  
30-50 years

Height  
12m  
Spread  
2m



**SCREENING**



**Hot Wings Tatarian Maple**

Lifespan  
70-100 years

Height  
8m  
Spread  
5m



**Pink Spires Crabapple**

Lifespan  
50-70 years

Height  
5m  
Spread  
3m



**ORNAMENTAL**

Currently, Highland Park is experiencing urban forest loss as a result of redevelopment and the aging poplar population. In order to achieve the City of Calgary's goal of 1 tree for every two people, approximately 1,100 trees must be planted. These may take the form of street trees, open space trees, screening trees or ornamental trees. The species listed above are recommended based on their hardiness, suitability, longevity and aesthetic value.



# neighbourhood redevelopment GUIDELINES

## ADDRESSED ISSUES

- INADEQUATE HOUSING CHOICE
- INFILL DEVELOPMENT PRESSURE
- AGING + VANISHING URBAN FOREST

There is currently a high number of infill developments in Highland Park. At the community visioning session residents identified housing as another major issue. Housing in Highland Park presents a challenge as well as an opportunity. Highland Park's location means that it is optimal for redevelopment and growth. This is concerning to some residents so it is imperative that there are strong guiding principles that help maintain Highland Park's character while helping it grow in a way that is sustainable and healthy. In order to do this the plan proposes an increase in housing diversity while appreciating what currently exists. A diversity in housing type should meet the needs and demand for current market conditions. A relatively high rental rate in the neighbourhood currently exists so including the retention, enhancement and renewal of secure purpose-built rental housing is a key principle. The plan also proposes to increase options and enhance stability for vulnerable community residents, including individuals or families who are low-income, have addictions or are seniors by ensuring access to accessible, adaptable and supportive housing as needed. The housing should reflect a recognition in the value of having a variety of housing choices and community facilities to attract and retain a vibrant community of people.



# HIGH LAND PARK

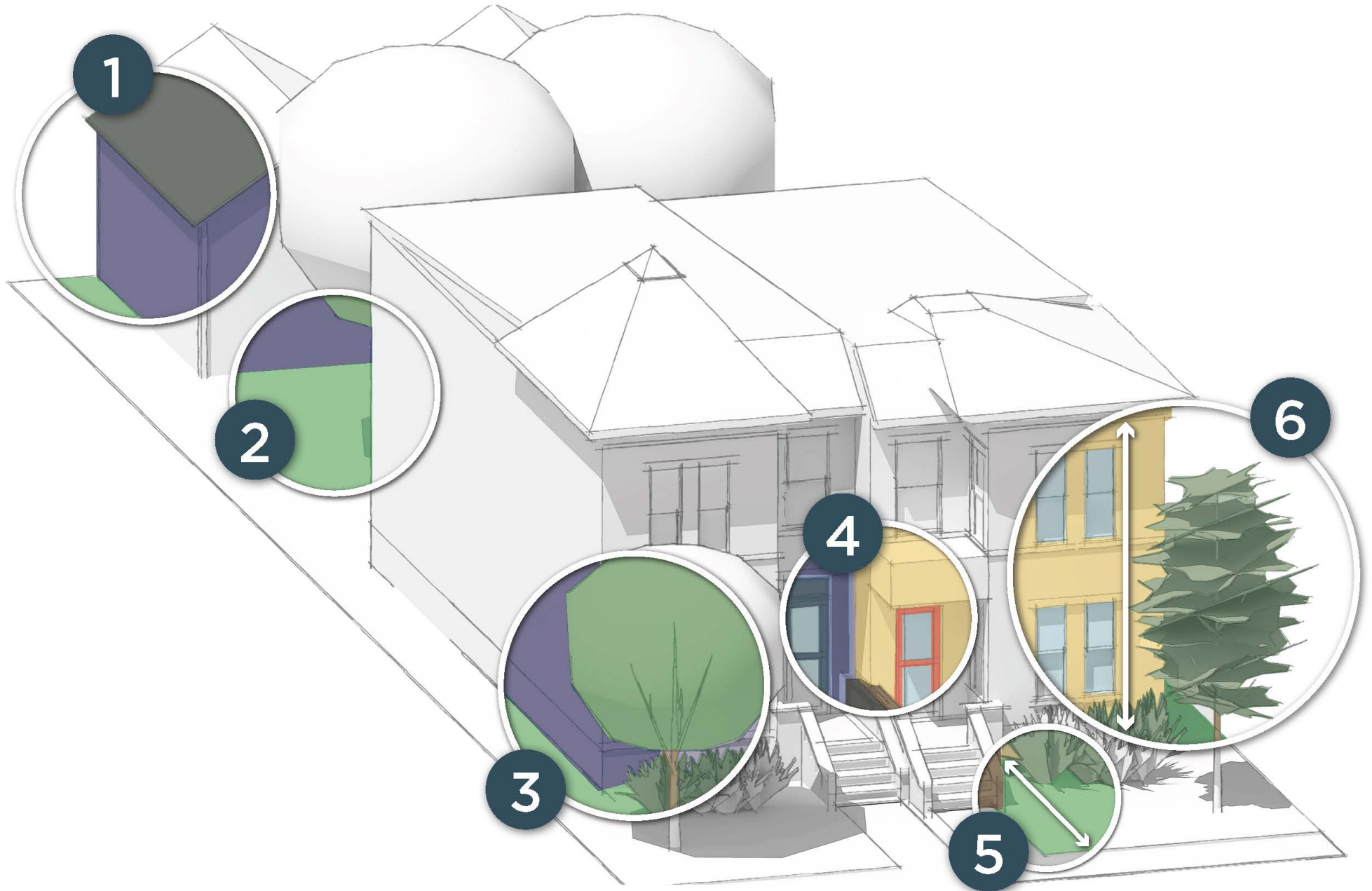




# neighbourhood redevelopment GUIDELINES

- ① Rear facing garage
- ② Preserved rear amenity space
- ③ Preserved/added planting + trees
- ④ Distinct styles + entrances
- ⑤ Contextual front setback
- ⑥ Contextual building height



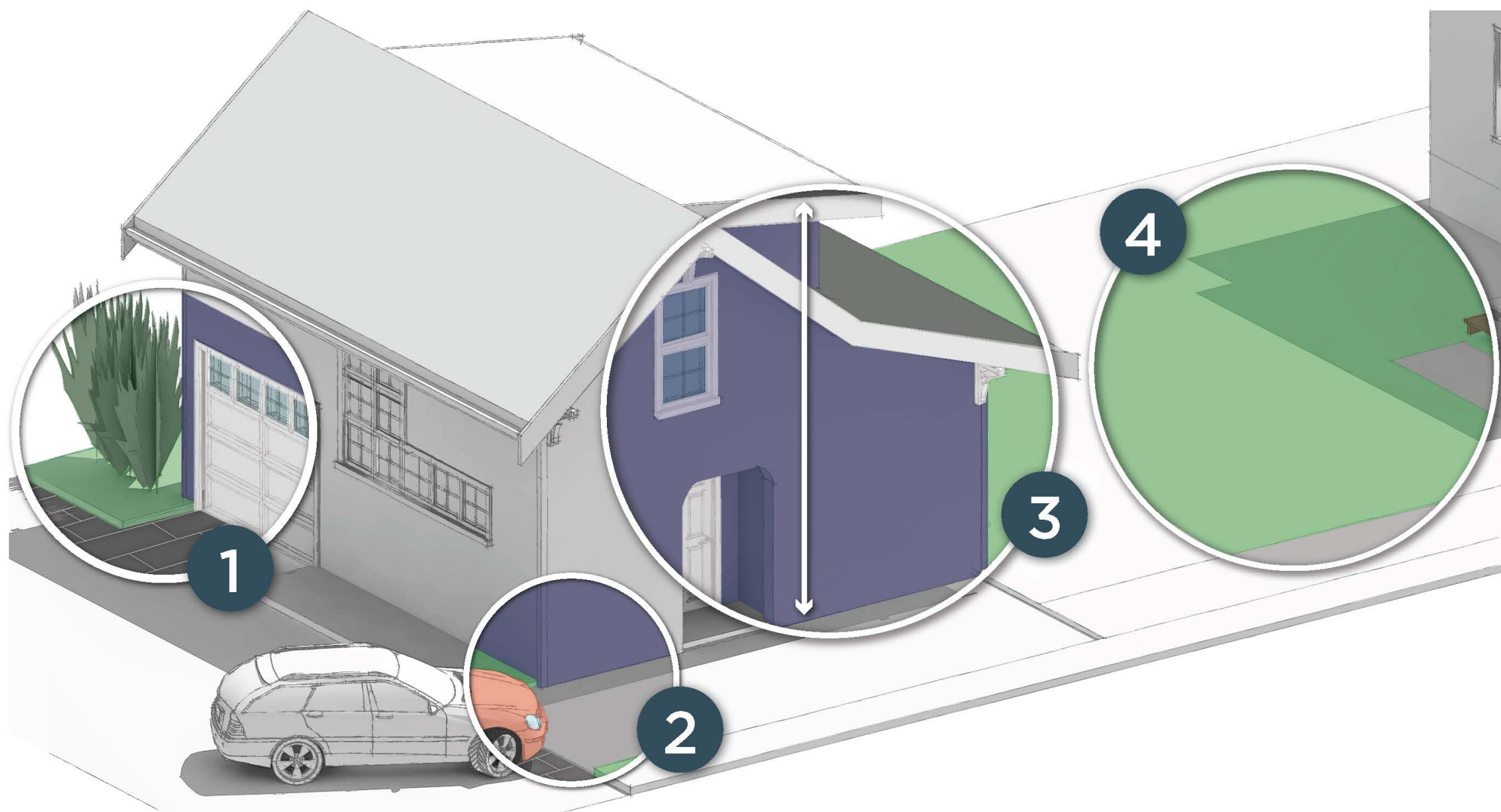




# neighbourhood redevelopment GUIDELINES

- ① Laneway planting
- ② Additional parking space
- ③ 1.5 storey construction
- ④ Preserved rear amenity space







# neighbourhood redevelopment GUIDELINES

- ① Separate dwelling entrance
- ② Pedestrian link to the street
- ③ 2<sup>nd</sup> floor living space
- ④ 1<sup>st</sup> floor garage space
- ⑤ Upgraded rear laneway



