

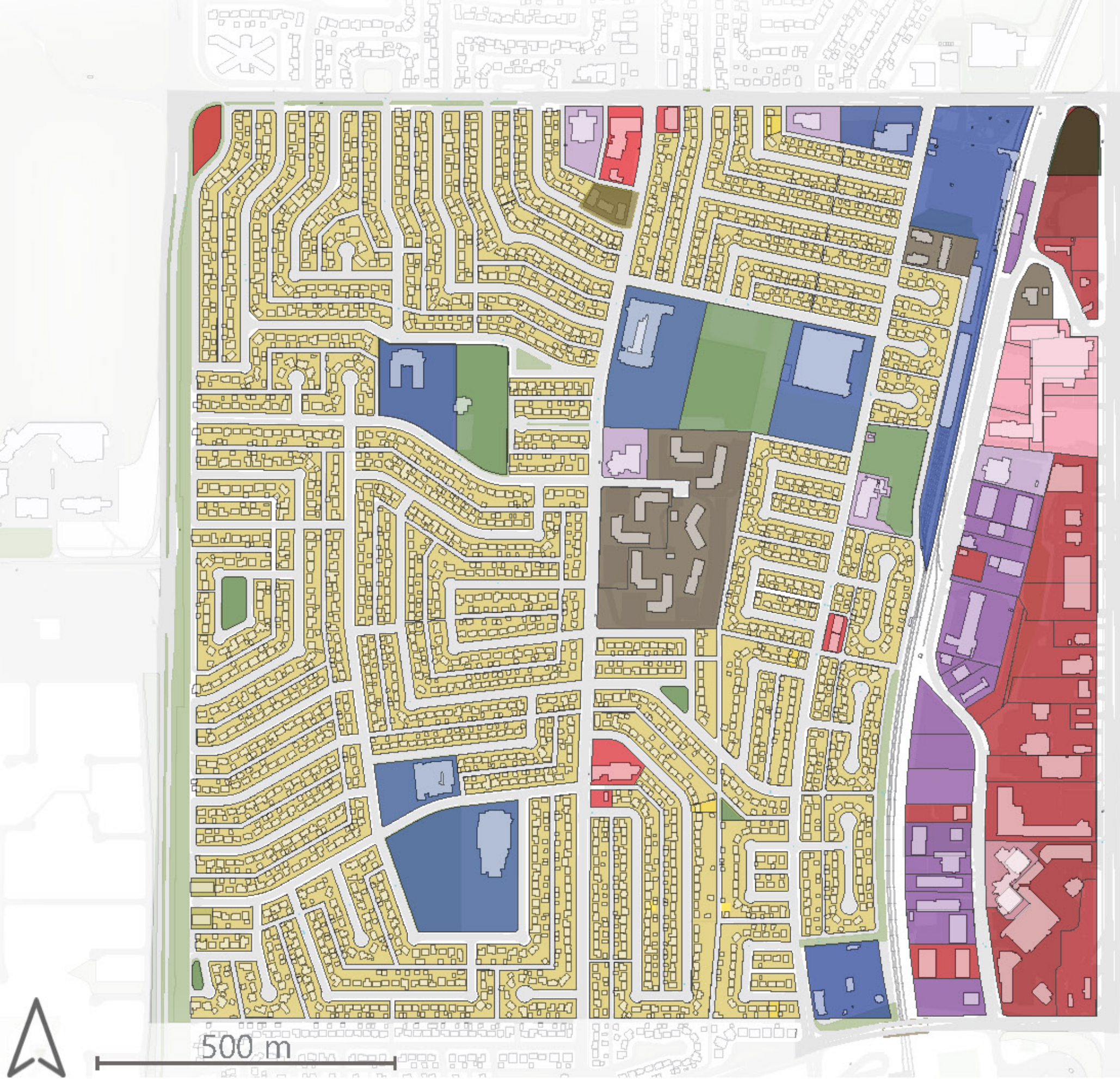
# CONTENT & ZONING

## SUMMARY OF INTERVENTIONS

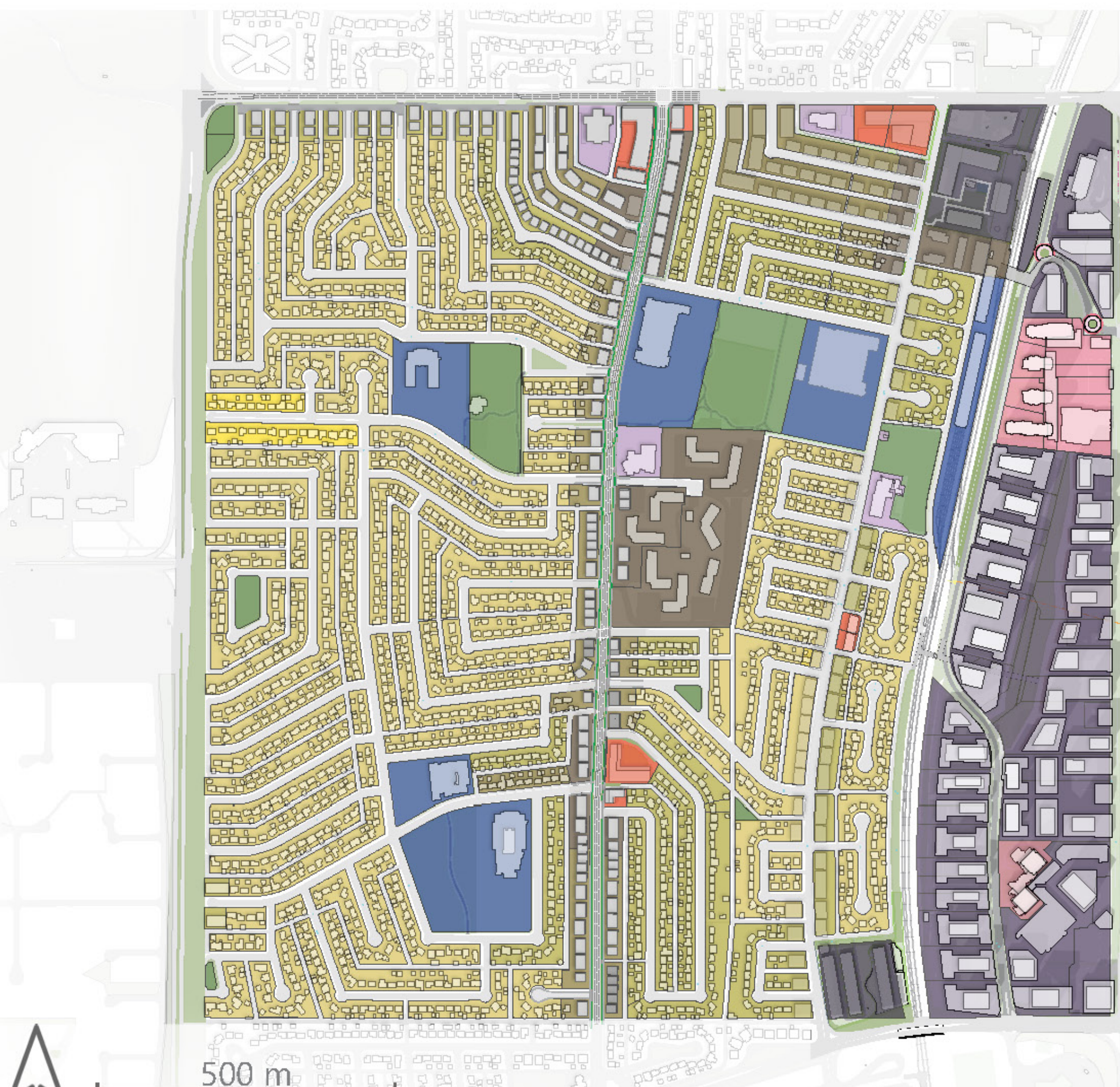


## LAND USE

### CURRENT LAND USE



### PROPOSED ZONING



## CORE PRINCIPLES

**Local Connectivity** - To improve connectivity within the neighborhood by creating multi-modal linkages between major nodes in the community. (multi-use trails, sidewalks, laneway revitalization)



**Regional Connectivity** - To improve connectivity within the greater context of Calgary by creating infrastructure supporting access to key nodes in the region including Heritage Park, Southland, and the commercial strip on both sides of MacLeod.



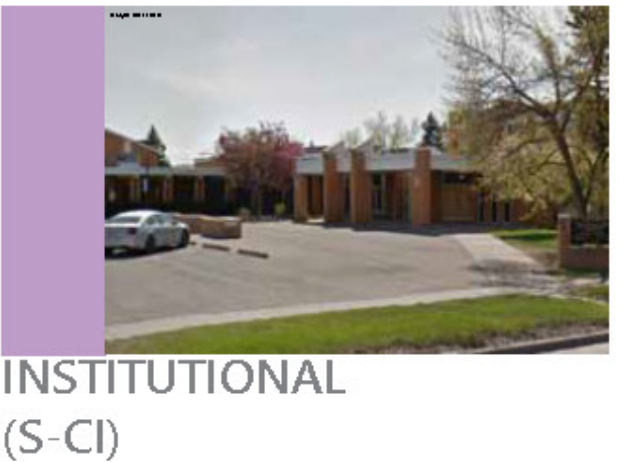
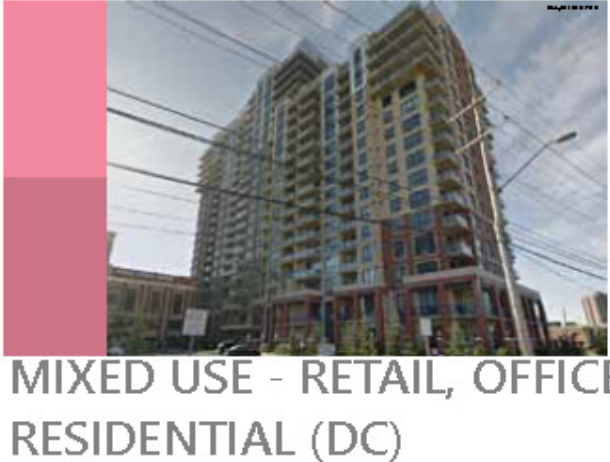
**Densification** - To sensibly increase densification in logical areas in the community to support MDP objectives and capitalize on the community's proximity to transit. Additionally, housing choice can be increased to make Haysboro a more diverse community.



**Placemaking** - To create and improve upon community focal points to develop places for the community to gather. (Retail strip redevelopment, upgrades to park space, infrastructure near unique terrain features).

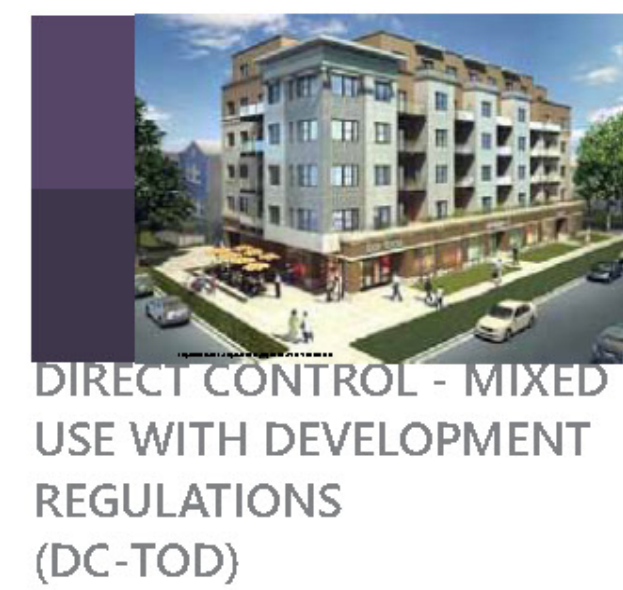
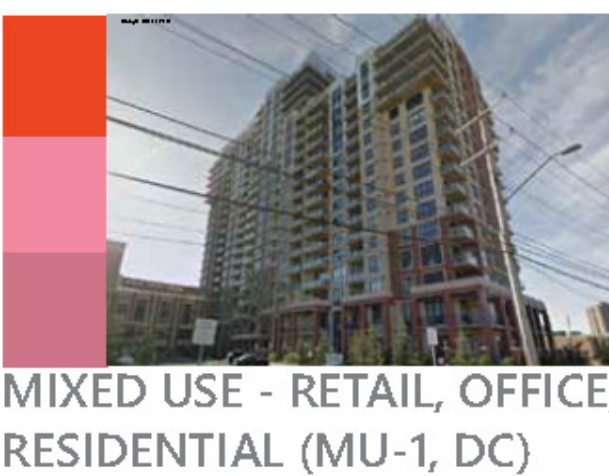
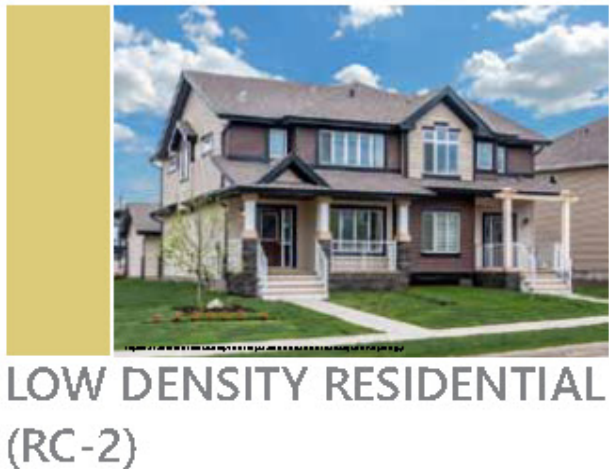


**Sustainability** - To improve storm water management and provide landscaping that allows for more ecological diversity within the community and is capable of bringing nature closer to home and providing a low maintenance public realm.



### Current Land Use

- the current land use in Haysboro is primarily comprised of low density RC-1 (single-family homes)
- land use to the east of the CP tracks (along MacLeod Trail) is a combination of industrial, commercial and high density residential (repair shops, big box stores, high-rise towers, etc.)
- there is a need for more flexibility in land use to provide alternative housing options and create more unique commercial and public spaces



### Proposed Land Use

- the proposed land use introduces a medium density housing option into the community in a sensible manner, near transit and commercial nodes
- these medium density zones gradually increase, starting off as town homes near single-family houses and transitioning to multi-family units near activity centers
- the existing "Neighborhood Commercial" (strip malls) have been redesignated to mixed use, which permits commercial on the ground floor and residential above
- Direct Control is proposed for the MacLeod area and will ensure that the majority of high density development occurs on the east side of the CP tracks. It also creates development regulations that ensure that developers must pay a development fee, which the community can use to build nearby parks, plazas and improve streetscapes





## TYPE OF CONNECTION

## GOALS

### PEDESTRIAN OVERPASS

- Provide better pedestrian connectivity across 14th st. and the LRT/rail right of way

### PATHWAY



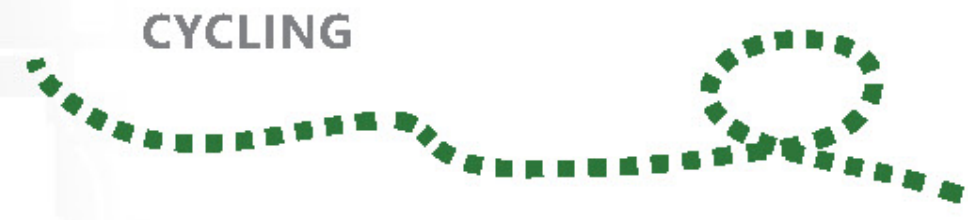
- Create an attractive trail system that bridges large impermeable areas

### BACK LANE



- Convert lanes into attractive pedestrian friendly corridors that allow for better connectivity through large blocks

### CYCLING



- Create additional cycling connections separated from car traffic

## EAST WEST TRAIL



- Create a small plaza and multi use trail in front of the Community Association



- Create and improve pathways through park and school grounds



- Create additional pathway connections with boardwalks in wetland

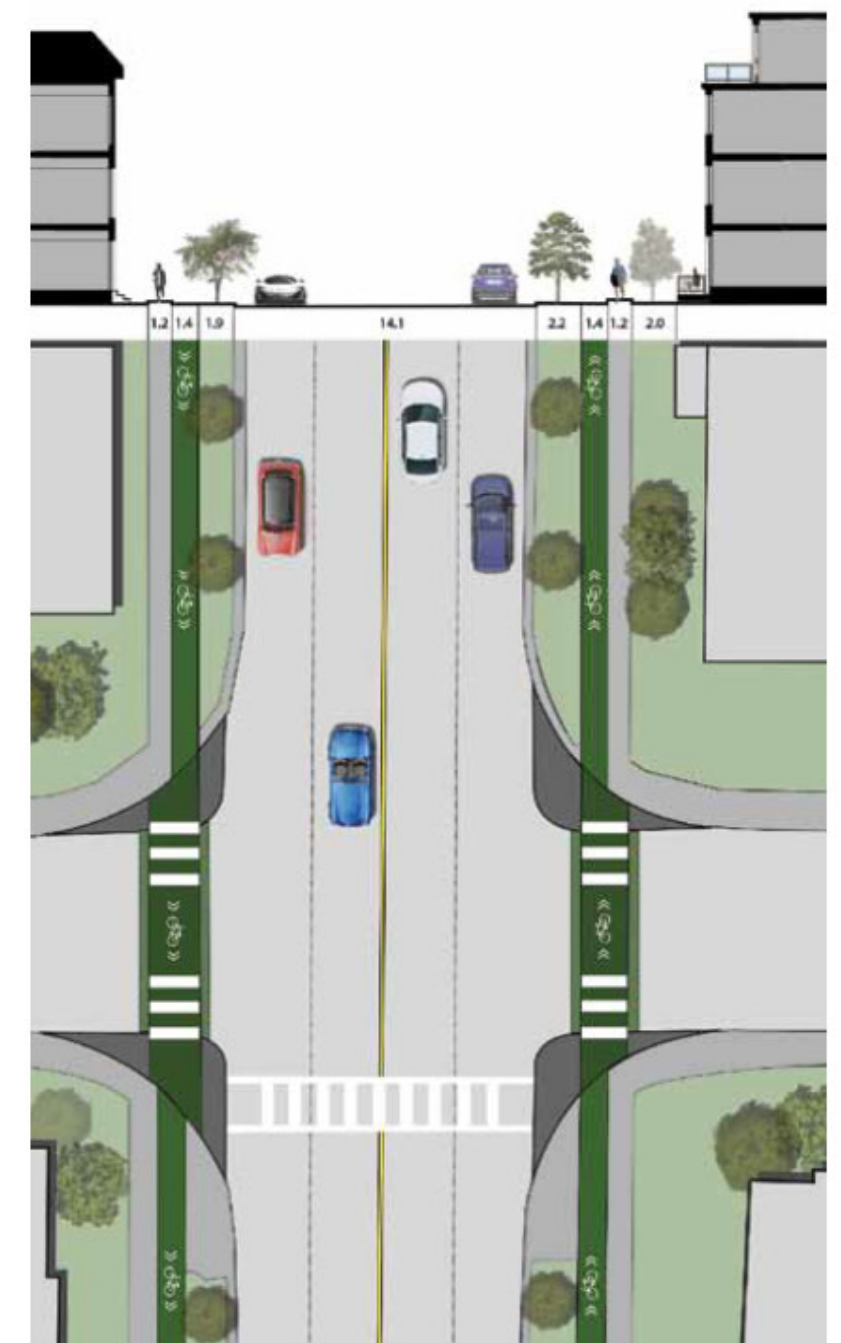


- Aesthetically pleasing, cost-effective and functional overpass



- Aesthetically pleasing and sustainable permeable parking lot

## ELBOW DRIVE



- Create a cycle track that is clearly separated from car traffic along Elbow
- Redevelop old retail strip malls into vibrant mixed use nodes
- Implement elevated crossings and curb extensions across intersection to create a continual at-grade pathway and improve safety
- Add more landscaping features to Elbow Drive to make it a more hospitable environment for pedestrians

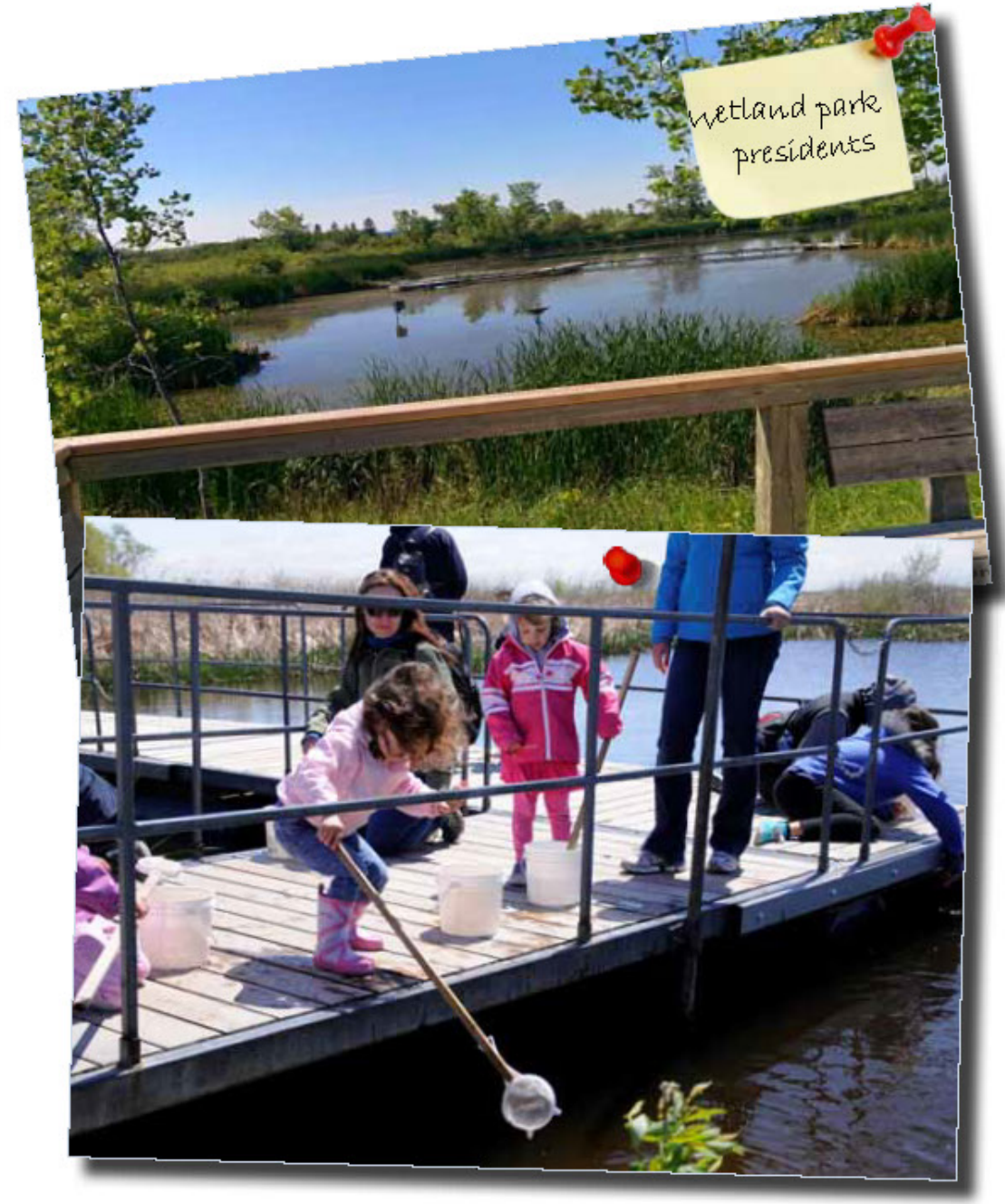


# LANEWAY HOUSING & OPEN SPACE

## PARKS AND OPEN SPACE



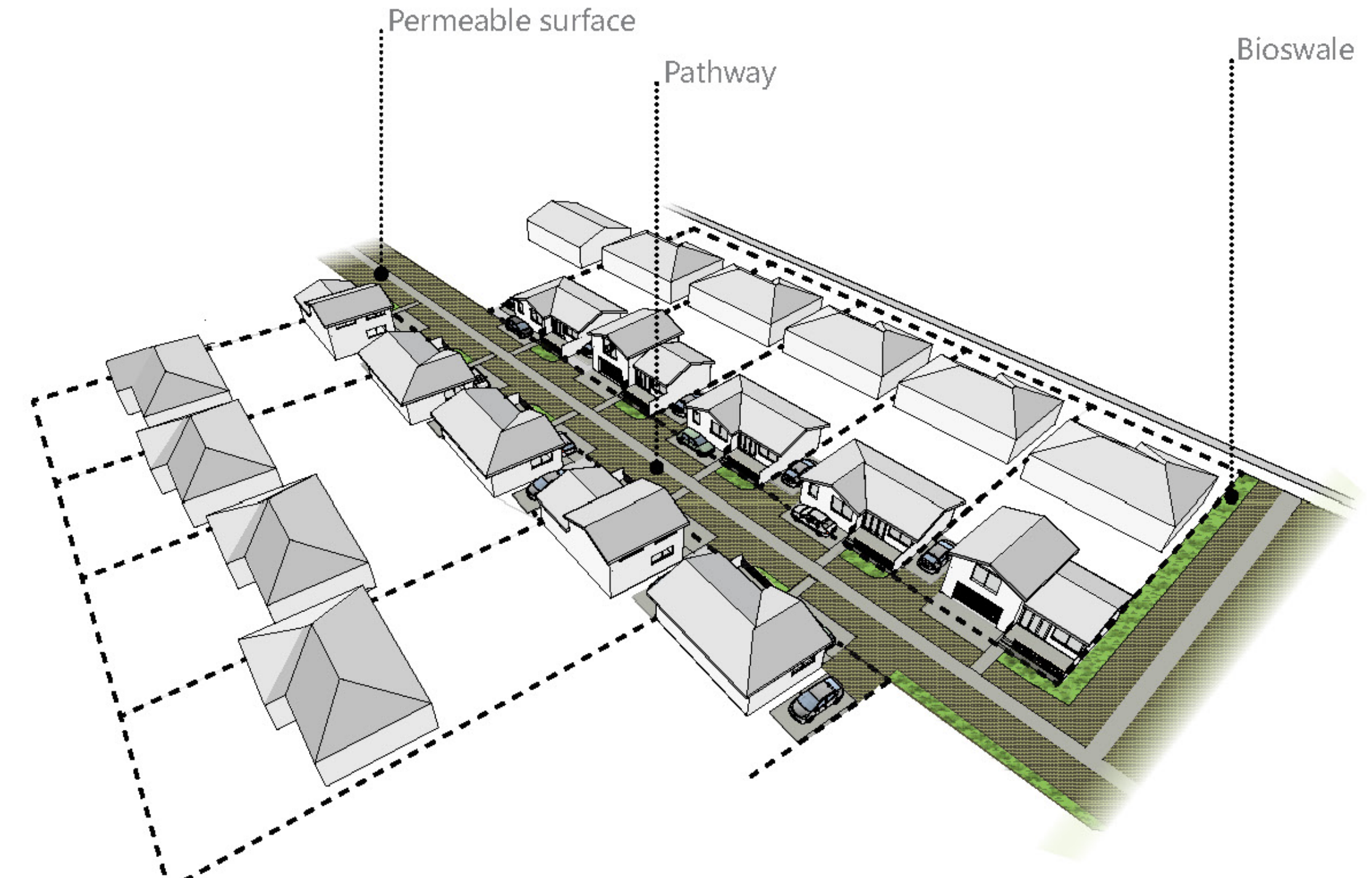
**Constructed Wetland**  
To improve drainage issues by creating a constructed wetland that serves as a natural park space and open learning



**Arboretum "Tree Park"**  
To reflect the tree history of Haysboro by creating a park space in which residents can learn about trees existing in the neighborhood, and contribute to ReTree YYC initiatives



## LANEWAY HOUSING

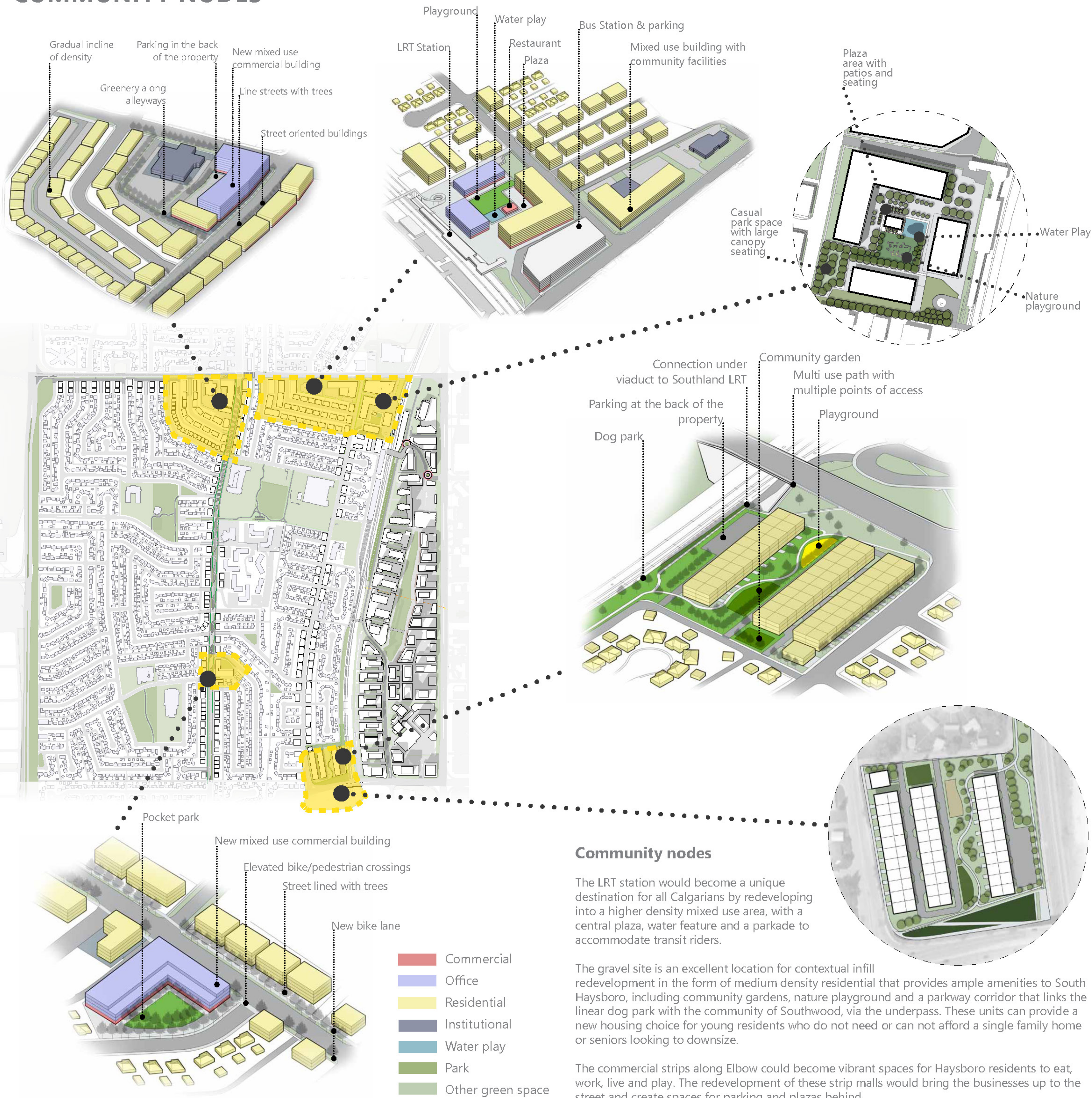


**Laneway Housing**  
Increase density in a sensible manner by allowing laneway housing as a Discretionary Use. Improve local connections, activate laneways and reduce drainage issues with paved pathways, permeable pavement and vegetation.



# REDEVELOPMENT

## COMMUNITY NODES



### Community nodes

The LRT station would become a unique destination for all Calgarians by redeveloping into a higher density mixed use area, with a central plaza, water feature and a parkade to accommodate transit riders.

The gravel site is an excellent location for contextual infill redevelopment in the form of medium density residential that provides ample amenities to South Haysboro, including community gardens, nature playground and a parkway corridor that links the linear dog park with the community of Southwood, via the underpass. These units can provide a new housing choice for young residents who do not need or can not afford a single family home or seniors looking to downsize.

The commercial strips along Elbow could become vibrant spaces for Haysboro residents to eat, work, live and play. The redevelopment of these strip malls would bring the businesses up to the street and create spaces for parking and plazas behind.

## MACLEOD TRAIL AREA

