



Highland Park

Urban Design + Development Study



UNIVERSITY OF
CALGARY

cityconcept
Urban Design and Planning

HIGHLAND PARK COMMUNITY
URBAN DESIGN AND DEVELOPMENT STUDY

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Introduction

HIGHLAND PARK URBAN DESIGN + DEVELOPMENT STUDY



Building a vision for Highland Park

As the City of Calgary continues to grow, redevelopment in established communities is becoming common. This can include renovation of older homes, infill development and building of town-homes, high and low rise buildings and additional commercial/retail space.

This Urban Design and Development Study will provide a framework to guide development to maintain the character of Highland Park while enhancing the area by promoting the development of housing and community amenities to support residents of all ages and lifestyles. City Concept will provide recommendations to the Highland Park community association in the areas of Open Space, Housing, a new Community Node, the Centre St Rapid Transit Corridor and the Highland Park Golf Course Redevelopment Plan.

INTENT OF THE PLAN

The Highland Park Urban Design and Development Study is designed to develop a framework to help guide future development that supports economic, social, and environmental elements for the community. It will integrate a set of policies and design guidelines to preserve the natural and historic features of the community and will assist in developing an identity for Highland Park now and for the future.

Through a process of preliminary analysis directed through research of natural, historical and current contexts of Highland Park Community, summary of analysis and review, and then a concept development phase this study will provide a framework for a redevelopment initiative for the community.

Guiding the process will be hands on community work with members of the community, additional plans including;

City of Calgary Municipal Development Plan
Calgary Land Use Bylaws
nextCity Initiative
imagineCALGARY

There are other plans that contributed to the development of this study that will be referenced throughout the document.

VISION

This study will focus on creating a walkable and livable community where streets are vibrant with commercial activity and safe for pedestrians. Through preservation and enhancement of the history of Highland Park Community, redevelopment will encourage accommodation for a variety of populations with new and innovative living opportunities. Transit opportunities will be abundant and recreational and regional parks will be accessible by all community members throughout the neighbourhood.



Aerial shot of downtown Calgary

GOALS

The objective of this study is to create livable and walkable communities that accommodate growth in a sustainable manner. It's focus will be to enhance the current infrastructure of Highland Park Community by following specific guidelines and policies that maintain the character of the neighbourhood but also integrate initiatives for future developments.

The following are principles that the study will incorporate into its development to help encourage urban planning and design aspects in all sections of the study.

SUSTAINABILITY

“Sustainability implies responsible and proactive decision-making and innovation that minimizes negative impact and maintains balance between ecological resilience, economic prosperity, political justice and cultural vibrancy to ensure a desirable planet for all species now and in the future.” (Magee, et al., 2013).

Planning and development for the future of any community implies a level of responsibility and accountability within elements of environmental, economic, and social changes. Enhancing the lives of the current community members without justifying the possibilities for future development relies on sound sustainability goals and principles to develop further.

INTEGRATION

Integration is a holistic process of integrating all elements of the urban planning framework that include environmental, economic, and social impacts within a community. In the case of Highland Park, connectivity, diversity and accessibility are all key elements of an integrated community that supports its inhabitants and supports their lifestyles.

LIVABILITY

Livability is the aspect of providing all elements a person would need to live in a desirable area. This includes amenities, a variety of opportunities for accommodation, social implications, economic support, recreational opportunities, and environmental networks. These elements support a complex system of community engagement and support sound development aspects for the future.

DIVERSITY

According to the Merriam-Webster dictionary, “diversity is the condition of being composed of different elements or qualities.” (Merriam-Webster, 2014). Offering communities diversity in a variety of capacities is important for retention of current community members and in offering a unique place for prospective people to live. By offering a variety of elements in regards to amenities, housing, and recreational opportunities communities can support themselves and grow functionally for the future.

Analysis

HIGHLAND PARK URBAN DESIGN + DEVELOPMENT STUDY



Understanding the neighbourhood

The preliminary analysis that focused this project was based around three main elements; the natural elements of the site, the history of the community and the current environment of the community. These aspects set precedents towards design guidelines and policies for the community that will be implemented into this study.

Phase 1 of the project analyses of Highland Park and surrounding areas to is required to understand the assets and issues in the community as well as opportunities and constraints for future development. This analysis will be utilized in developing recommendations outlined in the study and throughout this framework.

The analysis section will highlight the initial phase and data gathered in different sections including; Community Context, Open Space, Housing, Transportation, Urban Forest, Environmental Site Analysis, Land Use, and Public Engagement Strategies.

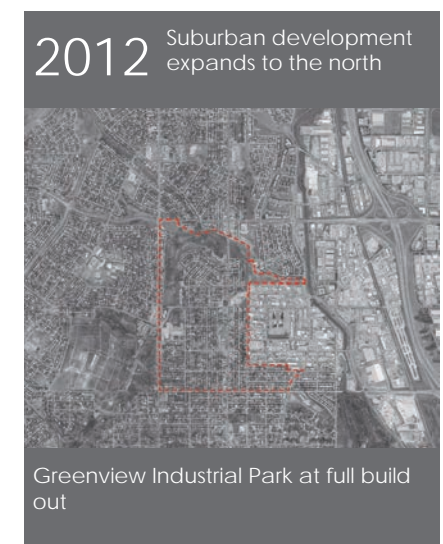
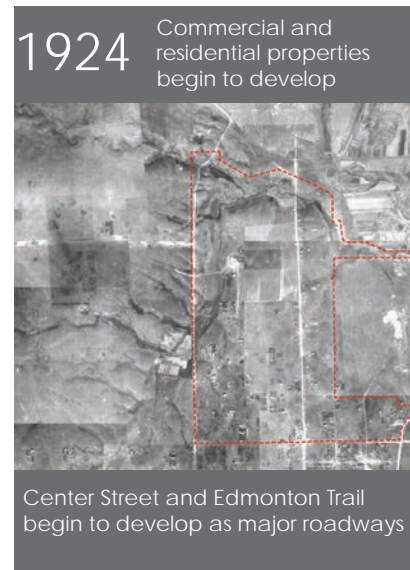
COMMUNITY ANALYSIS

HISTORY OF HIGHLAND PARK

In 1910 Highland Park was annexed as part of the inner city of Calgary. The Highland Park Community Association was established in 1954 which signified the contribution of community member activity to the neighbourhood. In 1947 the Center Street street-car network is replaced by trolley buses which changed to infrastructure of the street dynamically.

In 1965 the Highland Park Golf Course was opened and was used for recreational aspect. Development really started to increase in 1976 in the surrounding areas of Highland Park.

The transition of development and historic highlights are significant in this community and important to preserve for future development aspects.

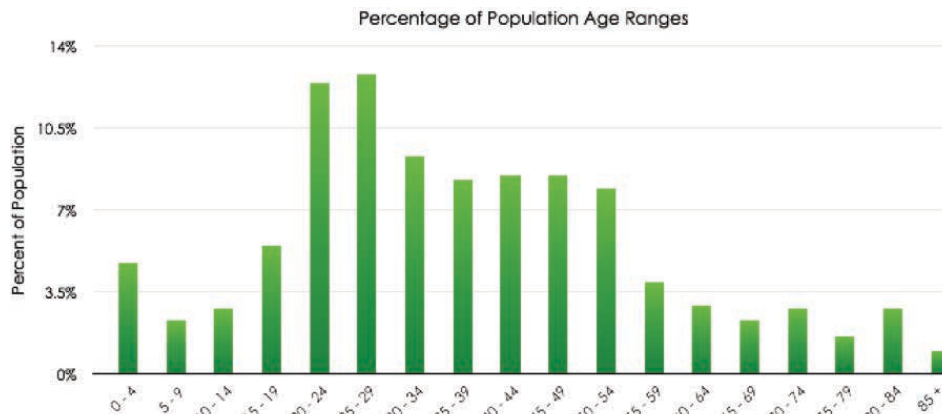


DEMOGRAPHICS

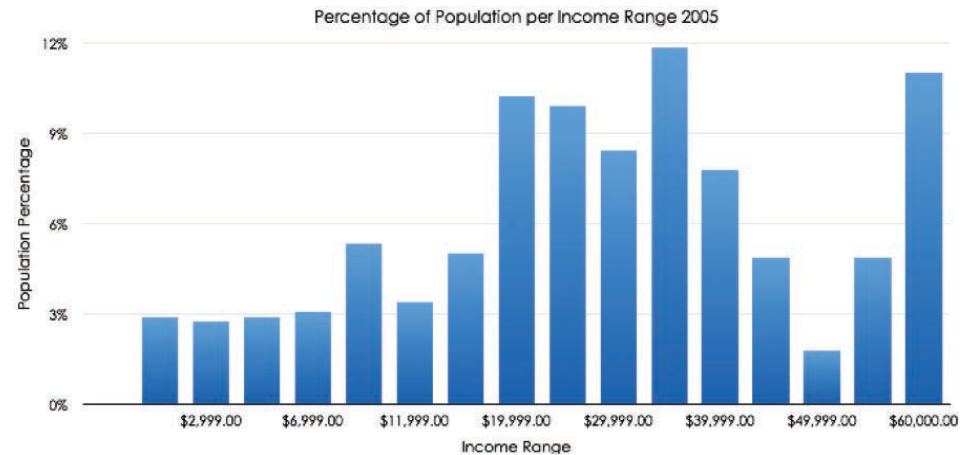
Calgary's mix of demographics is dynamically changing. With the increase of net migration, the aging of populations, and the changes in family sizes locally and globally, Calgary will see a change in population patterns now and in the future.

Highland Park Community is seeing this impact now. It has a strong mix of demographics within the community that allows for a neighbourhood dynamic that accommodates a variety of family types. According to the 2012 Canadian Census the community populates 3,792 people in 2,123 dwellings. This population has increased 7.1% since 2011 with a population number of 3,593.

Of this population 12.8% of the population age range is between 25 – 29, 9.3% is between the ages of 30 – 34, and 7.9% of the population is between 50 – 54. Recognizing that the higher percentages of populations range between a variety of ages is important when considering redevelopment for the future of the community. The chart below demonstrates the population percentages of the community from the Canadian Census of 2011 and how they range;



The average median income of the community as of 2005 is \$25,835, according to the census. This indicates a lower than average median income level for the community. With income levels this low it is important to recognize the types of families and populations that are living within the community and how to develop amenities that correspond to these. The following is a income dispersion chart of Highland Park Community to demonstrate how incomes range throughout the community;



To understand the current status of the community further research was conducted to forecast the future of the community. According to the Canada Census in 2011, 26.2% of the population of the Calgary census metropolitan area (CMA) were foreign-born (immigrants), 71.9% were Canadian-born (non-immigrants) and 1.9% were non-permanent residents. Recognizing that a large percentage of the overall City population is immigrant based and relating to this to the population based in Highland Park Community correlates to the lower median income levels within the community. As of 2011 according to the Census, 15% of the population in Highland Park is of immigrant status. In regards to this statistic, the community will continue to see an increase in immigration into the community.

In recognition of these statistics forecasts can be made to predict how populations will increase and change for the future of the community. In this regard our concept plan can accommodate the potential changes and progress developments for the future to enhance the lives of the community members currently and for the future.

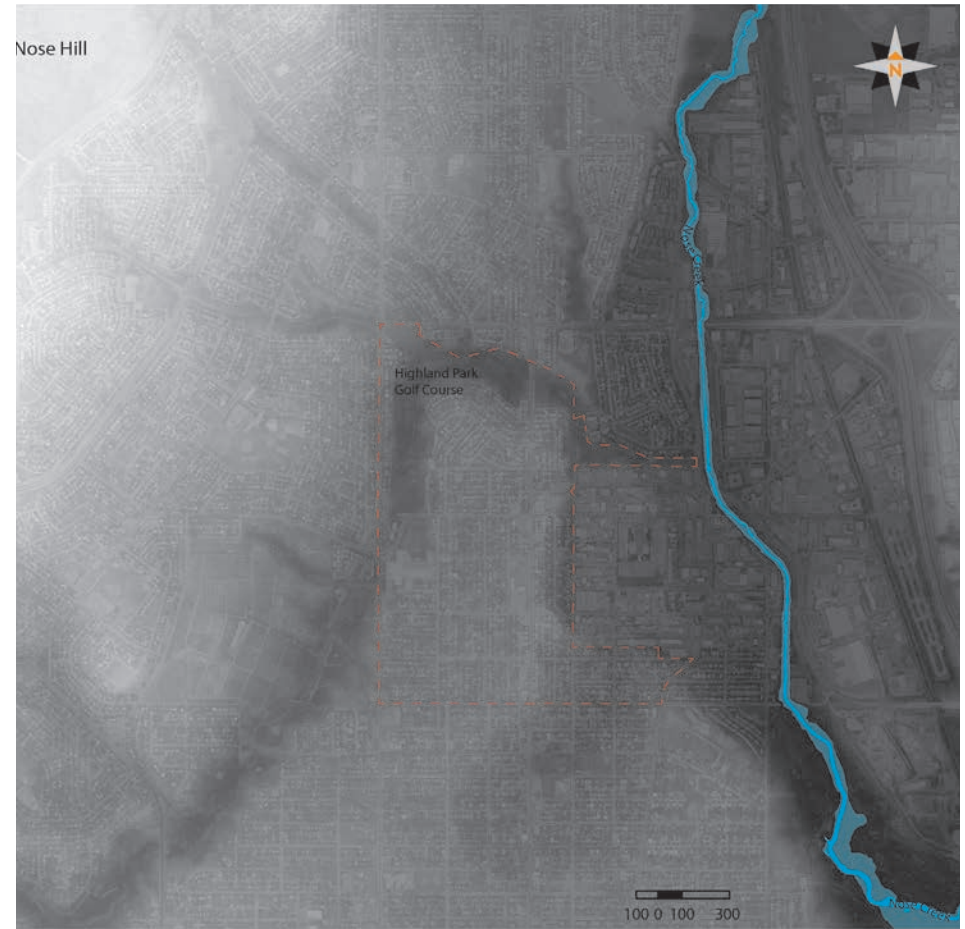
ENVIRONMENTAL ANALYSIS

Highland Park is situated within the Nose Creek Watershed. The community is located on a flat plateau east of Nose Hill overlooking Nose Creek. Within the community topographical issues are minimal but due to a steep escarpment along the eastern edge of the community, typical of Nose Creek Valley topography, there is a distinct separation between the community above and that below.



View of downtown Calgary from Nose Hill, Maureen Flynn-Burhoe

The Highland Park Golf Course was built upon a small naturally occurring tributary to Nose Creek which has since been channelized and then forced through the underground storm sewer conveyance. The topography within the golf course site is that of a typical prairie ravine with an oversized valley with a small intermittent stream at the valley bottom. Currently, there is limited overland flow contributing to Nose Creek but there are naturally occurring low areas which often contain standing water.



Highland Park is located within the Nose Creek watershed and should thereby comply with the recommendations of the Nose Creek Watershed Water Management Plan where applicable.

Nose creek Watershed , Bow River Basin Council WSO

OPEN SPACE INVENTORY

An inventory of existing open space in Highland Park was completed to identify open spaces, their associated amenities and identify gaps in the open space network. The following is the evaluation of the open spaces in Highland Park.

The open space inventory revealed not only a lack of open space but also a lack of amenities available to residents to make open spaces useable and functional. Linear connections are present but maintained pathways, benches, lighting, public art, seating areas and garbage receptacles were absent.

All 4 community parks have play structures but 2 of 4 are older and should be replaced. These parks are also lacking in additional amenities; seating areas, gathering spaces, lighting were not present and there were few, if any, amenities provided for people not visiting the play structures.



Site 1: Highland Park Community Centre

- Skating rink (lighted)
- Older play structure



Site 2: Buchanan Elementary School

- New large play structure
- 3 backstops for baseball (1 with shale infield)
- 2 soccer fields



Site 3: 36th Avenue Escarpment

- Unpaved road allowance from Centre A St east to First Street.
- Steep hill without path from between Centre st and Centre a st.
- Community Garden planter boxes



Site 4: James Fowler High School

- One large soccer / football field



Site 5: 42nd Avenue and 1a ST NW

- New play structure
- 1 bench



Site 6: Greenview Connection Park

- Older play structure
- Pathway from 41st avenue to Edmonton Trail
- 1 bench



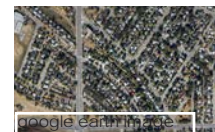
Site 7: Greenview School (Foundations for the Future Charter Academy)

- 2 backstops for baseball
- 2 basketball courts
- 2 soccer fields



Site 8: McKnight - 4 St NW Connection

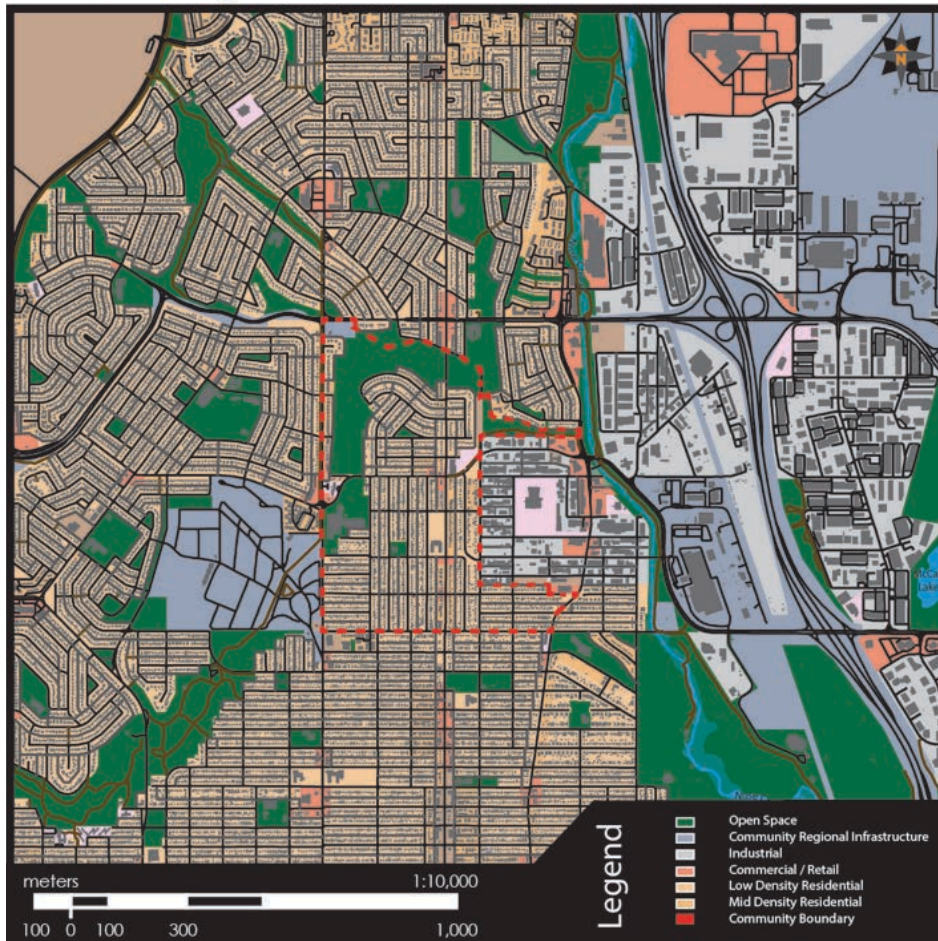
- Northwest pathway connection to Nose Hill Park
- No maintained pathway



LAND USE ANALYSIS

To further understand Highland Park and its features and how to community operates a land use analysis study was conducted to determine the amenities available in regards to land structure and use in Highland Park and its surrounding areas. Land uses were broken down to commercial, residential, open space, industrial, and community regional infrastructure. This helped determine where activity was focused and how to create connections throughout the community and surrounding areas.

Land Use Map



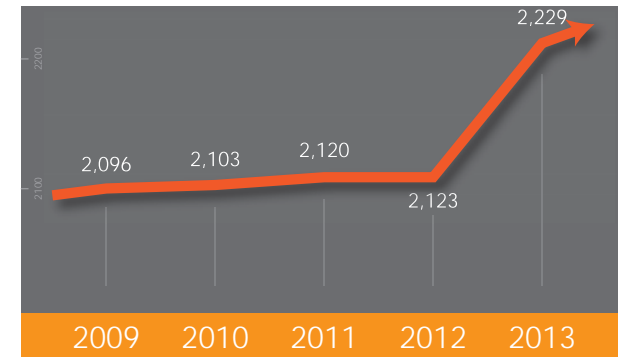
Land Use, as seen from the adjacent map, is predominantly residential with green and open spaces and industrial areas to the east of the site. With varying degrees of connection, there is little to no pathways that connect to the green and open spaces and recreational areas are far outside of a 400 m walkshed within Highland Park. The surrounding areas have high traffic main roads that connect the North of the area to the South and create the main boundaries of the site.

HOUSING ANALYSIS

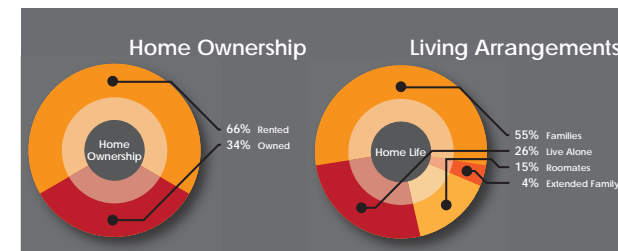
With Calgary growing at a rapid rate housing needs in smaller communities are changing. The demand for housing is currently very high. According to the Calgary Real Estate Board in their 2014 Economic Outlook and Regional Housing Forecast; "Population gains and improving economic conditions will support demand growth in the entire housing market." (CREB, 2014). In this aspect, Highland Park will likely see large population and development impacts on their small community located on the edge of the inner city.

In analyzing this further, it was important to understand the current housing market in Highland Park and what types of housing exist in the community. To do this a housing typology study was conducted to determine the mix of housing types that exist within the community. In coordination with this analysis it was important to understand the difference in populations between renters and owners and how this would be fore casted for the future. Reviewing housing prices within the area and resale value on homes was another important aspect of the analysis as well as determining location where houses were being sold most often. The following are graphs that represent these figures to demonstrate the current housing market in Highland Park;

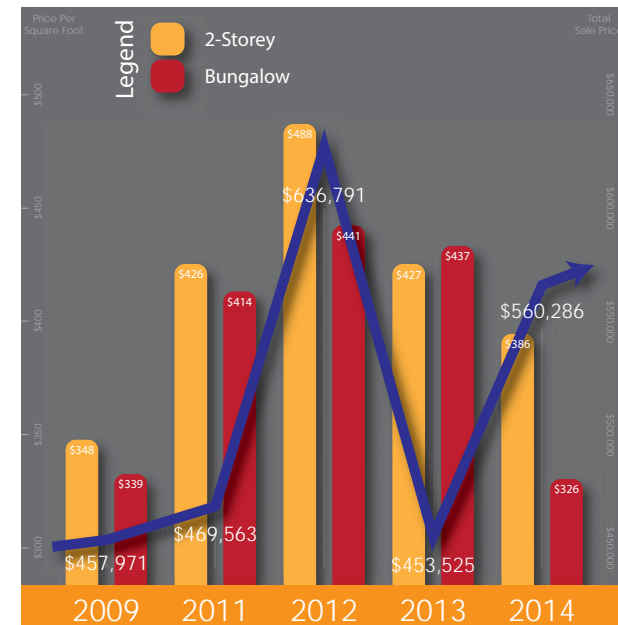
Total Dwelling Units



Housing Demographics

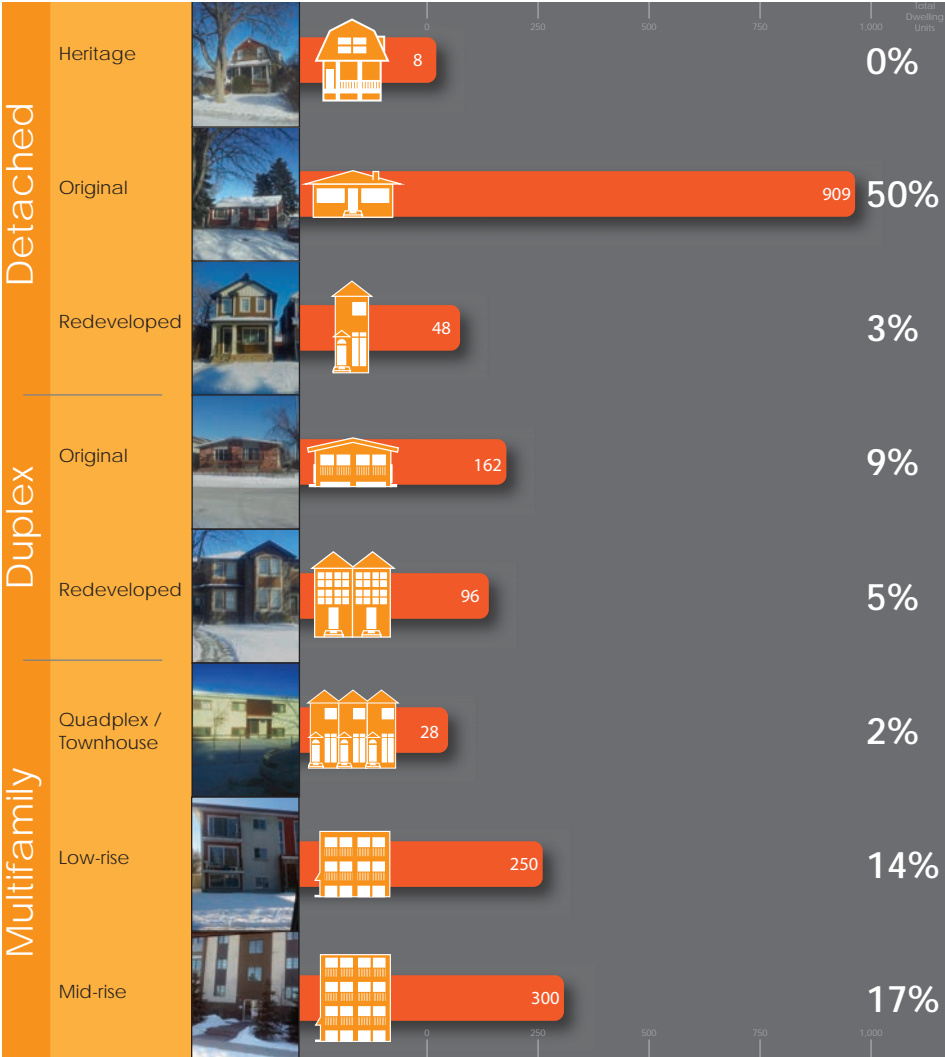


Average Housing Prices



Developing a housing typology required a housing inventory where housing types were split into categories, counted, and then averaged to review which housing type was most common in the area. The categories related to building type, zoning type, and whether the building was new, renovated, or an original structure. The following is a list of the housing types and the percentage of each that currently exist within the community;

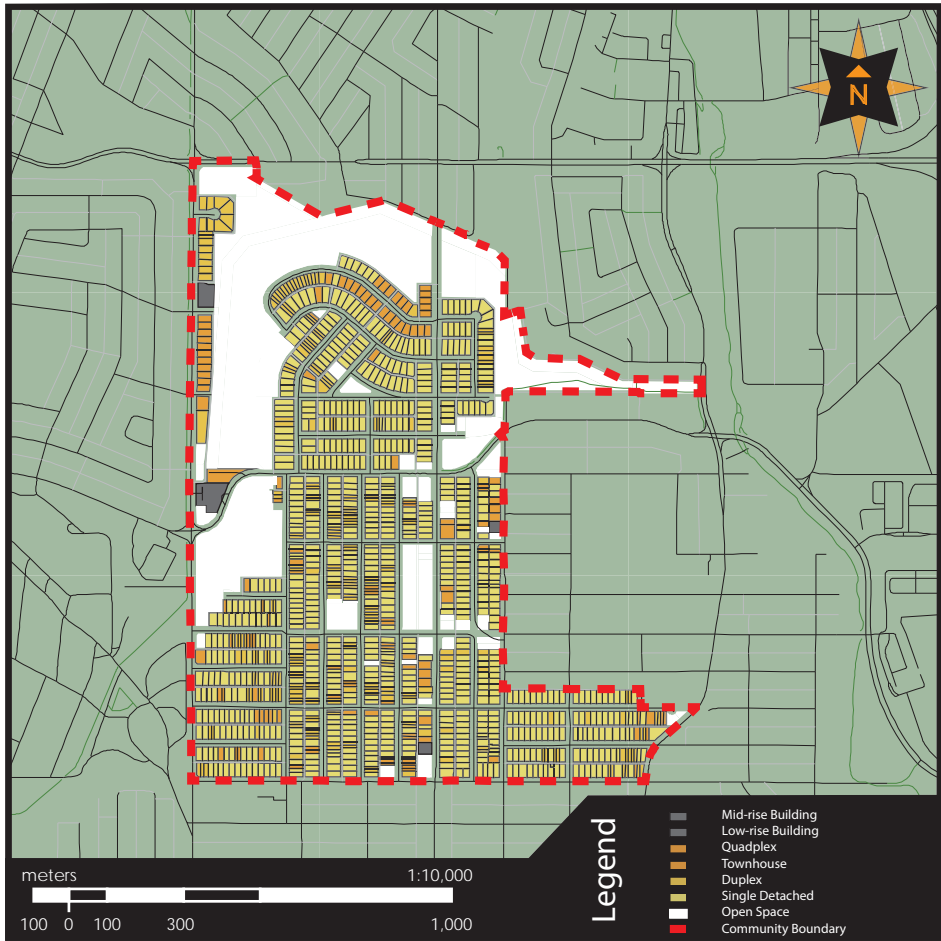
Housing Typology



Highland Park has a diverse housing stock that spans a century of development. A few historic (1920s and prior) houses remain and most of the neighbourhood south of 40 Avenue is typical post-war bungalows and small two-storey homes. North of 40 Av the homes are typical of 1960s development. Over the past 25 years redevelopment (subdivision infills and duplex infills) has become common.

These types of homes now account for nearly one in ten homes in Highland Park. The following is a Housing Density map demonstrating where specific houses are located within the community in the categories of Mid-Rise and Low-Rise Buildings, Quadplexes, Townhomes, Duplexes, and Single-Detached Dwellings.

Housing Density

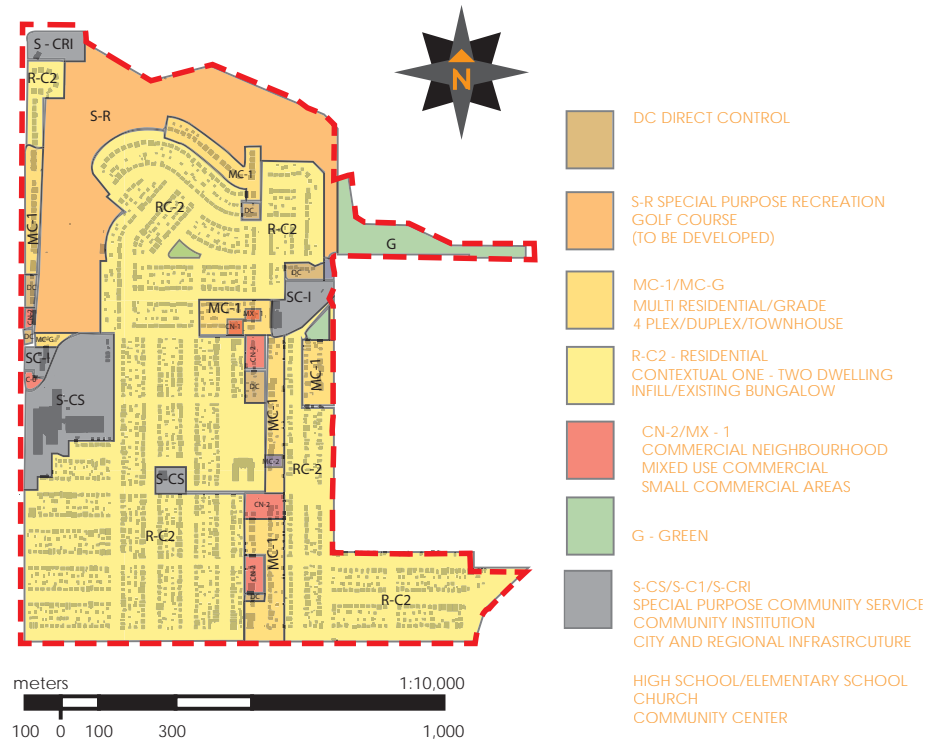


Along with inventorying and creating a housing typology concept, understanding what types of zoning exist in the community allowed review on where future growth could develop sustainably in certain areas. With the expansion of the City's population Highland Park will see new developments and changes to the community.

Maintaining the character and the style of the neighbourhood is among the top priorities in redevelopment concepts, and in that regard creating an inventory of what zoning exists in the area and where specific housing types exist was important.

The following is a map graphically displaying the zoning areas and the current figures of housing types that exist within the community to demonstrate housing density within Highland Park;

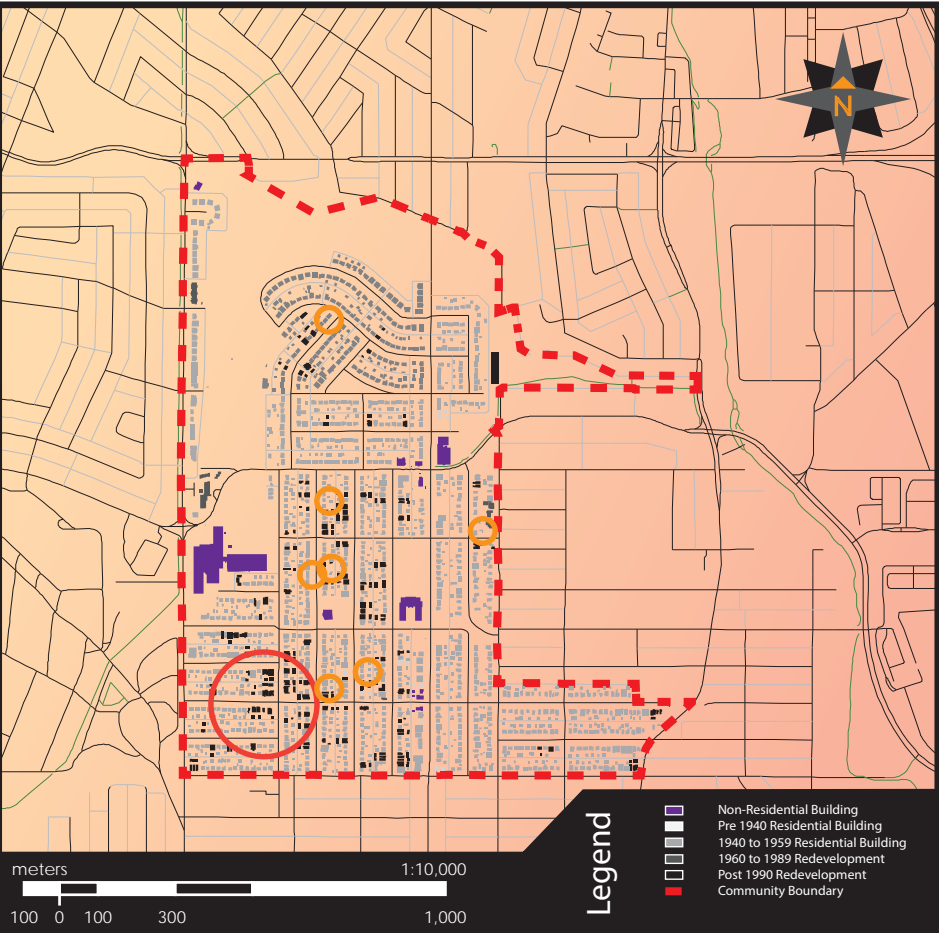
Current Zoning



In addition to the zoning and housing demographics, analysis further revealed the amount of redevelopment that the community has been impacted by within the last decade. We were able to graph this impact into a map using the large red circles to display where development and renovations have seen significant impact to assess where our developments could move further into the concept phase.

The orange circles represent the 75 foot lots as an asset within the community in regards to future development on larger areas. Highland Park has several examples of 75-foot (22.9m) lots. These rare, extra wide lots have a particularly high development potential that can easily accommodate three single-detached dwellings or a small multifamily building (eg: fourplex.).

Residential Redevelopment



TRANSPORTATION ANALYSIS

Assessing the current transportation trends in the community of Highland Park involved a look at a variety of different networks. These include walking and connectivity, pathway inventory, a detailed analysis of the grid network system within the community, transit service and research into the proposed Rapid Transit Corridor, focus on the Center Street Corridor and research into right of ways and how they function in the community.

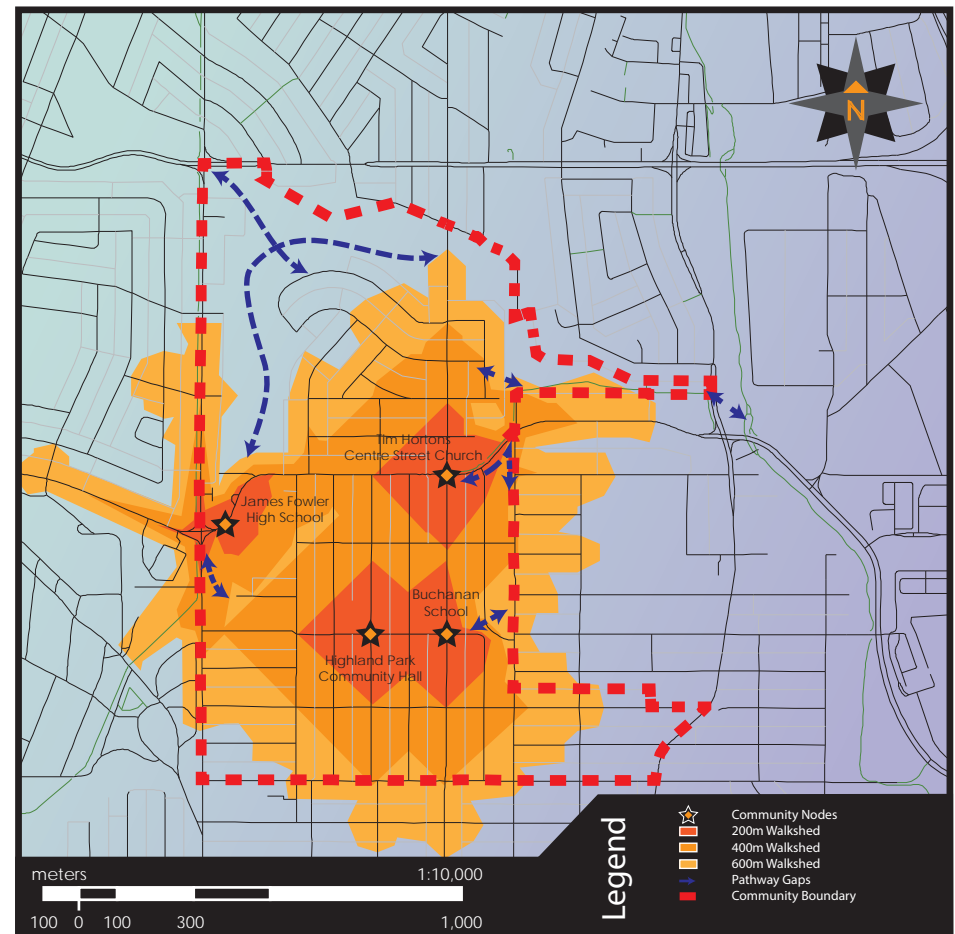
Walking and Connectivity

Highland Park is generally well connected by sidewalk and pathway connections. All residential streets have sidewalks and there are some connections to the regional pathway system. Industrial areas to the east of Highland Park did not have sidewalks originally built and few retrofits have been completed to date.

This impacts the ability to walk to areas east of the community including the Nose Creek pathway system. Of particular concern also are pedestrian crossings across major roadways. These include Centre St, McKnight Blvd, 40, 41 Avenues and 4 Street.

With recognition to creating an integrated and connected transportation system, these elements of Highland Park have been highlighted as top priority in the research conducted. The following is a graphic map representing where these pathways and networks exist with the blue circle representing the grid network system and the green showing where pathways are subject to disconnection.

Walking and Connectivity



Transit Service Analysis

Transit Service Analysis along a proposed Rapid Transit Corridor route on Center Street SW was conducted to review the amount of transit traffic that impacted the major streets of the communities. This was also done to establish how often the transit stops were being utilized and where the most appropriate areas were to consider development for the future transit modes for the community.

Highland Park has several streets with moderate to significant levels of average auto traffic. The following list highlights roadways with over 10,000 average annual weekday auto trips.

- McKnight Boulevard: 37,000
- Centre Street N: 17,000
- Edmonton Trail: 16,000
- 4 Street NW: 15,000
- 40 Avenue N: 11,000

Though none of these streets see traffic levels atypical for their design, these levels of traffic can represent a barrier to pedestrians. Attention should be made to ensure that crossings are safe and high quality. The following is a map demonstrating transit stops and transit routes as the currently exist in the community;

Transit Stops and Rapid Transit Corridor

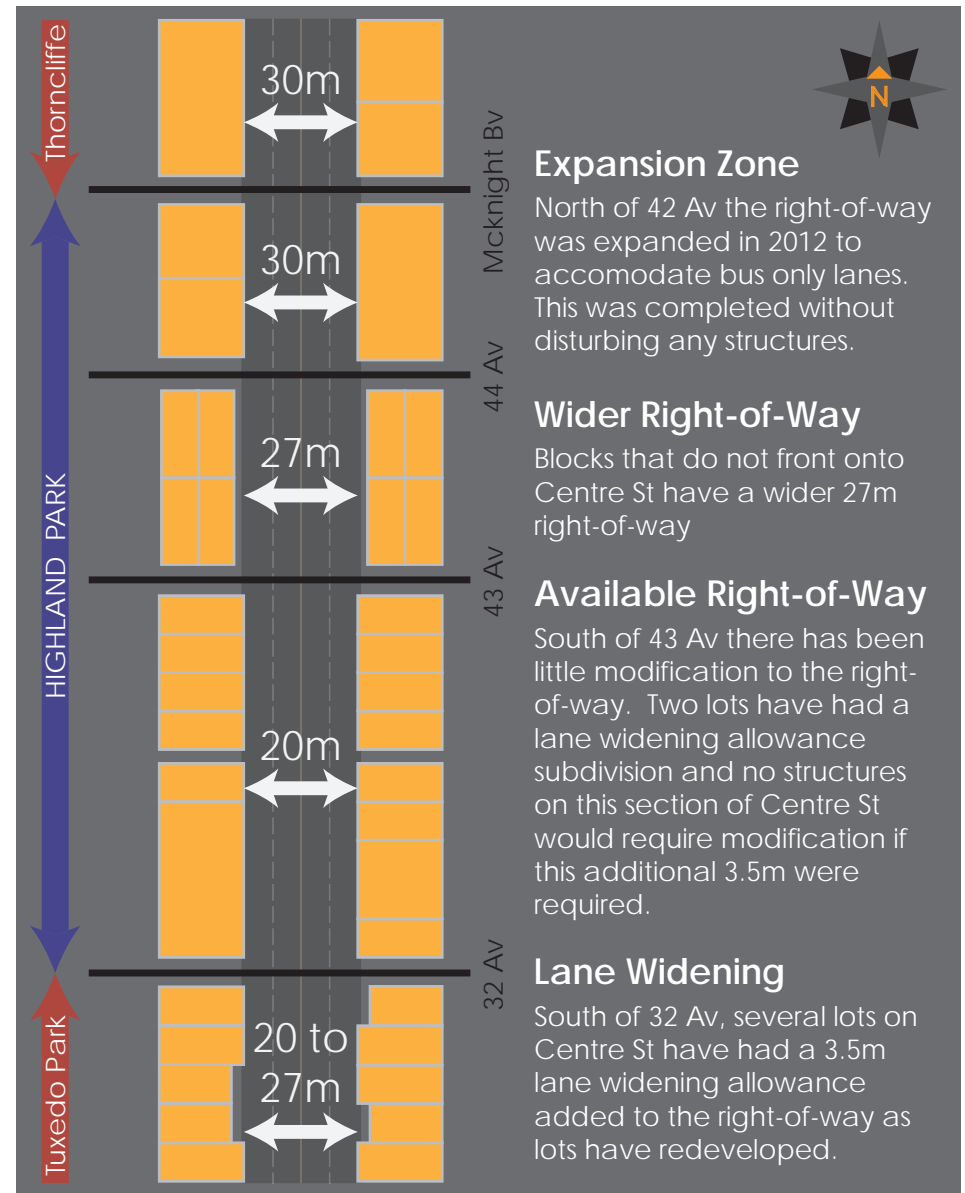


Center Street and Rapid Transit Corridor

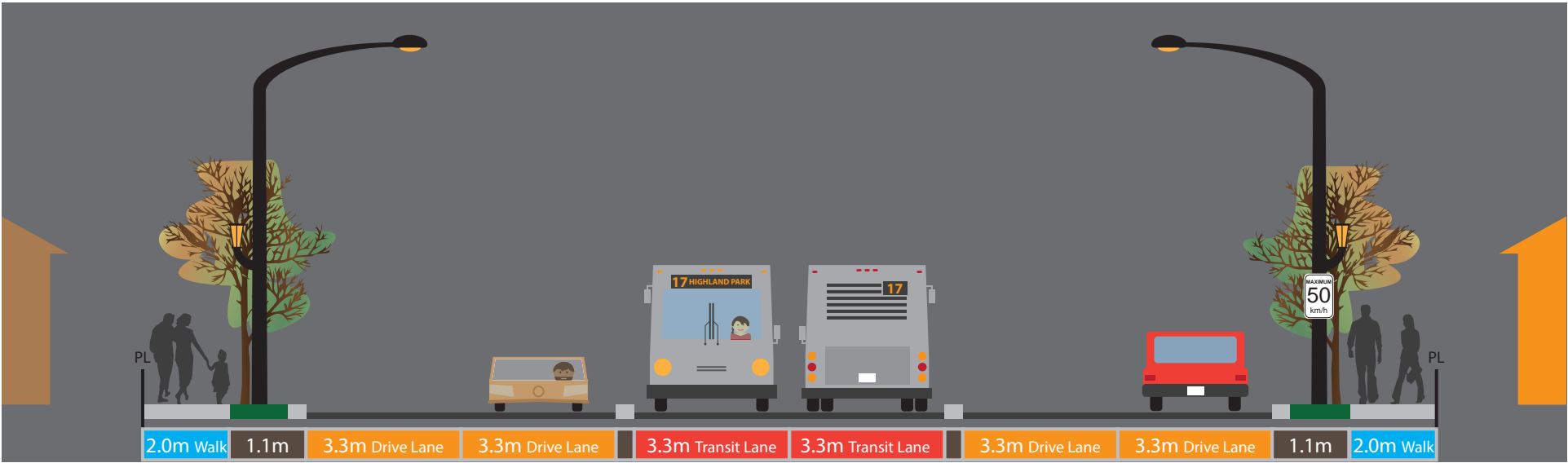
With a proposed Rapid Transit Corridor being placed directly through the community or within its surrounding areas analysis was conducted to research the area that would best accommodate this type of transportation. With many community members agreeing that Center Street would be the most suitable place for this type of transit service at a community visioning session, there was an obvious strong desire to see rapid transit on the Centre St corridor. The available right-of-way can accommodate a bus-way or tramway in a non-invasive manner, but higher orders of transit service would require additional land and resources.

The following is a graphic representing the Center Street Corridor particulars including right-of-way allowance, current infrastructure, and what would be needed in the future to accommodate a Rapid Transit Corridor along this street;

Center Street Corridor



To provide context of what a right-of-way could accommodate, a graphic was created to demonstrate dimensions and provide an overall feel of how this Rapid Transit Corridor could exist within the community.

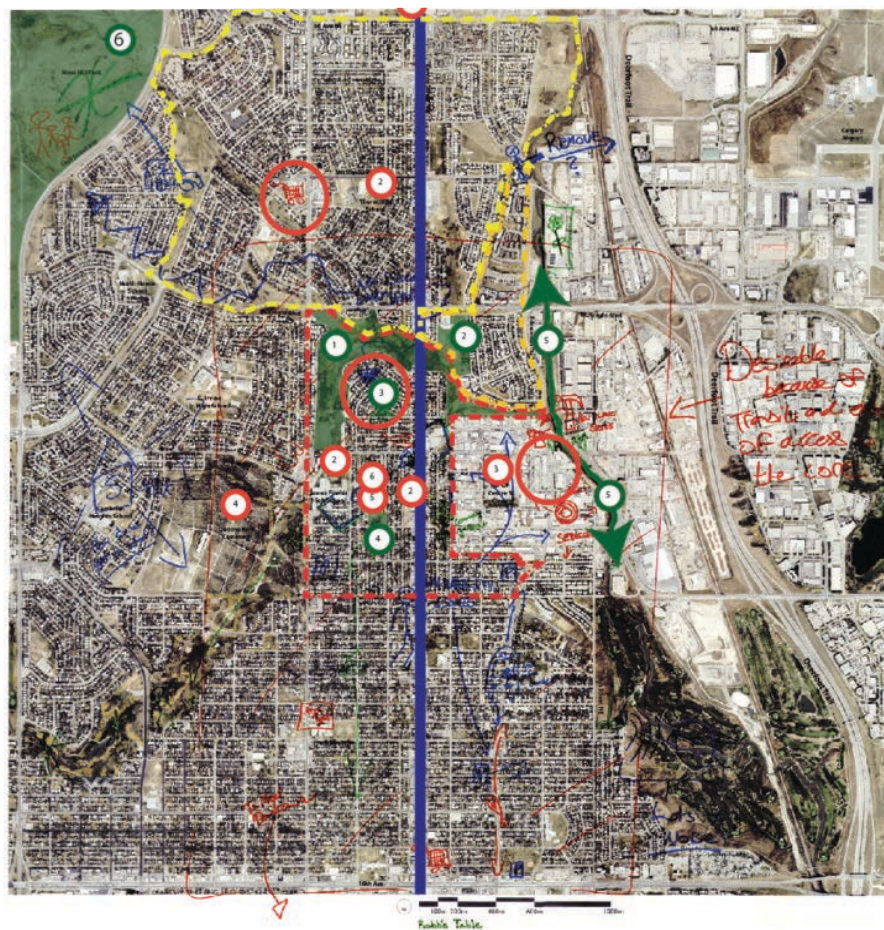


The Transportation Analysis will provide a current snapshot of what exists in Highland Park and will assist in assessing the future potential development provided in the concept plan. Focus will be on the Rapid Transit Corridor and how to implement this service in a sustainable and economically feasible manner. The other focus of the transit concept will be connectivity and creating social spaces for integration and ease of getting around the community and its surrounding areas.

Community Visioning Session

The Community Visioning public engagement strategy was a successful effort to bring community members together to collaboratively discuss current strengths and weaknesses of Highland Park and its surrounding areas. The concept was to create conversation amongst members in regards to how they feel the future of their community will develop. The results of these conversations were inventoried and used to determine where develop-able spaces and amenities could be implemented for the future of the community, specifically that of Highland Park.

Community Engagment Visioning Session



There were specific highlights of the workshop that were identified as the most useful components to move forward with a concept plan for the community of Highland Park. These were also subjects that were the most common in discussion throughout the conversations with community members. The highlights are described in detail as the following;

Low Risk of Flooding

In recognition of the flood of 2013, community members of all regions recognized the advantage of being located above the flood fringe. The impact that the flood had on the majority of communities within the inner-city region of Calgary was detrimental. Highland Park, Greenview and Thornecliffe communities are located far enough away from the river that the potential impact for flooding is greatly reduced but the availability of the river as a natural amenity still exists for the communities.

Mixed Development Nodes

Community members mentioned that although connectivity restricts the walkability to different gathering places or shopping areas, these spaces do exist within the region. These spaces were highlighted as gathering spots for families, areas where friends meet, and also places where members shop for their weekly needs. The red circles highlight residential, commercial, and industrial areas that exist within the community. This is highlighted to provide context of what kind of mixed developments exist within that community as stated by the community members.

Available Amenities

Community members were asked to demonstrate on the map where their preferred amenity locations were. The following amenities are numbered and placed on the map to highlight where these areas exist in recognition of the comments given by the community members;

Transportation

When community members were asked whether they would prefer a future rapid transit corridor developed on Edmonton Trail or Center Street, members stated Center Street as their preferred route. Some of the details around why this route was preferred were based on accessibility to the corridor from all communities, traffic congestion being reduced by the corridor's implementation, and the connectivity the transit route will provide for the region in general.

Parks and Open Spaces

The availability of Parks and Open Spaces amongst the various communities of Highland Park, Thornecliffe and Greenview are abundant but very separated. Community members were asked to display where their favourite spots in regards to parks and green spaces were throughout the region. The list below is a summary of the highlighted areas mentioned by community members as spaces they used most frequently;

1. Golf Course
2. Green Open Space (no specific name for area)
3. "Firetruck" Park
4. Highland Park Community Center
5. Nose Creek Pathway
6. Nose Hill Park

These areas are disconnected in regards to walkability but were highlighted as the most frequently used by the majority of community members. These spaces are used for commuting, dog walking, sports and recreational activities, and community gatherings



Community Visioning Session - Highland Park , Calgary, Alberta

Summary of Analysis

With review of the analysis conducted and a vision for the future of Highland Park Community, a list of key issues and opportunities was compiled to help guide the concept plans further and focus on creating development plans that would address these issues. The following is a list of the key issues and opportunities established through the analysis process;

With this summarization the study can move forward in creating redevelopment plans for the community and will specifically address each of these key issues and opportunities. These will help guide the framework for the study development and will create a concept plan for the community of Highland Park.

Key Issues

- Lack of public and open spaces
- Lack of walkable connections to regional park and pathways
- Lack of housing diversity
- Lack of quality public spaces and community nodes
- Quality commercial activity is limited
- Uncertainty regarding Rapid Transit Corridor

Key Opportunities

- Mixed Demographics
- Operational public elementary school
- Centre Street has great development opportunity
- Edge of inner city
- Grid street network
- Effective multi-modal transportation network
- Proximity to regional parks and pathways



Concept Plan

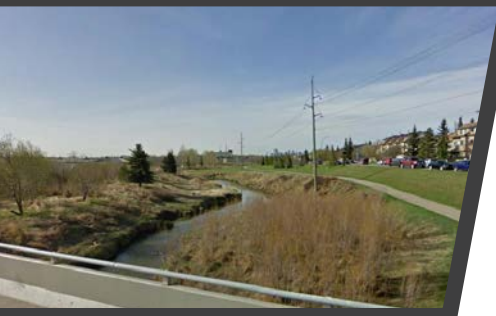
HIGHLAND PARK URBAN DESIGN + DEVELOPMENT STUDY



A new plan for Highland Park

Open Space Plan

ENHANCEMENT + CONNECTIONS



*Harnessing the assets of the
neighbourhood*

OPEN SPACE

Issue: Lack of Open Space

Highland Park has considerably less open space than neighbouring communities. This could be largely due to the age of the neighbourhood which developed in the 1920's as farmland was parcelled off into smaller lots. As the community in-filled organically, there was little attention paid to proactively persevering open spaces. In order to enhance the open space network available to Highland Park residents, three general recommendations should be considered in developing a Highland Park Open Space Plan: Enhance existing open space, improve connections to regional parks and pathways and create new open space within the community.

ENHANCE EXISTING OPEN SPACE

GOAL: Improve existing open spaces in Highland Park to provide residents with a variety of accessible recreation opportunities with features providing opportunity to a diverse range of users.

Policies:

1. During development the improvement of open space in Highland Park should be considered
2. In order to maintain and improve the quality of open space in Highland Park there shall be no permitted disposition of open spaces without an equal or better replacement.

The following are site specific recommendations to guide the community in developing an open space enhancement plan for Highland Park. Not all sites identified in the open space inventory have recommendations for improvement and therefore are not included in the open space enhancement figure on the following page.



Recommendations to enhance existing open spaces:

Site 1: Highland Park Community Centre

- Replace play structure
- Add seating around east side

Site 2: Buchanan Elementary School

- Plant trees along fence line on Centre St

Site 3: 36th Avenue Escarpment

- Add amenities:
 - o Benches / seating
 - o Lighting
 - o Information / signage (where appropriate)
 - o Public art
- Capitalize on views of Nose Creek Valley
- Create community garden on 36th Avenue hill
- Add switchback pathway down hill

Site 4: 42nd Avenue and 1a ST NW

- Additional seating at east side of park

Site 5: Greenvue Connection Park

- Replace play structure and relocate west of current location

Site 6: Golf Course

- Ensure golf course development provides a variety of open spaces and recreation opportunities
- See Valleyside Development section for complete details

Site 7: Greenvue School (Foundations for the Future Charter Academy) park

- None

Site 8: James Fowler High School Grounds

- None

Site 9: McKnight - 4st NW Connection

- Create pathway, add to City of Calgary pathway network
- Investigate the addition of lighting

CONNECTIONS

An analysis of the existing pathway system in Highland Park and its surrounding area was completed to identify gaps in the network. Pathways are proposed for areas where connections to regional parks and pathways were lacking as well as pathways within Highland Park that will enhance the walkability of the community.



Golf Course Looking East



36 AVE Escarpment



Greenview Connection



McKnight - 4 st Connection



Park at Night



Confederation Park Google Street View

Inventory of the Pathway network of Highland Park and surrounding area

Site 1: James Fowler High School Pathway

- Narrow sidewalk connecting 4th Street to golf course site

Site 2: 36th Avenue Escarpment

- No connection between top half (west of Centre A Street) and lower half of the park (below Centre A Street). The western portion of the 36th Avenue open space is on a severe slope
- Gravel path between Centre A Street and 1st Street NE.
- No lighting or pathway amenities
- View of Nose Creek valley

Site 3: Greenview Park

- Linear pathway between 41st Avenue and Edmonton Trail
- No connection to the Greenview School grounds park or adjacent open space
- No connection to Centre Street

Site 4: McKnight - 4ST NW Connection

- Linear right of way between two rows of houses
- No maintained pathway, lighting or garbage receptacles

Site 5: McKnight - 4ST NW Connection Crossing

- No pedestrian crossing at McKnight Blvd
- Pedestrian overpass to the east connects a green space to the north to the south side of McKnight Blvd close to Greenview School

Site 6: 36th Avenue Connection from 4th St NW to Greenview Industrial Park

- No pedestrian crossing at 4th Street NW
- Barrier at Centre A Street hill
- Intermittent sidewalks from Centre Street to Edmonton Trail
- East end crosses Nose Creek and connects with pathway system

Site 7: 41st Avenue Pathway

- Pathway runs along 41st Avenue; heavy vehicular traffic entering and exiting the industrial park
- Unsafe for small children on bikes
- Connection to Greenview Linear Pathway uncertain due to condominium construction

Site 8: Golf Course*

- Currently provides no linear connection to the public
- May provide some connection for wildlife

CREATE AND IMPROVE CONNECTIONS

GOAL: Improve pathway connections within Highland Park and provide residents with access to regional parks and pathway systems

Policies

1. Wherever possible extensions to the existing pathway network should be completed to provide connections to, from and within Highland Park Pathways within Highland Park shall be designed to allow for use by persons of all physical abilities; where a pathway cannot be developed for use by persons of all abilities, a suitable alternative accessible route shall be constructed and maintained

2. Existing pathways should be enhanced to improve safety; new pathways shall be constructed with public safety as a priority



Recommendations to Improve Pathway Network

Site 1: James Fowler High School Pathway

- Investigate potential to widen the sidewalk

Site 2: 36th Avenue open space

- Add switchback pathway to top half
- Pave (and maintain) pathway on bottom half. If road is developed, ensure wide sidewalk / pathway is maintained.

Site 3: Greenview Park

- Add pathway connection between Centre St and Greenview Connection Park
- Add lighting

Site 4: McKnight - 4ST NW Connection

- Create new pathway from 4th St to McKnight Blvd

Site 5: McKnight - 4ST NW Connection Crossing

- Put in Crosswalk with lights to allow for connection to golf course pathway network

Site 6: 36th Avenue Connection from 4th Street NW to Greenview Industrial Park

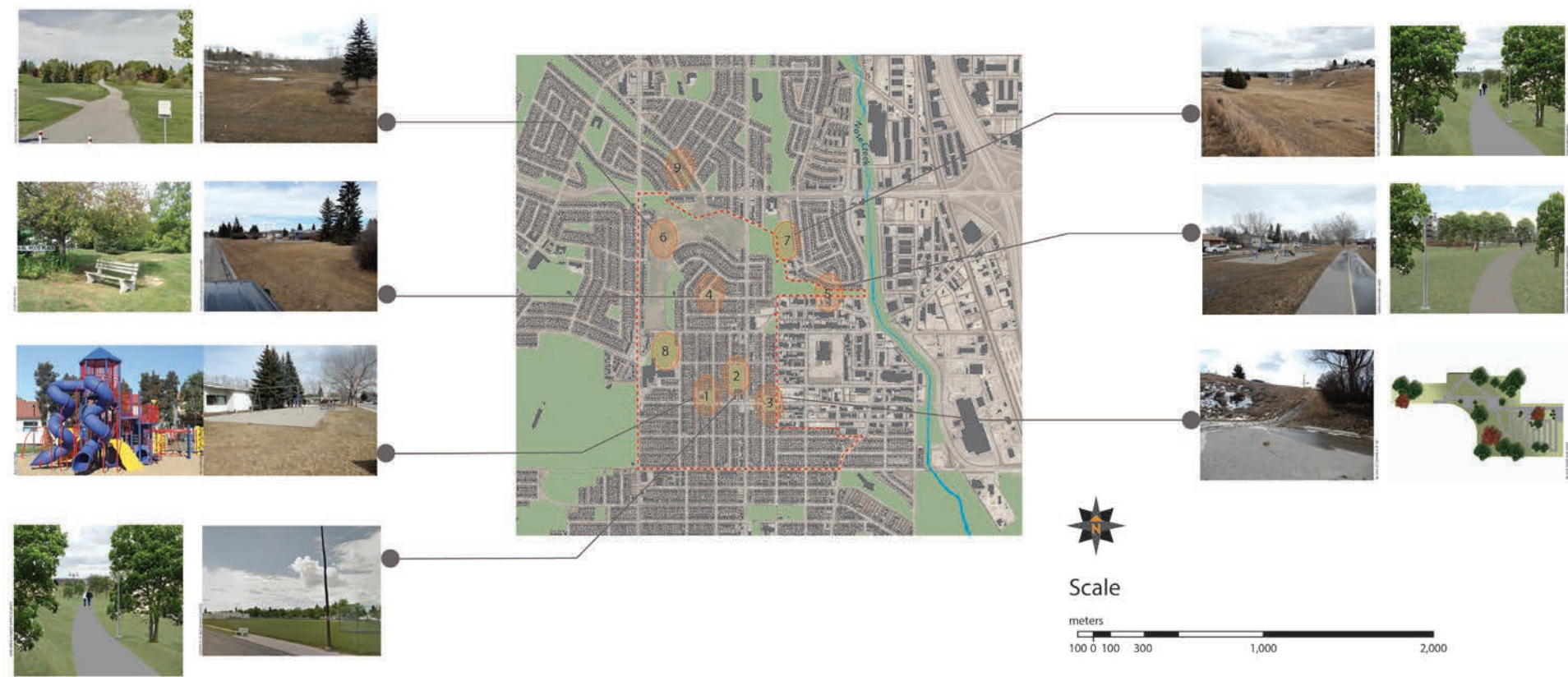
- Add pedestrian crossing at 4th Street NW
- Complete sidewalk retrofit from 1st St NE to Edmonton Trail in Greenview Industrial Park
- Will provide an alternative to the 41st Avenue portion of the east-west pathway system

Site 7: Golf Course

- Ensure golf course contributes to pathway network
- Path from 40th Avenue to Centre Street
- Path east of Centre St connecting to Greenview pathway network
- Path from McKnight - 4ST NW Crossing to main golf course pathway network
- Connections from the adjacent streets, through the condo complexes to provide connection to condo residents as well as ensure a sense of public space for surrounding neighbours
- Golf course pathway system will provide an alternative to the 41st Avenue portion of the east-west pathway system to address 41st Avenue Issues

Add controlled crosswalks to intersections noted on map.

Proposed Open Space Enhancements



Housing Plan

ENHANCE + DIVERSIFY



A neighbourhood for everyone

HOUSING CONCEPT

Purpose:

The vision for the Housing Plan for Highland Park is to create a sustainable and diverse community that retains historic character and accommodates new development that coordinates with the scale and style of the neighbourhood. Housing types will be diverse in order to accommodate a variety of populations and will follow specific policies and design guidelines to maintain cohesion with the rest of the neighbourhood for future developments.

- Create a livable and walkable community by developing specific housing types in close proximity to amenities
- Incorporate a variety of commercial and residential mixed use buildings to offer diversity in living and local business opportunity
- Offer housing that creates a strong community fabric and cohesively matches the neighbourhood's character
- Support the Municipal Development Plan policy of creating places that are attractive and memorable
- Provide opportunities for community members to age in place
- Use the established current infrastructure like schools and recreational facilities to attract more families to the community
- Offer affordable housing options
- Encourage community members to own their homes and offer sustainable and well maintained rental units
- Create retention in the community by offering different housing types for a variety of people

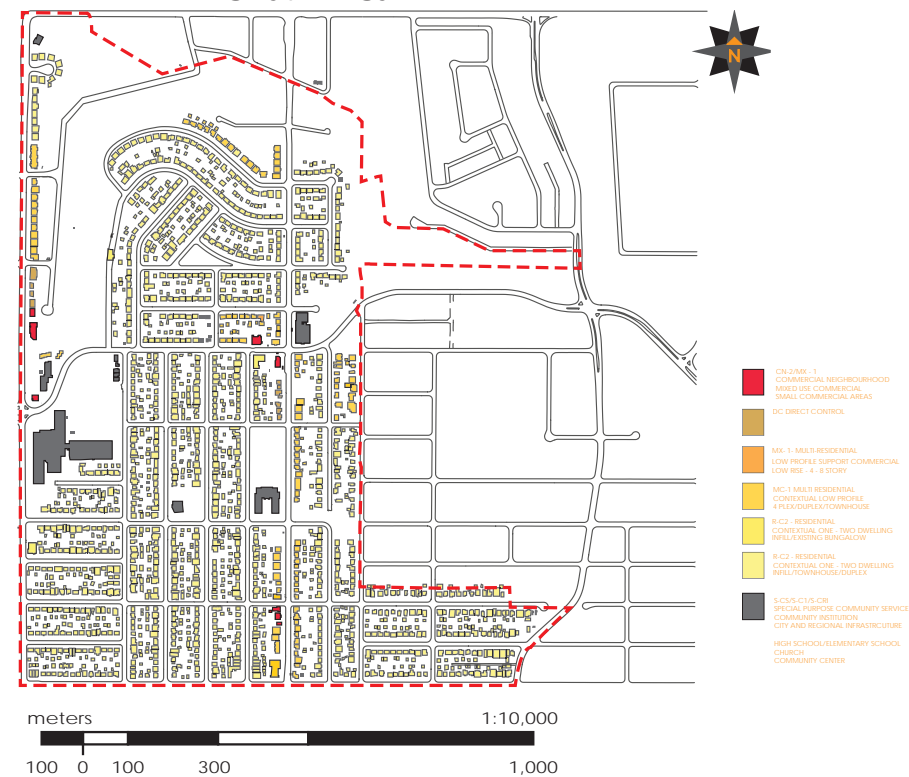
With recognition of the City of Calgary's Municipal Development Plan to support redevelopment in communities throughout the city, this housing concept will incorporate policies that set guidelines for sustainable development procedures. These will include elements of urban design guidelines and policies to help guide the framework further. The following is a list of responsive elements from the initial analysis that will focus the framework to address the main issue of the housing concept of creating diversity and enhancing the community;

- With over 50% of the existing housing designated to bungalows in their original form, offer guidelines to maintain and renovate when necessary
- Maintain current character of the community by allowing development that supports the neighbourhood style
- Allow buildings to be developed that match the current height and density of its surrounding areas
- Determine the costs and implications of developments in regards to what price to sell units at that support the economy of the community
- Location of housing must be implicit of its surroundings to accommodate a variety of populations
- Incentives for larger developments must be incorporated into the community in regards to recreational space, public space, and pathways

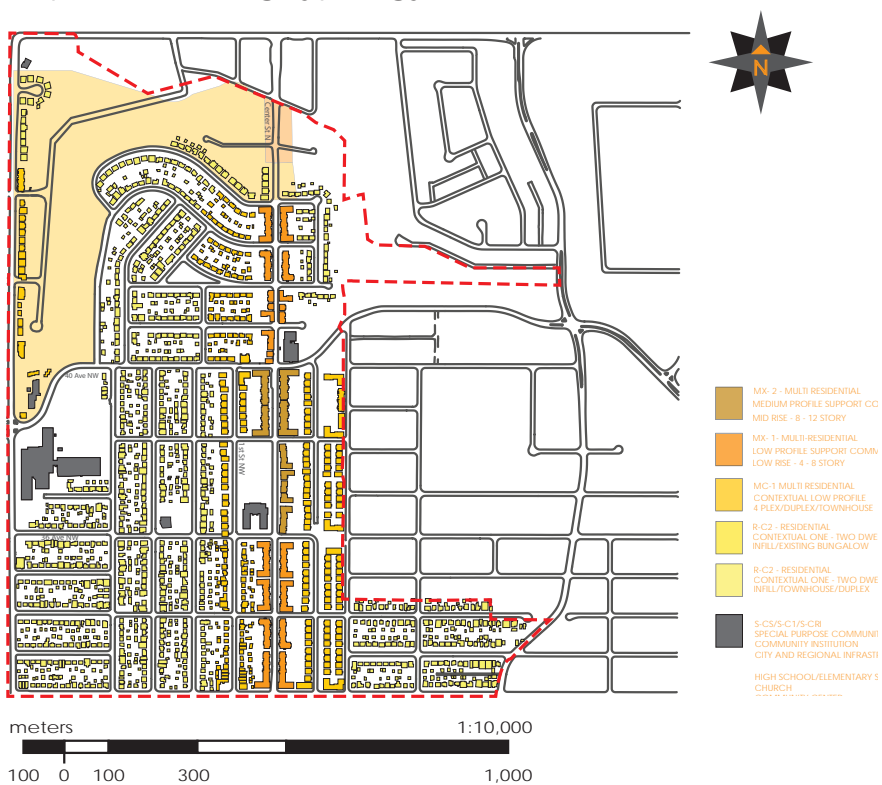
With these elements, a variety of housing concepts have developed and will be discussed in detail in the following sections of the study.

The focus of the housing concept is to offer an enhancement to the current community and also diversify it now and for the future. In this regard, it was important to look at different housing types and where they would be most suitable to develop. Zoning was also a consideration in terms of to transform some of the existing land areas to accommodate the various housing types. The following is a current housing map that outlines the figures of the housing and their zoning types, and the second map is a proposed housing typology map that will outline the overall housing concept plan.

Current Housing Typology

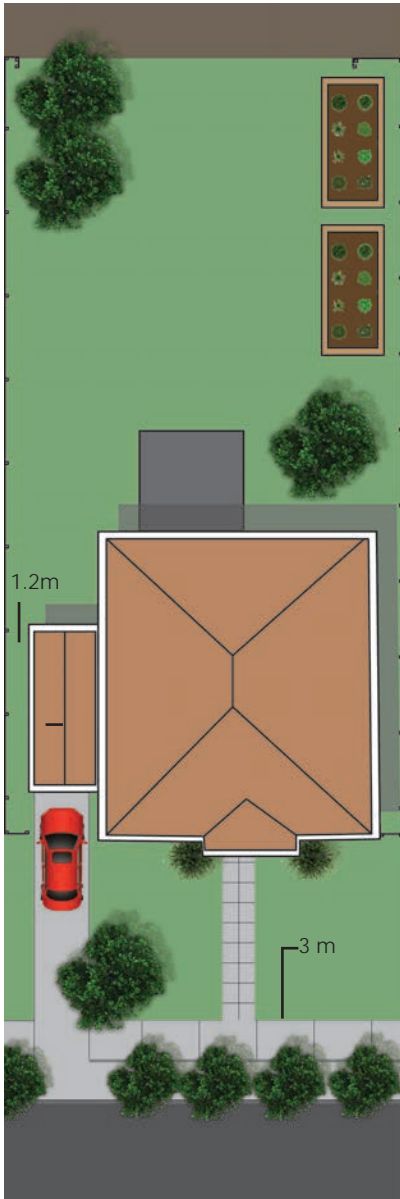


Proposed Housing Typology



Housing Types

The following housing types are those proposed to be dispersed throughout the community to add diversity to the housing inventory of Highland Park. Each housing type will have a goal for its implementation and a list of policies that will be followed to ensure cohesiveness with the rest of the community, vibrancy, sustainability, and that are attractive.

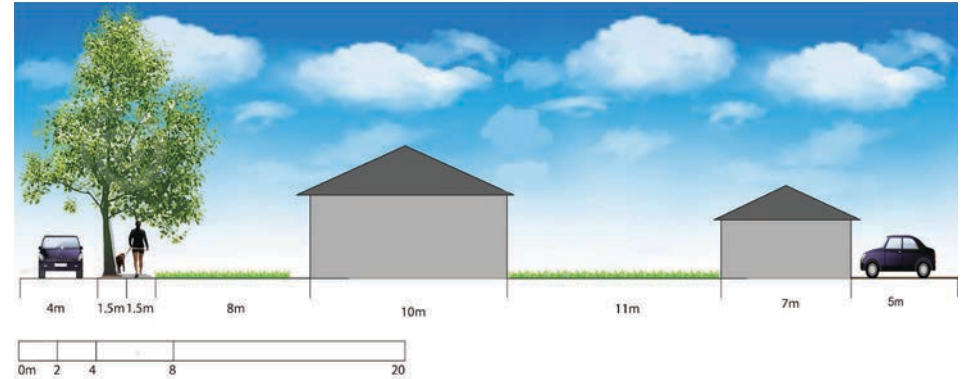


Purpose:

To maintain character of neighbourhood these dwellings will be enhanced and retained as necessary.

Policies:

- Parcel coverage will not exceed 45% of parcel
- Front setback minimum will be 3 meters
- Side setback minimum will be 1.2 meters
- Building height will not exceed 10 meters
- Secondary suite options will be available in recognition of meeting bylaw standards
- Dilapidated homes will need immediate renovation
- Older bungalow dwellings will need constant maintenance and will need to meet standards that match the majority of the neighbourhood



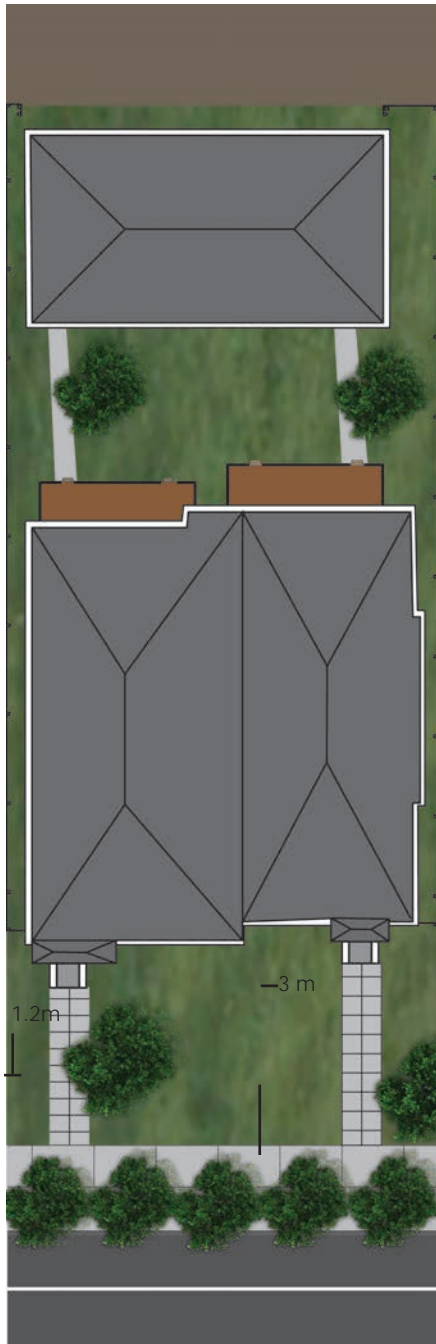
Zoning Requirement:

R-2 – Residential Contextual One

Highland Park Community will retain a large portion of the land to an R-2 designation. This will emphasize the retention of existing dwellings and promote development of new dwellings that coordinate with the neighbourhood characteristics and scale but accommodate larger and newer families.



Infill/Duplex

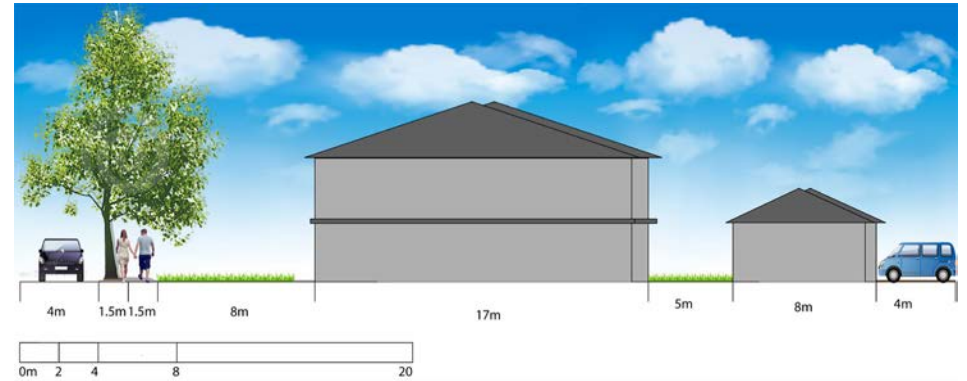


Purpose:

To offer a larger housing type that fits with the neighbourhoods character but offers space for a larger or more modern family type.

Policies:

- Parcel coverage will not exceed 50% of parcel
- Front setback minimum will be 3 meters
- Side setback minimum will be 1.2 meters
- Building height will not exceed 11 meters
- Secondary suite options will be available in recognition of meeting bylaw standards
- New developments will have to meet the neighbourhoods character and style
- Rental options for this style of home will be limited to family members or close relationship members as encouragement will be for home owners to live in community (conditions subject to each new development and owner)
- New developments that will be developing around mature trees or urban forest will not be allowed to move trees



Zoning Requirement:

R-2 – Residential Contextual One

Highland Park Community will retain a large portion of the land to an R-2 designation. This will emphasize the retention of existing dwellings and promote development of new dwellings that coordinate with the neighbourhood characteristics and scale but accommodate larger and newer families.

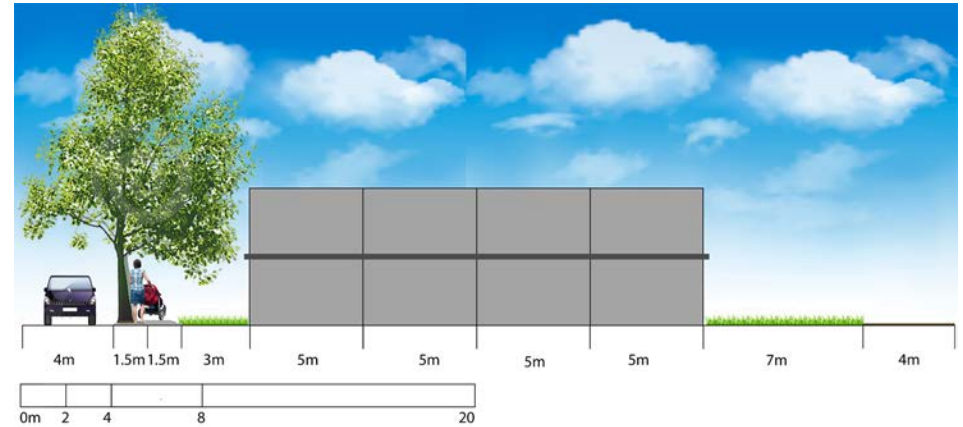


Townhouse



Purpose:

Offer a diversity of housing types that are affordable and attractive. Townhomes accommodate a higher density and attract a demographic that is looking for a smaller scale but comfortable living environment.



Policies:

- Townhomes will provide development in a variety of forms
- Allows for varied building height and front setback areas in a manner that reflects the immediate context
- Will allow for varied building height and front setback areas in a manner that reflects the immediate context
- Townhomes will be in close proximity to low density areas
- Townhomes will provide screening landscape element for buffering
- Front setback will be 3 meters
- 90% of landscaped area will be at grade
- Maximum building height will not exceed 14 meters

Zoning Requirement:

MC-1 – Multi Residential(Low Contextual)

With the need to offer diversity and a variety of new and different housing types, this zoning type will be dispersed in specific areas throughout the community. It will allow for medium density in specific areas that will accommodate a variety of family types. Buildings will not exceed 4 stories and the character and style will coincide with what exists within the surroundings.

Multi Family

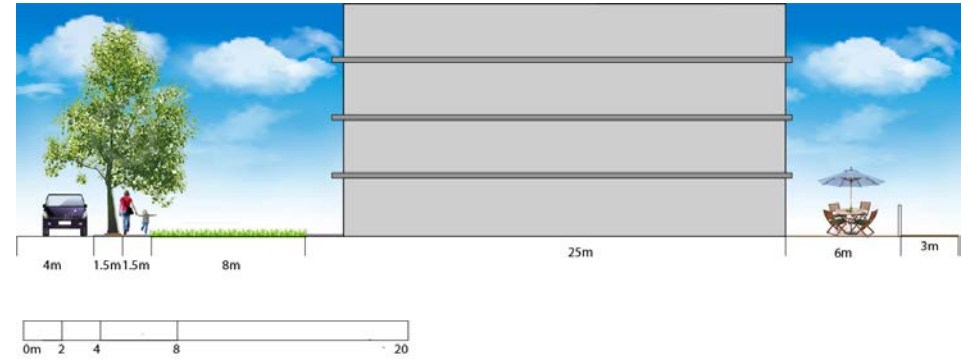


Purpose:

Offering a diversity of housing also implies accommodating families of a smaller size but in a larger capacity. The building will be maintained regularly to match the current neighbourhood aesthetics.

Policies:

- Multi Family homes will have high dwelling units
- Will be within close proximity to low density areas
- Will provide screening and landscape element for buffering
- Maximum density will not exceed 148 units/HA
- Front setback will be minimum 3 meters
- Side setback will be minimum 1.2 meters
- 80% of the landscaped area will be at grades
- Building will not exceed 14 meter



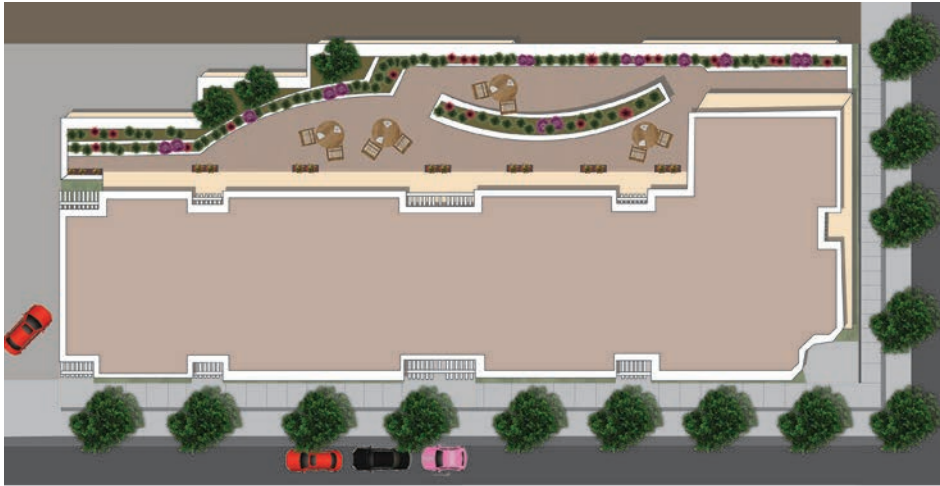
Zoning Requirement:

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Mixed Use Commercial/Residential

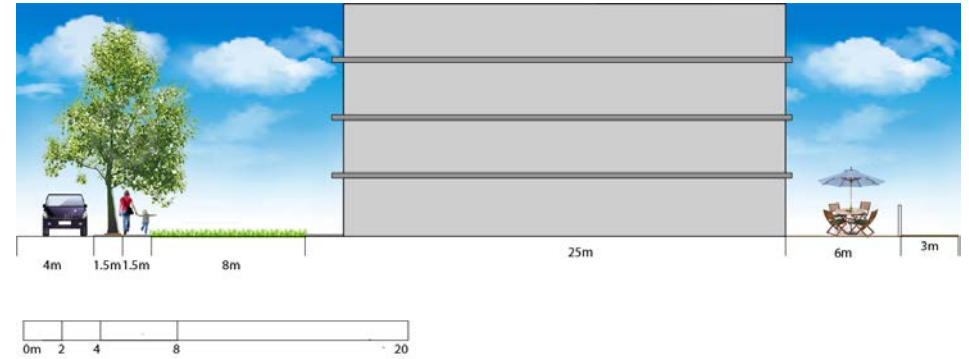


Purpose:

To provide attractive living and commercial opportunities for the community where local businesses can flourish and support a centralized economy for the community.

Policies:

- Mixed Use Commercial and Residential structures will be located at a community node and transportation corridor
- Will have high dwelling units
- Will be adjacent to low density areas
- Will provide screening landscape elements for buffering
- Will not exceed a F.A.R of 3
- Minimum density will be 60 units/HA
- Front setback will be minimum 3.0 meters
- Side setback with a lane will be minimum 1.2 meters
- 80% of the landscaped area will be at grade



- Building will not exceed 16 meters
- Use area will not exceed 300 square meters - does not apply to dwellings

Zoning Requirement:

MC-1 – Multi Residential(Low Contextual)

With the need to offer diversity and a variety of new and different housing types, this zoning type will be dispersed in specific areas throughout the community. It will allow for medium density in specific areas that will accommodate a variety of family types. Buildings will not exceed 4 stories and the character and style will coincide with what exists within the surroundings.



Community Node

COMMERCIAL + PUBLIC REALM



*Building a vibrant community node
for Highland Park*

COMMUNITY NODE

Purpose:

Analysis identified that Highland Park's commercial sites, community amenities and open spaces were widely dispersed. Though the community is well placed regionally, it does not have a well-defined centre of activity like most of the neighbouring communities do. The lack of a strong community node is a significant detriment to the community. Establishing a community node in Highland Park would contribute to:

- Enhancing and spreading a sense of community in Highland Park
- Bringing local retail and commercial opportunities to the community
- Providing more and different housing stock to address the wants and needs of the community
- Support the Municipal Development Plan policy of Centre Street N as an Urban Corridor
- Support local businesses and employment by providing complementary commercial activity
- Support local schools and other regional infrastructure by maintaining a stable population
- Support active lifestyles by increasing the number of destinations available on the existing walking, cycling and transit networks



Mixed use community Node

Development opportunities, existing assets, connectivity considerations, future infrastructure upgrades and natural features lead to the intersection of 36 Avenue and Centre Street being considered the most rational location to build this node. The advantages to this location are:

- Connecting and benefiting from existing community assets such as the community hall and Buchanan School
- Providing more open space to the community by enhancing green space in unusable road right-of-way
- Connecting and enhancing the existing community garden
- Taking advantage of the viewscape from 36 Avenue
- Benefiting from future North Central BRT and LRT
- Taking advantage of desire lines and sidewalk retrofits which make 36 Avenue the fastest and least costly connection to Greeview Industrial and Nose Creek
- Larger vacant lots allow for efficient higher density development
- The Park and Ride lot on Centre Street is a temporary use and will be disposed of at an undetermined time allowing for a unique public or private development opportunity



Centre Street and 36 Avenue N, aerial view.

Policies:

The Community node is planned to provide for a variety of commercial, residential and mixed use developments. The site is a pedestrian oriented area with enhanced public realm features, strong connections to open space and the transit (BRT/LRT) station. The node is a mixed use space that is intended to be an initial built form on the rapid transit corridor that allow for a natural development of a corridor along the entire length of Centre Street through Highland Park over time. The node provides community level services with some regional implications, but is not intended to have large format regional commercial activity.

Composition of the Community Node:

- i) The community node area shall be comprised of a mix of uses including commercial office/retail and residential, comprehensively designed into a pedestrian and transit supportive environment.
- ii) Development in the community node area shall front on to Centre Street and (if available) intersecting avenues.
- iii) Open Space areas within the community node area shall be retained and enhanced for public use. Connectivity for pedestrians and cyclists are encouraged.



Intensification sensitive to adjacent development.

Density in the Community Node

- i) The community node area shall maintain a minimum jobs/population density defined for an Urban Corridor (200 per GDH.)

Transit Supportive Development

The community node is strongly tied to the rapid transit corridor, institutional properties and the housing policies outlined in this document. Essential to the success of the community node is the integration of the mixed use properties to adjacent residential areas and multi-modal transportation systems in place in Highland Park.

Public buildings near the community node such as Buchanan School and the Highland Park Community Hall have been identified as highly desirable and beneficial assets to the community. In order to preserve these uses and maintain their benefits, the community node will have to provide appropriate connections to pedestrian, cycling and transit facilities. The area must also provide adequate population and employment combined with complementary uses to ensure that the school and community hall continue to be well situated in the regional context.

Transit and Active Mode Supportive Development

- i) Transit and active mode supportive development is encouraged in the community node area.



Over time the community node will be a foundational anchor on the Urban Corridor segment of Centre Street N. The housing section of this document outlined development strategies for residential properties north and south of the community node and it is envisioned that these properties will see increasing levels of commercial and retail activity as the corridor develops.

Expanding the Community Node

- i) The community node area is intended to extend north and south on Centre Street anchoring the Urban Corridor. Properties on the corridor north and south of the community node area shall be developed to the minimum densities of an Urban Corridor and may contain mixed use development.

Expanding the Community Node

- i) Mixed use redevelopment is encouraged along the Centre Street corridor.



Public Amenities:

A successful community node that is a vibrant and attractive place depends largely on the quality of the public realm. Providing a high quality environment that is interesting and has a unique identity in the regional context will allow for a sense of place and a sense of community to evolve for residents, business owners, employees and visitors of Highland Park. The community node is a gathering space that encourages business and pleasure activities. Public art is considered an asset that should be considered within the plan area.

Four season design considerations and reference to local context is integral to creating suitable public places in Highland Park. Planting local species that thrive with minimal maintenance is encouraged in the community node area.

Four Season Design

- i) The community node area should be designed with consideration of all four seasons, and in particular functionality in the winter.

Landscaping Features

- i) The community node area should use native species in all landscaping features. Urban forestry should promote regularly spaced street trees on all roadways in the node area.

The public realm in the community node area should also be a safe and secure place for Highland Park. All public spaces should be built with attention to safety and crime prevention to welcome all users of the community node.

Crime Prevention Through Environmental Design

- i) All public realm design should be undertaken with consideration for CPTED principles.

Switchback Park:

As a proposed amenity in the area that takes advantage of the viewscape from 36 Avenue, provides the identified connectivity from the community node to Greenview Industrial and Nose Creek, a new park space is proposed on existing road right-of-way at 36 Avenue and 1 Street NE. This park will also provide open space east of centre street and integrate the existing community garden.

Grades on the road right-of-way makes for use as a street impractical, and the link does not provide a significant new capacity to the road network making it an ideal transition to another public use.

Inspiration for the park comes from the need to provide accessible connectivity over the nearly 10m height difference over the site, and the provision of public garden planters to continue the original use of the park space. A series of 1:20 grade ascending pathways rise through the space with 3m planters between the switchbacks. A staircase on the north side of the park provides an express route for people who want to use the park strictly as a walking route.



Olympic Sculpture Park in Seattle; long ramps traverse the grades.



Kobe Terrace Park in Seattle; interactive space that follows a steep terrain.



NYU Medical School park; community gardens placed in planters.

Urban Form:

The built environment within the community node is envisioned to match seamlessly with adjacent residential properties north and south along Centre Street. The proposed land use designation MX-1 offers identical heights, setbacks and contextual considerations as the existing residential designations (MC-1.) This allows for a similar massing and street interface but allows for retail and commercial spaces in the community area without mandating it elsewhere in the corridor where it is not as marketable.

Centre Street

RAPID TRANSIT CORRIDOR



*Integrating high quality rapid transit
into the community*

TRANSPORTATION

Purpose:

Highland Park is envisioned to have a highly integrated, highly connected, multi-modal transportation network that functions well for pedestrians, cyclists, transit and autos. The existing grid network and pedestrian facilities are valuable community amenities in Highland Park. Expanding on these to include more comprehensive connectivity to nearby regional parks, shopping and services is essential in building on the transportation capacity of the neighbourhood.

Because of the well connected street network, low traffic and existing walking and cycling infrastructure, the focus of this transportation policy will be to improve connections and address gaps while providing policy that will guide the development of the Centre Street rapid transit corridor.

North Central rapid transit will play a large role in Highland Park's future development. The future of this corridor is a fundamental opportunity for Highland Park that should be considered essential for community development. Integrating this into the neighbourhood at a detailed level is essential for defining the future character and function of the neighbourhood as a whole.



Multimodal Transportation is essential to Highland Park

TRANSIT

Centre Street North forms the major transit service corridor through Highland Park. It is identified as a part of the Primary Transit Network in the Municipal Development Plan and the Calgary Transportation Plan and it functions at that level of service currently. This corridor houses two BRT lines (301 – BRT North and 300 – BRT Airport) as well as one mainline route (3 – Heritage/Sandstone) and several express routes that will be phased out as rapid transit lines expand.

Transit on this corridor comprises the majority of travel trips through the neighbourhood.

Additional transit service is provided on the east and west boundaries of the community on Edmonton Trail NE and 4 Street NW as well as on 40/41 Avenue N.

The current Bus Rapid Transit (BRT) corridor on Centre Street is funded for significant infrastructure improvements over the next ten years and is envisioned to transition to a rail technology in the long term (more than 15 years.) Given the existing service, land use patterns and progress of Green Line transit plans, Centre Street will be the preferred alignment of future rapid transit in the North Central corridor.

To ensure that this is compatible and complementary with Highland Park (in particular the community node area,) it is important that the following considerations are made:

- Providing high quality bus stations that are safe and comfortable
- Integrating land use and transportation systems so that uses are transit supportive and that transit supports businesses and residents
- Ensuring a safe and efficient transit line that is fast and attractive for users

To be able to accommodate a railbourne technology in the future, a median alignment with dedicated lanes will be necessary. This can be accommodated within the existing right-of-way (including lane widening allowances) with some additional land requirements at stop locations. The median alignment is essential for allowing equal access to both sides of the corridor, minimizing the right-of-way width in the corridor and providing a safe, human scale rapid transit service.

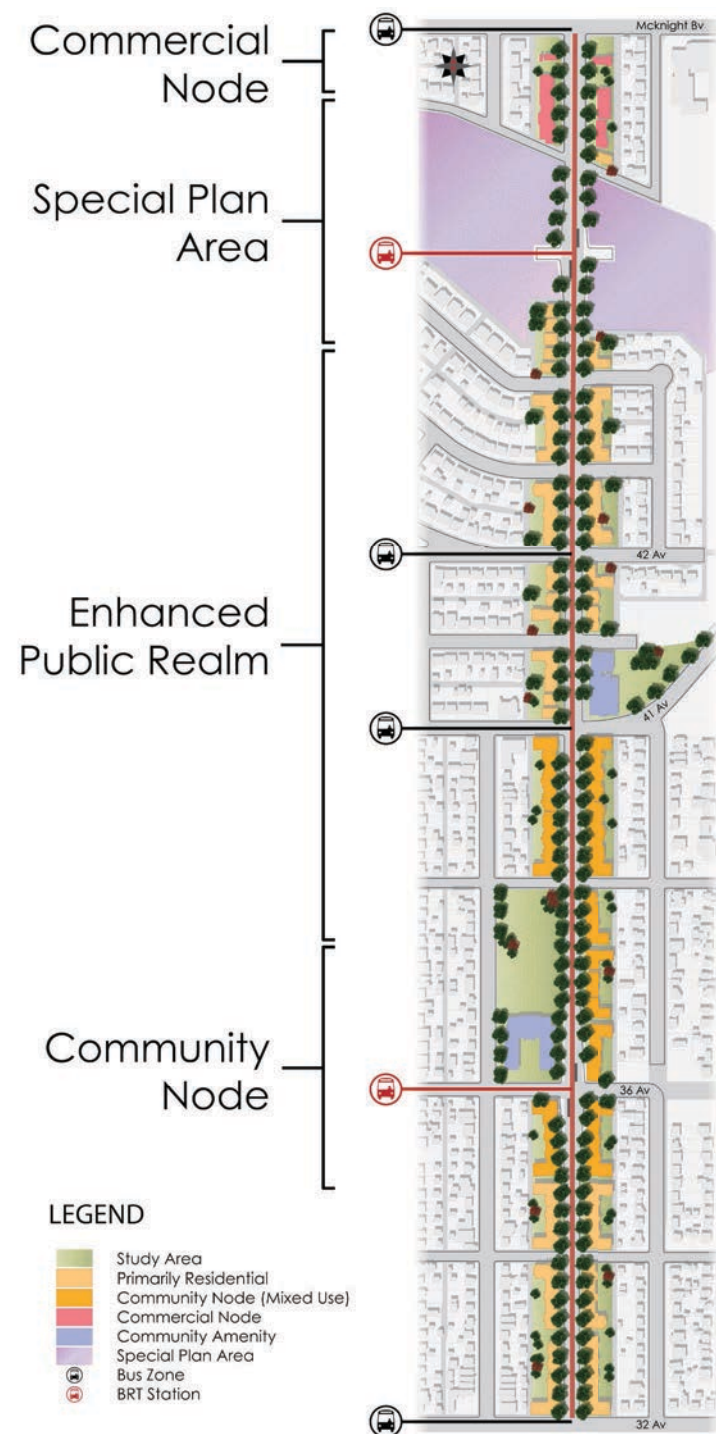
In supporting high quality rapid transit service, commercial and residential policies for properties fronting Centre Street are specifically designed to be transit accommodating.

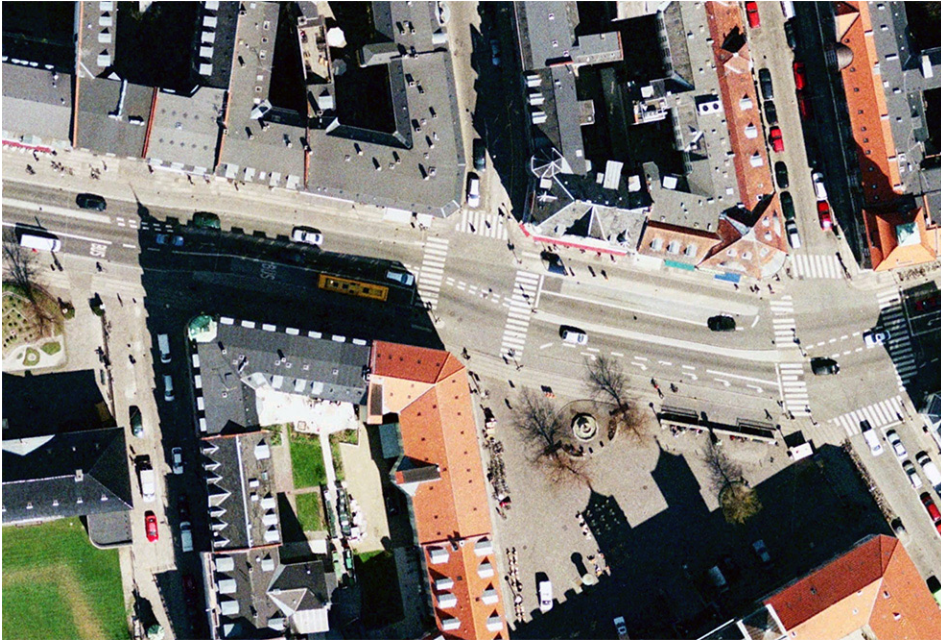
Rapid Transit Corridor:

- i) Rapid transit will be provided in a dedicated median busway that is capable of being transitioned into a low floor tramway with no additional right-of-way acquisition.
- ii) Properties fronting Centre Street will be designed with a moderate intensity and be of a typology that is mixed-use and transit supportive.



Median streetcar system in Portland Or.





Median bus lanes in Copenhagen fitting in a historic right-of-way with minimal impact



Winnipeg Transit BRT transitway; dedicated right-of-way for BRT service.



Las Vegas median busway; safe low-impact design.

Transit stations will be provided at community nodes and centers of activity in the neighbourhood. Amenities that contribute to safe and comfortable transit service will form a core component of the station environment.

Transit Stations:

- i) Transit stations shall be designed with adequate customer amenities including (but not limited to) shelter from the elements, seating and lighting.
- ii) Transit stations will be designed with consideration for CPTED principles.



Comfortable BRT stations with appropriate shelter, lighting and seating should be provided in Highland Park.



Enhancements such as off-board payment should be encouraged to improve efficiency.



Media bus station in Seoul. Customers have access to shelter in a safe environment.



Streetcar station in Portland; minimalist design.

CYCLING:

Regional open spaces, retail and local services are available within cycling distance of Highland Park however quality connections are missing in some locations. Addressing these gaps and improving connections outside of the community boundaries will have a sizable impact on the communities transportation choices.

Specific efforts include:

- Providing connections to Nose Hill Park, Nose Creek Pathway, Thorncliffe and Confederation Park.
- Protecting on street cycling facilities (eg: 2 Street NW)
- Establishing 36 Avenue N as a cycling facility and improving the connection between Highland Park and Greenview Industrial.

North-south cycling facilities on 2 Street NW will be maintained and new east-west facilities will be created throughout the community.



All weather cycling facilities should be provided in Highland Park.

Cycling Facilities:

- i) On-street cycling facilities will be provided on 36 Avenue.
- ii) Regional pathway cycling facilities will be provided in the golf course special plan area.

WALKING

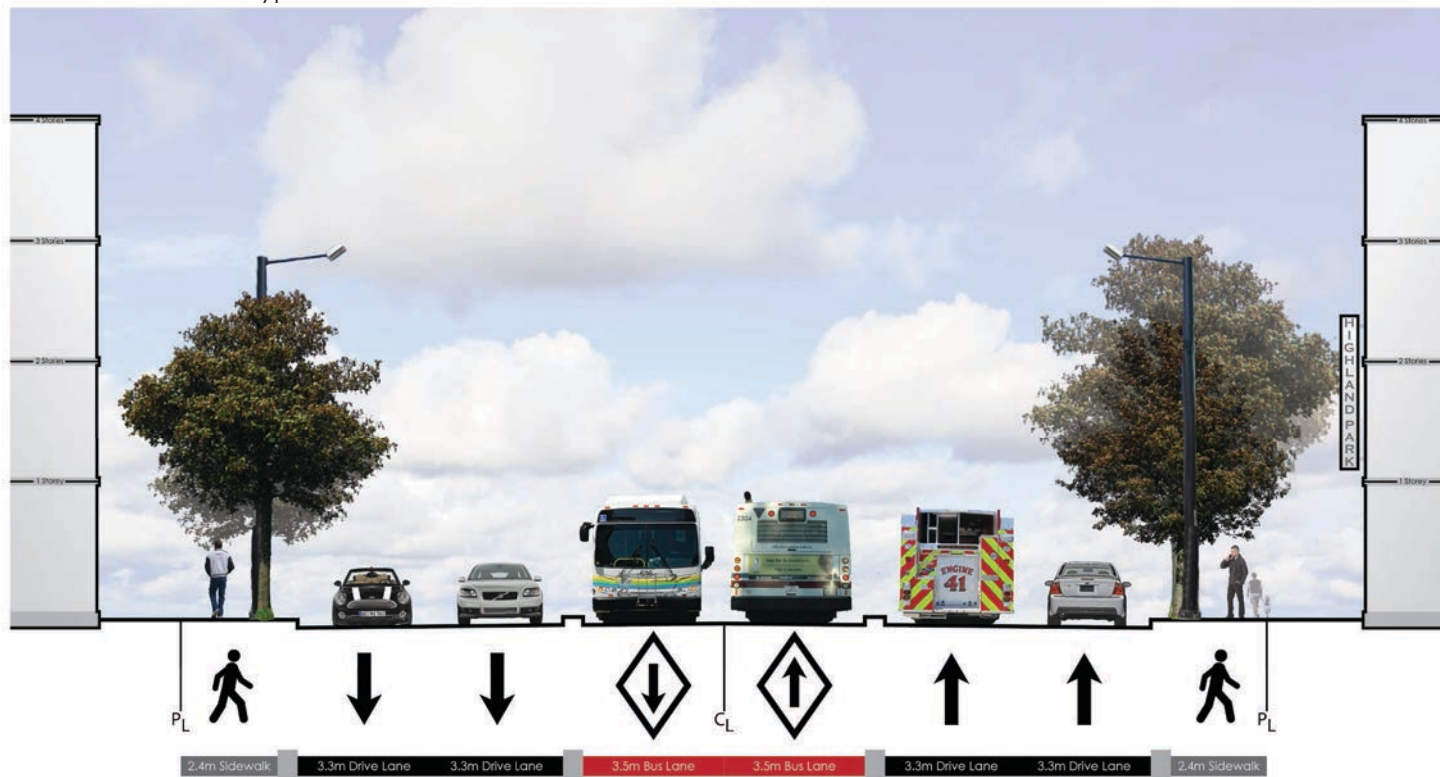
With a few exceptions, pedestrian connections are currently provided on both sides of all roadways in Highland Park. Retrofitting the gaps is a relatively simple improvement for the community. Additionally, improvements in adjacent neighbourhoods, notably Greenview Industrial should be strategically planned to maximize retrofitting opportunities.

In conjunction with community node policies, new pedestrian facilities will be provided in a high quality manner with considerations for four season design, public art and urban forestry.

Cross Sections:

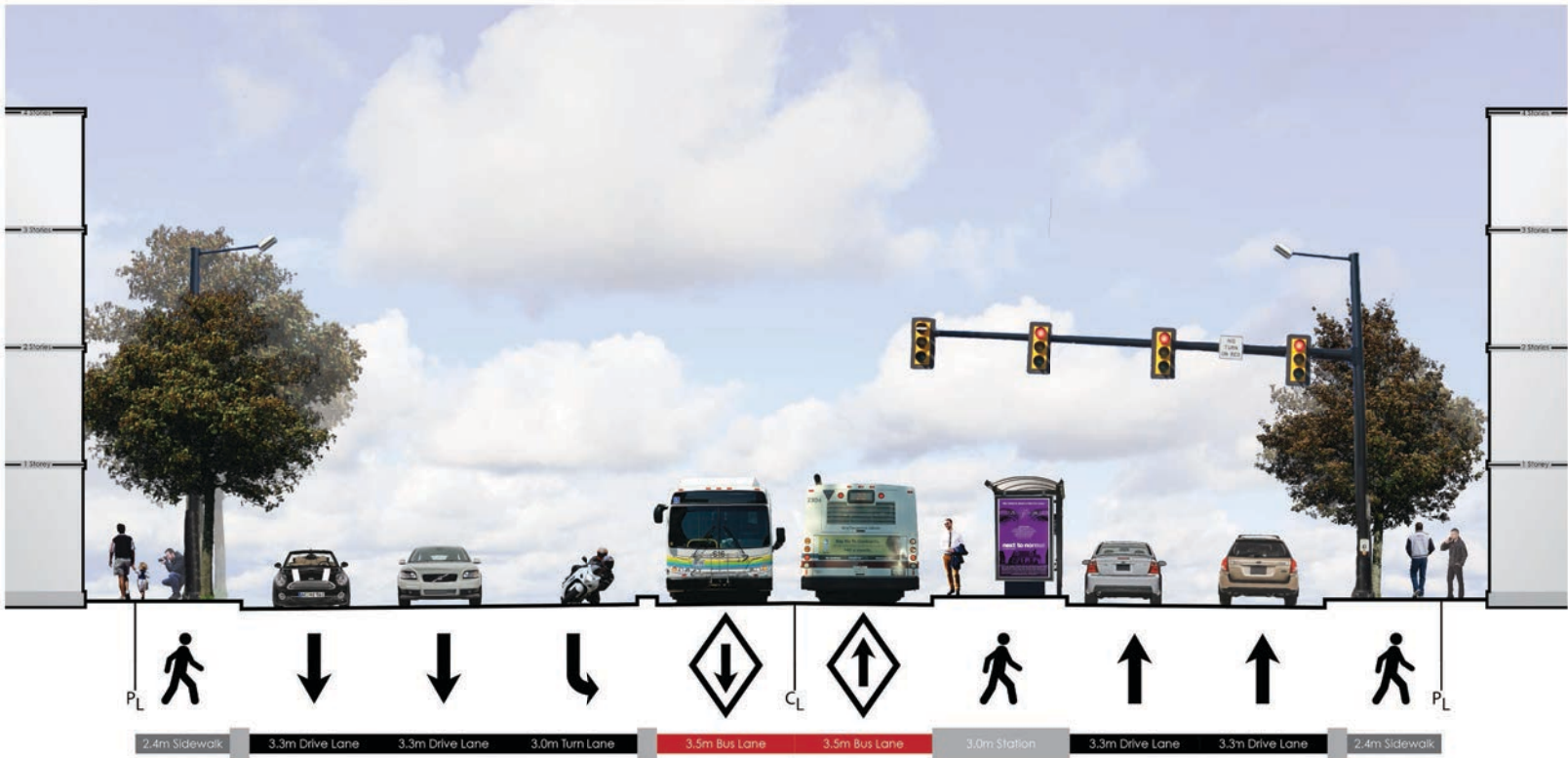
Along the rapid Transit corridor roadway cross sections are envisioned to be 27m. This is the extent of the existing 19.8m (65-foot) right-of-way including 7.0m of lane widening allowance. This expansion allows for a separated busway that is capable of transitioning to a tramway and does not affect the current built form.

27M RTC Section - Typical



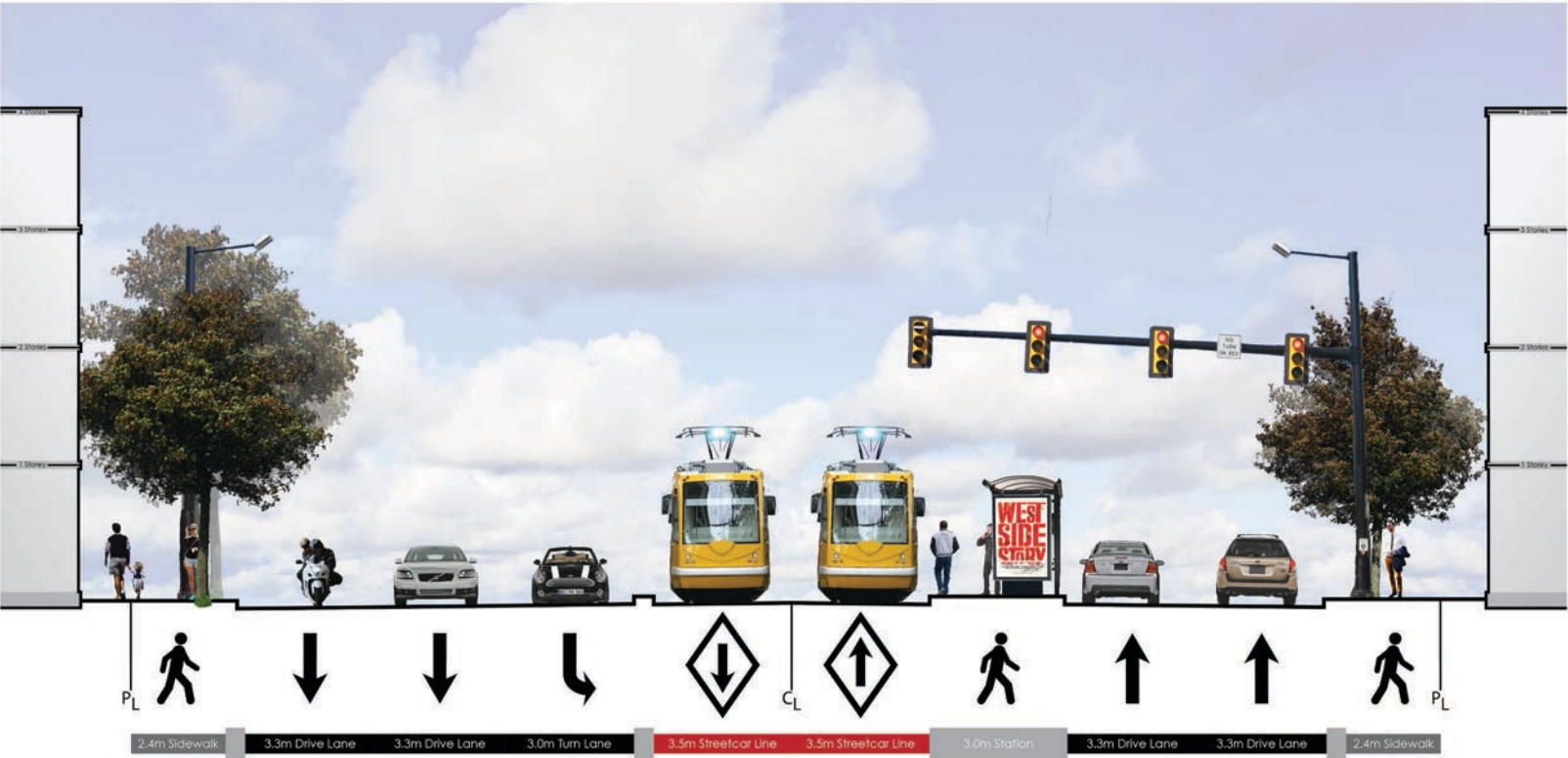
At station locations an additional 6m of station loading area and turn lane (33m total) is proposed. Due to vacant lots, the station locations are capable of acquiring this additional right of way without disturbing existing structures.

33M RTC Station Section - Typical (bus)



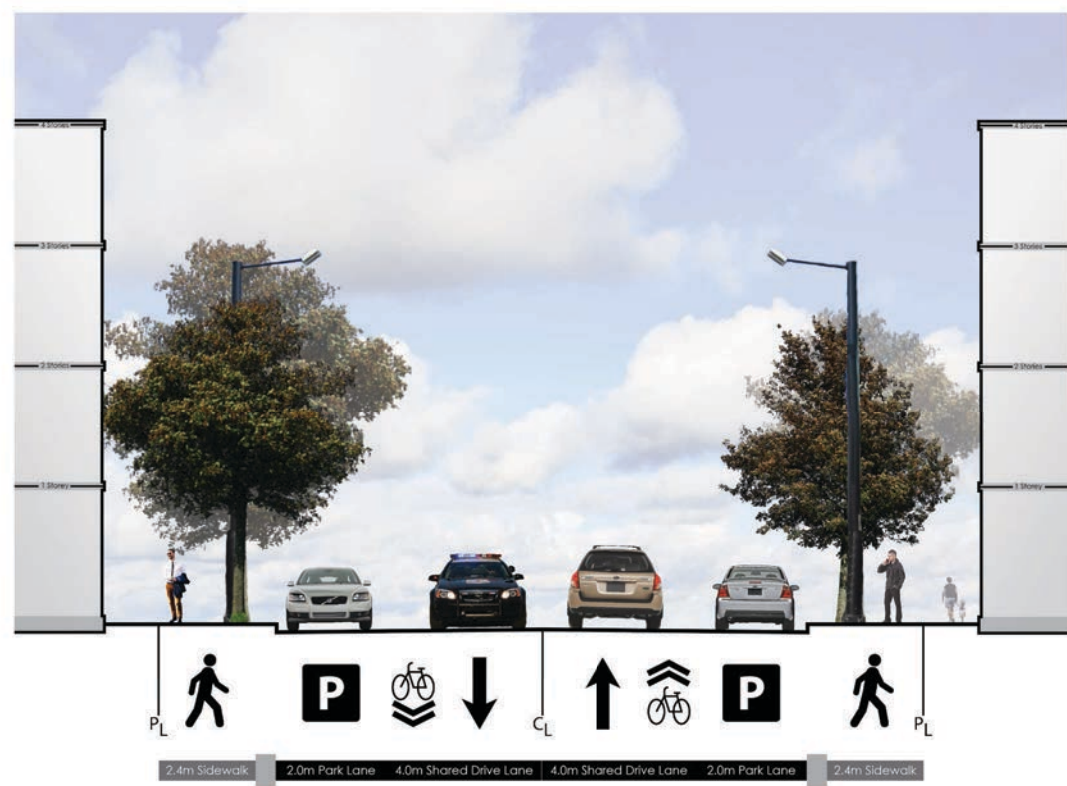
The proposed right-of-way will accomodate rail transit within the cross section.

33M RTC Station Section - Typical (streetcar)



Side streets will remain at their current 16.8m (55 foot) widths. cycling infrastructure will be accommodated where warranted and desirable.

16.8M Cross Street Section - Typical



Valleyside

GOLF COURSE REDEVELOPMENT



*Designing an innovative, green
neighbourhood*

HIGHLAND PARK GOLF COURSE REDEVELOPMENT

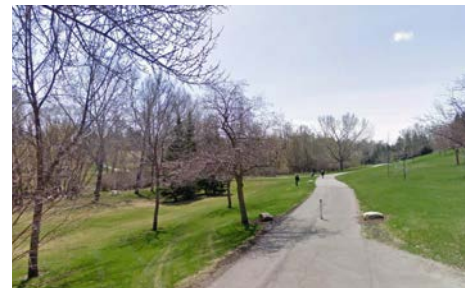
Open Space Policies:

1. The Highland Park golf course will contribute to open space network of Highland Park
2. The Highland Park golf course development will provide an active transportation connection through the length of the site
3. The Highland Park golf course development will provide open spaces and associated facilities to be accessible to people of all ages and abilities

Recommendations for open space development:

- Ensure that open space in the GC development will complement existing open space by providing additional opportunities that do not currently exist in Highland Park
- Constructed wetlands for storm-water management and aesthetic interest
- Provide meandering paved pathway from the SW to NE corners
- Ensure a sense of connection to surrounding community, not exclusivity due to low rise apartments surrounding the park
- Provide amenities (Lighting, garbage cans, seating areas and public art) throughout the park system
- Provide connection between condominium buildings
- Maintain existing trees
- Maintain best views
- Maintain view corridor to Nose Creek valley
- Provide lighted meandering pathway to connect to Greenview Nose Creek pathway system
- Maintain wildlife corridor by preserving linear connection and avoiding creation of additional barriers

Golf Course Redevelopment



Goal:

The development of the Highland Park Golf Course will provide additional open space and a diversity of housing while respecting the natural landscape.

Highland Park Golf Course Development Policies:

1. The Highland Park golf course development shall provide a range of housing types
2. The Highland Park golf course development shall design for higher density with ample open space
3. The Highland Park golf course development shall respect natural landscape maintain integrity of green corridor

Recommendations for future Mixed Use / Residential Development:

- Provide a mix of housing types throughout the development to encourage a diverse community
- Promote walkability in the community by constructing an efficient active transportation network
- Provide neighbourhood destinations in the park system and mixed use development
- Provide BRT stations at the mixed use center
- Integrate Low Impact Development Stormwater Management Practices



Golf Course Land Use Concept



Sections



LEED-ND



Based on the preceding recommendations, a preliminary LEED analysis was performed to examine the neighbourhood designs environmental performance.

The following list outlines where the community demonstrates the characteristics required for LEED-ND GOLD Certification;

SMART LOCATIONS

Building on, or “redeveloping,” previously developed sites (where there has been previous construction or paving) and “infill” sites (which are surrounded or mostly surrounded by previously developed land) is a key smart growth strategy. As a result, it is strongly rewarded in the LEED-ND rating system. Building in these locations uses land efficiently

DESIGN WITH NATURE

Locating development in a way that is sensitive to its natural setting is an important aspect of protecting local environmental quality.

CONNECTED NEIGHBOURHOODS

Good connections for pedestrians, cyclists, and vehicles (both within a neighborhood and to surrounding areas) are essential for a neighborhood to capitalize on a smart location. This means frequent street connections and pathways to surrounding areas, a high degree of internal connectivity, and few barriers (such as cul-de-sacs or difficult to cross streets) to adjacent areas and uses.

PUBLIC TRANSIT

Locating housing and jobs in compact clusters near public transit, widely referred to as “transit oriented development,” increases the likelihood that people will take transit or walk rather than drive. BRT terminal at Centre south of McKnight provides this.

NEIGHBOURHOODS THAT USE LAND EFFICIENTLY

- Limit sprawl
- Efficient neighbourhood design means destinations (shops, schools, parks and transit stops) can be closer together making walking and cycling more likely
- Requires less infrastructure – make use of existing roads network

DIVERSE AND CONVENIENT NEIGHBOURHOODS

- Mixed use
- Close to employment areas, walkable
- Variety of housing types (townhouses, apartments, larger condos)
- Seniors home / townhouse complex at mixed use end
- Library or community resource centre
- Design for all ages and abilities

WALKABLE STREETS

- Existing streets are in a grid network
- Mature trees throughout the neighbourhood
- Ensure new building interface with street enhances public realm
- Recommend parking underground and visitor parking between buildings or screened Landscaped parking lots

REDUCED PARKING AND TRANSPORTATION DEMAND

- Senior complex could have reduced parking requirements
- Underground parking should be used wherever possible
- Highland Park and Greenview industrial park are within the car to go area. Provide Car to go Parking stalls at Mixed use development and condo sites

BICYCLE FRIENDLY DESIGN

Highland Park golf course will provide a linkages in the neighbourhood pathway system

MIXED USES AND COMMUNITY SPACES

- Mixed use area could contain the following:
- Community Centre / daycare / basketball or tennis courts/ playground / lots of seating / trees
- Olympic Plaza Style Outdoor skating rink / amphitheater /
- Parks, open spaces, gardens, and ecological areas are particularly important for urban environments where green space and places of refuge can be in short supply. A community garden could be provided near to seniors complex.

GREEN BUILDINGS

- See LEED Building guide

REDUCING POLLUTION

- Onsite stormwater management / 0 discharge subdivision
 - o Wetlands
 - o Rain gardens
 - o Green roofs
 - o Maintain and enhance tree canopy
 - o Decrease impermeable surfaces by building an efficient road network and having multifamily low-rise buildings within large open space
- Incorporate dry / wet ponds into green network as aesthetic “natural” features

KEEP THINGS COOL

Avoid heat islands by preserving trees during the development process and planting new trees to provide shade for pedestrians.

NEIGHBOURHOOD ENERGY EFFICIENCY

- Building layout, orientation and design to maximize benefits of natural warmth and light in winter and use overhangs and trees to provide shade in the summer
- Provide opportunities for the use of solar energy generation where possible
- Use energy efficient solar powered LED lighting

REUSE AND RECYCLING

- Provide space for infrastructure for multi-family recycling and composting centres
- Re-use stormwater for landscape irrigation purposes

Conclusion

HIGHLAND PARK URBAN DESIGN + DEVELOPMENT STUDY



A new future for Highland Park

CONCLUSION

Highland Park is a community with numerous and remarkable opportunities, but it is facing challenges in the form of community amenities, open spaces and development pressure. As Calgary struggles to accommodate growth in a more sustainable manner these pressures will increase and communities like Highland Park will see continued and expanded change in the coming years.

The Highland Park Urban Design and Development Study has thoroughly researched and reviewed the community to propose several policies and recommendations that will contribute to a livelier, more connected, safe and attractive destination. Highland Park has the potential to develop into a premiere neighbourhood in the city, and by advocating for the proposals contained in this document through new projects such as the Highland Park Golf Course redevelopment, North Central Rapid Transit and development throughout the community, Highland Park will thrive in this changing city.

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