HAYSBORO
COMMUNITY IMPROVEMENT PLAN

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Lizanne Lanthier
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Class: Advanced Professional Planning Studio
Term: Winter 2017
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RADIX
rooted in planning

Bram van der Heijden

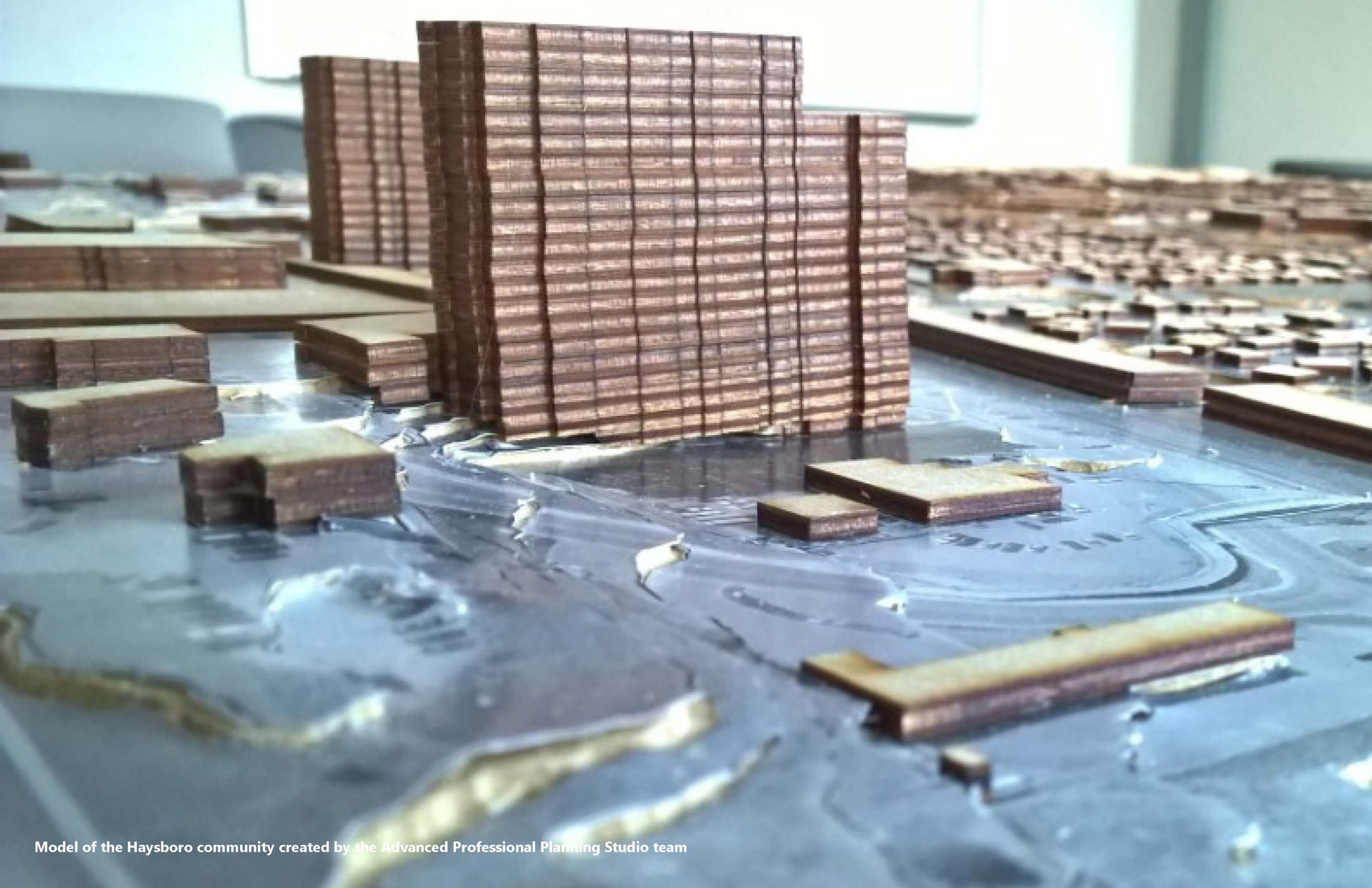
Bram holds a Bachelor of Built Environment degree from the University of Applied Sciences Windesheim Zwolle (The Netherlands), with a specialization in Architectural Design and Engineering. He has worked as an intern at Michael Green Architecture in Vancouver, BC and at Pan und Concept in Osnabrueck (Germany) as an architectural engineer and designer. Currently, he is completing a Masters of Planning degree at the University of Calgary. Bram has a strong interest in sustainability and equity, which are common themes in his designs. Additionally, he spent six months volunteering for Conservation Corps in both Arizona and California and has organized and led design workshops for children in the Netherlands.

Lizanne Lanthier

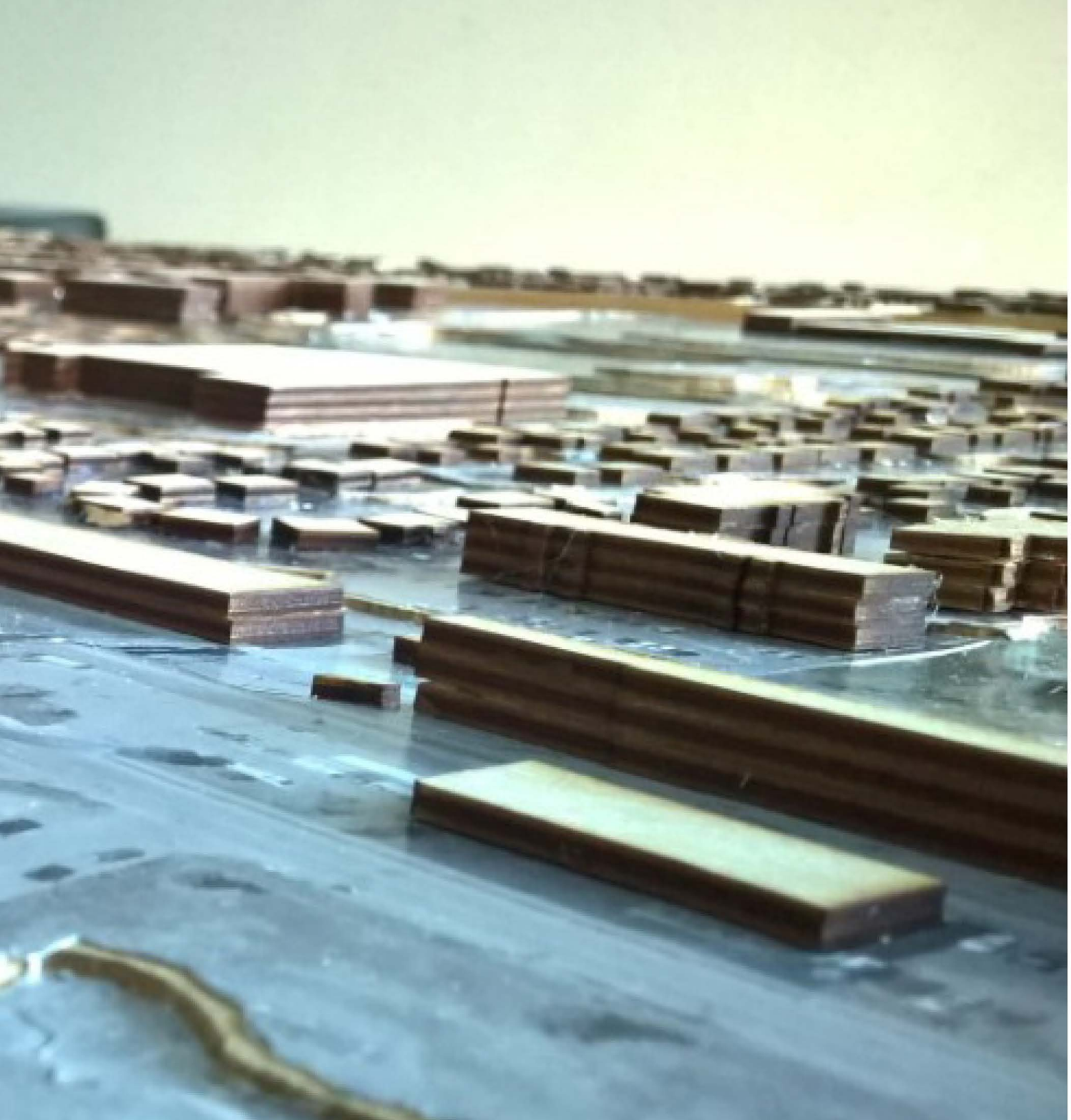
Lizanne holds a Bachelor of Arts Honours in Political Science from the University of Winnipeg and is currently a second year Master of Planning Candidate at the University of Calgary. Lizanne worked for five seasons with the Dutch Elm Disease program with The City of Winnipeg Urban Forestry Department. She also has worked with Manitoba Water Stewardship, conducting water sampling as well as presentations to visitors in provincial parks concerning aquatic invasive species. These experiences have made her very knowledgeable about the natural environment and how to preserve it. Additionally, Lizanne has a strong affinity and knowledge concerning programming for children as she has worked as a program supervisor at an inner city resource centre in Winnipeg. Lizanne's interests include equitable and sustainable design, particularly in disinvested communities where she has previously conducted research. Her recent connection with her metis roots also has her interested in disinvestment in communities with large aboriginal populations.

Jarryd Csuti

Jarryd holds a Bachelor of Design degree from the University of Alberta. He worked for three years as the lead marketing and communications specialist for Alberta's largest privately owned employee benefits advisor and spent this last summer as the Planning and Development Intern for the City of St. Albert. Jarryd is just completing his Masters of Planning degree from the University of Calgary and intends on utilize the skills he has developed in the program, coupled with his passion for urban design and community building, to become a positive agent for smart growth in Alberta. Additional interests in the planning profession include smart communities (implementing technology to create more efficient cities), transit oriented development and the integration of the natural environment into the urban realm. Jarryd also loves the outdoors, particularly going spending time in the river valley and skiing in the Rocky Mountains.



Model of the Haysboro community created by the Advanced Professional Planning Studio team



EXECUTIVE SUMMARY

As the City of Calgary continues to evolve, inner-city neighborhoods will play a vital role in capturing growth in a smart and sustainable manner. The neighborhood of Haysboro is no different and could actually be considered better equipped to do so than most, due to its excellent proximity to public transit, regional amenities and natural spaces, and its low density land use composition. Haysboro was established in the late 1950's, and was built-out at a rapid pace, as grazing land for cattle quickly transformed into a suburban community. Since then, the neighborhood has experienced limited and inconsistent growth, most of which has occurred on the outskirts of the neighborhood in an ad-hoc manner. In light of this development pattern, in conjunction with considerations for the future needs of the community, the Haysboro Community Association, in collaboration with the Federation of Calgary Communities, and as part of the Urban Alliance, developed a Letter of Interest outlining some of the key issues and opportunities that needed to be addressed to revitalize the community and capitalize on redevelopment opportunities. In response to this request, the Haysboro Neighborhood Design Study was selected as the capstone project for the Advanced Professional Planning Studio. The proceeding document is the result of that study, with the ultimate goal of steering future redevelopment towards a defined vision for Haysboro.

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Acknowledgements

We would like to extend our sincere thanks to the following organizations and individuals for thier contributions to the Haysboro Community Improvement Plan.

Haysboro Community Association:

Sonja Sahlen, Justin Barrett, Kourtney Branagan

City of Calgary, Planning Department:

John Hall

City of Calgary, Community and Neighbourhood Services:

Jenna Findlater

CivicWorks:

David White

Environmental Design Faculty:

Francisco Alaniz Uribe

1. Introduction

In early 2017, Radix Planning began working with the Haysboro Community Association. After establishing the project's steering committee, we toured the site and met with a number of local stakeholders, to develop a better understand of the inner-workings of the neighborhood. The next phase included a comprehensive site analysis to examine the history, environment, built form, demographics and transportation network within the community. To further validate these findings, multiple public engagement events were held to gather local knowledge and better align our vision with the community, at large. Based on the data collected in the previous phases, Radix Planning developed an initial draft plan with early-stage conceptual designs and policy recommendations. These concepts were presented to the steering committee and were focused into five main categories including; 1. Land Use, 2. Corridors and Linkages, 3. Parks and Open Space, 4. Redevelopment Nodes and 5. MacLeod Trail District. The initial draft was then refined with consideration for the feedback provided by the steering committee and the final draft was subsequently presented to the community in April 2017.

2. Policy Framework

This document should be read in conjunction with several City of Calgary policy documents. Although this document is in the spirit of these policy documents, in some situations, the proposed interventions might not be directly in line with the policy documents. The rational for deriving additional policy in those instances is discussed in the document. Corresponding implementation strategies have also been provided to help realize these goals.

2.1. Statutory Documents

2.1.1. Municipal Development Plan

The City of Calgary defines the Municipal Development Plan (MDP) as a strategic city-wide vision for Calgary, with overarching principles and objectives to direct future growth. The document contains a number of urban typologies, which have been assigned to various areas across the city to encourage a specific type or style of development. Most of Haysboro, is considered to be a Low Density Established Community, with the exception of MacLeod Trail which is classified as an Urban Corridor. The following document takes the overarching principles and typology designations within the MDP into consideration and aligns them with our redevelopment objective and planning interventions wherever possible.

2.1.2. Calgary Transportation Plan

The Calgary Transportation Plan (CTP) provides policies regarding all of the various modes of transportation. Compared to previous transportation plans, the latest document places a tremendous emphasis on pedestrian, transit and cycling infrastructure. Locations in Haysboro that are especially relevant to this document include: the Heritage LRT station, the Southland LRT station directly south of Haysboro, the New BRT station on 14th street and main corridors such as Elbow Drive, Heritage Drive, Macleod Trail, 14th street and Southland Drive.

2.2. Guidelines

2.2.1. Complete Streets Policy and Guide

The Complete Streets guidelines provides direction on how streets should be designed to accommodate all users and create more livable neighborhoods. It outlines the different types of street classifications and provides guidelines to ensure that safety, accessibility and an attractive streetscape are high priorities. The corridor and streetscape components of the proceeding document are in line with Complete Streets Policy and Guide.

2.2.2. Low Density Residential Housing Guidelines for Established Communities

The Low Density Residential Housing Guidelines for Established Communities provides guidelines on how new houses should be built in existing communities.

2.2.3. Contextual Dwellings Guidebook

The Contextual Dwelling Guidebook provides guidelines on how to develop infill including small multi-family developments. Some of our proposals regarding laneway housing are not in line with this document.

2.2.4. Large Retail/Commercial Urban Design Guidelines

The Large Retail/Commercial Urban Design Guidelines provides guidelines for big box store development. In Haysboro, these guidelines apply to the MacLeod trail area. Although these guidelines provide a solid general framework for big box stores, they are not nuanced enough to factor in important transportation, terrain, or land use issues. The following document provides additional design guidelines to address these issues.

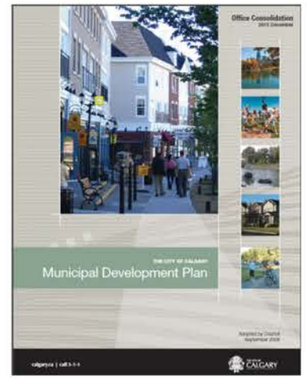
2.3. Area specific plans

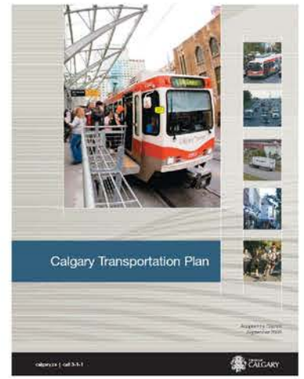
2.3.1. The City of Calgary - Main Streets

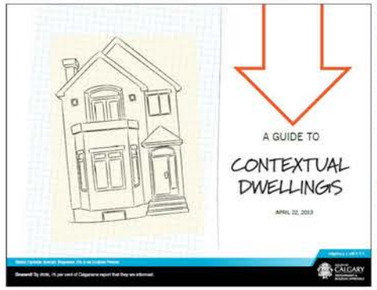
Main Streets identifies Calgary's most active commercial and mixed-use streets and provides strategies on how to improve them. MacLeod Trail is a main street and according to the plan, should accommodate increased densification and diversification, and upgraded sidewalks and cycling trails on each side of the street, moving forward.

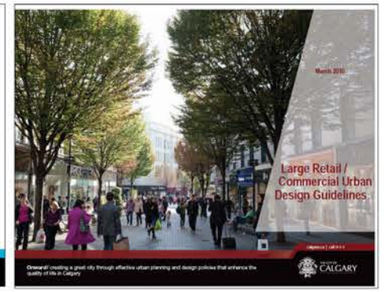
2.3.2. Southwest Transitway Plan

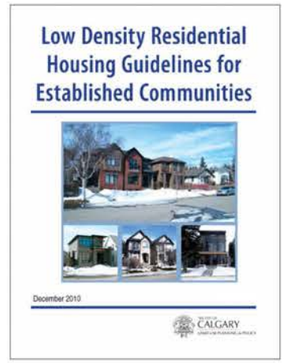
The Southwest Transitway Plan includes the entire future SW BRT route from Woodlands to the downtown region. In regards to Haysboro, the community will be most affected by the BRT stops along 14th street SW, specifically the station next to Glenmore Landing where the pedestrian foot bridge is proposed. The following document touches on how Haysboro can capitalize on the BRT development by improving connectivity to nearby stations.











HISTORY

1: Glenmore School, 1912

2: Hays Farm, Turner Siding 1940

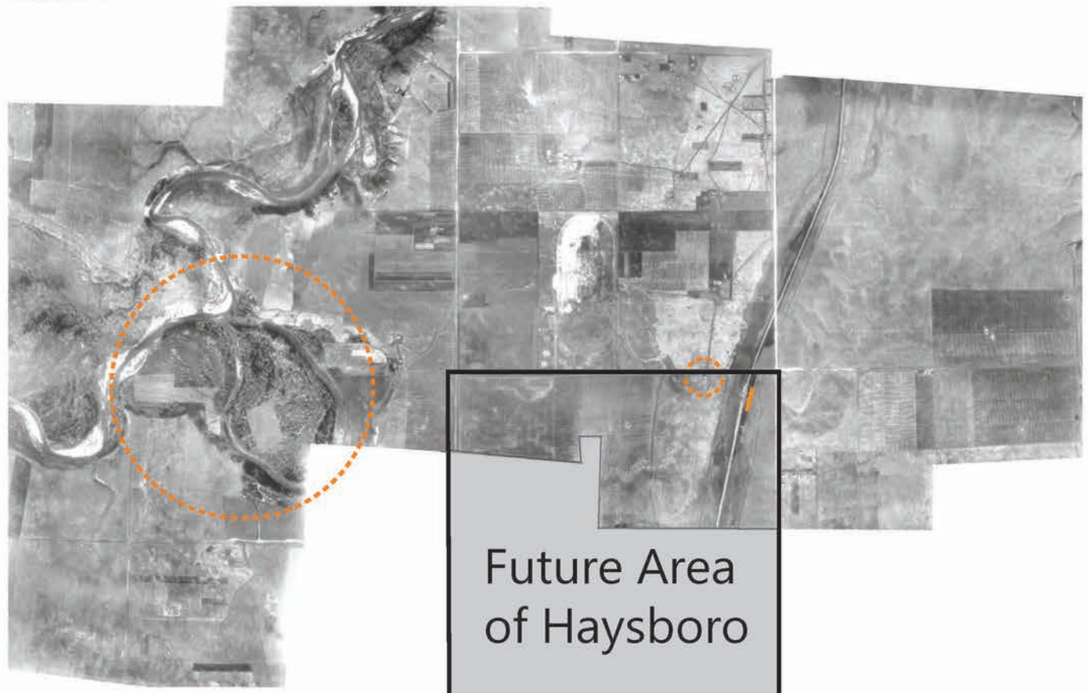

3: Queen Elizabeth II, Turner Siding 1959

4: Harry Hays milking a cow, 1950

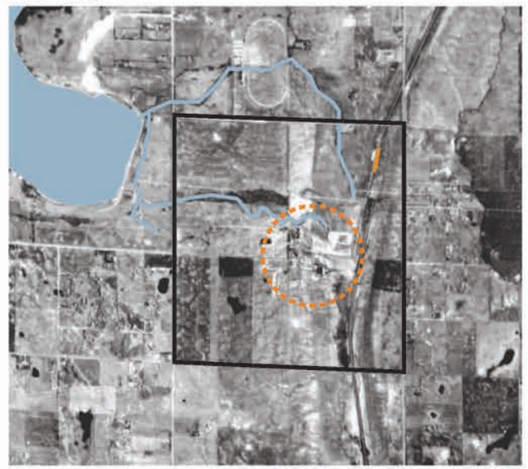
5: View of Glenmore Resevoir, 1951

6: Milkers at Hays Farm, 1940

1924



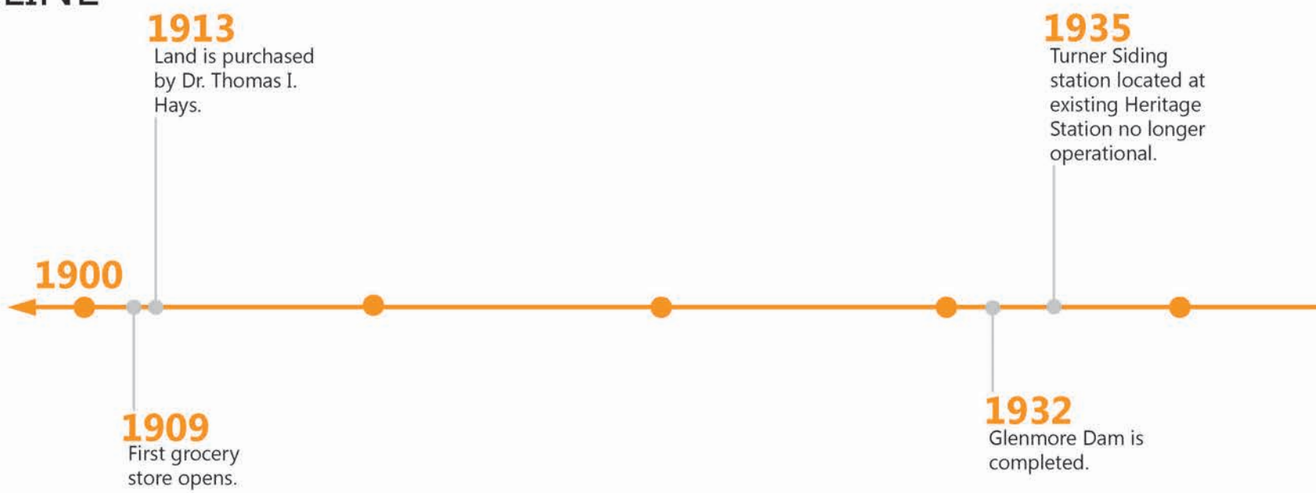
1949



3. About the Neighborhood

Haysboro is a low-density neighborhood consisting of primarily single family detached homes. Additionally, there are low-rise multifamily buildings, as well as an industrial and commercial strip along MacLeod Trail that is separated from the neighborhood by the CP tracks. Most of the existing structures were constructed at the end of the 1950s, hence most of the existing housing stock being bungalows. Remarkably, many of the original homeowners are still living there now as seniors. Although the aging population has been contently living in the neighborhood for many years, it is increasingly challenging for this demographic to remain in the neighborhood. These challenges are primarily due to the high maintenance of single family detached homes and a lack of alternative housing options in the community. Moreover, the lack of nearby amenities makes it difficult to for seniors with limited mobility to be able to complete errands. At the same time, new families are moving into the neighborhood, and for good reason as Haysboro is an extremely family friendly community with an abundance of schools, amenities and the recreational spaces close by. The greatest challenge for young families that want to move into Haysboro is the high cost of housing, which is a problem across most inner-city neighborhoods and makes Haysboro inaccessible to many families.

TIMELINE



1959

1988

2015

1947
Trolley service begins.

1957
Haysboro development begins.
590 acres
1800 homes

1959
Haysboro Community Association is inaugarated.
Woodman Junior High School,
St. Gerard School and Eugene Coste School open and Haysboro Elementary is built.

1960
Canada Safeway opens in Haysboro.

1962
YMCA opens on former Glenmore School site and Health Clinic opens.
St. Andrews church is built.

1963
Two community centers open and original fire station No. 14 is built.

1966
Southwood Branch - Calgary Public Library opens.
Haddon Road Elementary school now open. Church of Jesus Christ of Latter day Saints now open.

1968
Current Community Association center is built.
St. Gerard parish is now open.

1975
Trolley service ends and Royal Canadian Legion opens on Mcleod Trail SW.

1977
Decline in single family detached homes.
Hays Farms Apartments are completed in early 1970s.

1981
Hertiage and Southland LRT Station operational and waterpark opens. Akiva Academy now open.

1985
Safeway opens at Glenmore Shopping Centre

1988
Legion changes location to Horton Rd.

1989
Southland Crossing Shopping Centre and current fire station complete.
Waterpark closes.

1994
Hope for Life Christian Fellowship first public worship held.

1996
Lighthouse Church opens.

2015
Haysboro Natural Playground is completed.

2017
Haysboro Community Association partners with EVDS to create a community plan.

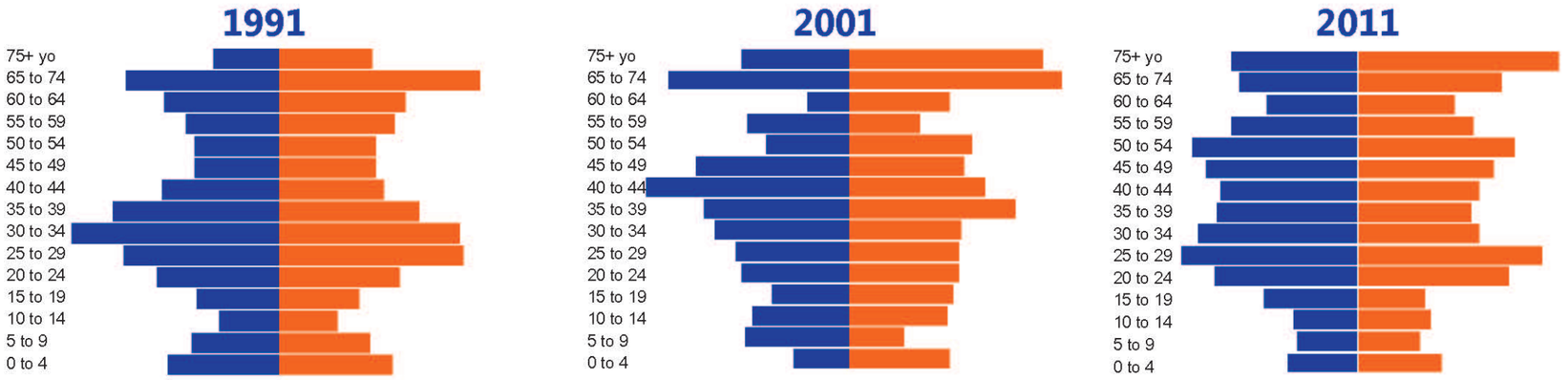
2020

3.1. Sociodemographics

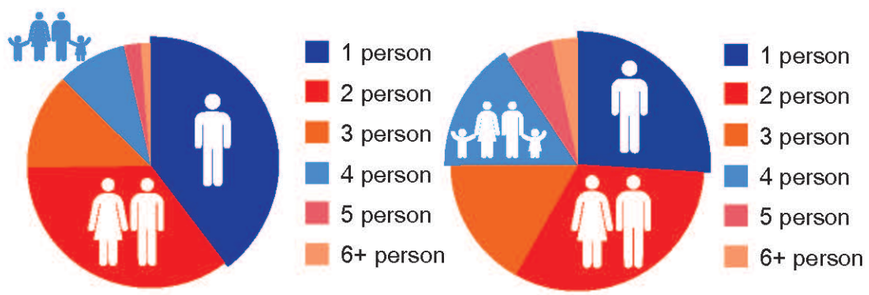
POPULATION:

Haysboro
7240 people
3535 dwellings

AGE DISTRIBUTION: COHORT ANALYSIS



HOUSEHOLD SIZE:

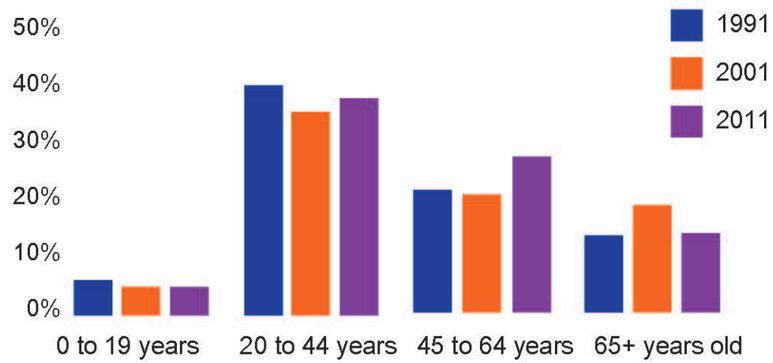


Haysboro **Calgary**

AVERAGE FAMILY SIZE:
CALGARY: 3
HAYSBOR0: 2.6

AVERAGE HOUSEHOLD SIZE:
CALGARY: 2.5
HAYSBOR0: 2

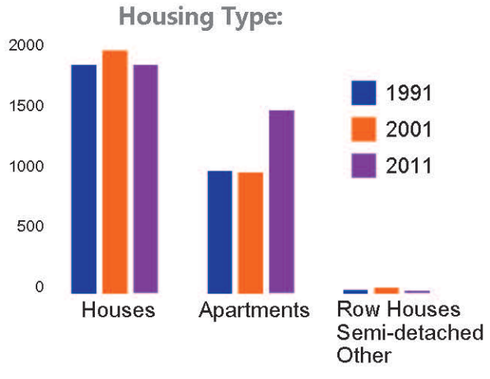
AGE DISTRIBUTION: GENERATIONAL ANALYSIS

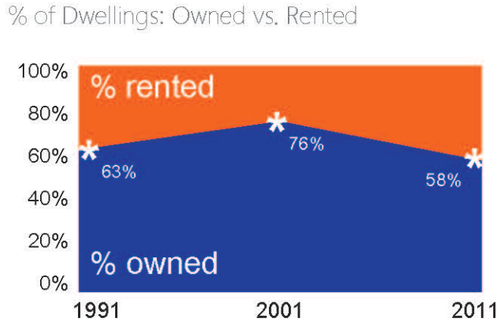


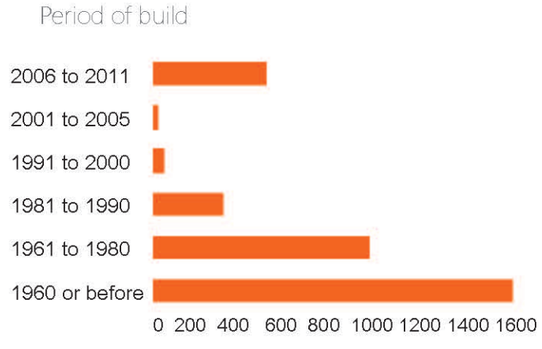
POPULATION GROWTH BETWEEN 2009 TO 2014: CALGARY: 12% HAYSBORO: 13%

MEDIAN AGE: CALGARY: 36 HAYSBOR0: 41

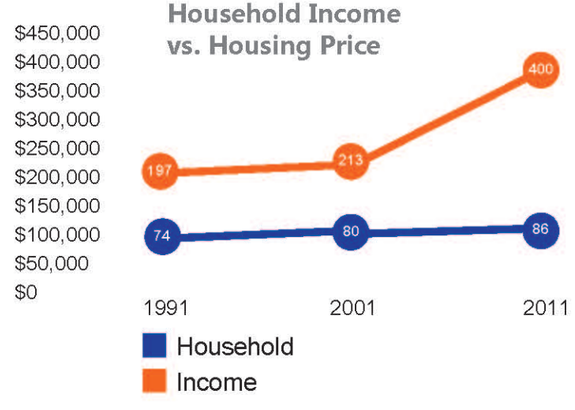
HOUSING:





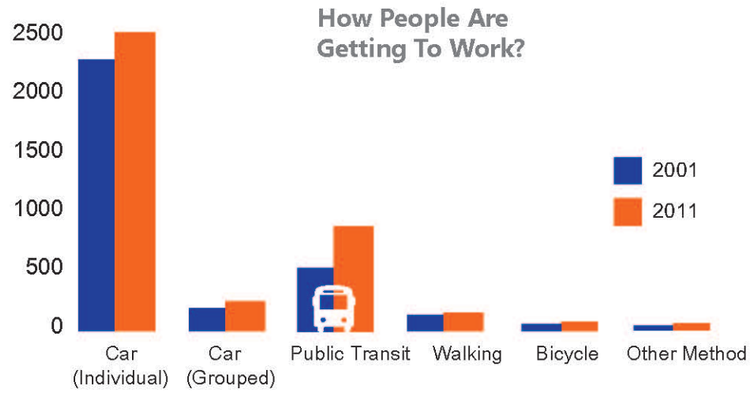


ECONOMICS:



HOUSEHOLD SPENDING OVER 30% ON SHELTER: CALGARY 25% HAYSBORO 29%

TRANSPORTATION:



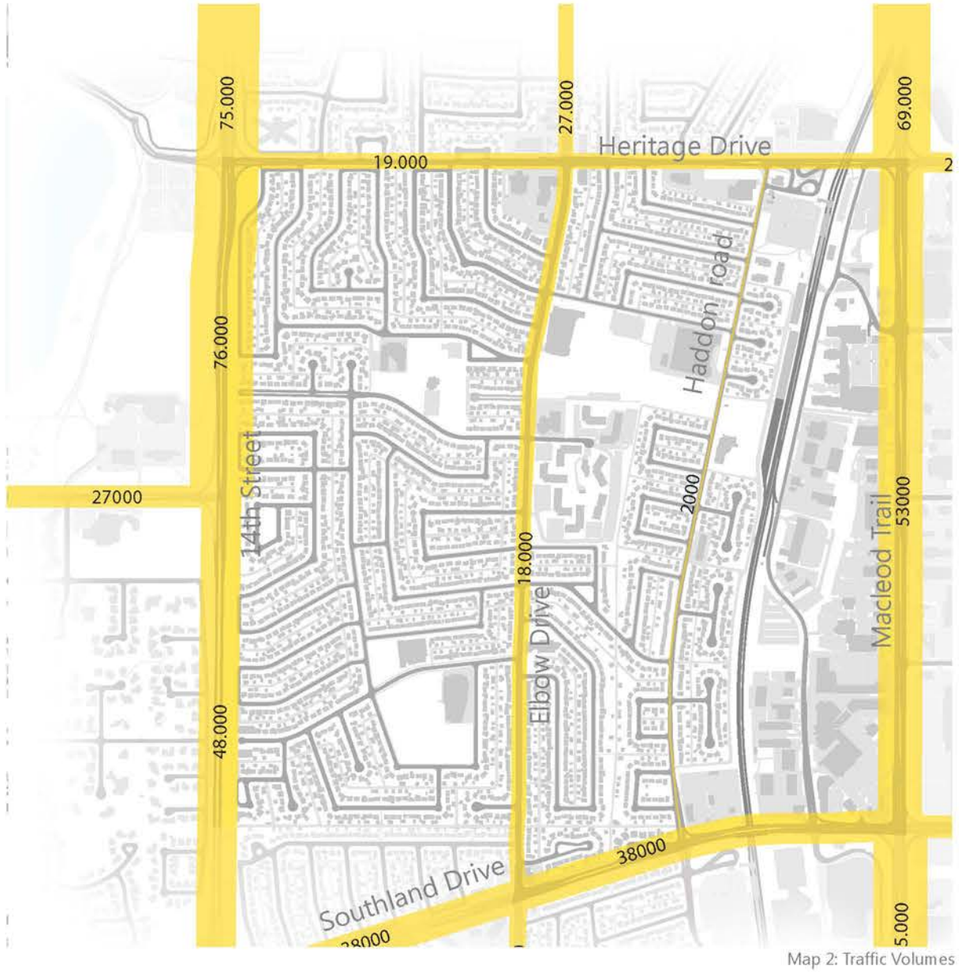
Haysboro has experienced significant sociodemographic changes over the last few decades. Some of the main examples of this include a substantial increase in young adults moving into the community, in tandem with a decline in the senior population. The younger adults moving into the community may very likely be attributed to the development of the London Towers in the MacLeod Trail area, which has introduced a significant amount of "apartment" housing stock into the community, evident in the "Housing Type" chart. When comparing Haysboro to Calgary, it is interesting to note that the average age is older in Haysboro (41 years old), compared with Calgary (36 years old). Additionally, the amount of people living in individual or two person family units is much greater in Haysboro than Calgary,

1.1. Traffic

MAIN ROADS

Map 1: Main Roads

TRAFFIC VOLUMES



Map 2: Traffic Volumes

Main roads

Skeletal Roads

14th Street
Southland Drive
Macleod Trail

Arterial Street:

Heritage Drive

Parkway

Elbow Drive

TRAFFIC VOLUMES

Skeletal Roads 30.000+
14th Street
Southland Drive
Macleod Trail

Arterial Street: 10,000 / 30,000
Heritage Drive

Parkway
Elbow Drive

Other
Haddon Road


MacLeod Trail


Heritage Drive


Short cut


Residential street


Elbow drive


Short cut


Trail


Laneway

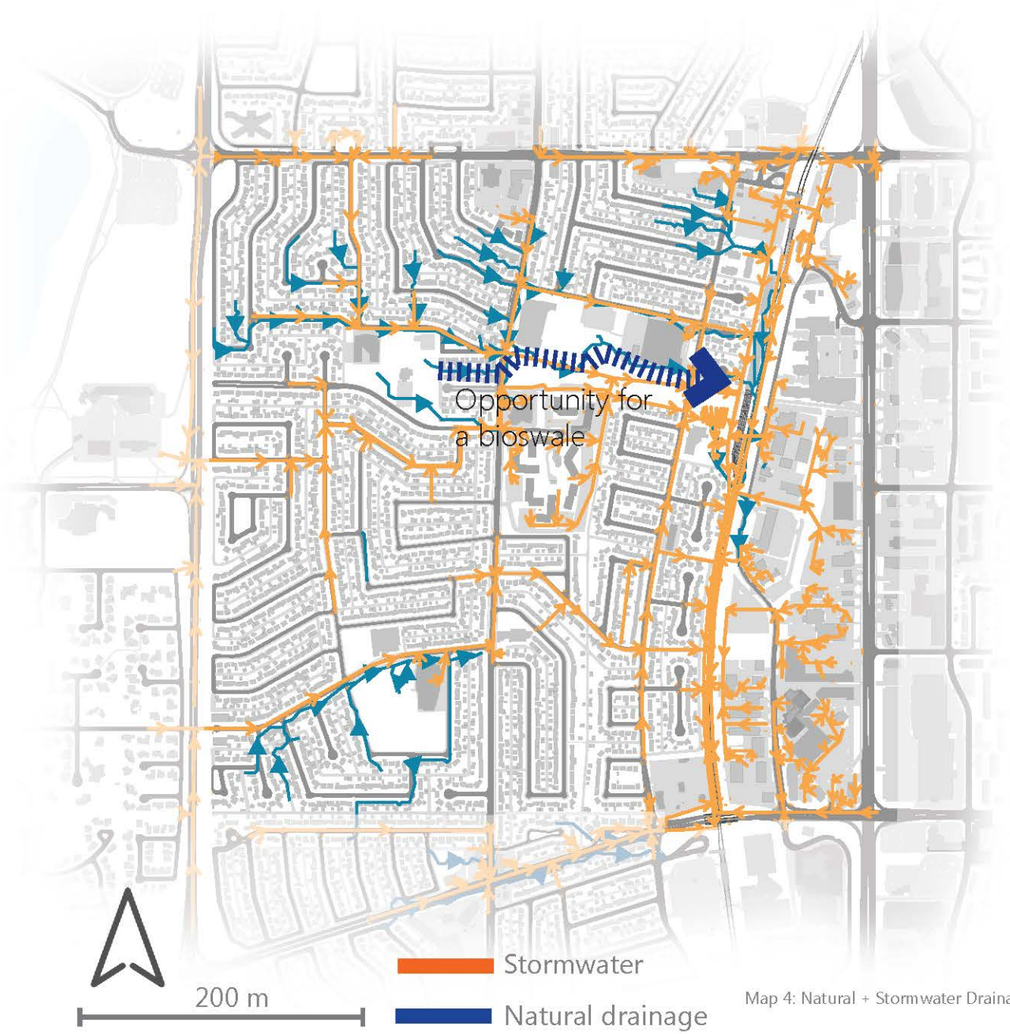
SLOPE

Map 3: Slope

Suitability for construction

- Not suitable
- Difficult
- Moderately difficult
- Moderately suitable
- Highly suitable

NATURAL + STORMWATER DRAINAGE



Map 4: Natural + Stormwater Drainage

3.2. Summary of key findings

Additional findings from the research phase revealed opportunities and constraints within the neighborhood. Some of the key discoveries included:

- opportunity for medium density redevelopment in the RC-1 neighborhood
- opportunity to utilize existing school and park space to create an East-West pathway
- opportunity to utilize existing community assets (schools, churches. community nodes) to support redevelopment

- constraint of high volume north to south roads which bisect and isolate the community (14th St SW, Elbow Drive, etc.)
- constraint of the CP right-of-way dividing the low density community from the MacLeod Trail area
- constraint of the cost of infill redevelopment

Figure 1

4. Engagement Process

SITE ANALYSIS PRESENTATION FOR STEERING COMMITTEE

CONCEPT DESIGN PRESENTATION FOR STEERING COMMITTEE

Community involvement and feedback was initiated at the onset of the project. The first engagement with the stakeholders was in the form of a guided community tour, in which we had the opportunity to learn about the community and the issues the Community Association were hoping to be addressed. The second public engagement was in the form of a workshop at the community hall. Maps of the community were provided at each table, and the community residents had the opportunity to apply sticky notes to the map identifying the challenges and the opportunities they saw in the community, guided by questions we were trying to gather further information on. The final public engagement session was in the form of an open house, in which community residents had the opportunity to express their feedback on the final concepts both verbally and with sticky notes directly on the presentation boards. It also provided an opportunity for community residents to view the model and further discuss their feedback with the students.

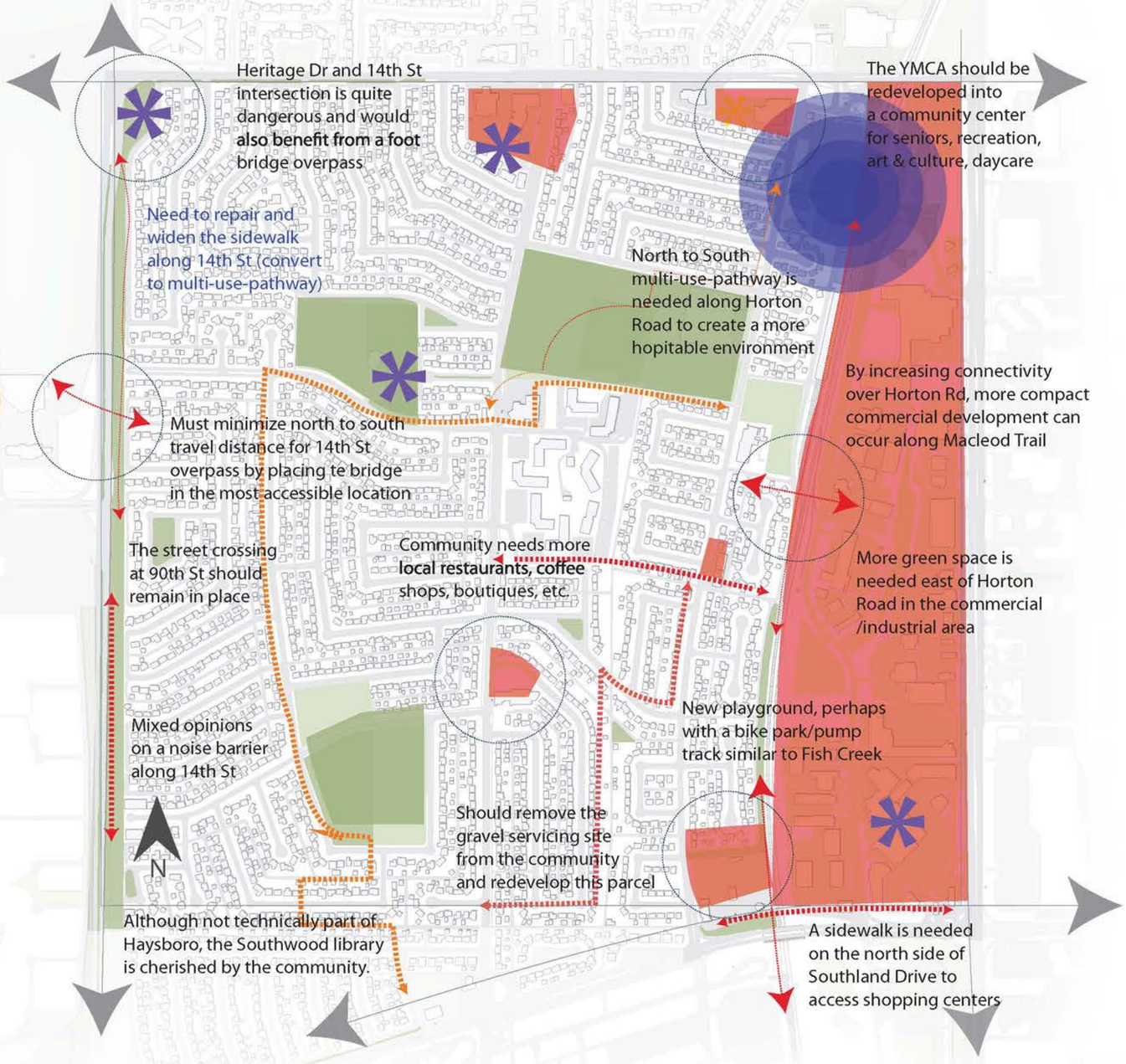
4.1. What we heard

The public engagement process was a wonderful opportunity to gain local knowledge. The community had the opportunity to respond to our site analysis during the workshop and provided additional insight into the community that we had not been able to capture in our analysis. Challenges and opportunities that we heard back from the community that we had not been fully aware of, included but were not limited to:

- The importance of redeveloping the YMCA site with similar or additional amenities
- The request for the city roads yard to be removed from the community and redevelopment to occur
- The importance of maintaining the dog parks in the community
- The need for diverse housing options for seniors to age in the community
- The importance of the Southwood Library. which is actually located just south of the community
- The importance of better permeability between the residential neighborhood and the MacLeod Trail area

Our site analysis, the workshop and feedback from stakeholders helped inform us of how the community wishes to develop. We embedded this local knowledge into our principles, and each goal is founded on the feedback that was so kindly provided to us.

FINAL PRESENTATION FOR STEERING COMMITTEE



TOD Development Zone

Community Asset

Redevelopment Opportunity

Major Linkage Required

Minor Linkage Required

Community Member Route

5. Vision statement

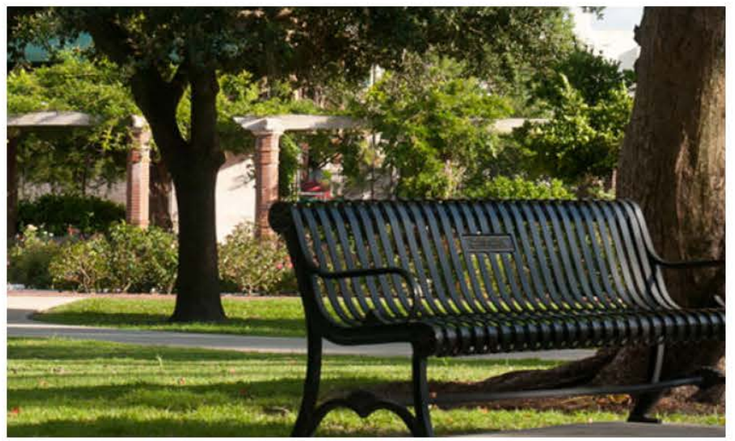
The purpose of this plan is to present redevelopment opportunities and implementation strategies which support the creation of a safe, inclusive and desirable community, for community members, and Calgarians as a whole, to live, work and play.

6. Principles

Densification - To sensibly increase densification in logical areas to support MDP objectives, utilize the community's proximity to transit, and provide a greater range of housing - ultimately creating a more diverse and inclusive community.

Place Making - To develop unique, people-oriented places for the community to gather and engage in various recreational and commercial activities. (public plazas, activated park space, mixed-use nodes, etc.).

Local Connectivity - To improve connectivity within the neighborhood by creating and improving upon multi-modal linkages (multi-use-trails, upgraded laneways, cycle tracks, etc.) between major activity nodes in the community.



Regional Connectivity - To improve connectivity to regional amenities (Heritage Park, Southland C-train Station, MacLeod trail commercial strip, etc.) by creating transportation infrastructure which improves circulation and accessibility.

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

7. Rational and overview of interventions

CURRENT SITUATION

Map 5: Current Situation

CONNECTIONS

Map 6: Connectivity Opportunities

PROPOSED DEVELOPMENT & ADDITIONAL NODES

Map 7: Development Opportunities

Many of the existing challenges in Haysboro are related to connectivity. For this reason, an improved connectivity network has been developed, which will act as the framework that ties together all of the proposed interventions.

- To begin, the areas which required additional or upgraded connections were outlined. These connections included streets, laneways and paths, with an emphasis on those that could increase permeability between blocks and connections to major community nodes.
- The next step focused on the major nodes and determined development possibilities along these connections. In some cases, this is in the form of commercial and mixed use nodes, and in others, multifamily development or laneway housing. The local retail strip malls, main collector roads, and the industrial-commercial node between the rail right-of-way and MacLeod Trail were considered to be prime locations for redevelopment.
- The last step focused on how active-use park space could augment the connections and urban nodes by creating valued recreational spaces and community focal points. By identifying this final layer it became clear that by completely integrating nodes, connections and park spaces, a more holistic outcome could be achieved that would be capable of creating dynamic multi-use neighborhood amenities. These destinations would respect the character of Haysboro and maximize the value of new infrastructure by ensuring greater accessibility to programmed green spaces, pathway systems, and local businesses.

SUMMARY OF INTERVENTIONS

Map 8: Summary of Interventions

- Commercial node
- Transit node
- Park node

Development opportunities

- High potential for laneway housing
- High potential for redevelopment

Open space

- Park
- Green spaces

Connections

- Pathways
- Multi modal pathways
- Laneway improvements
- Important existing connections
- Overpass

8. Land Use

CURRENT ZONING

Map 9: Zoning Map

LOW DENSITY RESIDENTIAL
(RC-1)

MULTI-FAMILY RESIDENTIAL
(M-CG, MC-1, MC-2)

COMMERCIAL
(CC-1, C-N2, C-COR2/3)

MIXED USE - RETAIL, OFFICE, RESIDENTIAL (DC)

PARKS/SCHOOLS/UTILITIES
(S-CS, S-SPR, S-CR)

INDUSTRIAL
(I-G)

INSTITUTIONAL
(S-CI)

Like many inner-city neighborhoods in Calgary, Haysboro has been robbed of reinvestment due to an overly rigid and monotonous mix of land use, where single family houses dominate the neighborhood. Reinvestment in these communities means new restaurant, new parks, and new recreational centers, but it only happens when density is high enough to support these projects. Current zoning has not only stifled reinvestment, but also the neighborhood's ability to accommodate the needs of shifting demographics. Perhaps, most pertinent, is the community's need for a medium density housing product that bridges the gap between single family homes and high rise towers and can provide an alternative housing choice for downsizing seniors, young people and smaller family units. Current zoning also promotes extremely auto-centric commercial nodes, with large surface parking lots in front of storefronts, creating a less than ideal pedestrian environment.

PROPOSED ZONING

Map 10: Proposed Zoning

LOW DENSITY RESIDENTIAL (RC-2)

MULTI-FAMILY RESIDENTIAL (M-CG, MC-1, MC-2)

MIXED USE - RETAIL, OFFICE, RESIDENTIAL (MU-1, DC)

PARKS/SCHOOLS/UTILITIES (S-CS, S-SPR, S-CRI)

INSTITUTIONAL (S-CI)

DIRECT CONTROL - MIXED USE WITH DEVELOPMENT REGULATIONS (DC-TOD)

8.1.1. Proposed Land Use

The proposed Land Use (Image 0.0) provides solutions for these issues. Some of the key amendments include:

- Rezone all RC-1 to RC-2 to:
- permit duplexes and semi-detached units in the existing single family neighborhood
- provide the opportunity for laneway housing (discretionary use)
- Rezone major corridors to RC-G to permit duplexes, row houses and cluster houses and create a more compact urban form in these high traffic areas
- Rezone areas near major commercial nodes to MC-1 and MC-2 to allow for three and four storey walk-ups and create the density needed to support nearby businesses
- Rezone Neighborhood Commercial to Mixed Use to ensure a mix of retail, office space and residential on these sites and encourage a more vibrant urban environment
- Rezone the MacLeod strip area, Heritage Station TOD zone and City roads yard to Direct Control to support a diverse mix of commercial, residential and office space and prescribe specific design guidelines and development regulations

8.1.2. Community Enrichment Levy

All future commercial and mixed-use development in the proposed DC zones will be subject to a development fee which will be utilized to:

- Create public plazas and community gathering hubs
- Improve the existing park, open space and pathway network within the community
- Revitalize streetscape through the provision of landscaping, bike paths, street furniture, and lighting

This fee will vary depending on the scale of the development and will prioritize enrichment opportunities which would be of direct benefit to the subject development.

Corridors.[1]

Types of connections

Map 11: Types of Connections

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

Commercial node
Transit node
Park node

Open space
Park
School ground

Connections
Pathways
Multi modal pathways
Laneway improvements
Important existing connections
Overpass

9. Corridors

The Community Association and residents of Haysboro expressed great pride in their community and were interested in developing and improving local and regional connections. Haysboro has been developed as a suburban typology, which is comprised of long neighborhood blocks, cul-de-sacs and a lack of permeability. Connectivity and permeability are important elements in a neighborhood as they can reduce travel time, provide better access to local amenities and increase the likelihood of multi-modal travel, thereby reducing car use and traffic congestion. Multi-modal connectivity is essential in communities that are near transit stations since it promotes increased transit use, reduces traffic congestion and promotes active lifestyles. Creating linkages in the current pathway system and connecting to commercial and park nodes can generate a vibrant community and further support future development. Additionally, improved connectivity increases accessibility, providing opportunities for the aging population and populations with mobility issues to have increased access to community nodes and amenities.

9.1. Challenges

Suburban developments that are composed of long blocks, cul de sacs and which favor auto-centric travel create many barriers for pedestrian connectivity. Additionally, the quality of pedestrian infrastructure in Haysboro is sub-par. Many of the existing sidewalks are too narrow, in poor shape, and disconnected. The poor quality of pedestrian infrastructure reduces accessibility and presents an uncomfortable pedestrian experience. Additionally, pedestrian infrastructure is not capitalizing on the main connections and hasn't integrated corridors with activity centers and urban nodes. Furthermore, the lack of local connections extends to a lack of connectivity regionally, including to transit stations, the Glenmore reservoir and other parkway systems in adjacent communities.

9.2. Goals

- *Improve local and regional connections*

Develop transportation infrastructure and multi-modal pathways in support of improving the local transportation network, as well as connecting to regional amenities. Gaps in local pedestrian and cycling infrastructure should be filled to provide improved connectivity to community amenities and should be linked to regional connections. This can be achieved with the proposed East-West and North-South connections. Furthermore, local and regional connectivity should be extended with the creation of two overpasses; one linking the community to the Glenmore Reservoir and the other to the MacLeod commercial area.

- *Utilize laneways to improve local connections*

Transform back lanes into attractive, safe and pedestrian friendly corridors that allows for better connectivity.

- *Improve streets to accommodate all transportation modes that prioritizes pedestrians and cyclists*

Retrofit streets following Calgary's Complete Streets guidelines to provide accessible, safe and attractive multi-modal transportation options while providing better local and regional connectivity. Multi-modal pathways can encourage people to walk or bike, thereby contributing to improved health and mental well-being in the community. Include traffic calming measures to slow down traffic and encourage residents to walk or bike to community and regional amenities.

Develop an East-West connection

Improve local and regional connectivity with a dedicated East-West multi-modal pathway system. Contribute to community pride with active nodes along East-West connection that provides opportunities for community interaction.

- *Develop and improve North-South connections*

Improve local and regional connectivity with dedicated North-South linear connections. Linear connection should include upgraded laneway infrastructure, multi-modal pathways and park linkages.

- *Create an active pedestrian realm*

Create active and high quality pedestrian realm following Calgary's Complete Streets guidelines. Diversify land uses that respond to pedestrian infrastructure and create community nodes to enhance the pedestrian realm. Upgrade existing pathway infrastructure using diverse cost effective materials and respond to the appropriate use of the pathway. Ensure upgrades provide multi-modal options and are accessible.

- *Provide wayfinding signage for connections*

Include wayfinding signage to enhance sense of place by providing information concerning local and regional connectivity and community nodes.

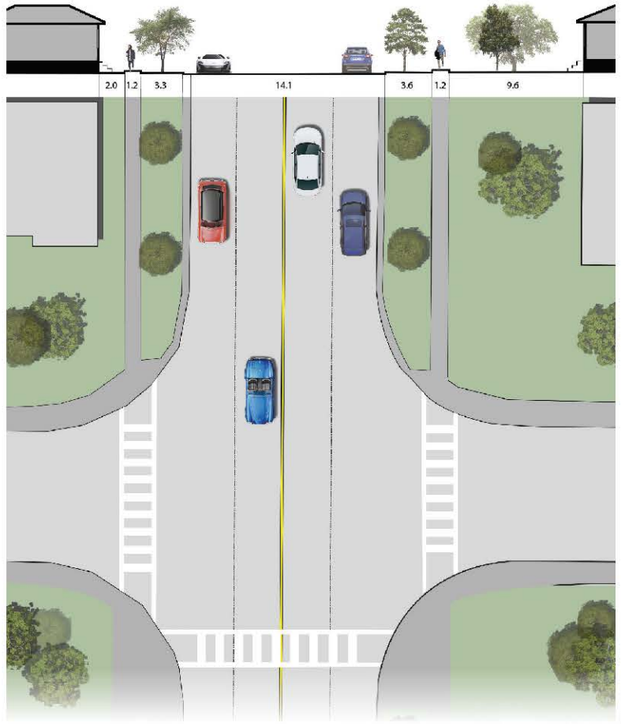
- *Sustainable corridors*

Use environmental sustainable design features along corridors which can include permeable pavement, bioswales, native vegetation and reforestation efforts.

9.3. Site specific

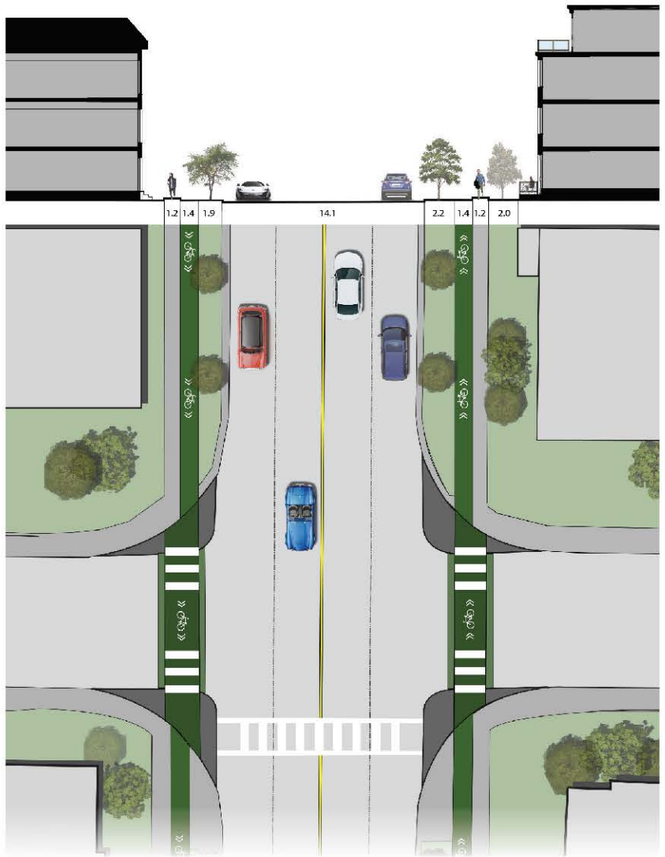
The following areas provide the greatest potential for improving local and regional connectivity. Each corridor has a distinctive character and provides linkages in the community that is currently lacking.

ELBOW DRIVE



BEFORE

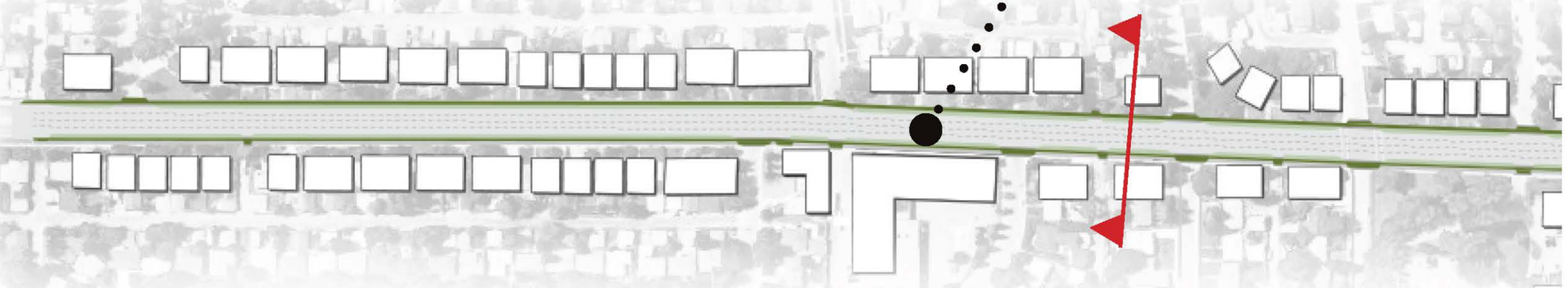
Figure 2



AFTER

Figure 3

- Elbow Drive Central - Redevelopment



Permitted On-Street Parking between 10:00 am - 3:30 pm and 7:00 pm to 9:30 pm

Seperated Bike Lane

9.3.1. Elbow Drive

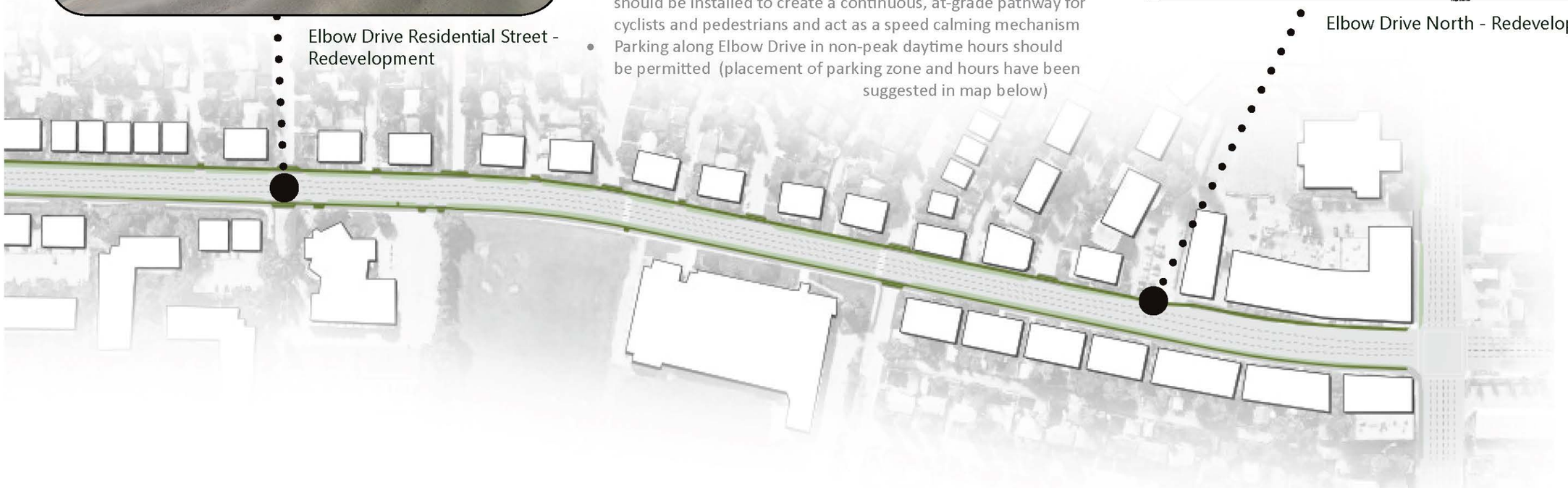
Elbow Drive Residential Street - Redevelopment

Elbow Drive is a North-South collector road, which functions as a thoroughfare for downtown commuters during peak hours (early mornings and late afternoons). High traffic volume during these times has been detrimental to the active pedestrian realm and the safety of pedestrians crossing Elbow – particularly young school children. Although Elbow Drive serves a vital purpose for North-South commuters, the approval of both the SW BRT line running along 14th St, and the SW Ring Road, are likely to reduce traffic pressure. Further, by providing recommendations for streetscape improvements and corridor redevelopment, Elbow can transform into a more livable neighborhood boulevard.

9.3.1.1. Design Guidelines

- A bike lane on each side of Elbow Drive, adjacent to the existing sidewalks and separated from the road right-of-way should be implemented (dimensions and placement have been suggested in Image 3)
- Additional landscaping should be integrated into boulevards and medians near mixed-use nodes
- Curb extensions along intersections adjacent to Elbow Drive should be installed to maximize pedestrian visibility
- Elevated crossings along intersections parallel to Elbow Drive should be installed to create a continuous, at-grade pathway for cyclists and pedestrians and act as a speed calming mechanism
- Parking along Elbow Drive in non-peak daytime hours should be permitted (placement of parking zone and hours have been suggested in map below)

Elbow Drive North - Redevelopment



9.3.2. Haddon Road

Haddon Road is a minor North-South collector road, which primarily accommodates local traffic and connects commuters from the Heritage C-train Station to the rest of the community. It is also the only existing North-South bike route in the neighborhood. The aforementioned proposed land use suggests that single-family homes along Haddon Road should be rezoned to RC-G to allow townhouses and duplexes, also that commercial parcels should be rezoned to mixed use.

To compliment these recommendations, Haddon Road should enhance the streetscape and pedestrian realm to further encourage activity along this corridor.

9.3.2.1. Design Guidelines

- A designated bike lane with proper signage and painted boundaries should be implemented
- Additional landscaping should be integrated into boulevards and medians near mixed-use nodes

9.3.3. Heritage Back Alley Renewal

There are a number of back alleys adjacent to Elbow Drive that are extremely wide (over 8 m). These alleys experience very low traffic volumes and should be redeveloped into multi-use laneways, by incorporating additional landscaping features and pavement treatments. By undertaking this improvement, greater continuity can be developed along the East-West connector and a larger buffer can be established between Heritage Drive and the

HERITAGE DRIVE

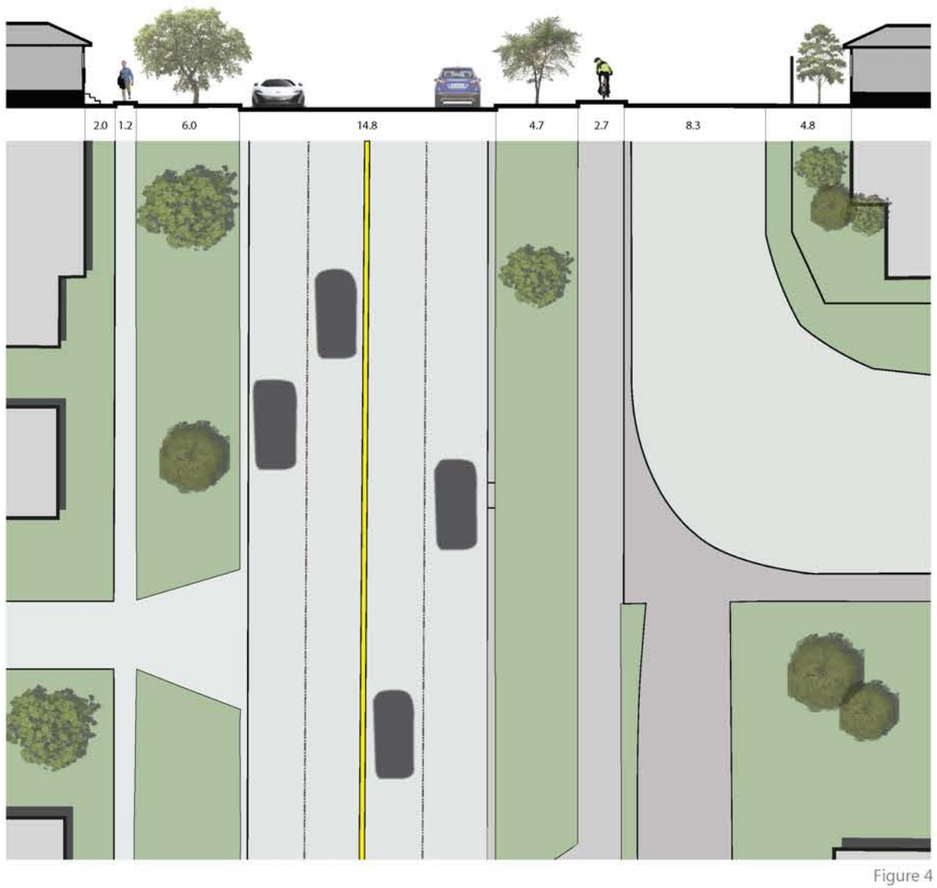


Figure 4

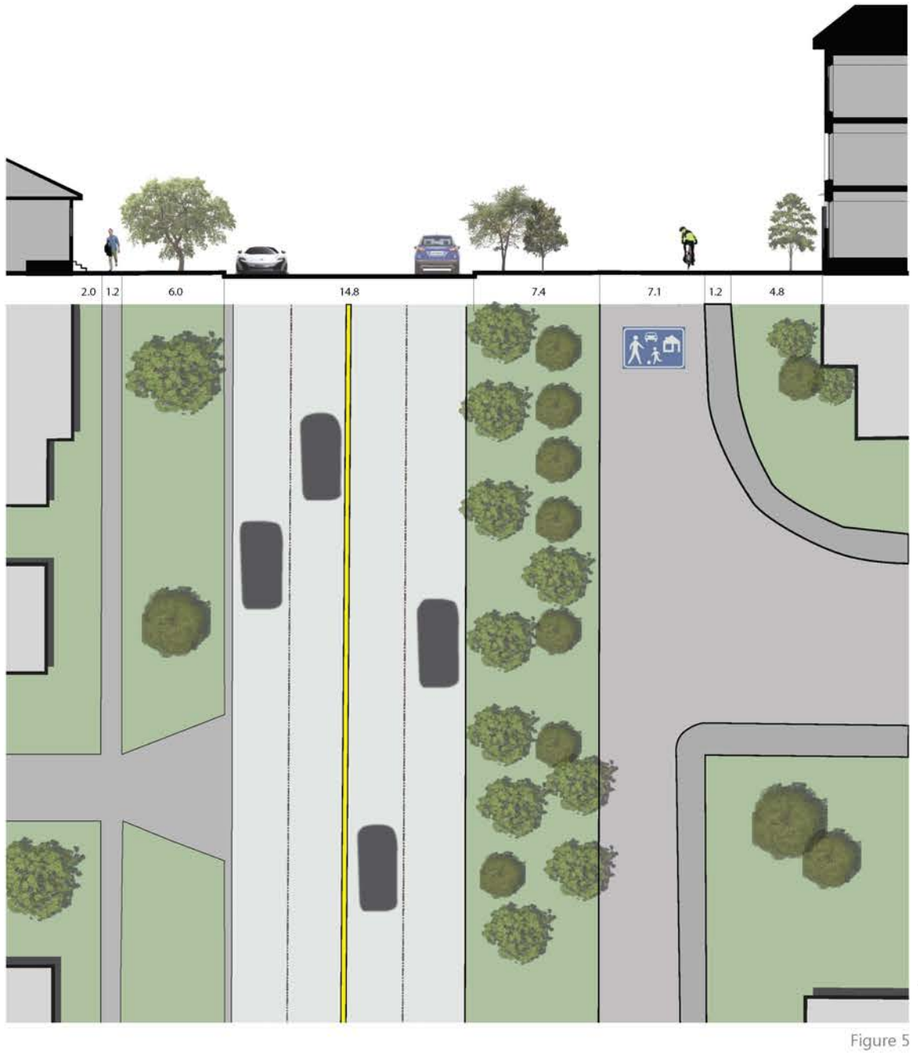


Figure 5

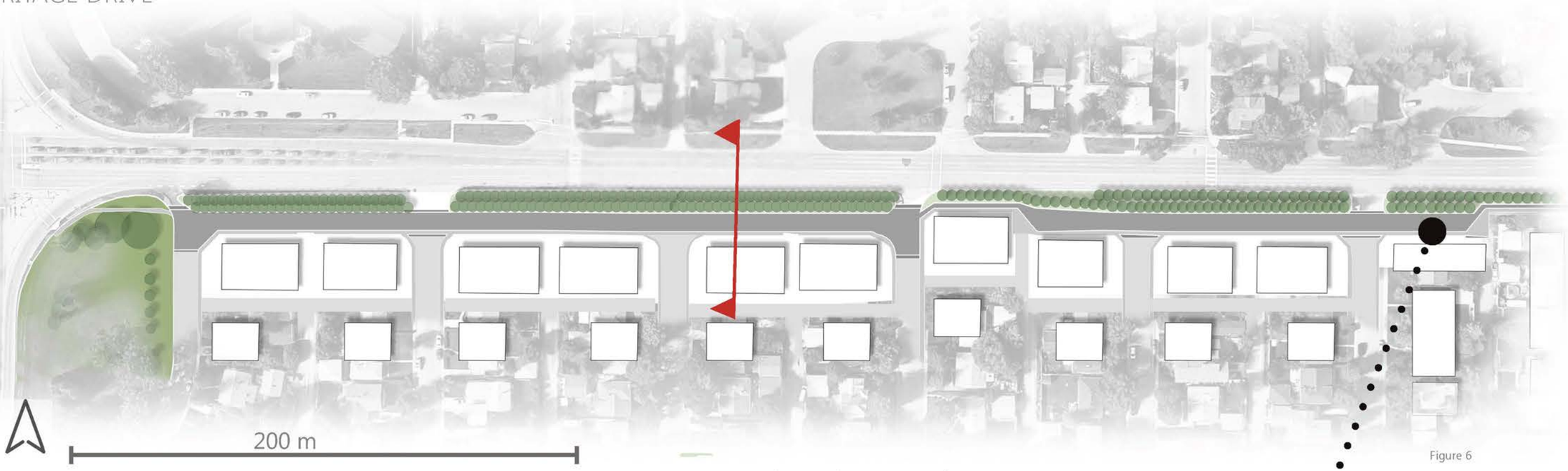


Figure 6
Heritage Drive - Improved Laneway

pedestrian realm. With the renewal of these alleys, the existing pathway, which is more disconnected and less protected from Heritage Drive, is no longer required.

9.3.3.1. Design Guidelines

- Widen the existing boulevard along Heritage Drive
- Install permeable pavement to create a transition between the boulevard (grass) and street (paved)
- Maintain a 3 m wide paved right-of-way for laneway access (vehicles can also drive on the permeable pavement, however)
- Plant additional trees and native vegetation
- Redevelopment of adjacent parcels should front Heritage
- The existing street and back alley should be redeveloped into a multi-use laneway

Map 12: Laneway Housing

Development opportunities

High potential for laneway housing

Laneway

Laneway providing important connections

9.3.4. Laneway Housing

Many of the existing challenges in Haysboro are related to connectivity. For this reason, an improved connectivity network has been identified, which acts as the framework that ties together all the proposed interventions. The proposed increase in density in the shape of laneway housing is founded on laneway interventions into multi-modal and sustainable pathways to enhance local and regional connectivity. Therefore, proposed laneway development was logically placed to support East-West and North-South connectivity, however most parcels in the neighborhood could support laneway development.

The community of Haysboro is mainly low density, comprised of single family detached homes. Through the public engagement process the community provided feedback that they are open to sensible densification, which would include aging in place and affordable housing opportunities. The site analysis that was conducted established that most of the single family detached parcels in the neighborhood could accommodate laneway housing under the current Calgary requirements.

The design guidelines included in this section illustrates best practices for laneway housing development on rectangle parcels. It is also encouraged to develop laneway housing on pie shaped parcels, however these lots are often larger and therefore can easily accommodate the minimum requirements set in the design guidelines. Increasing density in a sensible manner which includes aging in place opportunities, affordable housing for diverse demographics and diverse housing opportunities can create more vibrant communities and support community amenities.

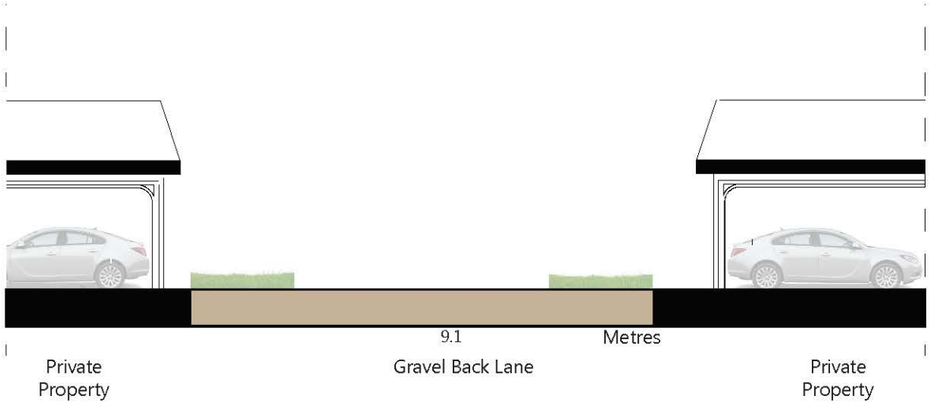


Figure 8

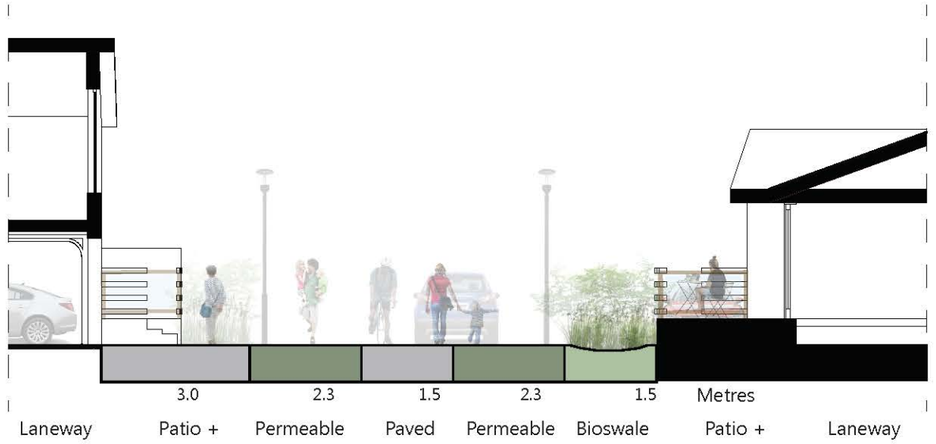


Figure 9

9.3.4.1. Challenges

The current and foremost challenge to secondary suites and laneway housing currently is the existing zoning of RC-1. Shifting the zoning from RC-1 to RC-2 permits secondary suites and permits laneway housing as a discretionary use, further requiring appropriate design. Secondly, the current design guidelines do not address design standards for laneway housing development and do not take into consideration how design can be used to accommodate the needs and character of the community.

9.3.4.2. Goals

- *Increase density in a sensible manner in the areas that will remain primarily single family residential*

  Allow for moderate increase in density throughout the community by allowing laneway development.

- *Provide housing diversification*

  Increase housing and demographic diversity in the community by providing affordable housing that include aging in place options and housing opportunities for young families.

- *Enhance connectivity*

  Enhance sustainable connections in the community with laneway beautification, permeable back lanes and accessible pathways.

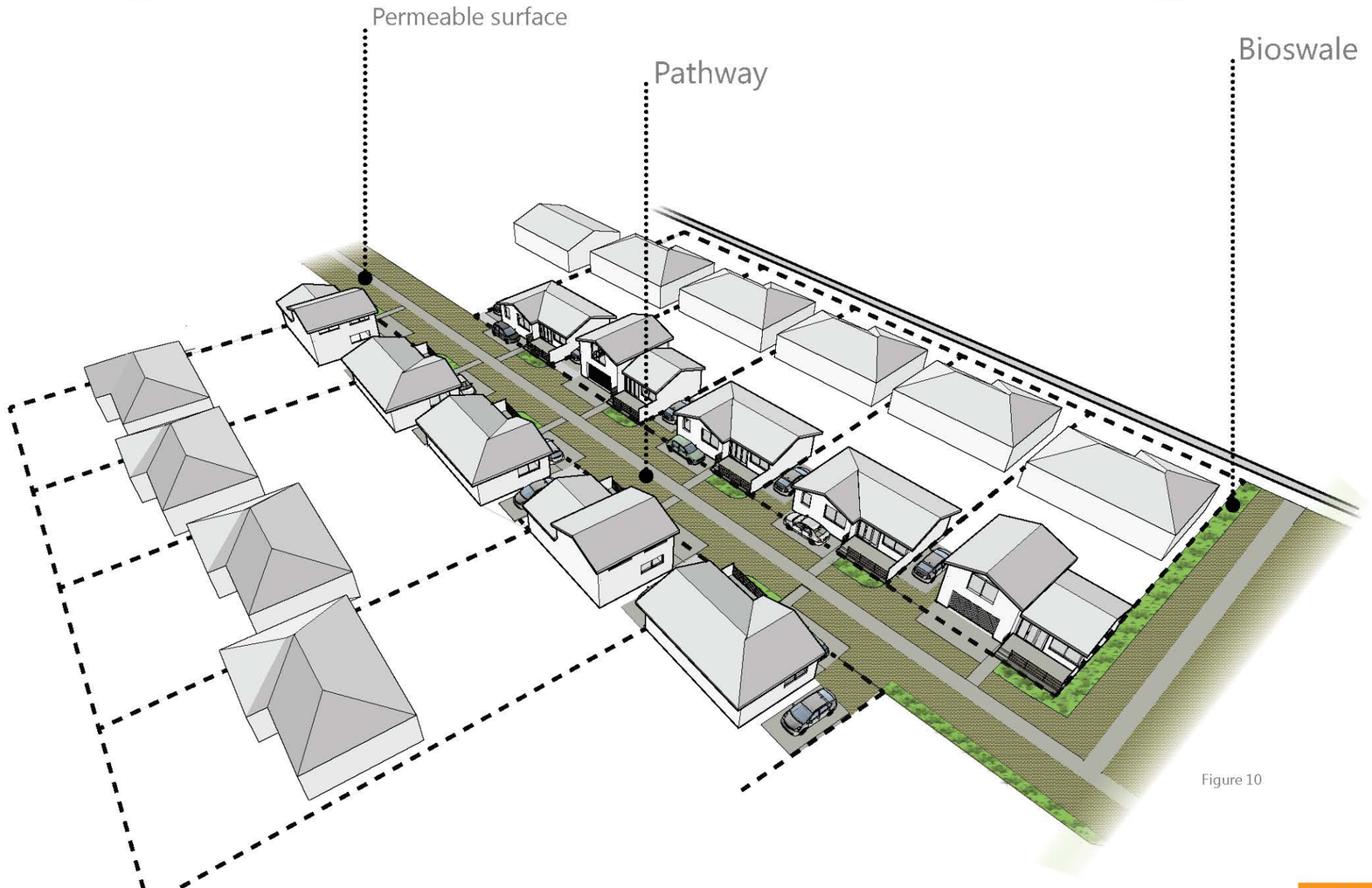


Figure 10

9.3.4.3. Design Guidelines

1. Laneway

- Use permeable pavement to slow down traffic, reduce drainage issues and reduce heat island effect. As shown in Figure 9.
- Provide a minimum accessible pathway of 1.5m to be located at the center of laneway to accommodate for all ages and abilities, and provide multi-modal options as shown in Figure 9.
- Create accessible pathways that branch off center path and lead to laneway house entrance as shown in Figure 9.
- Include bioswales or high water retention vegetation plantings in front of laneway house to reduce drainage issues, reduce maintenance needs, improve sustainability and provide an aesthetic pleasing pedestrian environment as shown in Figure 9.

2. Laneway house

See Figue 11 for more information

- Maximum floor area is 75 m^2
- Maximum height of 7.5 m Setback development 1.5 m from rear property line
- Relax 1.2 m setback from left side of property line to 0m
- Require 3.0 m setback from right side of property line to accommodate parking space and sunlight exposure and adequate distance for fire safety.
- Minimum of 3m setback from adjacent structures
- Minimum of 7.5 m^2 of open space, preferably in front of laneway house to enhance streetscape
- Develop 1.5m of space within the laneway from the property line to accommodate for parking spaces, bioswales and/or vegetation plantings
- Include adequate lighting that minimizes light pollution and supports safe public environments

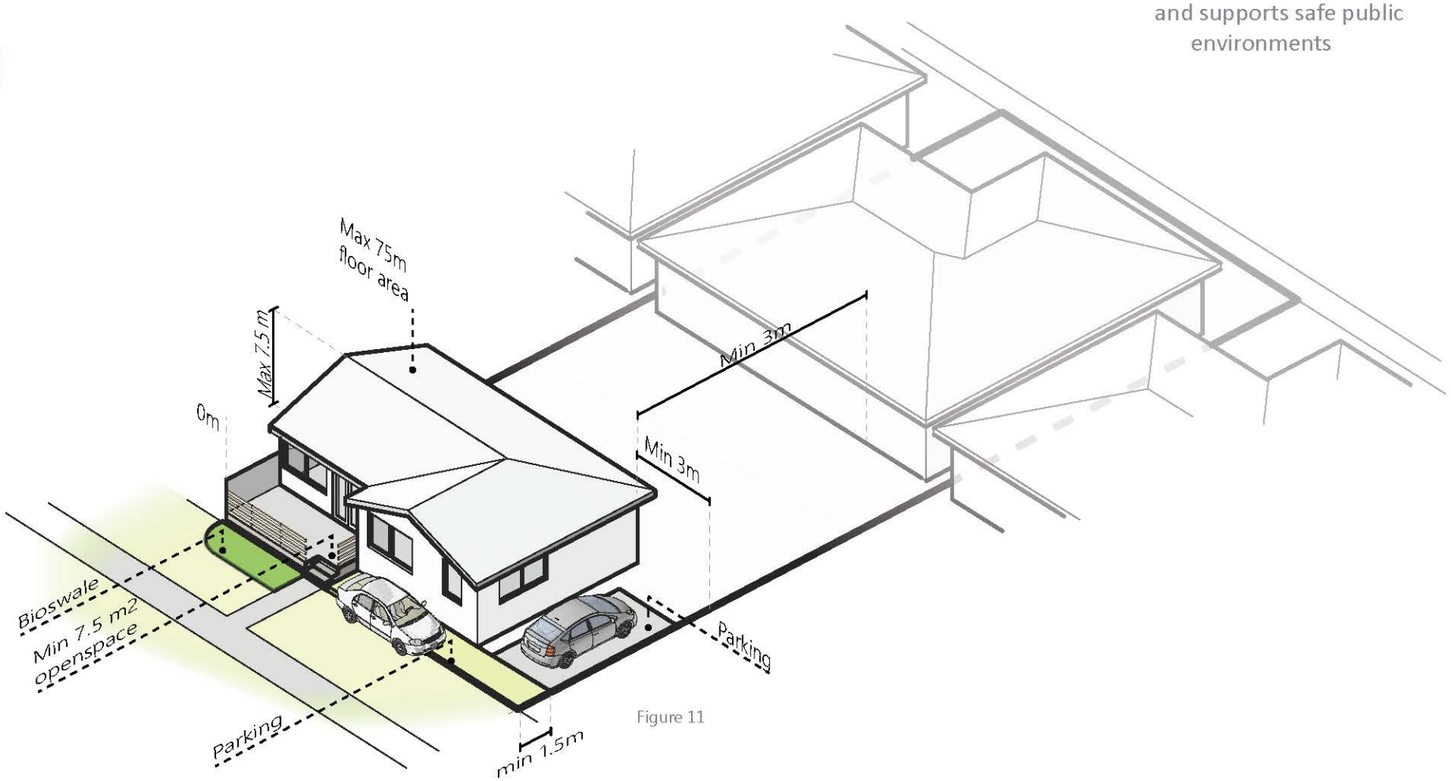


Figure 11

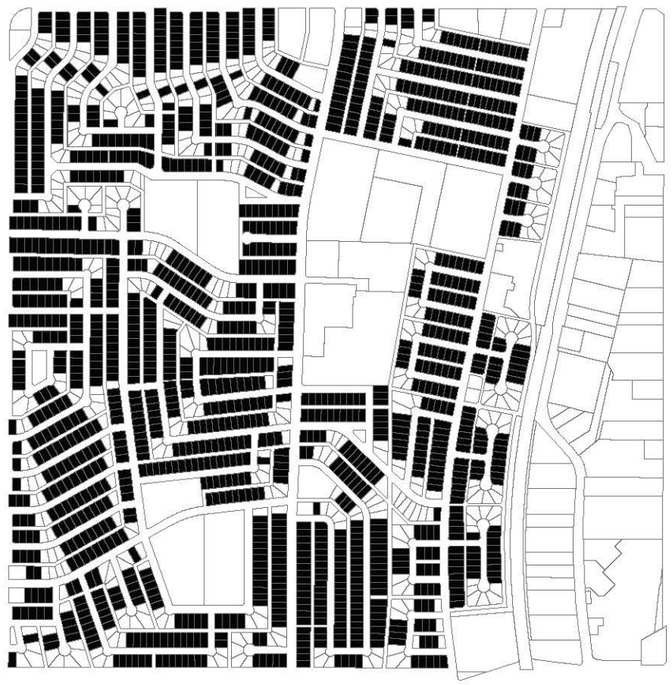


Figure 12

Laneway Design Precedents

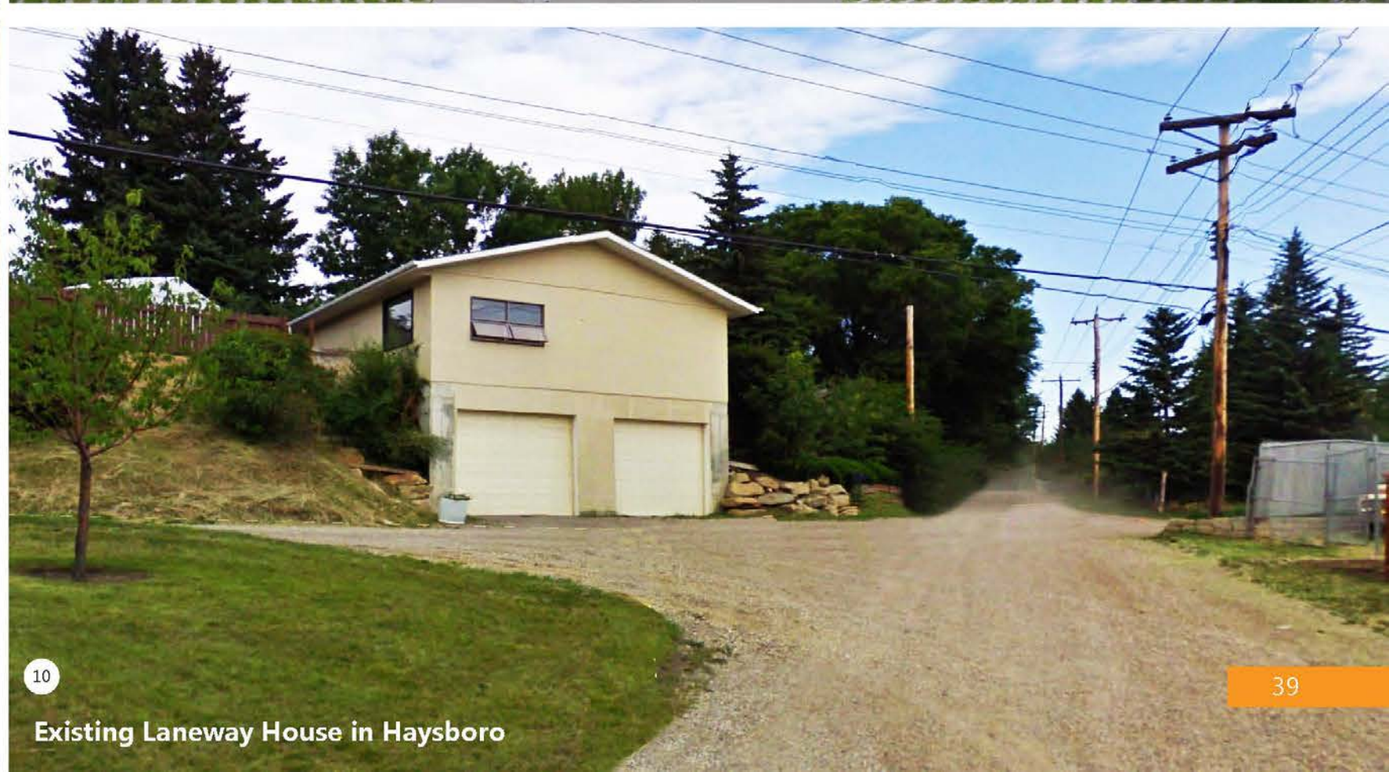
6

Laneway Design Precedents

7

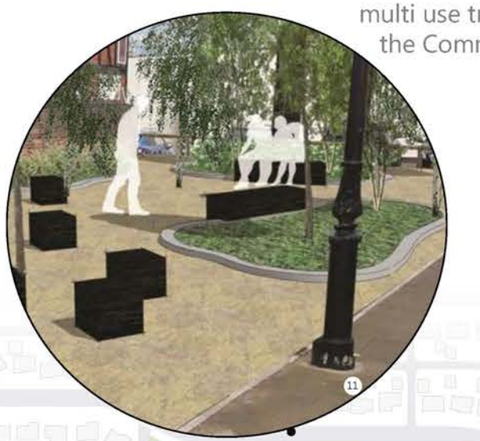
Laneway Signage

9



10

Existing Laneway House in Haysboro



• Create a small plaza and multi use trail in front of the Community Hall

• Create and improve pathways through park and school grounds

• Create additional pathway connections with boardwalks

• Aesthetically pleasing, cost-effective and functional overpass

• Aesthetically pleasing and sustainable permeable parking lot

200 m

Figure 13

9.3.5. East-West Corridor

The community of Haysboro contains pathway systems in the community, however many of them are disjointed and do not provide a clear linear East-West connection. The need for a distinct East-West connection that links the community the Glenmore Reservoir was expressed by both the Community Association and in the public engagement process. An East-West corridor in the community can enhance local and regional connectivity, therefore it is imperative to create a distinct East-West connection utilizing existing green space along open park space, school sites and laneway improvements.

9.3.5.1. Challenges

- The current challenges to an East-West Corridor include:
- Gaps in the pathway system
- Narrow pathways allowing for a single use
- Infrastructure issues decreasing accessibility
- Fences and/or trees blocking or are too close to pathway
- Car-oriented back lanes that are not safe pedestrian spaces
- Lack of connectivity between parks and open spaces pathways

9.3.5.2. Goals

- *Improve local and regional connectivity*

Improve local connectivity with distinct East-West and North-South corridors and create linkages to regional pathway systems.

- *Utilize existing green space along park and open spaces*

Locate corridors adjacent to existing parks and open spaces utilizing existing infrastructure.

- *Enhance connectivity with laneway improvements*

Create sustainable connections with laneway improvements which include permeable back lanes and accessible multi-modal pathways.

- *Create neighborhood nodes along corridor*

Encourage place-making within neighborhood nodes, along corridors and in proposed park interventions.

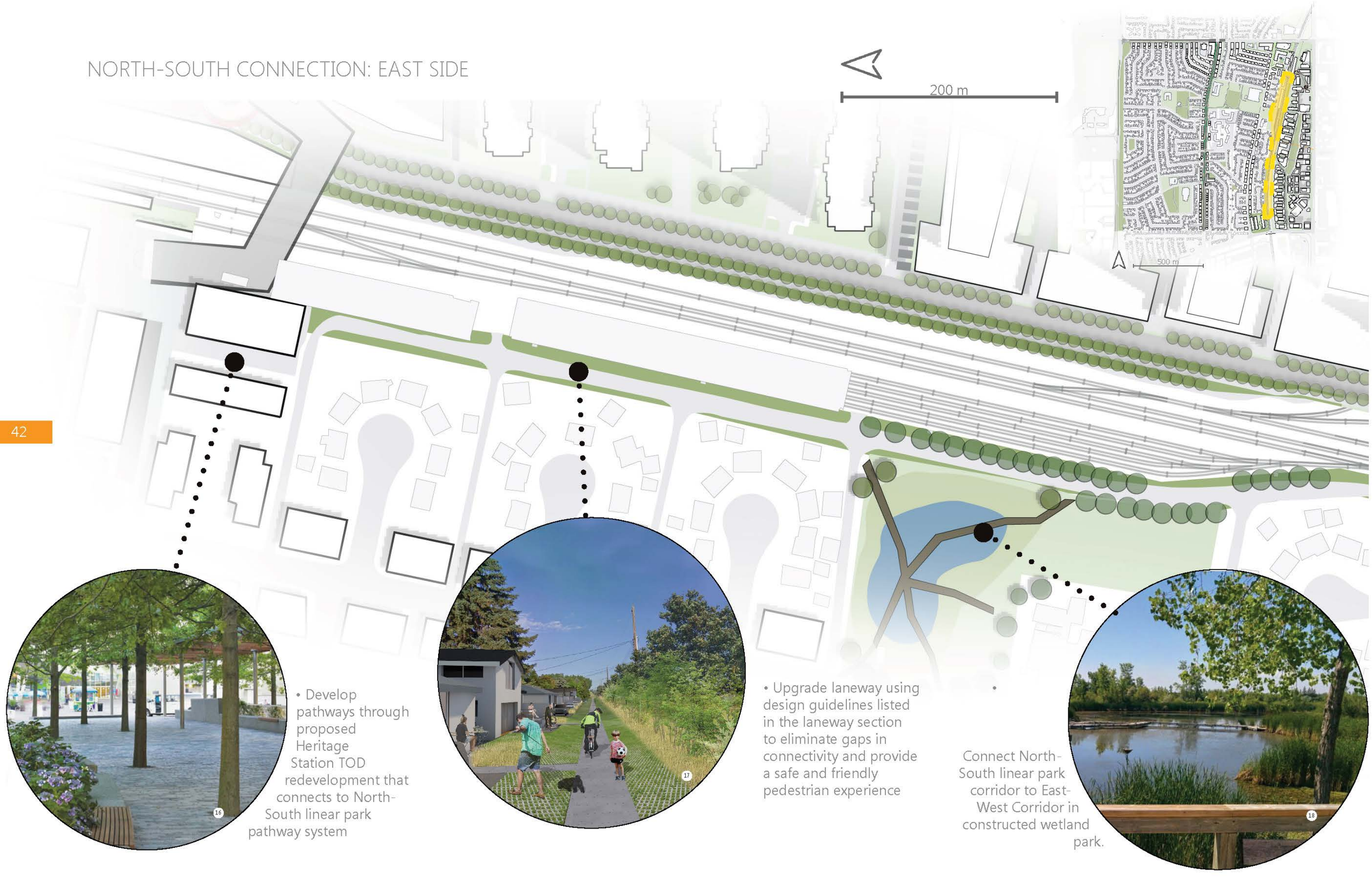
- *Environmental sustainability and resiliency*

Increase vegetation and tree cover to enhance environmental sustainability and support community resiliency.

9.3.5.3. Design Guidelines

- Include multi-modal pathway design features in proposed BRT pedestrian crossing.
- Locate BRT pedestrian crossing to link Glenmore Reservoir path system with East-West corridor.
- Connect East-West corridor to proposed North-South connections to be discussed in the next North-South section.
- Utilize existing pedestrian infrastructure to complete East-West linkages.
- Create a North-South and East-West multi-modal pathway, minimum 2.5m in width, adjacent to Community Hall.
- Create a plaza in front of Community Hall adjacent to proposed corridor, to act as a community node and resting place for pedestrians and cyclists.
- Develop multi-modal pathways with a minimum of 2.5m in width, in existing parks and open spaces adjacent to existing pathways.
- Retrofit parking lot located beside baseball and soccer fields to minimize size to 30 parking spaces.
- Retrofit parking lot to include permeable pavement to reduce drainage issues, improving sustainability and provide an aesthetically pleasing environment.
- Upgrade laneways using design guidelines listed in the laneway section to eliminate gaps in connectivity and provide a safe and friendly pedestrian experience.
- Build boardwalks over constructed wetland illustrated in constructed wetland section to connect East-West corridor to North-South corridor.
- Plant vegetation and trees along corridor to reduce drainage issues and support sustainability.
- Follow vegetation guidelines outlined in the vegetation section to reduce maintenance needs, encourage sustainability, promote community resilience and increase natural park features in the community.
- Add street furniture along pathway for people to rest/relax and interact with other community members.
- Include adequate lighting that minimizes light pollution and supports safe public environments such as but not limited to green LED lighting.

NORTH-SOUTH CONNECTION: EAST SIDE



• Develop pathways through proposed Heritage Station TOD redevelopment that connects to North-South linear park pathway system

• Upgrade laneway using design guidelines listed in the laneway section to eliminate gaps in connectivity and provide a safe and friendly pedestrian experience

• Connect North-South linear park corridor to East-West Corridor in constructed wetland park.

9.3.6. North-South Corridors

The community of Haysboro contains pathway systems in the community, however they are disjointed and do not provide clear linear North-South connections. There is a need for distinct North-South connections which link the community to the LRT Stations, the Southland neighborhood and the East-West Corridor. North-South corridors in the community can enhance local and regional connectivity. It is therefore imperative to create distinct North-South connections utilizing existing green space, existing pathways and park intervention sites.

9.3.6.1. Challenges

The current challenges to the North-South Corridors include:

- Gaps in the pathway system
- Narrow pathways allowing for a single use
- Infrastructure issues decreasing accessibility
- Fences and/or trees blocking or are too close to pathway
- Car-oriented back lanes that are substituting for a connection
- Lack of connectivity between parks and open space pathways
- Drainage issues
- Integration with Dog Park
- Noise pollution from 14th Street SW

9.3.6.2. Goals

- *Improve local and regional connectivity*

Improve local connectivity with distinct East-West and North-South corridors and create linkages to regional pathway systems.

- *Utilize existing pathway infrastructure to reduce costs*

Locate corridors in and adjacent to existing parks and open spaces to reduce costs by utilizing existing infrastructure.

- *Enhance connectivity with laneway improvements*

Enhance continuity by improving laneways according to laneway housing design guidelines.

• Build pedestrian overpass to improve connectivity to MacLeod commercial area.

•Connect city roads yard development, nature playground and dog park to linear park pathway system.

Figure 14

- *Create "neighborhood nodes" along corridor*

Encourage place-making within "neighborhood nodes" such as seating areas along corridor in proposed park interventions.

- *Environmental sustainability and resiliency*

Increase vegetation and tree cover to enhance environmental sustainability and support community resiliency.

9.3.6.3. Design Guidelines

- Connect North-South corridor to proposed East-West connection.
- Create linear park adjacent to 14th St SW, converting existing infrastructure to create a 2.5m in width multi-modal pathway, which will differ in its position depending on topographical constraints.
- Follow vegetation guidelines outlined in the vegetation section to reduce maintenance needs, encourage sustainability, promote community resilience and increase natural park features in the community.
- Add street furniture along pathway for people to rest/relax and interact with other community members.

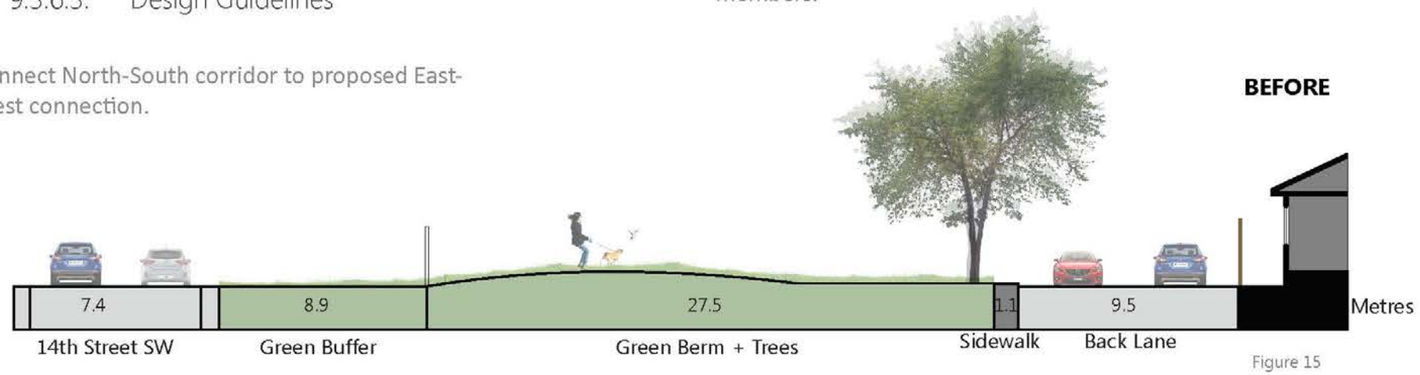


Figure 15

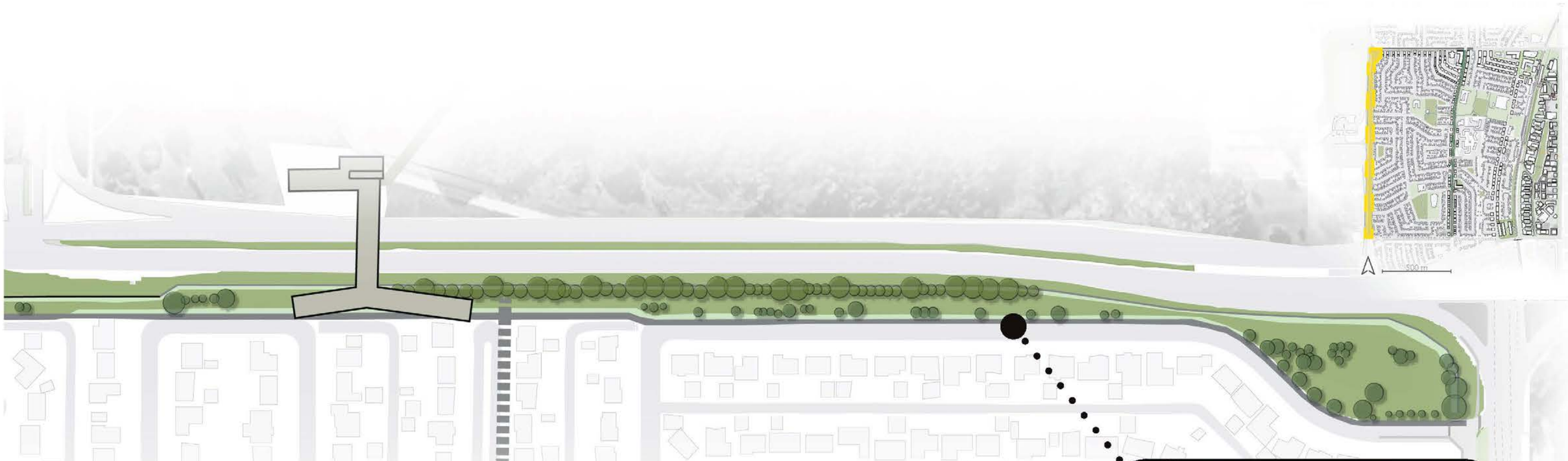


Figure 16

- Include adequate lighting that minimizes light pollution and supports safe public environments.

West – South side

- Build an aesthetically pleasing noise barrier wall to reduce noise pollution from 14th St SW.
- Setback noise barrier wall 6m from 14 St SW to increase linear park space.
- Increase berm width and height as outlined in diagrams to keep views and keep informal pathway for dog owners.
- Include granulate and bio-swales adjacent to multi-modal pathway to reduce drainage issues.

- Increase vegetation planting area to 5.1m adjacent to existing tree line to ensure tree health and provide a buffer from potential human impact.

West – North Side and Middle

- Use back lane for multi-modal pathway when space is not available.
- Remove lane of parking adjacent to dog park and build multi-modal pathway in its place.

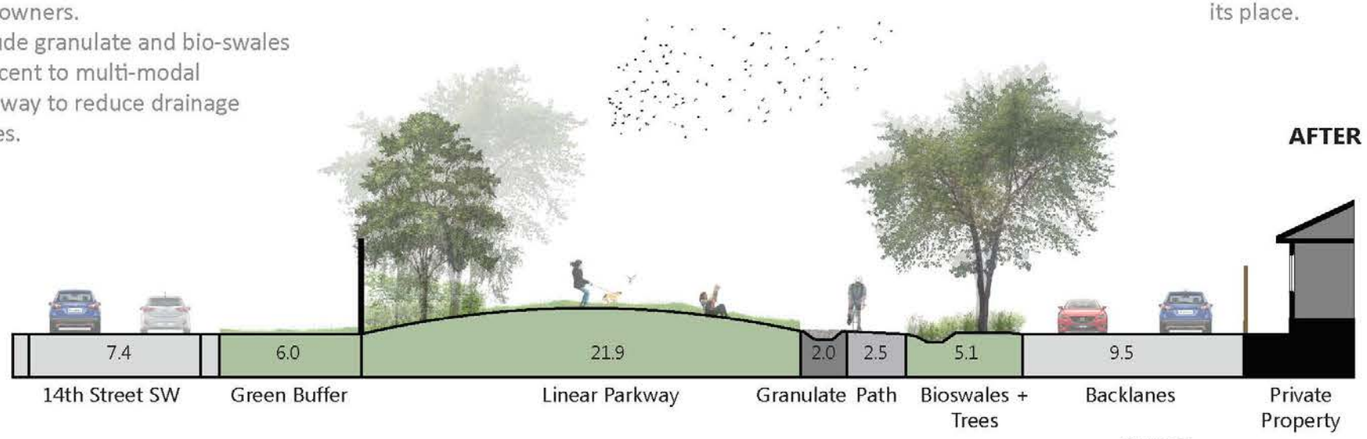


Figure 17

- Buffer pathway from car traffic with vegetation.
- Include multi-modal pathway design features in proposed BRT pedestrian crossing.
- Locate BRT pedestrian crossing to link Glenmore Reservoir path system with North South corridor.

East – South side and Middle

- Build pedestrian overpass to improve connectivity to Macleod commercial area.
- Upgrade laneway using design guidelines listed in the laneway section to eliminate gaps in connectivity and provide a safe and friendly pedestrian experience.
- Connect city roads yard development, nature playground and dog park to linear park pathway system.
- Create pathways through existing City of Calgary roads yard as outlined in City roads yard section of document.
- Develop pedestrian sidewalk on North side of Southland Dr. to provide improved access to Macleod.
- Create underpass connection to Southland neighborhood.

East - North side

- Connect North-South linear park corridor to East-West Corridor in constructed wetland park.
- Develop pathways through proposed Heritage Station TOD redevelopment that connects to North-South linear park pathway system.

PARKS & OPEN SPACE[1]

Haysboro has an abundance of green spaces in the neighborhood, with many adjacent to various schools located in the community. Green spaces provide place-making opportunities that bring together the community in addition to providing mental and physical well-being benefits. The community of Haysboro identified the green spaces as community assets, however it was recognized that the spaces are currently underutilized. It is the intent of the plan to develop parks, open space and landscaping guidelines which support a better public realm, ecological sustainability and the community of Haysboro as a regional destination.

10.1. Challenges

- Parks and open spaces are disconnected and lack wayfinding opportunities
- Parks and open spaces are underutilized
- Existing park infrastructure needs updating
- Park and open space placement and orientation discourages use
- There is a lack a diversity of uses
- There is a lack ecological diversity and high maintenance requirements
- There is a lack of street furniture reducing opportunities for residents to relax/rest in green space

10.2. Goals

- *Create parks and open space network*

Park node

Open space

Park

Green Spaces

Connections

Pathways

Connect local and regional pathways to parks and opens and provide intelligent, Haysboro signage to promote wayfinding to community focal points and mixed-use nodes.

Design guidelines:

- Develop multi-modal pathways with a minimum of 2.5m in width, in existing parks and open spaces adjacent to existing pathways.
- Connect multi-modal pathways to local and regional pathways.
- Create wayfinding signage along parks and open space network to identify points of interest, connections to other parks and community nodes.

- *Use park and open spaces as attractor of activity*

Transform park and opens spaces to active community nodes by updating infrastructure and taking advantage of unutilized space.

Design guidelines:

- Update park infrastructure to encourage place-making and provide more engaging spaces.
- Promote nature playgrounds or playground infrastructure that reflects the history and character of the neighborhood.
- Utilize unused open park space by increasing vegetation and street furniture.
- Create programming in underutilized spaces to create community micro-nodes, which can serve as spaces for neighborhood interaction and support neighborhood safety.
- Create wayfinding signage to connect underutilized open space to larger park network.

- *Provide a diversity of uses in parks and open space*

Develop infrastructure and programming in parks which supports a diversity of uses.

Design guidelines:

- Encourage designs that reflect a more natural environment that supports ecological sustainability.
- Create diverse parks that do not focus solely on sport related activities.
- Introduce programming in various parks to familiarize community with the range of parks in the community, the open space network and promote community interaction.

- *Ensure park and open spaces are inclusive*

Ensure inclusive park and open spaces using design guidelines that can accommodate all demographics and age groups.

Design guidelines:

- Ensure all parks and open spaces are accessible to all ages and abilities.
- Include parks and open space designs that are engaging for youth between the ages of 11-18 who are often overlooked in the design process.
- Include parks and open space designs that are engaging for seniors in the community and promotes health and well-being.

- *Improve ecological diversity and sustainability*

Improve sustainability, promote community resiliency, reduce maintenance costs and improve drainage issues by increasing natural vegetation and supporting ecological diversity.

Design guidelines:

- Increase amount natural vegetation in parks and open spaces.
- Use native plant species when possible to reduce maintenance costs and provide healthier ecosystems.
- Create bio-swales or high water retention vegetation interventions to reduce surface runoff and mitigate drainage issues.
- Include a diversity of vegetation to encourage a more colorful and natural palette.
- Follow municipal, provincial and federal tree and vegetation planting guidelines and initiatives which can include but is not limited to: ReTree YYC, YardSmart YYC and Native Plant Revegetation Guidelines for Alberta (2001).

10.3. Site specific

The following areas provide the greatest potential for creating additional ecological diverse and attractive parks in the community. A vegetation guideline at the end of this section will also provide design guidelines and references to best planting practices to ensure ecological diversity, sustainability and resiliency.


Park network wayfinding


Street furniture in park


Multi-modal pathways


Micro-node community


Inclusive park design for seniors


Inclusive park design for overlooked youth


Diversity of vegetation

10.3.1. Constructed Wetland

The area for the proposed constructed wetland was placed logistically, which took into consideration drainage issues identified by the community, existing drainage infrastructure, and the natural topography of the space. Constructed wetlands provide many benefits in suburban communities including:

- Improved water quality that reduces surface and groundwater pollution
- Lower maintenance and better cost efficiency
- Reduced peak volumes in storm water infrastructure
- Provides more naturalized park space that enhances ecological diversity and provides habitat for different forms of wildlife
- Provides educational and recreational opportunities
- Improves quality of life and offers place-making opportunities
- Can potentially increase surrounding property values

10.3.1.1. Design guidelines:

- Develop constructed wetland on North side of property to reduce impact on Southern adjacent play area.
- Follow City of Calgary and Government of Alberta constructed wetland guidelines to ensure the proper use of native species, design an appropriate vegetation buffer, meet proper water to vegetation ratios and provide the proper infrastructure for ecological stainability.
- Build boardwalk to enhance connectivity and provide outdoor learning opportunities.
- Include a boardwalk outdoor 'classroom' space to engage youth in the community with wetland ecosystems.

CONSTRUCTED WETLAND

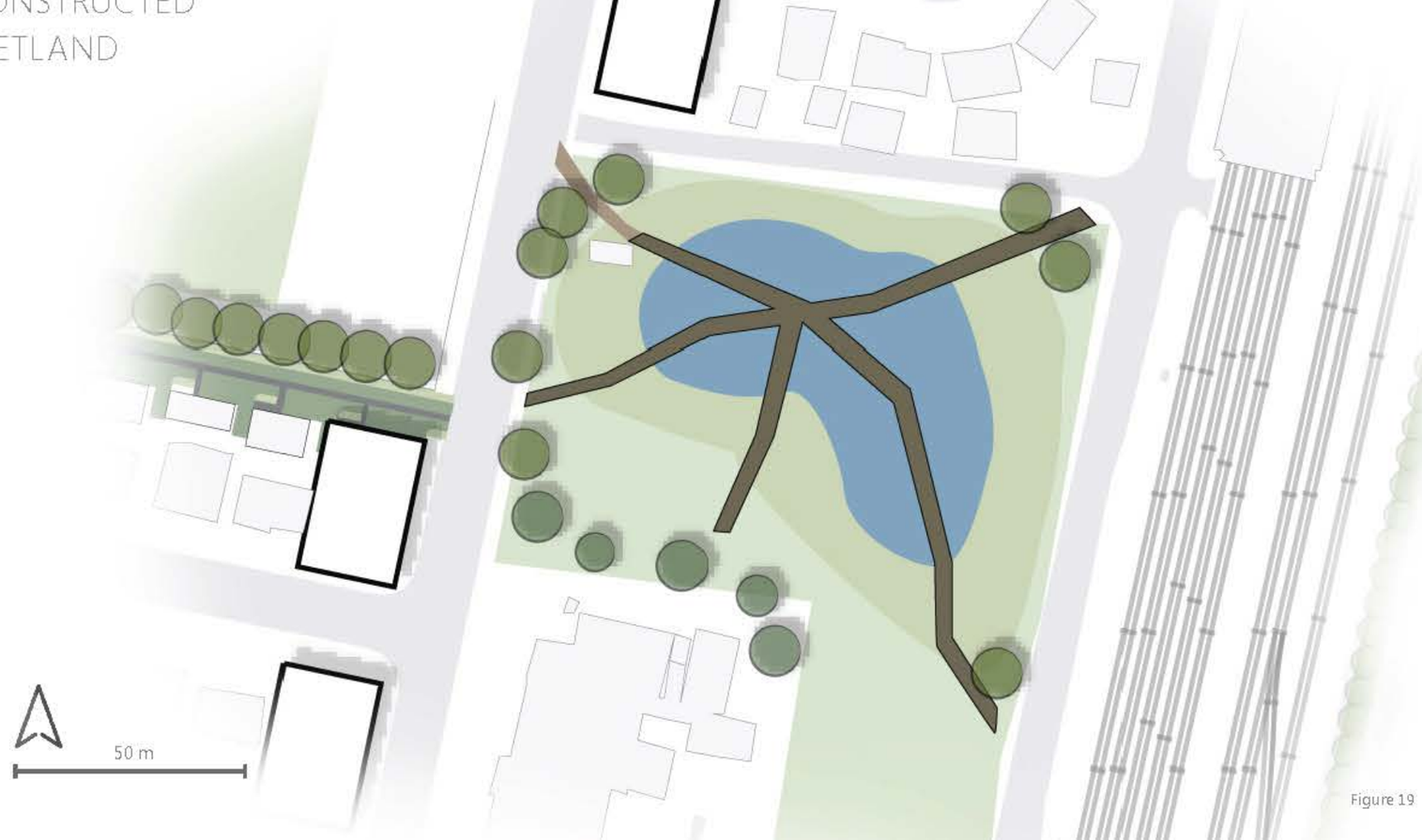


Figure 19

Native Grassland 9

Constructed Wetland View 10

Constructed Wetland Landing + View 11

Outdoor Education Boardwalk 12

13

Boardwalk in Winter

10.3.2. Arboretum "Tree Park"

Urban forestry is an important and cherished asset in suburban communities offering place-making opportunities while contributing to environmental sustainability and community resilience. Trees in suburban neighborhoods offer residents shade, fruit and engagement with the natural environmental while providing essential ecological services. To celebrate the tree planting legacy of Haysboro's first developers and to provide the neighborhood a park in which you can engage with nature and the history of the community, an arboretum 'tree park' should be developed.

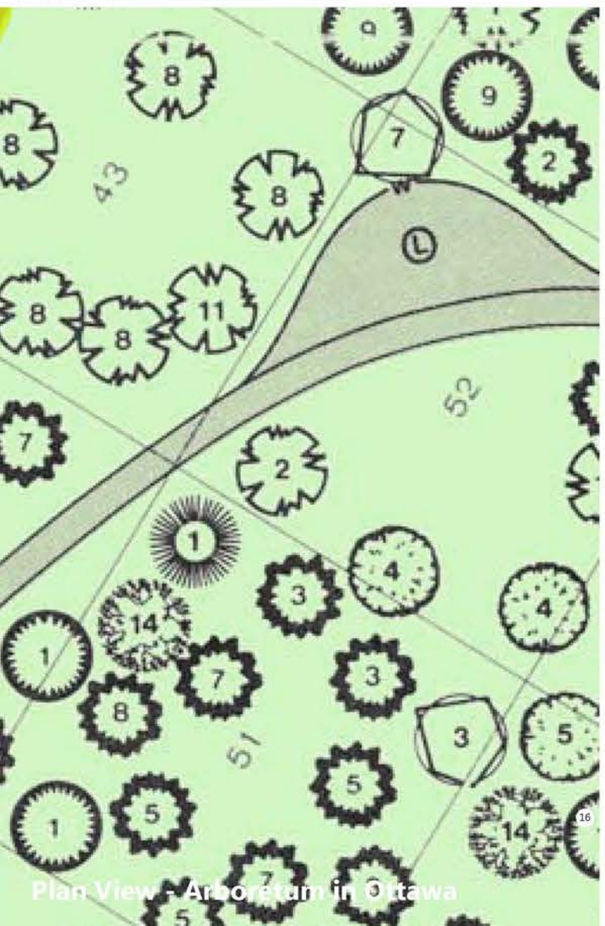
10.3.2.1. Design guidelines

- Design Arboretum Park consisting of trees that reflect the species originally planted and that still exist in the community.
- Follow tree planting guidelines outlined by the City of Calgary.
- Provide street furniture that is logistically placed to best enjoy the benefits of the trees and enhance laneway housing view sheds.
- Include tree labels on all trees in arboretum to engage public and provide educational opportunities.

Figure 20

Before - Haysboro Laneway

After - Tree Park



Plan View - Arboretum in Ottawa

Outdoor Education Tree Label

Arboretum in Ottawa

VEGETATION

10.3.3. Vegetation guidelines

Strategic vegetation in suburban communities can reduce pollutants in surface runoff, provide low cost maintenance opportunities and provide improved ecological functions. It is important to incorporate native species in vegetation planting initiatives, which can provide the above-mentioned benefits. Additionally, creating more naturalized spaces with a diversity of vegetation palettes can create more vibrant and healthy communities.

10.3.3.1. Design guidelines

- Follow municipal, provincial and federal tree and vegetation planting guidelines and initiatives which can include but is not limited to: ReTree YYC, YardSmart YYC and Native Plant Revegetation Guidelines for Alberta (2001).
- Use native species when possible.
- Prioritize vegetation planting efforts to reduce drainage issues and surface runoff pollution.
- Increase diversity of vegetation to ensure ecological sustainability and provide a more colourful vegetation palette.

GRASSES

FORBS

FRUIT TREES

DECIDUOUS

CONIFEROUS

COMMUNITY NODES.

11. Community Nodes

Map 14: Community Nodes

Figure 21

1. HERITAGE LRT STATION

An important aspect of a livable neighborhood is the presence of local destinations and community focal points. These destinations are the things that give us a sense of place, and are often times what community members are most proud of. They are also used as important landmarks and can serve as meeting places for community members and visitors alike. Haysboro has several community nodes including the Community Hall, nature playground and 14th St dog park. Unfortunately, many of these nodes fail to incorporate a range of uses and amenities to attract year round traffic and foster greater inclusivity. To achieve this objective, a number of areas have been identified to be redeveloped into vibrant, multi-use community nodes.

11.1. Challenges

Currently, there are very few amenities and destinations that could be considered multi-use community nodes. Although there are some parks, many of them primarily consist of open space and lack the supporting infrastructure to become truly high quality spaces that would encourage community members to visit, socialize and recreate for a considerable length of time. Commercial areas are car-oriented with large paved parking lots, situated towards the front of the properties. Due to this design, commercial areas add very little to the public realm. Moreover, the lack of density makes it difficult for businesses to want to reinvest into the community.

There is an abundance of under-utilized city-owned land in Haysboro. Particularly the City roads yard along Haddon Road to the south , and the former YMCA site next to Heritage Station, which was once a beloved community center and now is a desolate vacant building. These

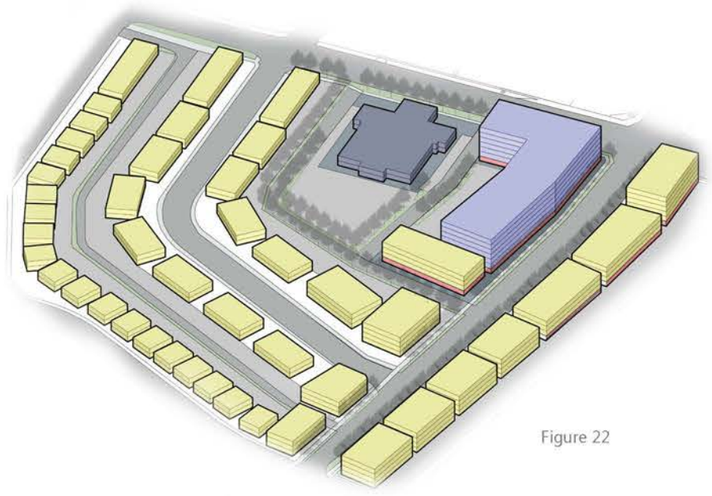


Figure 22

2. HERITAGE & ELBOW

Figure 23

3. COMMUNITY CORNER

Figure 24

4. CITY ROADS SITE

are prime examples of city-owned parcels that if redeveloped could bring great value to the community. The Park and Ride also presents an immense redevelopment opportunity, by way of transforming Heritage Station from a parking lot to a multi-use TOD destination, capable of attracting visitors from all around Calgary.

11.2. Goals

- *Create nodes with a range of amenities and land uses.*

A mix of uses including commercial, office and residential should be present in all of the major community nodes. By incorporating multiple uses, a steady stream of activity can be maintained throughout the day, as office workers and transit riders can serve as an additional customer base for the commercial areas. Additionally, a mix of housing with a range of affordability, should be provided in order to create a more inclusive community and ensure that seniors, young professionals and low income families can remain in the community.

- *Provide high quality open space adjacent to commercial areas.*

High quality open space can enhance the experience of the community nodes and will help foster a truly pleasant public space and more inviting mixed-use destination.

- *Create street oriented developments.*

All new developments should have active interface towards the streets to encourage a more active pedestrian realm. This includes storefronts and patios or entrances towards residential dwellings.

- *Limit the maximum floor space of commercial uses to encourage local startups.*

By limiting the maximum floor space, smaller businesses and startups have an opportunity to establish their companies in Haysboro.

- *Create a local wayfinding system in the neighborhood to enhance the connection between nodes.*

Local wayfinding would enhance sense of place by providing information about potential destinations.

11.3. Site specific

The following areas provide the greatest potential to become meaningful community nodes. Each area has a distinctive character and provides something to the community that is currently lacking.

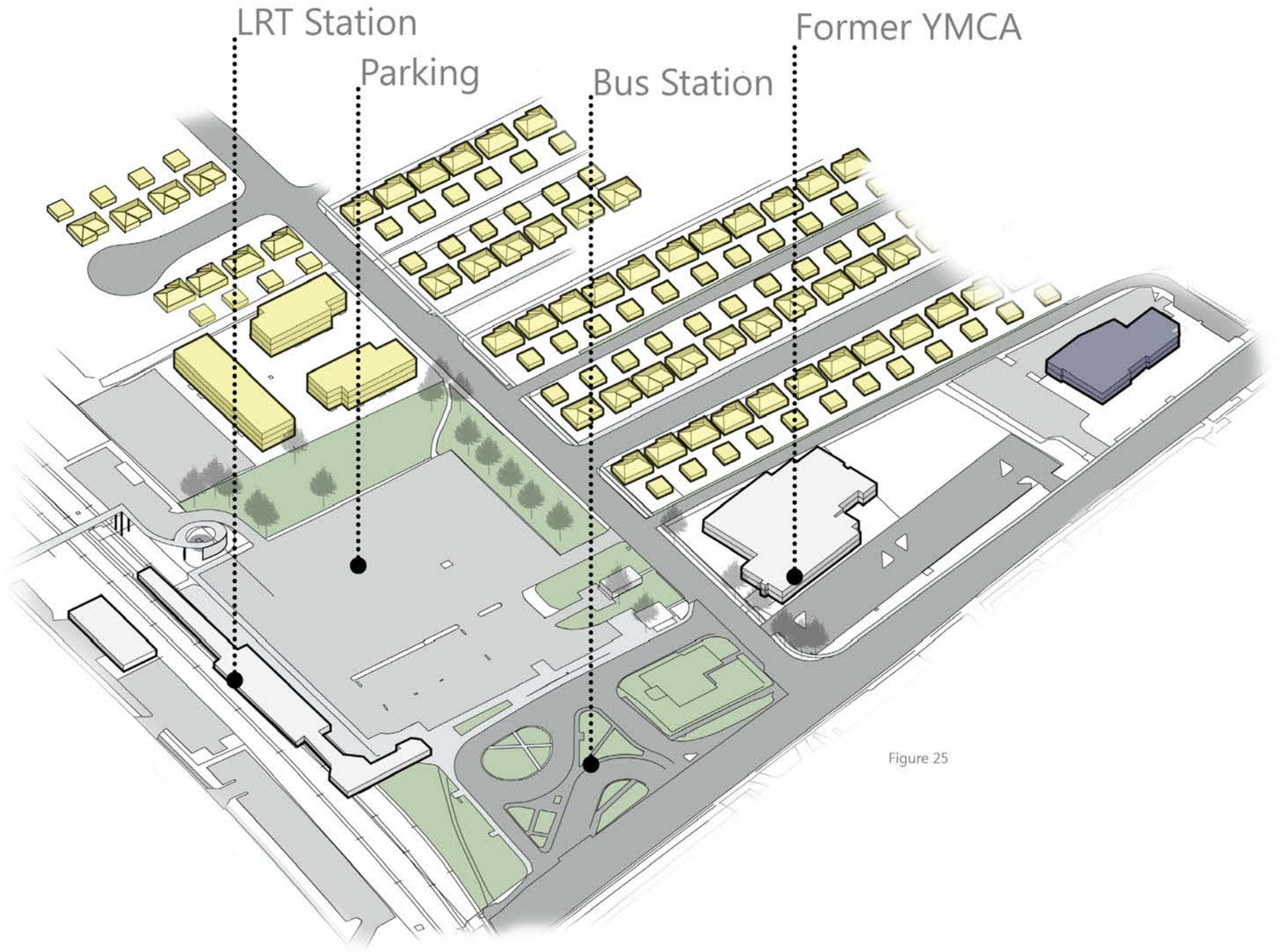


Figure 25

11.3.1. Heritage Station

The Heritage C-train Station is a major transportation hub linking Hayboro with the downtown region. While the station experiences a high volume of transit users, the existing Park and Ride fails to capture value from the steady flow of commuters. Given Haysboro's prime location as an inner-city neighborhood that is only a ten minute train ride from downtown, there is a tremendous opportunity to promote transit oriented development in this area, by rezoning to a higher density, mixed use zone. Future development under the new zoning will introduce commercial, office and residential space into the area, which can be leveraged to create complimentary amenities (central plaza, water features, park space, etc.) through the Community Enrichment Levy. Additional design guidelines and development regulations are also necessary to promote a more inclusive community in terms of affordability, diversity and services provided.

11.3.1.1. Design Guidelines – Built form

Mixed use buildings within the TOD zone should include:

- A minimum of 10% of the floor area should be dedicated to office space, child services, or medical facilities
- A minimum of 10% of the floor area of private land redevelopment should be dedicated to affordable housing
- A minimum of 20% of the floor area of city-owned land redevelopment should be dedicated to affordable housing

A mixed use parkade should be built within the TOD zone (preferably on the existing bus depot site – see Figure 26). This site should include:

- Ground-floor commercial units facing Haddon Road
- Ground floor bus depot with access onto Heritage Drive and Haddon Road
- A drop off zone for transit users

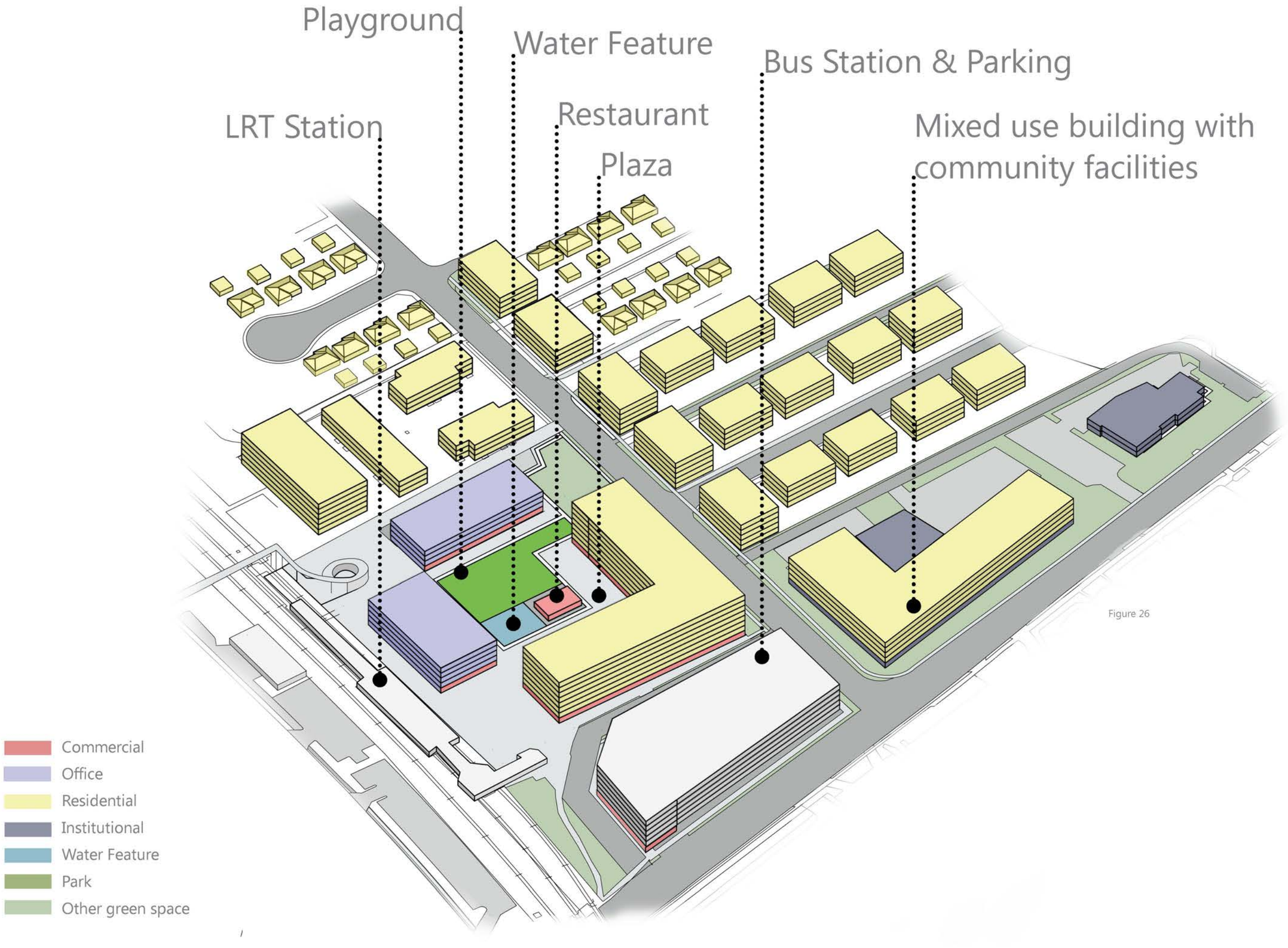

Playground
Water Feature
Bus Station & Parking
LRT Station
Restaurant
Plaza
Mixed use building with community facilities
Commercial
Office
Residential
Institutional
Water Feature
Park
Other green space

Figure 26

2
Example of TOD Mixed-use Development

11.3.1.2. Design Guidelines - Plaza

Design guidelines for the plaza/park space will ensure that additional amenities in the TOD zone are of a high standard and incorporate active uses. These guidelines are as follows:

- Create vibrant public realm by dedicating approximately 500m^2 to plaza and park space.
- Require sensible setbacks to ensure development is built at human scale.
- Ensure development undergoes sun-shade study to maximize sunlight on plaza and park space.
- Active plaza and park space should be in the center of the development, with more passive plaza and park space to be located at Southwest and Northeast corners.
- Transition green softscape to plaza hardscape moving from the South to North of development.
- Build a nature playground that can serve as a community activity node.
- Build a water feature or splash pad that can serve as a local and regional activity node.
- Plaza space should include patios and street furniture to include a diversity of uses and users.
- Commercial buildings should respond to active plaza space

11.3.2. Neighborhood Commercial

All of the existing Neighborhood Commercial in Haysboro will be redeveloped into mixed use development to support a greater range of uses, and encourage a less auto-centric environment and enhanced pedestrian realm. These nodes will become local activity centers for community members to work, live, eat and play.

11.3.2.1. Design Guidelines

- Development should be setback a maximum of 3 m from the curb to ensure that businesses are adjacent to the street and foster an active storefront
- Enhanced landscaping and planting should be implemented on site to compliment upgrades to the existing streetscape along Elbow Drive and Haddon Road
- Parking lots should be out of site and oriented to the back of the lot where possible

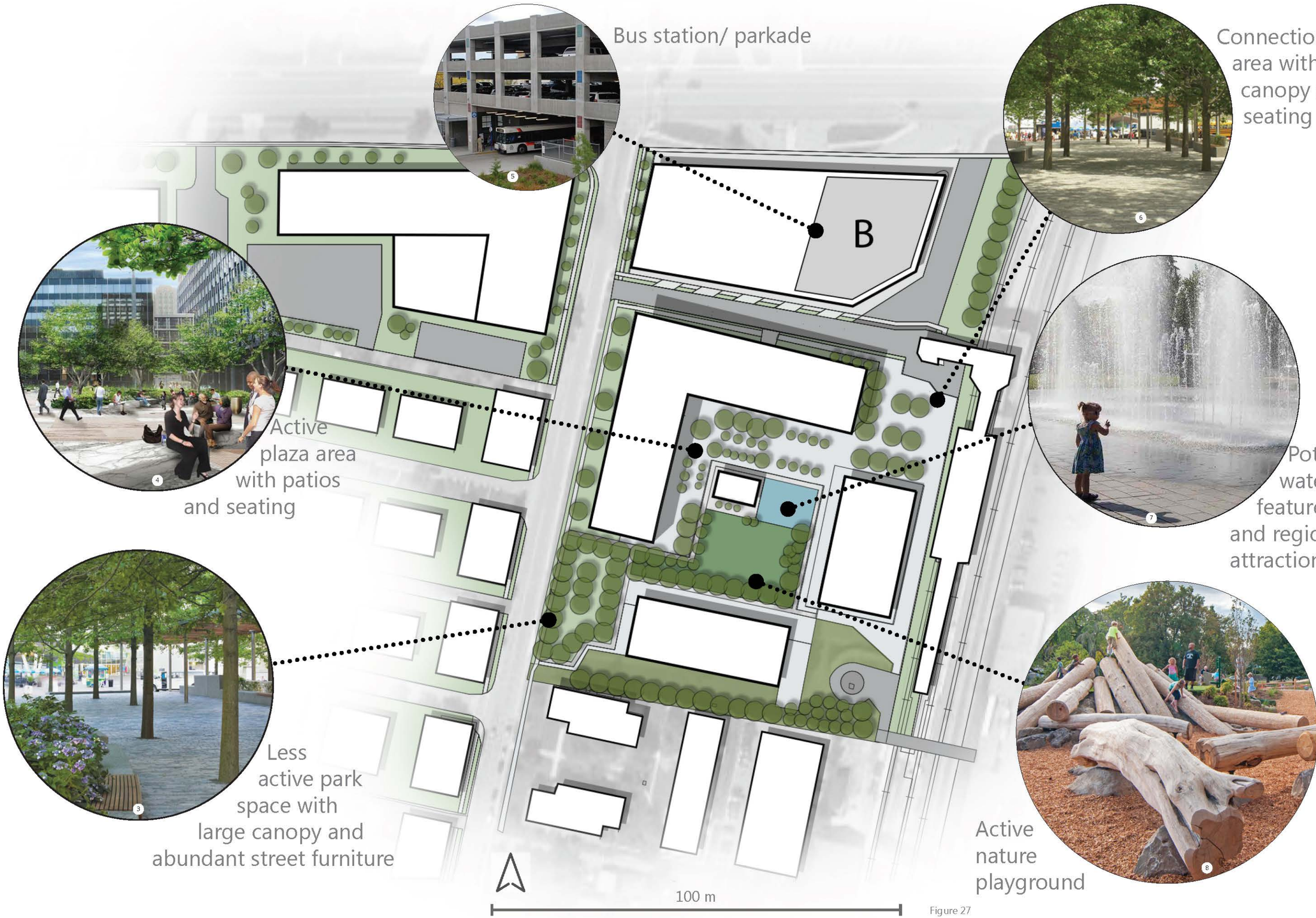

Bus station/ parkade
Connection area with canopy and seating
B
Active plaza area with patios and seating
Potential water feature and regional attraction
Less active park space with large canopy and abundant street furniture
Active nature playground
100 m

Figure 27

NEIGHBORHOOD COMMERCIAL

Figure 29

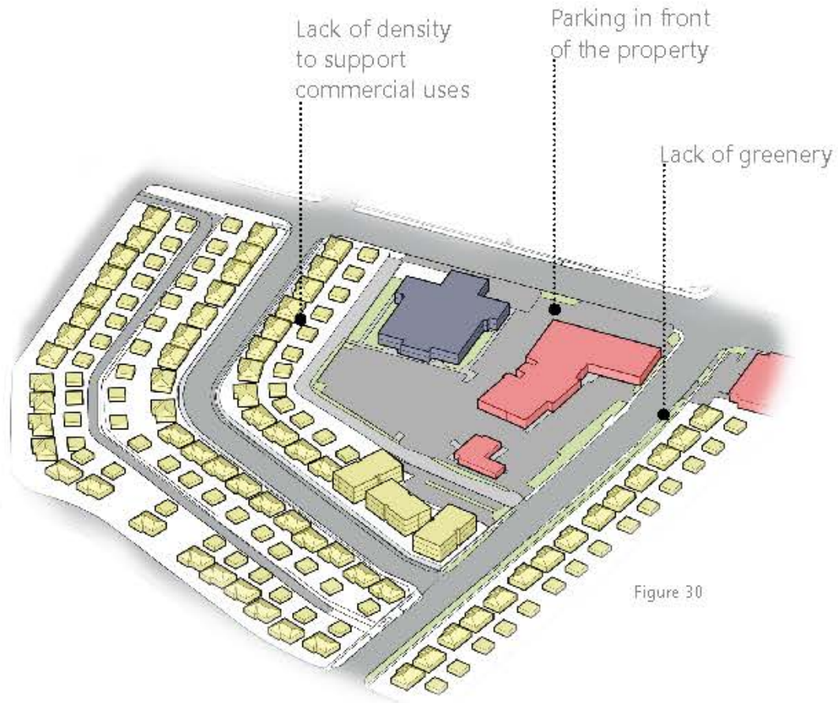
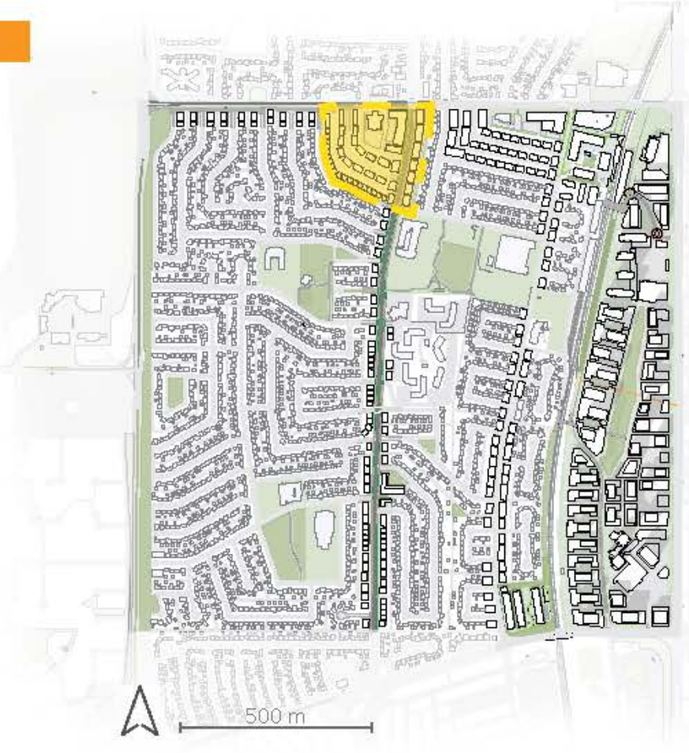


Figure 30



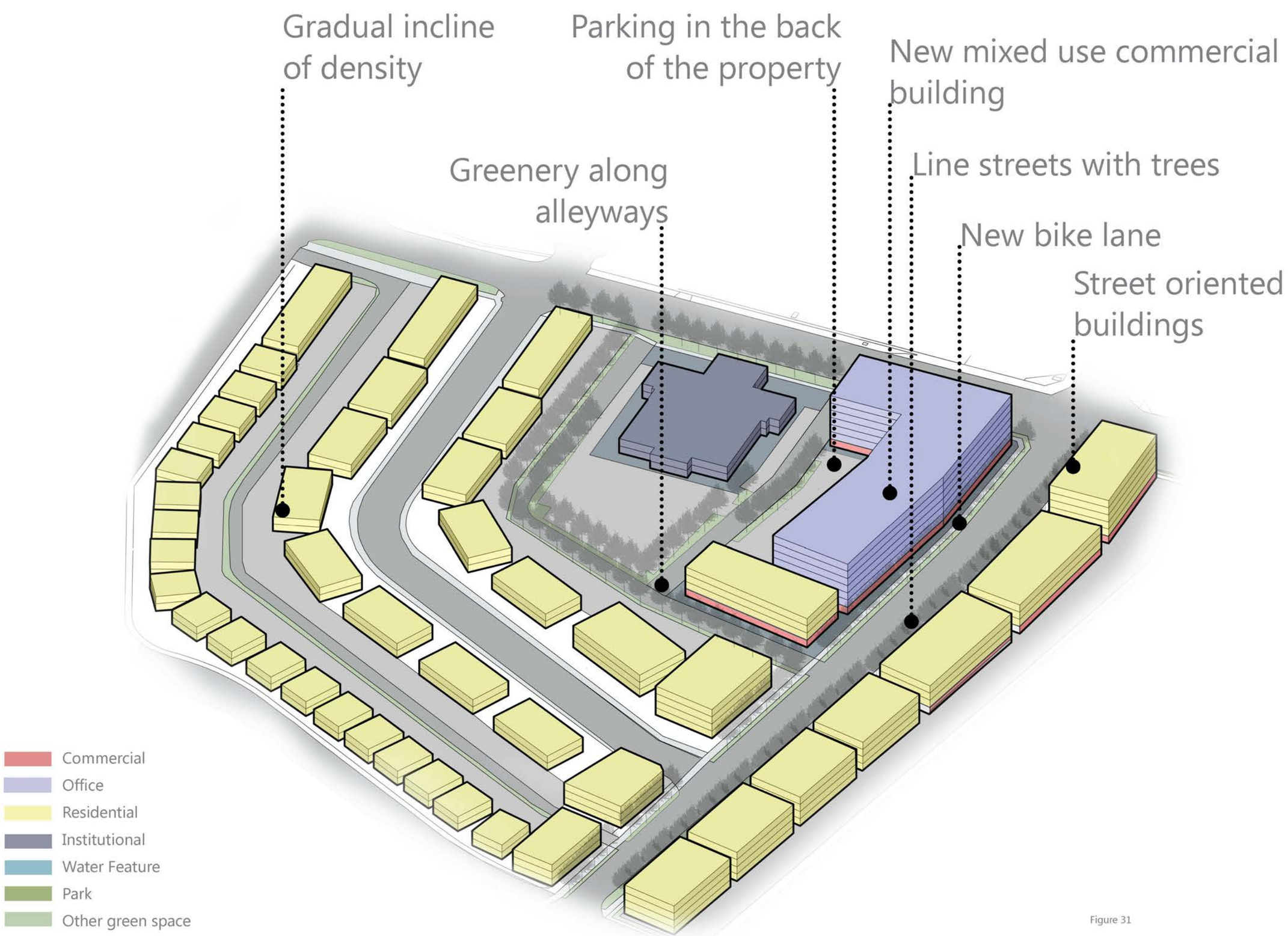

Gradual incline of density
Parking in the back of the property
New mixed use commercial building
Greenery along alleyways
Line streets with trees
New bike lane
Street oriented buildings
Commercial
Office
Residential
Institutional
Water Feature
Park
Other green space

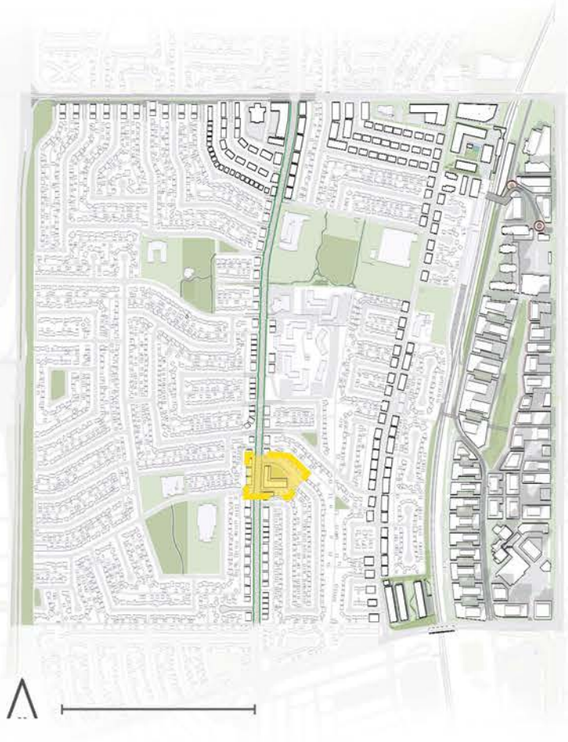
Figure 31

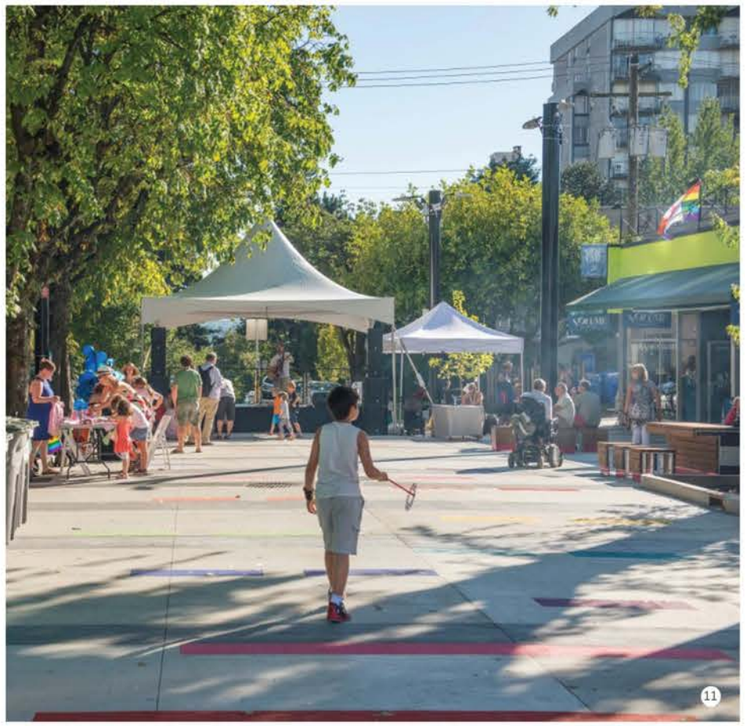
11.3.3. Community Corner (Neighborhood Commercial)

The Elbow and 96th Avenue strip mall should include additional design guidelines to create a central community plaza.

11.3.3.1. Design Guidelines

- A 200 sq m central plaza space should be developed on site (preferably in the location specified in Figure 28). The plaza should include:
  - 40% minimum green space
  - 40% minimum pedestrian friendly paved space (brick, stone, tile, etc.)
  - Street furniture and lighting
  - A barrier or shelter-like structure to promote winter city design





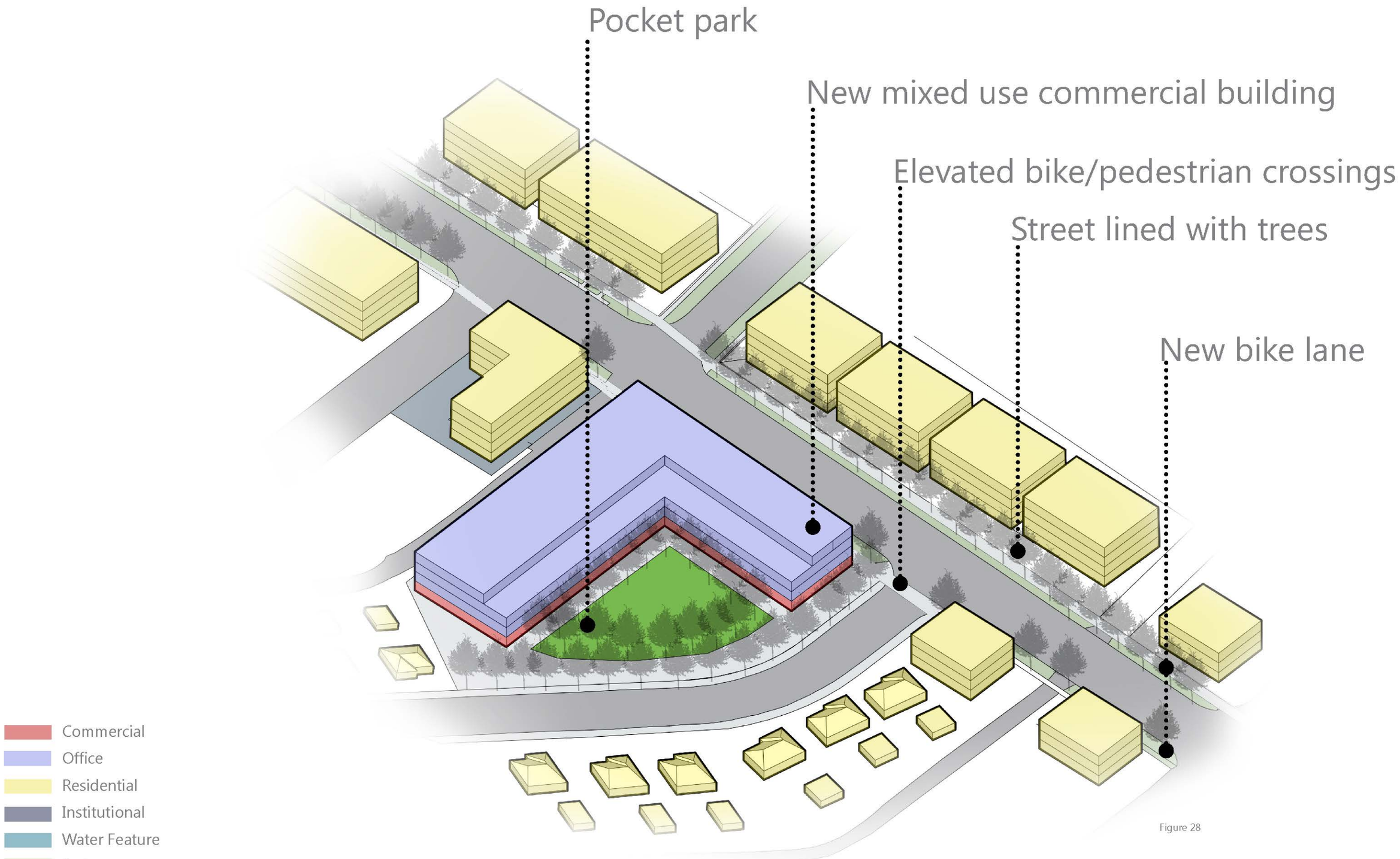

Pocket park
New mixed use commercial building
Elevated bike/pedestrian crossings
Street lined with trees
New bike lane
Commercial
Office
Residential
Institutional
Water Feature
Park
Other green space

Figure 28

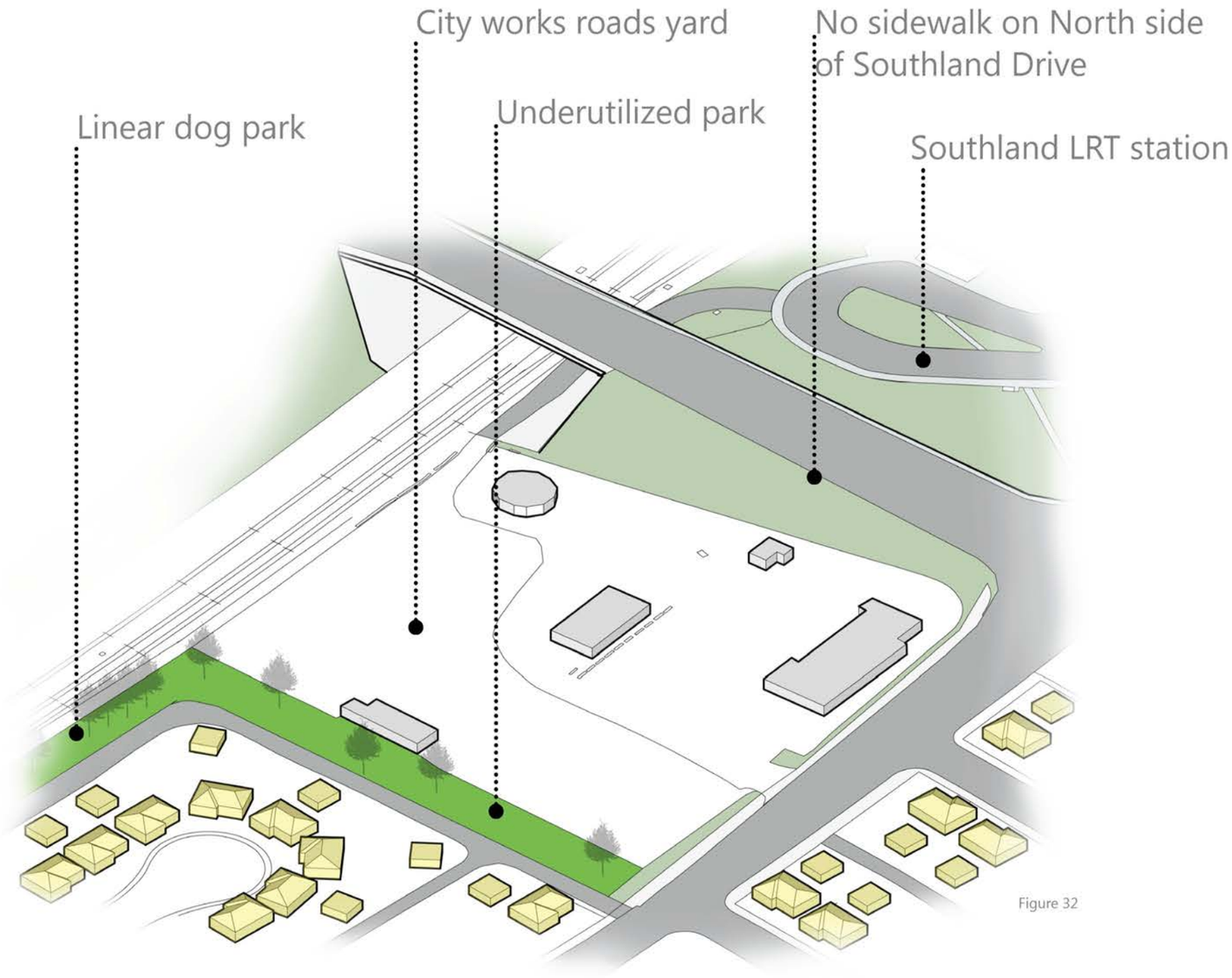


Figure 32

11.3.4. City roads yard

The city roads yard, which currently resides on the corner of the single family neighborhood to the southeast is incompatible with surrounding uses and should be relocating to a more suitable site in a nearby industrial area. Future redevelopment should provide medium density housing, recreational amenities and pathway linkages, as specified in the design guidelines.

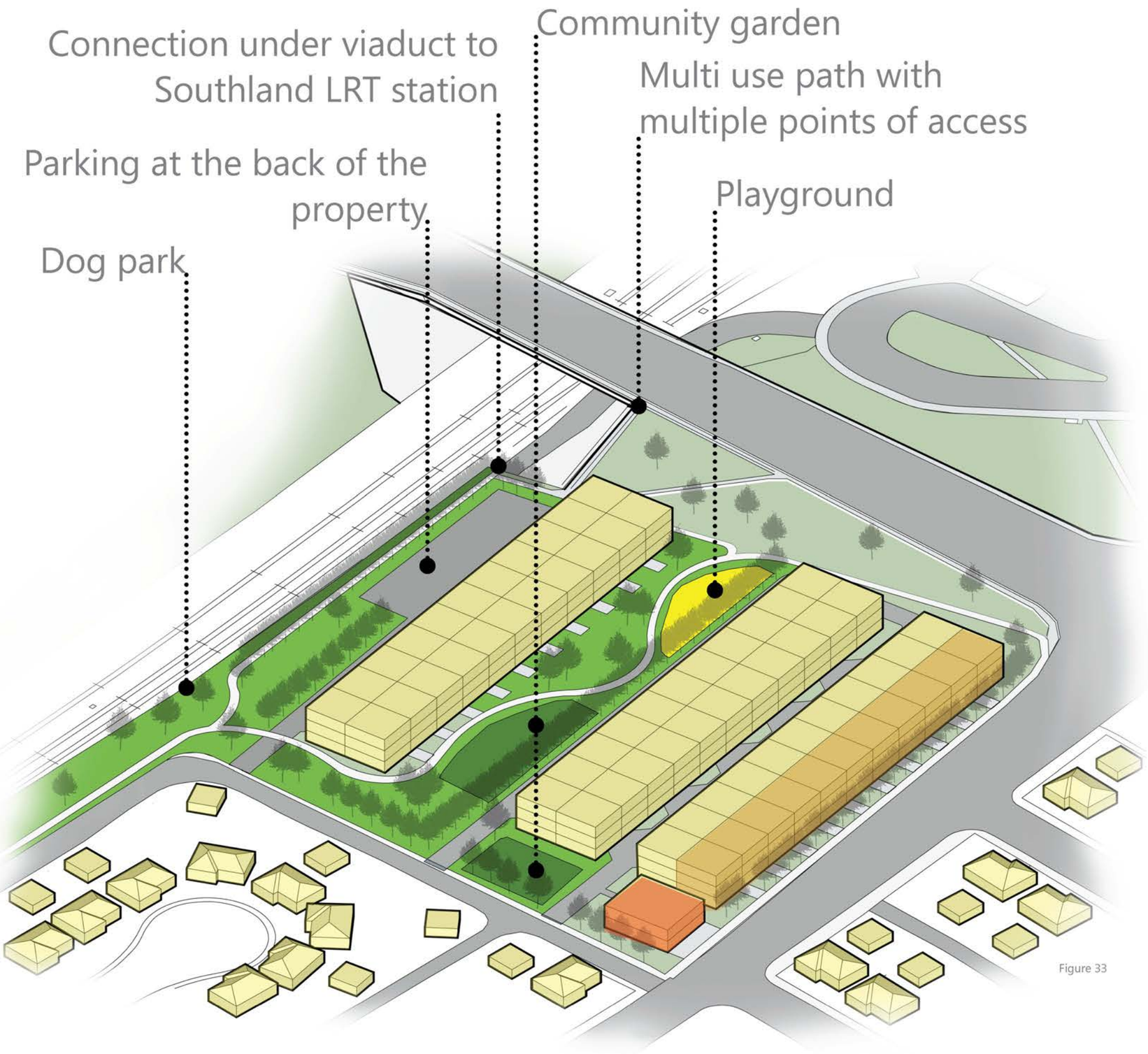

Connection under viaduct to Southland LRT station
Community garden
Multi use path with multiple points of access
Parking at the back of the property
Playground
Dog park
Commercial
Office
Residential
Institutional
Work/Live
Park
Other green space

Figure 33

SITE LAYOUT

Figure 34

Figure 34

Figure 35

11.3.4.1. Design Guidelines

- Redevelopment should include multiple buildings comprised of the following mix of land uses:
  - Residential
  - Work-Live Units
  - Commercial (preferably value-add community services)
- Work-Live Units and Commercial should be restricted to the units facing Haddon Road.
- The building which provides these uses should be setback to a maximum of 3 ms from Haddon Road to ensure an active street frontage.
- A 25 m setback (minimum) should be provided between two of the buildings to create a recreational park space.
- This park space should include the following:
  - Community Garden
  - Natural Playground
  - Pathway linking the linear dog park to Southland Drive
- A pathway should be constructed on the south edge of the site
- Trees should be planted along pathways, parking lots, the edge of the site and throughout park space as per landscaping guidelines
- Laneways should be constructed around the buildings for circulation purposes with bump-outs for laneway parking
- A parking lot should be constructed behind the buildings along the east edge of the site to provide additional parking
- A staircase should be constructed near the southeast corner of the site to access the community of Southwood

12. Redevelopment of the Industrial/Commercial area along MacLeod Trail

The MacLeod Trail area is primarily comprised of aging industrial and commercial properties, as well as a few high rise residential towers that have been constructed in recent years. The London towers are the latest development in the area and are a good indicator of TOD redevelopment potential in this area. Although these towers are technically within the TOD zone, they are located in a fairly inhospitable pedestrian environment, in a region with dull streetscapes and massive parking lots. This style of design does not foster the vibrant pedestrian realm typically associated with this TOD development and is counter-intuitive to the major TOD principle of reducing the need for automobiles in transit heavy areas.

It is essential that future development will be mindful of these shortcomings and ensure that development requirements pertaining to the creation of quality public spaces and streetscapes, particularly a central park space amenity along the existing escarpment in the middle of the MacLeod Trail strip, are required. Existing amenities which have made the area successful up to this point, such as local pubs, restaurants, sporting goods stores, and the Legion should be maintained within the redevelopment to ensure that these users remain.

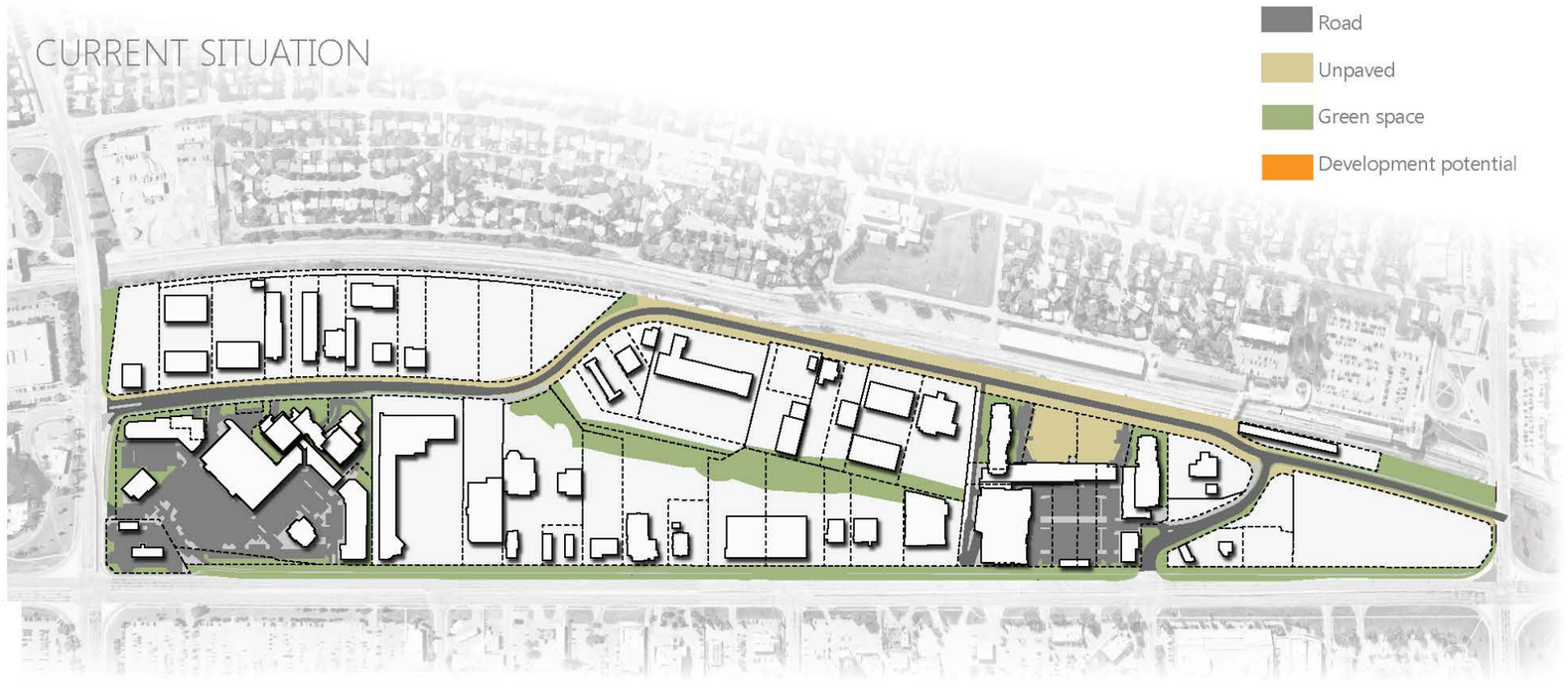
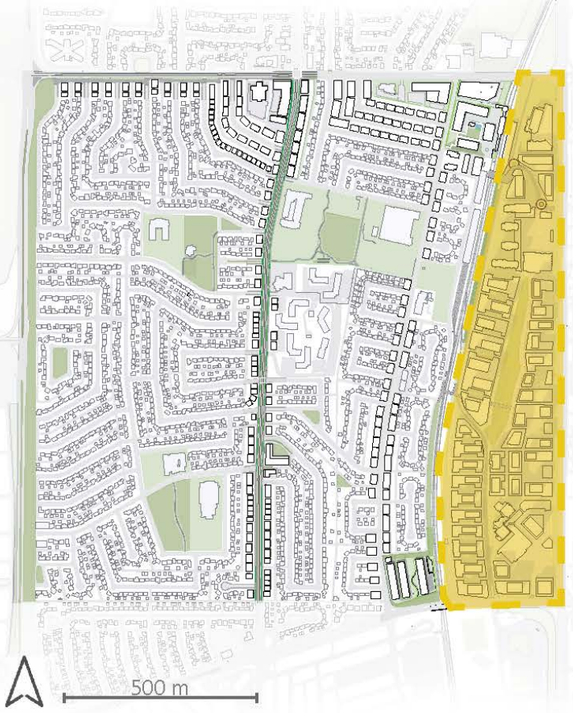


Figure 35



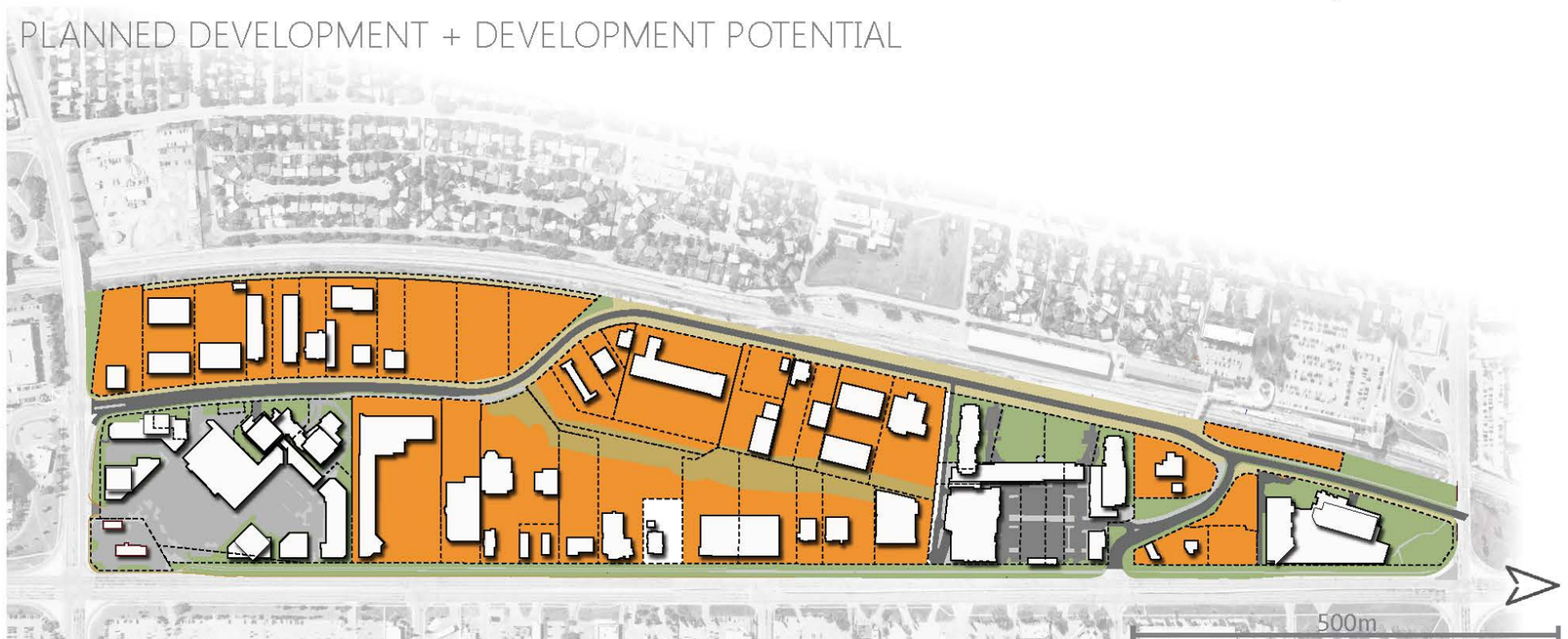
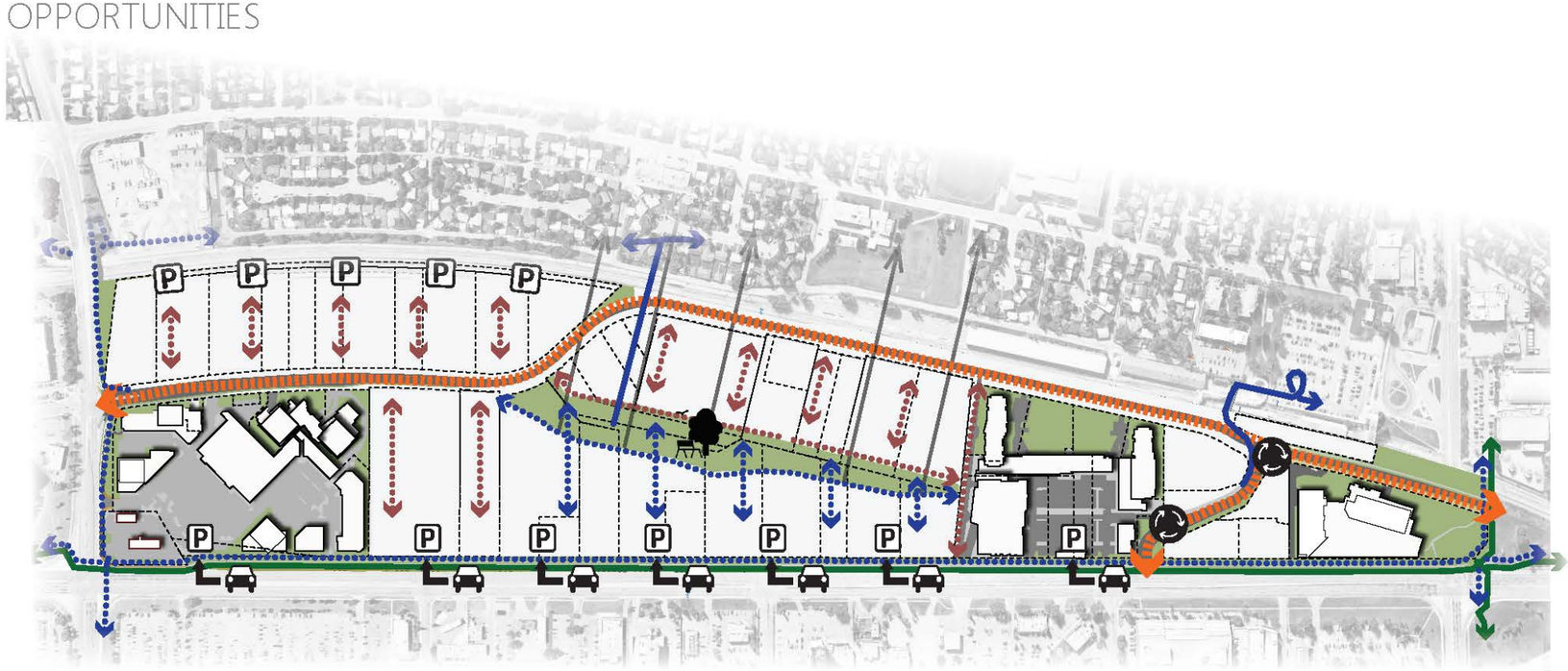


Figure 36



12.1. Challenges

The MacLeod Trail area only has a small portion of city owned land, making it challenging to create meaningful public spaces. Furthermore, the area is enclosed by arterial road and a rail corridor, making it difficult to connect it to the rest of the community and surrounding areas.

Current development within the area is low density and dated and does not attract enough foot traffic to encourage streetscape and park space improvements
There is a +/- 12m high bluff near the middle of the MacLeod Trail area, which also functions as a utility corridor, that provides challenges in regards to redevelopment and connections between the area on top and at the foot of the bluff.

At the top of the bluff, there are excellent views across the rest of the neighborhood and towards the mountains. Unfortunately, this area is private land and within the current planning framework there is no incentive to turn this asset into a public amenity.

Along the rail right-of-way there is a large stretch of underutilized land, which is unsuitable for development due to the proximity to the CP rail line.

250 m

Figure 37

12.2. Goals

- *Horton Road should be converted into a multi-modal commercial street.*

The MDP and Main Streets document suggest that MacLeod Trail should be converted into a pedestrian and cyclist friendly street. Although improvements are welcome, it is unlikely that it will ever become a truly pleasant pedestrian streetscape, due to the sheer width of the street and the heavy volumes of traffic it accommodates. There is much greater redevelopment potential on the west edge of the MacLeod Trail area, along Horton Road. Unlike Macleod Trail, Horton Road has the potential of becoming a pedestrian and cyclist friendly streetscape, capable of improving access to vital community nodes.

- *Redevelop a stretch of unused CP rail right-of-way into a linear park.*

Along Horton Road, a stretch of unused rail right-of-way could be redeveloped to provide a much-needed public realm, with ample green space, a paved trail, and street furniture and lighting.

- *Provide better connectivity towards the rest of the community by creating a new pedestrian overpass and a sidewalk on the north side of Southland Drive.*

A new overpass between Harrow Crescent SW and Henefer Rd SW, and a sidewalk on the north side of Southland Drive would provide better connectivity to community members in southeast Haysboro.

- *Encourage existing amenities (businesses, community services, etc.) to remain in the area.*

There are a number of existing amenities such as local pubs, restaurants, sporting goods stores, and the Legion, which currently operate in the MacLeod Trail area. These services should be maintained as they are responsible for existing activity, and provide value to the area. For that reason, a wide range of commercial spaces should be provided to capitalize on the strong existing commercial basis.

- *Create a central park space along the utility corridor on the slope.*

Although the slope/utility corridor is located on private land, it has little existing redevelopment opportunity considering the cost associated with relocating the utilities and building on a steep slope. A better use for the space, would see it become a sloped park area/

amenity.
See “MacLeod Trail Area” design guidelines for more details.

- *Maintain views toward the neighborhood and mountains from the top of the slope*

The top of the slope offers some excellent views. Development along Horton Road should minimize obstructing views.
See “MacLeod Trail Area” design guidelines for more details.

- *A Land Trust should be established to ensure that the park area will be maintained in the future.*

A Land Trust agreement between the property owners within the MacLeod Trail area, would specify any easements requirements or responsibilities for landowners in regards to park use and maintenance.

- *The municipality should provide financing upfront to develop the park.*

To ensure that the park space is developed in a timely manner, the municipality should provide upfront funding in the form of a loan. Developers would be required to make a financial contribution to the Land Trust upon redevelopment, which would subsequently be used to pay off the loan.

- *A land value capture policy should be instated by the City of Calgary to offset the cost of infrastructure upgrades*

Infrastructure is costly and quite often municipalities do not obtain a good return on their investments in infrastructure. To offset the cost of new infrastructure, such as roads and utility upgrades, a value capture policy should be implemented. Land value capture can be used as a mechanism to recover some of the value that public infrastructure generates in land value increases, by ensuring that a certain percentage of revenue from a land sale is returned to the municipality.

- *A density bonusing policy should be implemented by the City of Calgary to ensure and incentivize proposed design guidelines for redevelopment.*

In order to provide an incentive to developers to create a high quality built form and urban environment, a density bonusing policy should be implemented. If the design guidelines are met, developers will go from a base floor area ratio (FAR) of 2 to a FAR of 7.

DESIGN GUIDELINE ZONES

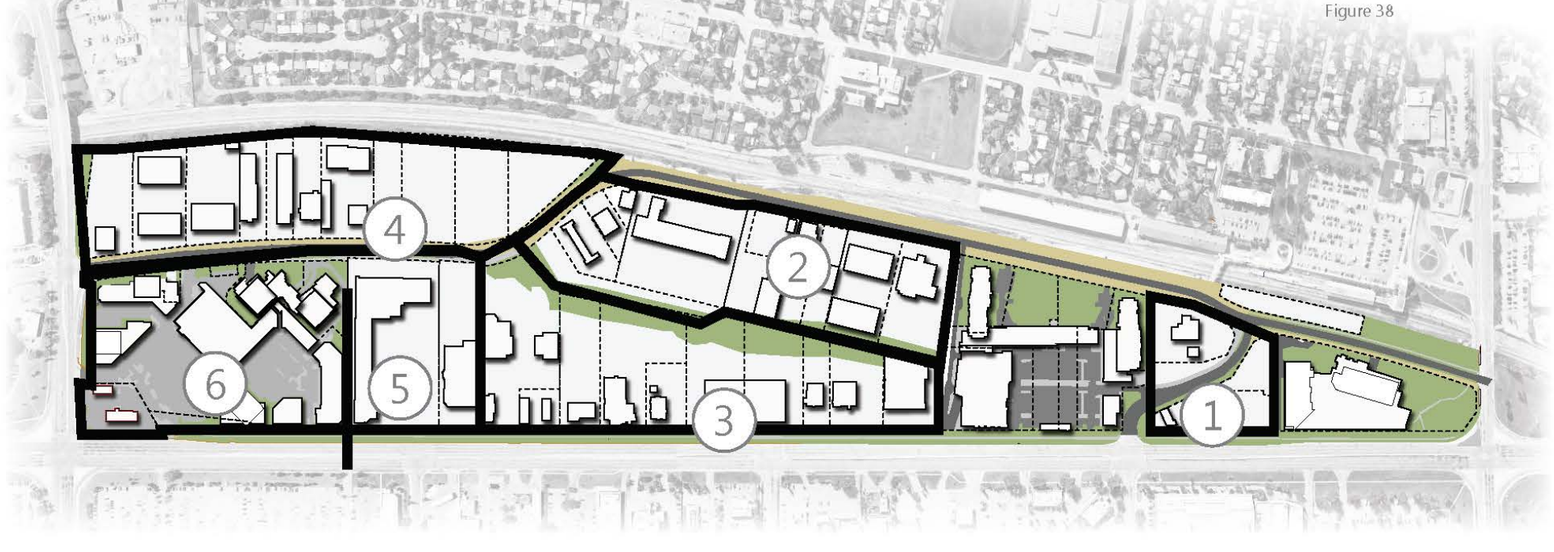


Figure 38

12.2.1. Design guidelines

- Development should have an active interface with the street.
- A minimum of 50 % and a maximum of 70% of the façade at the ground floor facing the street should consist of glazing.
- Other stores should have a façade with a minimum of 40% glazing and a maximum of 60%
- Landscaping should be provided according to landscaping guidelines in the parks section of this document

12.2.1.1. Zone 1

- Development up to 4 stories has no setbacks, unless adjacent to another development, in which case a setback of 4 ms is required. Setbacks should be used to promote pedestrian connections
- Development above 4 stories should be setback 4 ms from the edge of the stories below
- Development above 4 stories should be setback a distance of 20 ms from adjacent developments of an equal height
- Development above 4 stories with a footprint that exceeds 400m2 should not encompass more than 50% of the site

12.2.1.2. Zone 2.

- Development should be setback 12 ms from the point where the slope exceeds 12%
- Development should be setback 6 ms from adjacent buildings to create high quality laneways
- Development up to 4 stories can encompasses the entire site if the previous criteria is met
- Development above 4 stories should be setback 4 ms from the edge of the stories below
- Development above 4 stories should be setback a distance of 40 ms from adjacent developments of equal height
- Development above 4 stories with a footprint that exceeds 400m2 should not encompass more than 50% of the site

12.2.1.3. Zone 3.

- Development should be setback 12 ms from the point where the slope exceeds 12%
- Development should be setback 6 ms from adjacent buildings to create high quality laneways
- Development up to 4 stories can encompasses the entire site

GROUND FLOOR LAND USES

Figure 39

SECTION

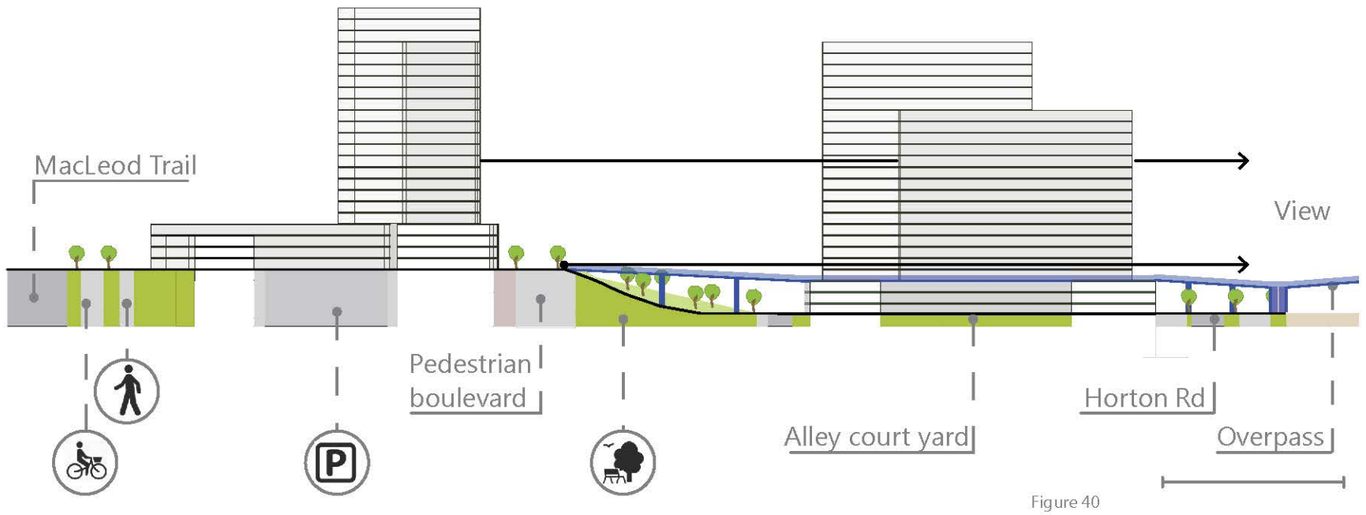


Figure 40

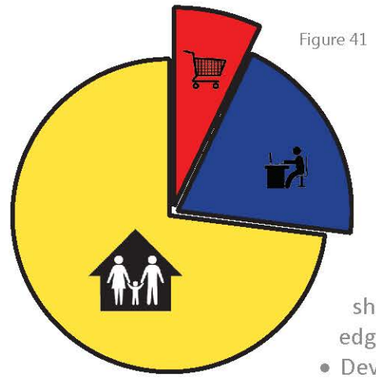


Figure 41

if the previous criteria is met

- Development above 4 stories should be setback 4 ms from the edge of the stories below
- Development above 4 stories should be setback a distance of 20 ms from adjacent developments of equal height

- Development above 4 stories with a footprint that exceeds 400m2 should not encompass more than 50% of the site

12.2.1.4. Zone 4.

- Development should be setback 12 ms from the point where the slope exceeds 12%
- Development should be setback 6 ms from adjacent buildings to create high quality laneways
- Development up to 4 stories can encompasses the entire site if the previous criteria is met
- Development above 4 stories should be setback 4 ms from the edge of the stories below
- Development above 4 stories should be setback a distance of 20 ms from adjacent developments of equal height
- Development above 4 stories with a footprint that exceeds 400m2 should not encompass more than 50% of the site

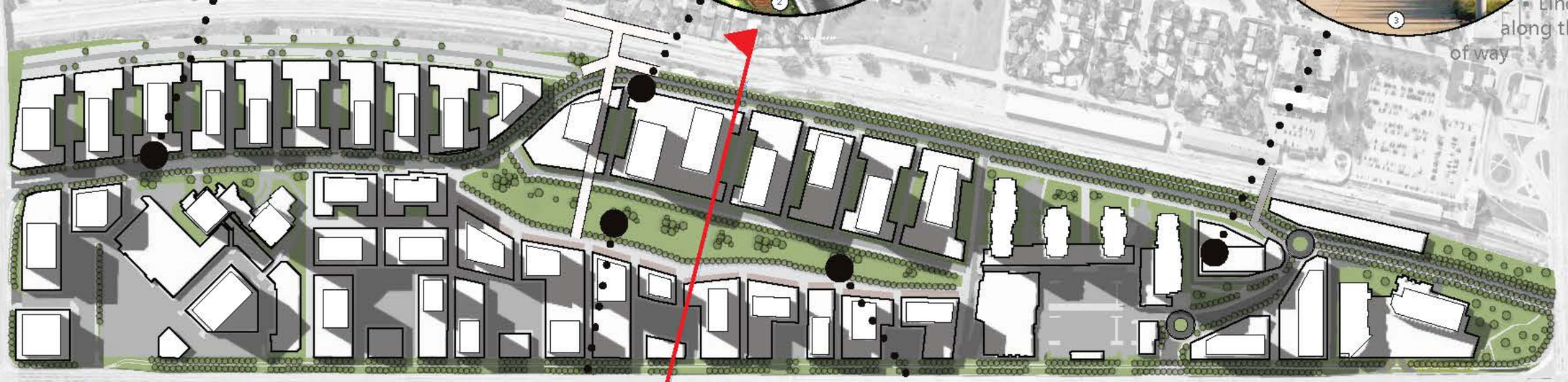
12.2.1.5. Zone 5.

- Development up to 4 stories has no setbacks, unless adjacent to another development, in which case a setback of 4 ms is required. Setbacks should be used to promote pedestrian connections
- Development above 4 stories should be setback 4 ms from the edge of the stories below
- Development above 4 stories should have a distance of 20 ms from other developments of equal height
- Development above 4 stories with a footprint that exceeds 400m2 should not encompass more than 50% of the site

- High quality alleyways

- New overpass

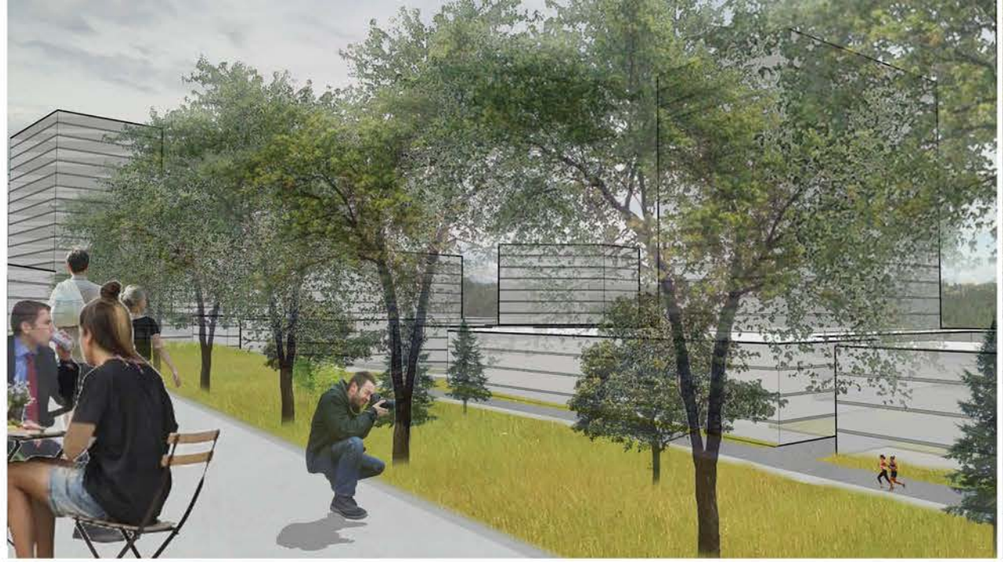
- Linear park along the rail right of way



- Use slope in the park

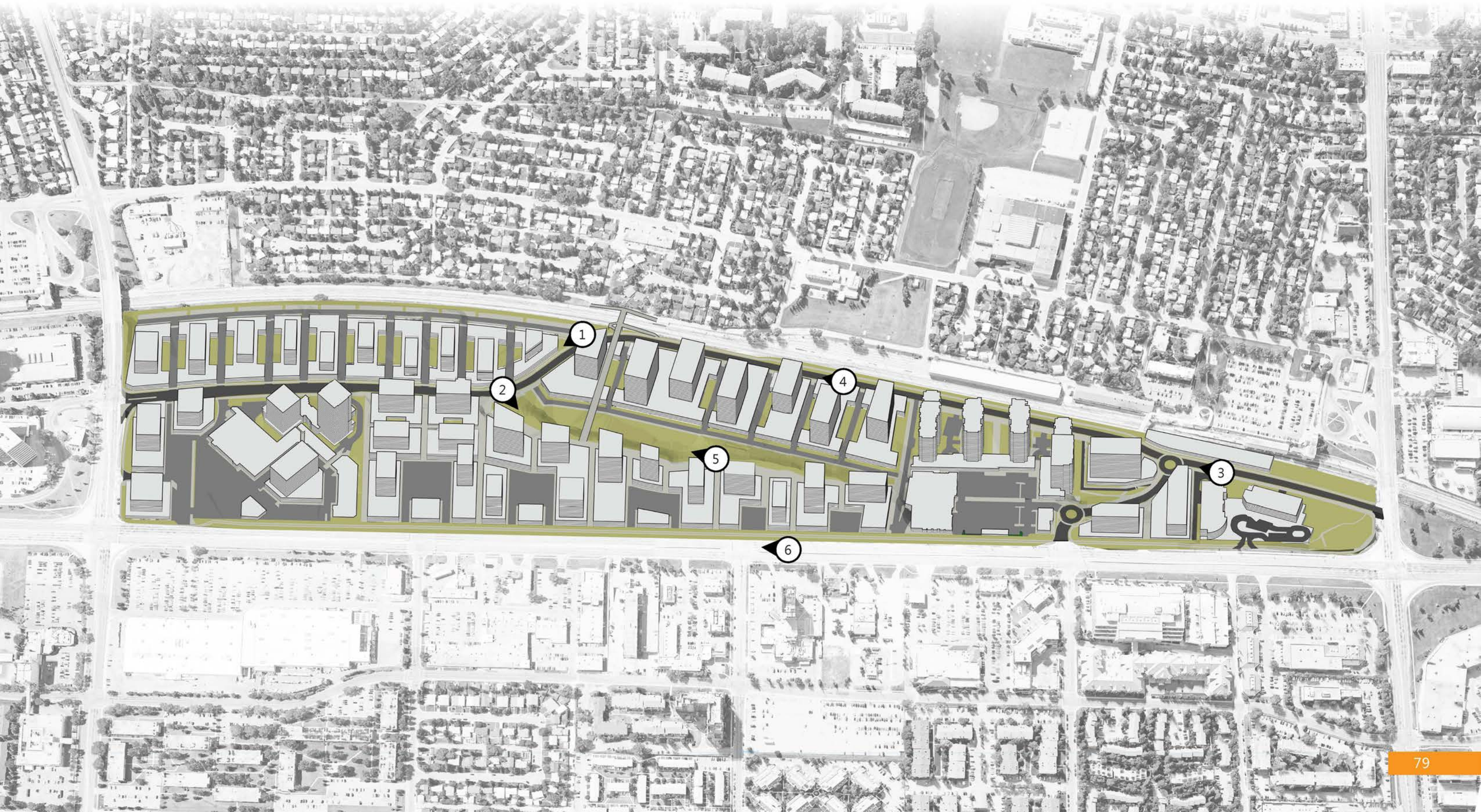
Figure 42

Atractive Street along ridge- Luxembourg




7

ISOMETRIC PROJECTION OF AREA



13. Conclusion

Haysboro is a unique inner-city neighborhood, which is ripe with redevelopment opportunities. To best take advantage of this potential, a coordinated effort must be made to ensure that future development is steered in a direction which understand the complexities involved in creating a vibrant, diverse and inclusive community. The “Vision for Haysboro” plan is essentially a roadmap to achieve this desired outcome. It outlines, how land use, connectivity, parks and open space, and community nodes can most effectively be integrated into the community to promote the best practices in neighborhood design and community building. By setting out to accomplish the proposed planning interventions, the community of Haysboro will feel empowered and will be able to redevelop in a manner that provides a tremendous amount of amenities to the local community, and in doing so, take care of existing community members and attract new families.

References

Intro Section

Photos by Bram Van der heijden

History Section

1 Glenmore School, 1912
Calgary, AB: Glenbow Archives File number: NA-172-1
http://ww2.glenbow.org/search/archivesPhotosResults.aspx?AC=GET_RECORD&XC=/search/archivesPhotosResults.aspx&BU=&TN=IMAGEBAN&SN=AUTO7968&SE=1222&RN=0&MR=10&TR=0&TX=1000&ES=0&CS=0&XP=&RF=WebResults&EF=&DF=WebResultsDetails&RL=0&EL=0&DL=0&NP=255&ID=&MF=WPEngMsg.ini&MQ=&TI=0&DT=&ST=0&IR=2888&NR=0&NB=0&SV=0&BG=&FG=&QS=ArchivesPhotosSearch&OEX=ISO-8859-1&OEH=ISO-8859-1

2 Hays Farm, Turner Siding 1940
Calgary, AB: Glenbow Archives File number: PA-3131-266
http://ww2.glenbow.org/search/archivesPhotosResults.aspx?AC=GET_RECORD&XC=/search/archivesPhotosResults.aspx&BU=&TN=IMAGEBAN&SN=AUTO8889&SE=1225&RN=5&MR=10&TR=0&TX=1000&ES=0&CS=0&XP=&RF=WebResults&EF=&DF=WebResultsDetails&RL=0&EL=0&DL=0&NP=255&ID=&MF=WPEngMsg.ini&MQ=&TI=0&DT=&ST=0&IR=103512&NR=0&NB=0&SV=0&BG=&FG=&QS=&OEX=ISO-8859-1&OEH=ISO-8859-1

3 Queen Elizabeth II at Turner Siding, 1959
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4 Harry Hays milking a cow, 1950
Calgary, AB: Glenbow Archives File number: PA-3131-165
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5 View of Glenmore Reservoir, 1951
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6 Milkers at Hays Farm, 1940
Calgary, AB: Glenbow Archives File number: PA-3131-137
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Traffic Section

Photos by Bram Van der heijden

Public Engagement Section

Photos by Bram Van der Heijden and Francisco Alaniz Uribe

Land Use Section

1 Haysboro Single-Family

https://b406c181b44bffac5b2b-a1197f4968f5cde4bd5f5b9c498efd9d.ssl.cf5.rackcdn.com/c4097307-detached-1w5uvcf-l.jpg

2 Hay's Farms Apartment Complex
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3 Commercial strip – Haysboro
Google Street View
4 London Towers – Haysboro
Google Street View
5 Woodman School – Haysboro
Google Street View
6 Industrial strip – Haysboro
Google Street View
7 St. Gerard's Church – Haysboro
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8 Becker Duplexes – Edmonton, Alberta
https://b406c181b44bffac5b2b-a1197f4968f5cde4bd5f5b9c498efd9d.ssl.cf5.rackcdn.com/c4097307-detached-1w5uvcf-l.jpg
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Corridor Section

1 Google Street View
2 Render – Elbow Drive: Central Commercial Node
Google Street View
3 Render – Elbow Drive: Intersection Residential
Google Street View
4 Render – Elbow Drive: North Commercial Node
Google Street View
5 Render – Laneway
Google Street View
6 Google Street View
7 Google Street View
8 Laneway House Render in Vancouver
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9 Back Lane, Haysboro Community, Photo by Lizanne Lanthier
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13 Wetland, Fort Whyte, Winnipeg, MB
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14 Fietsbrug De Slinger, Drachten, Netherlands
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http://www.externalworksindex.co.uk/entry/33247/Grass-Concrete/Grasscrete-concrete-paver-system/
16 Google Street View
17 Google Street View
18 Central Wharf Plaza, Boston, MA
Photo by Charles Mayer Photography
https://www.asla.org/guide/site.aspx?id=41021
19 Google Street View
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21 Park Pompenburg, Rotterdam, Netherlands
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22 Dog Park, Calgary AB

Parks and Open Space Images

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5 Children's Block Party, Greater Essex Country, UK
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12 Critter dip in wetland, Oak Hammock Marsh, MB
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13 Wetland in Winter, Fort Whyte, Winnipeg, MB
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15 Google Street View
16 Plan map of Arboretum in Ottawa, ON
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17 Arboretum picture, Oak Path, Boston
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18 Picture of trees in Arboretum, Ottawa, ON
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26 Canada Golden Rod
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27 Sunflower
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30 Smooth Blue Aster
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44 Colorado Spruce
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Community Nodes

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2 Capitol Hill Transit Oriented Development – Seattle, WA
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3 Central Wharf Plaza, Boston, MA
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https://www.asla.org/guide/site.aspx?id=41021
4 Plaza, Manhattan, New York
US general services admin building
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5 Clackamas Town Center TC - parking garage and departure bus stop
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6 Central Wharf Plaza, Boston, MA
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7 Water Feature, Tualatin Valley, OR
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8 Nature Playground, Portland, OR
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9 Elbow Drive – North
Google Street View
10 Belmar Town Center – Lakewood, On
https://encrypted-tbn0.gstatic.com/images?q=tbn:ANd9GcR9l8sn1L2JkBLt7-deeXmJTaR0qermwnNoNNc-QNfRGCVnbVu0t1ZGIg
11 Davie Village, Vancouver
https://pbs.twimg.com/media/Cr2jFuNUIAAwG4O.jpg
12 Elbow Drive – Central
Google Street View
13 Render – Google Earth
14 Render – Google Earth

MacLeod Trail Section

1 Alleyway Green Redevelopment
Google Street View
2 Park Pompenburg, Rotterdam, Netherlands
http://www.luchtsingel.org/en/locaties/park-pompenburg/
3 Linear Parkway
http://www.schmidtdesign.com/trails_solana-beach-coastal-rail-trail
4 Constructed Rock Formation & Slide
http://gothamist.com: Governors Island
5 Constructed Rock Formation
http://gothamist.com: Governors Island
6 Active Street along Ridge: Luxembourg
http://theoverseasescape.com/luxembourg/
7 Render: MacLeod Pathways
Google Street View

15. Appendix

PRICE ANALYSIS

The MLS Price Analysis examines current listings within the community to gauge the average price of real estate in the community for various forms of housing.

40 HAML ET RD SW
YEAR BUI LT: 1960
SQ. FT: 1,102
TYPE: BUNGA LOW
RENO VATED: MINOR

LONDON - 8880 HO RTON RD SW
YEAR BUI LT: 2010
SQ. FT: 720 to 1,013
TYPE: CONDO

37 HADDOCK RD SW
YEAR BUI LT: 1958
SQ. FT: 874
TYPE: BUNGA LOW
RENO VATED: M AJOR

HAYS FARMS - 816 89 AVE SW
YEAR BUI LT: 1975
SQ. FT: 730 TO 893
TYPE: CONDO

232 H AVENHURST CR SW
YEAR BUI LT: 1958
SQ. FT: 1,103
TYPE: BUNGA LOW
RENO VATED: M AJOR

52 H AZELWOOD CR SW
YEAR BUI LT: 1959
SQ. FT: 1,039
TYPE: BUNGA LOW
RENO VATED: MINOR

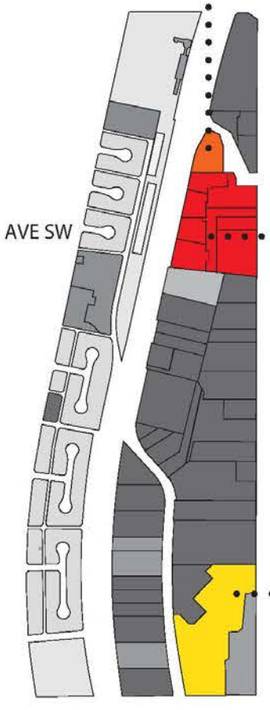
Figure 43

FUTURE DEVELOPMENT PLANS

There are three major redevelopment plans in Haysboro, which are located along the MacLeod Trail strip. These development consist of high and mid-rise residential and office space and are not likely to be built-out until the market improves.

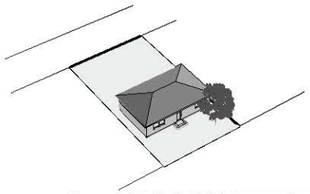
LONDON AT HERITAGE

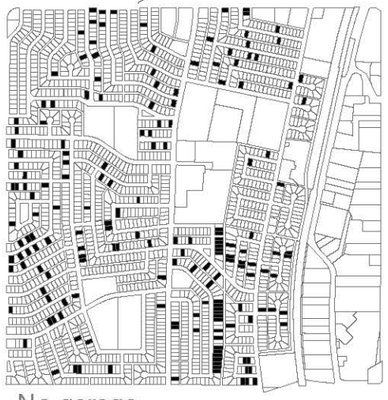
HERITAGE STATION CORPORATE CAMPUS



SOUTHLAND TOWERS

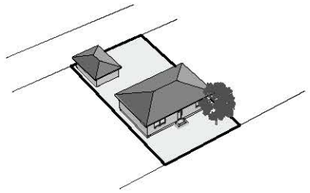
SINGEL FAMILY PARCELS TYPES

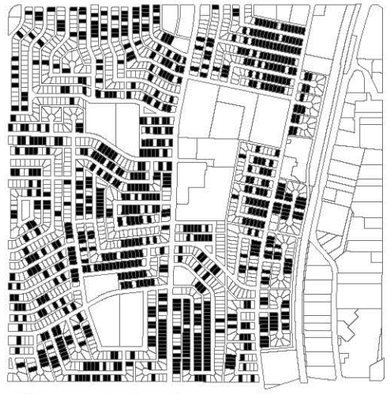




No garage

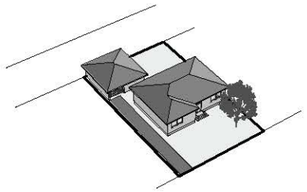
Number: 178
Tot: 103.586 m2
Avg: 1145 m2

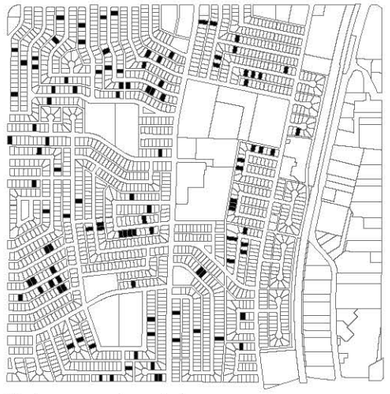




Garage in back

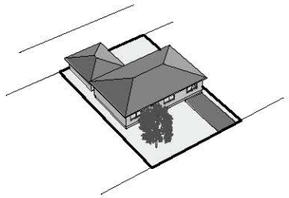
Number: 777
Tot: 409.112 m2
Avg: 1596 m2

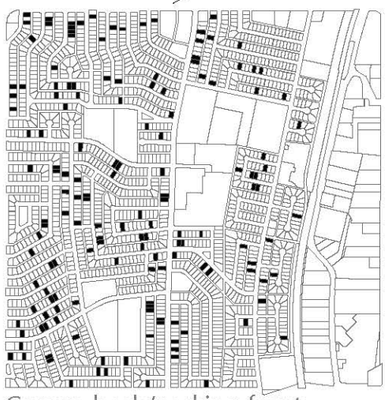




Driveway front to garage

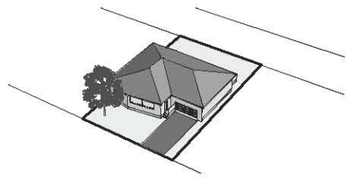
Number: 108
Tot: 60.296 m2
Avg: 558 m2

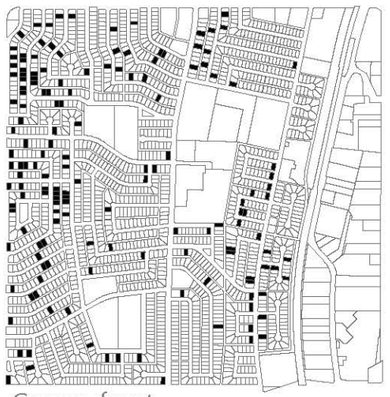




Garage back/parking front

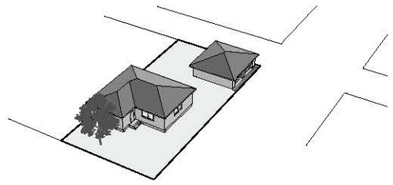
Number: 152
Tot: 84.069 m2
Avg: 553 m2

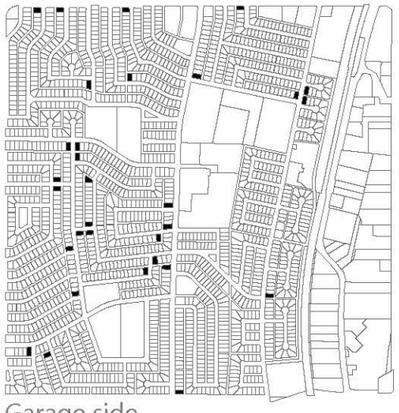




Garage front

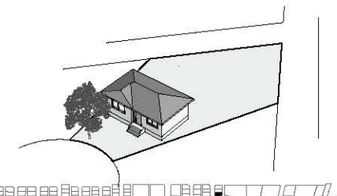
Number: 155
Tot: 89.261 m2
Avg: 1130 m2

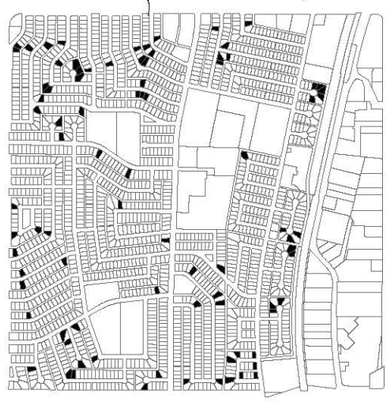




Garage side

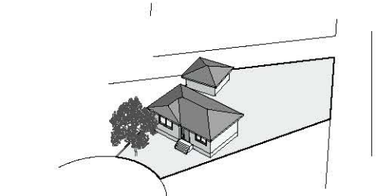
Number: 32
Tot: 18.475 m2
Avg: 601 m2

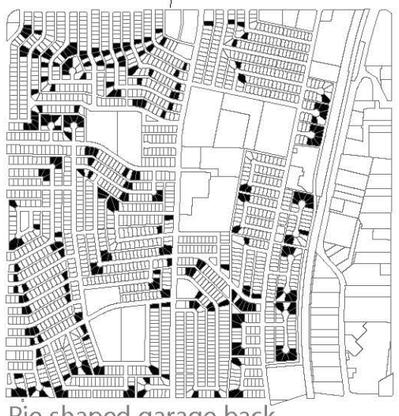




Pie shaped no garage

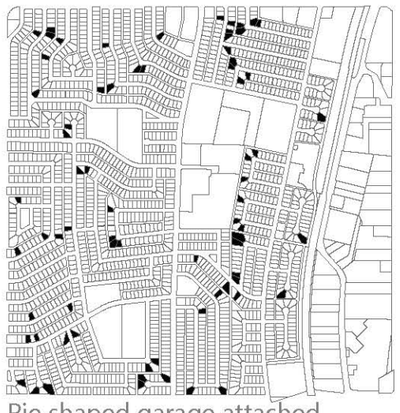
Number: 86
Tot: 54.990 m2
Avg: 639 m2





Pie shaped garage back

Number: 256
Tot: 170.357 m2
Avg: 1253 m2



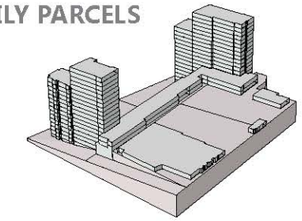
Pie shaped garage attached

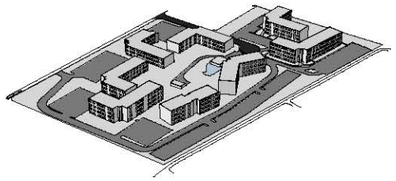
Number: 72
Tot: 49.736 m2
Avg: 1291 m2

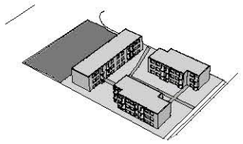
PARCEL TYPOLOGY

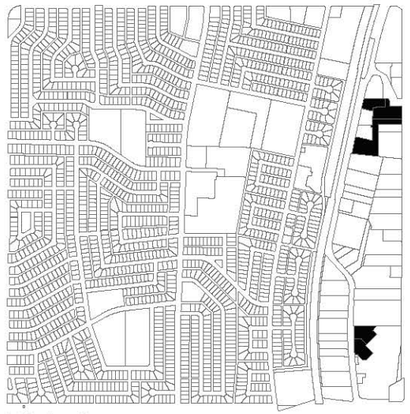
The parcel typology inventory was created to get a better understanding of the composition of the neighborhood in terms of the shape and size of parcels, and overall land coverage of the respective typologies. This data was used to inform redevelopment plans, particularly for innovative housing solutions and mixed-use development.

MULTIFAMILY PARCELS

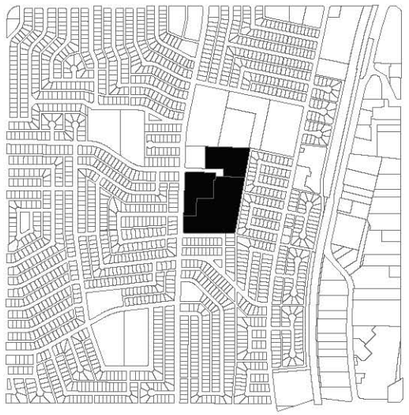




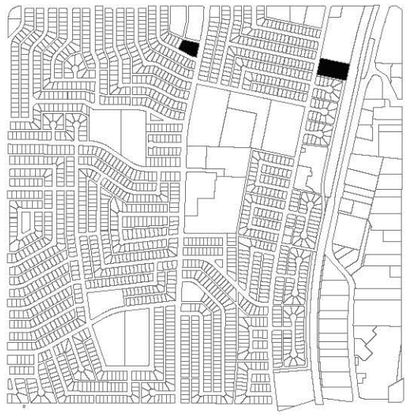




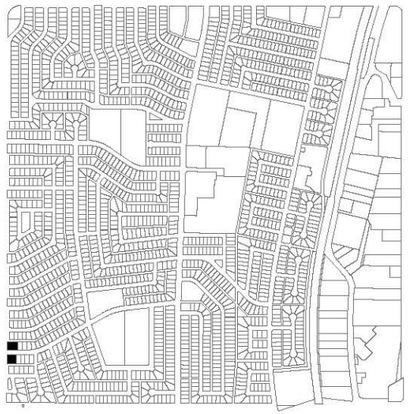
High rises
Number: 5
Tot: 29.289 m2
Avg: 5858 m2



Hays Farm apartments
Number: 3
Tot: 71.415 m2
Avg: 23.805 m2



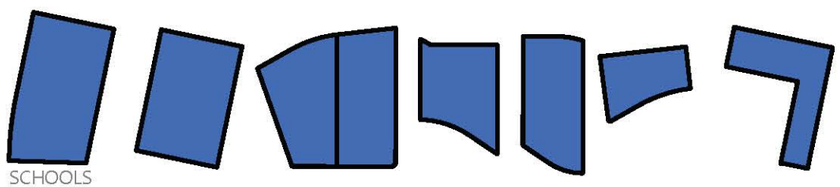
Medium sized apartment complex
Number: 2
Tot: 11.840 m2
Avg: 5920 m2



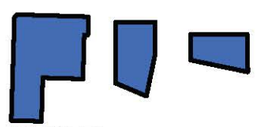
Row housing
Number: 2
Tot: 2743 m2
Avg: 1371 m2

INSTITUTIONAL PARCEL TYPES

COMMUNITY SERVICES

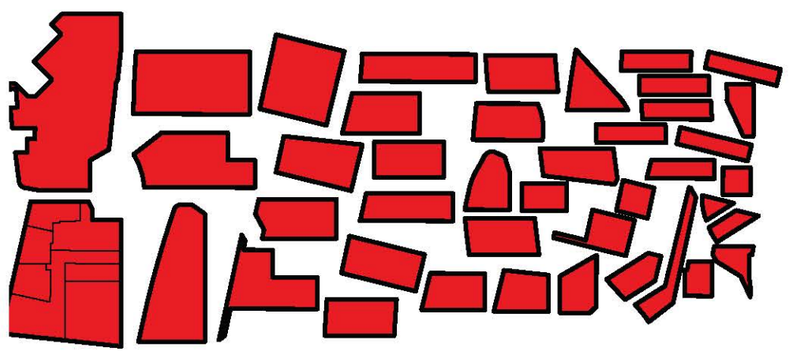


SCHOOLS

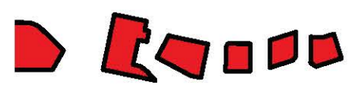


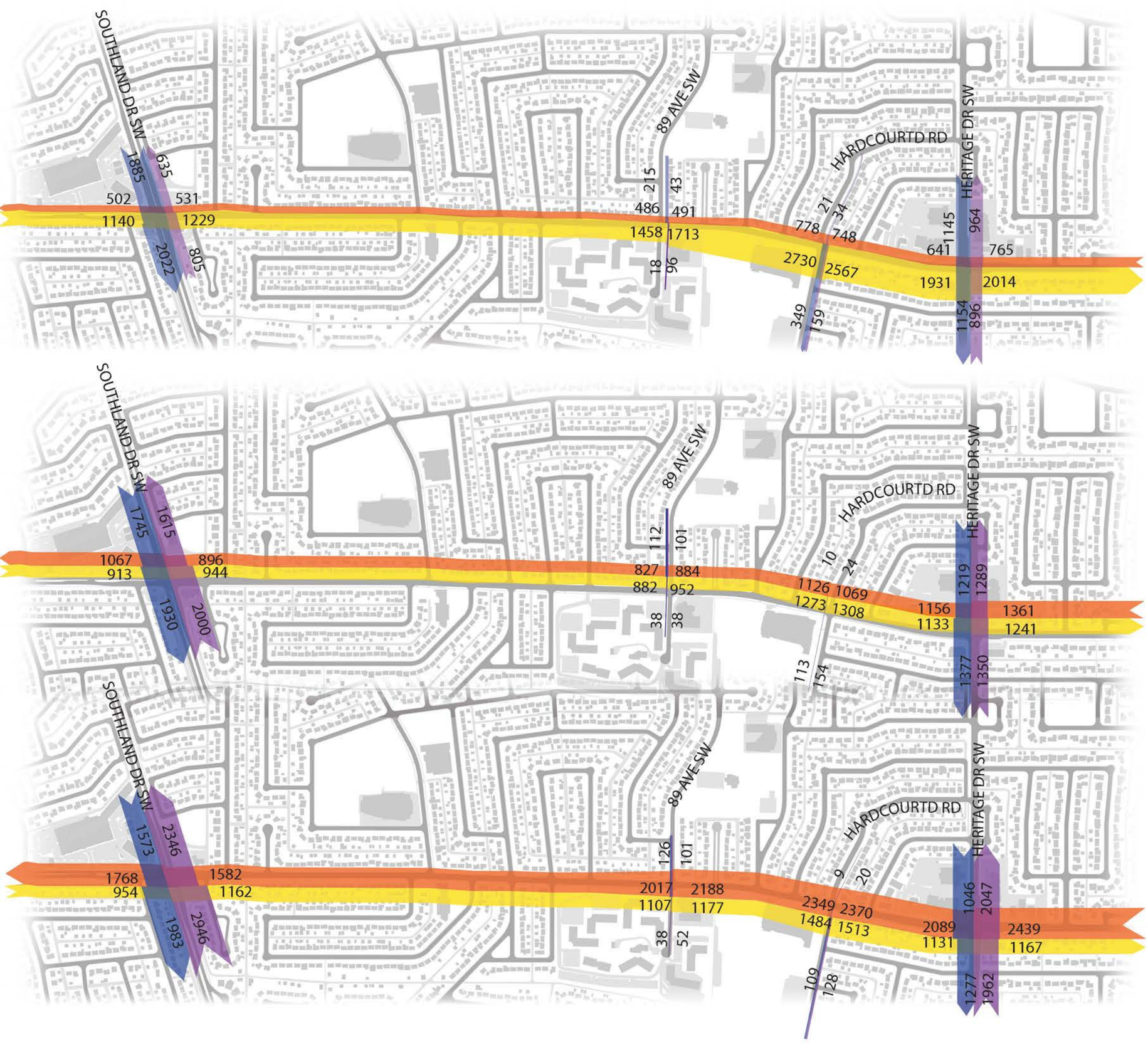
CHURCHES

COMMERCIAL PARCELS MACLEOD TRAIL



COMMUNITY COMMERCIAL PARCELS





TRAFFIC VOLUMES

The traffic volume analysis utilized existing City of Calgary transportation data, to better understanding traffic pressures on major streets within Haysboro.

Morning

- High peak volume going north on Elbow drive and east on Southland drive
- Traffic seems to come from roads leading to schools

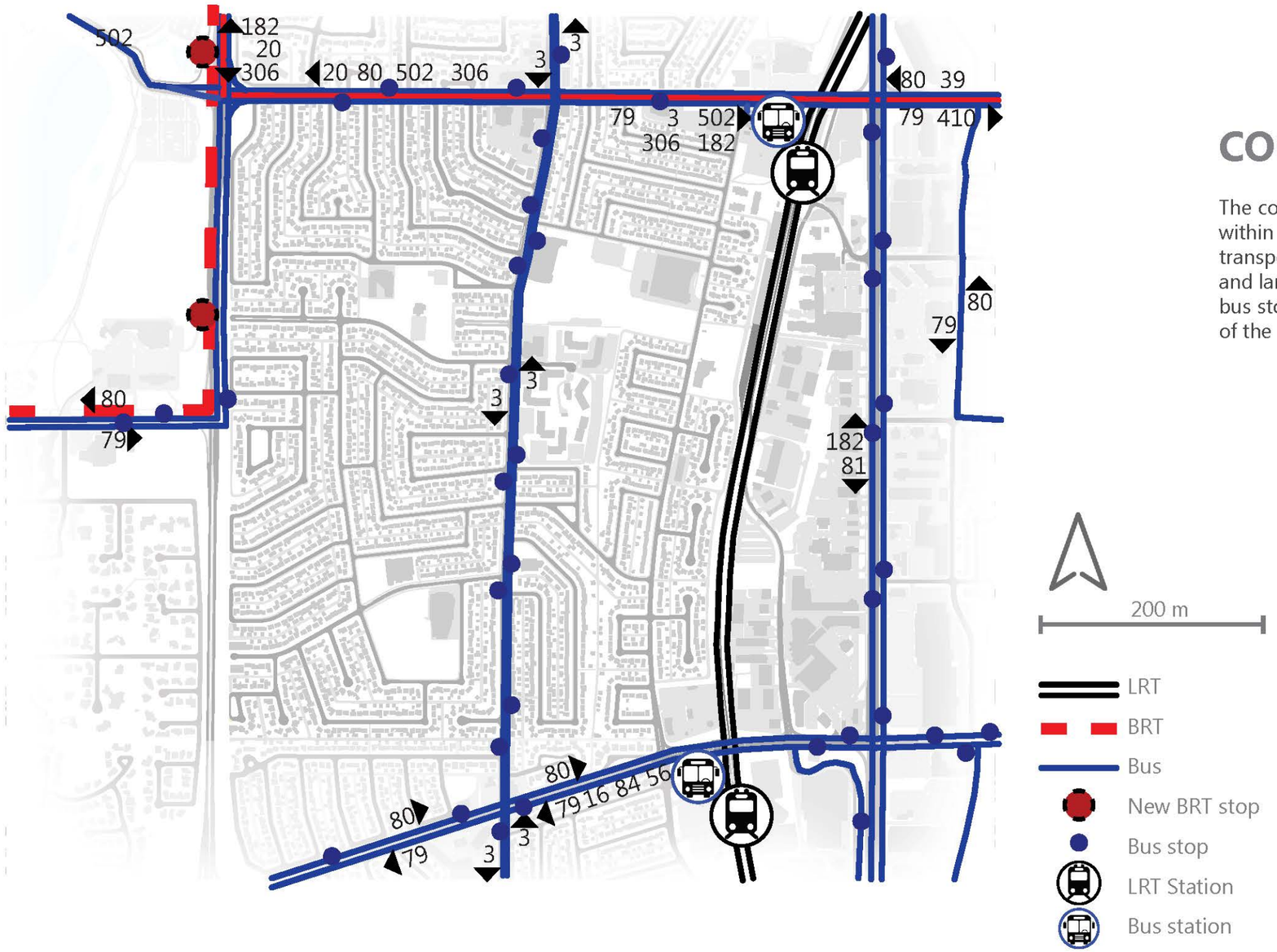
Midday

- More balanced traffic flow

Evening

- More people traveling south.
- Not the same amount traffic at the north end of Elbow drive probably because school is already out.

TRANSIT



200 m

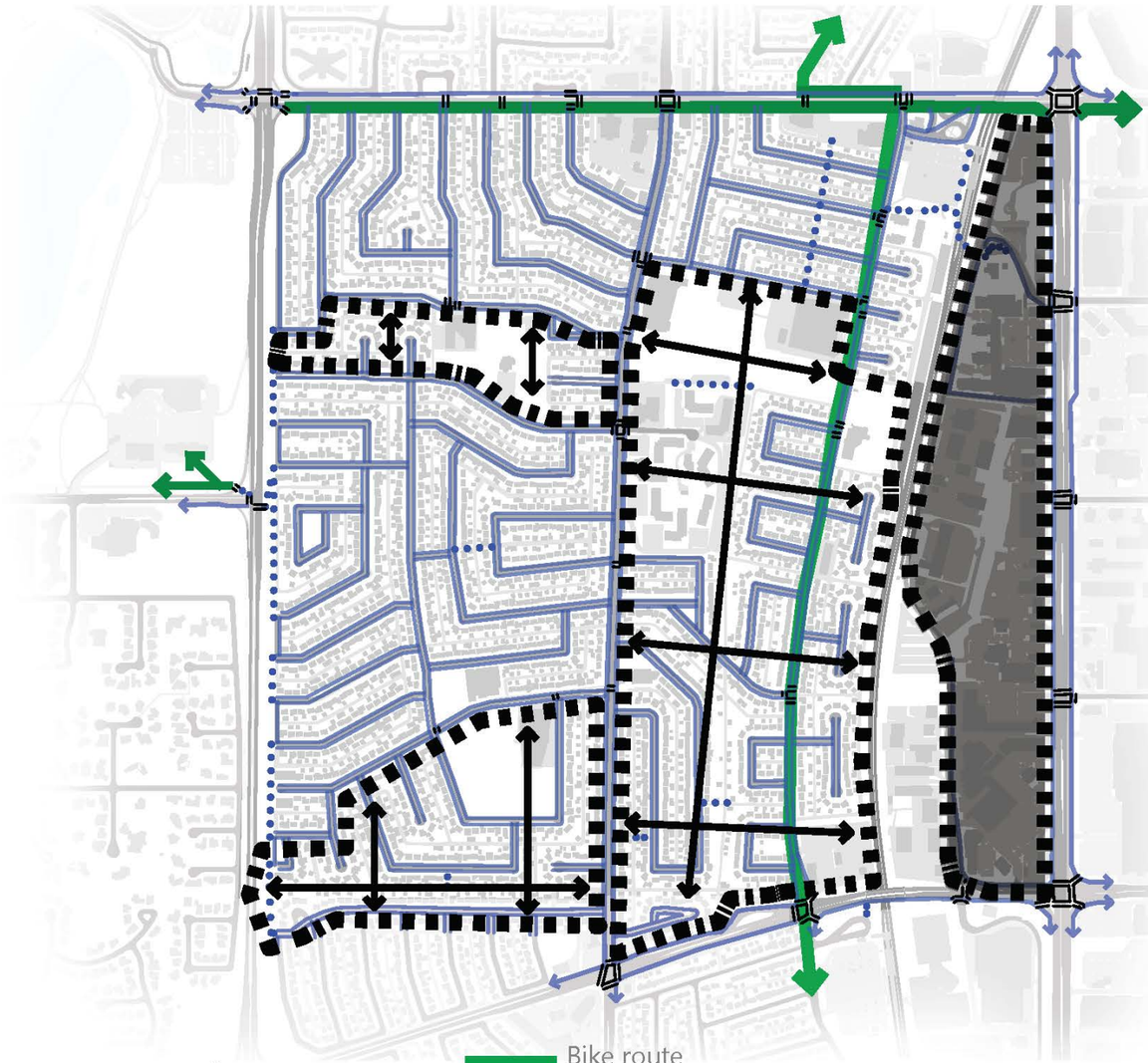
- LRT
- BRT
- Bus
- New BRT stop
- Bus stop
- LRT Station
- Bus station

CONNECTIVITY

The connectivity study evaluated the levels of permeability within the neighborhood, by identifying existing active transportation infrastructure and how they relate to the street and laneway network. Additionally, public transit routes and bus stops were identified to develop a better understanding of the neigbhorhoods proximity to transit services.

- The community has access to major transit routes
- The new BRT will provide better connectivity for the west side

PERMEABILITY



200 m

Bike route

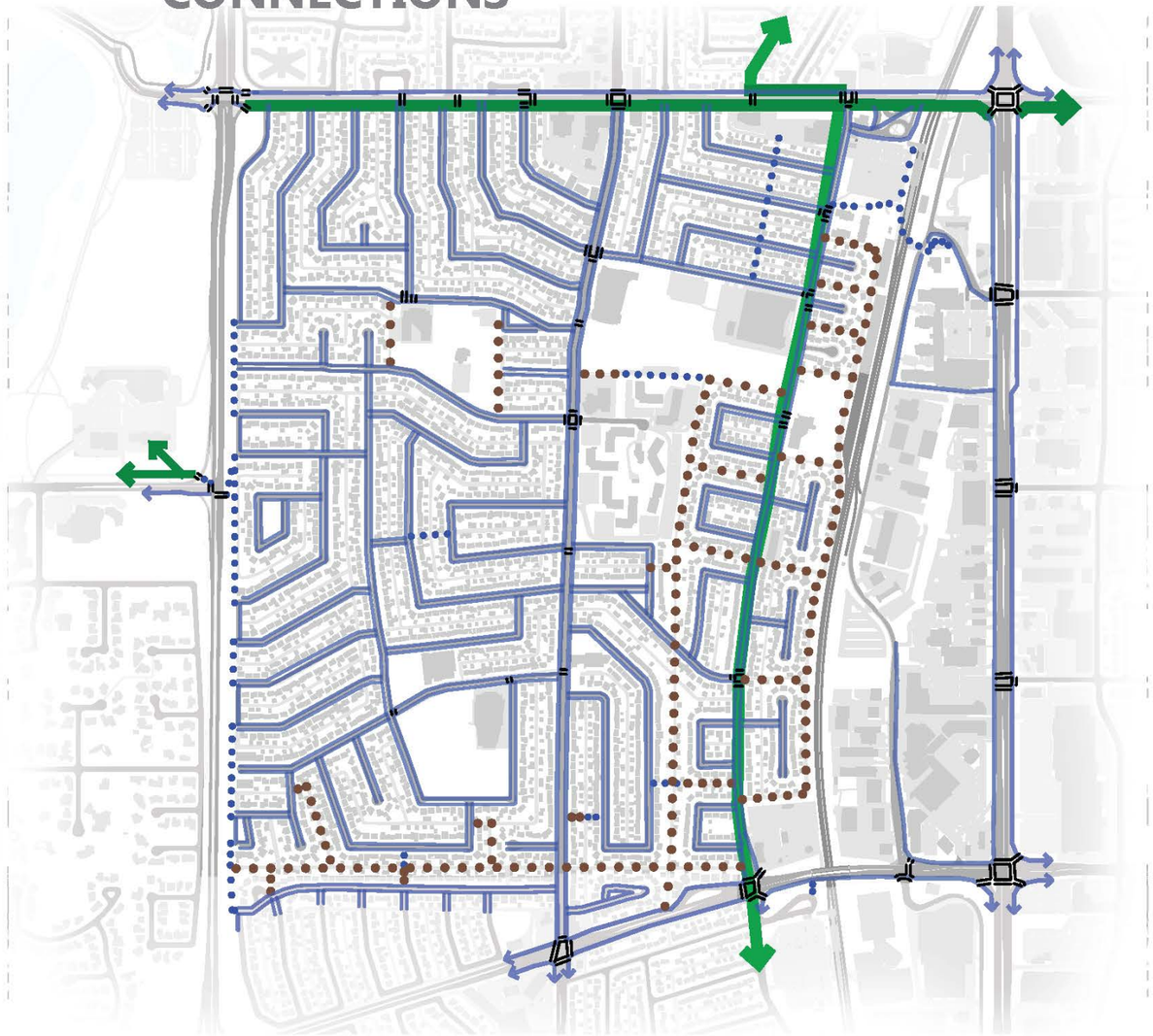
Multy use pathway

Side walk

Pedestrian crossing

Trail

BACK LANES AS PEDESTRIAN CONNECTIONS

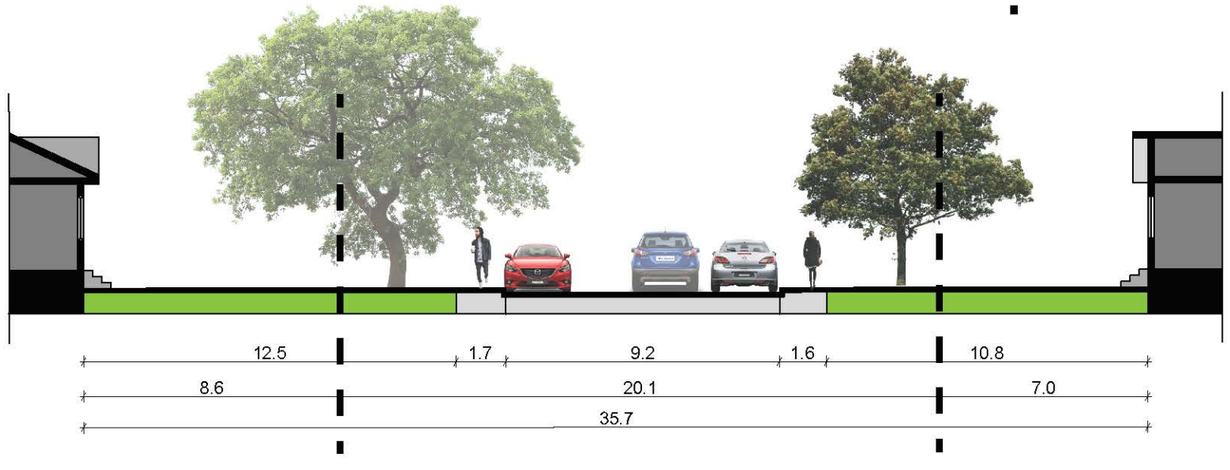


- Some areas lack permeability
- The commercial area in the east has very little pedestrian infrastructure
- By improving some lane ways connectivity would increase dramatically.

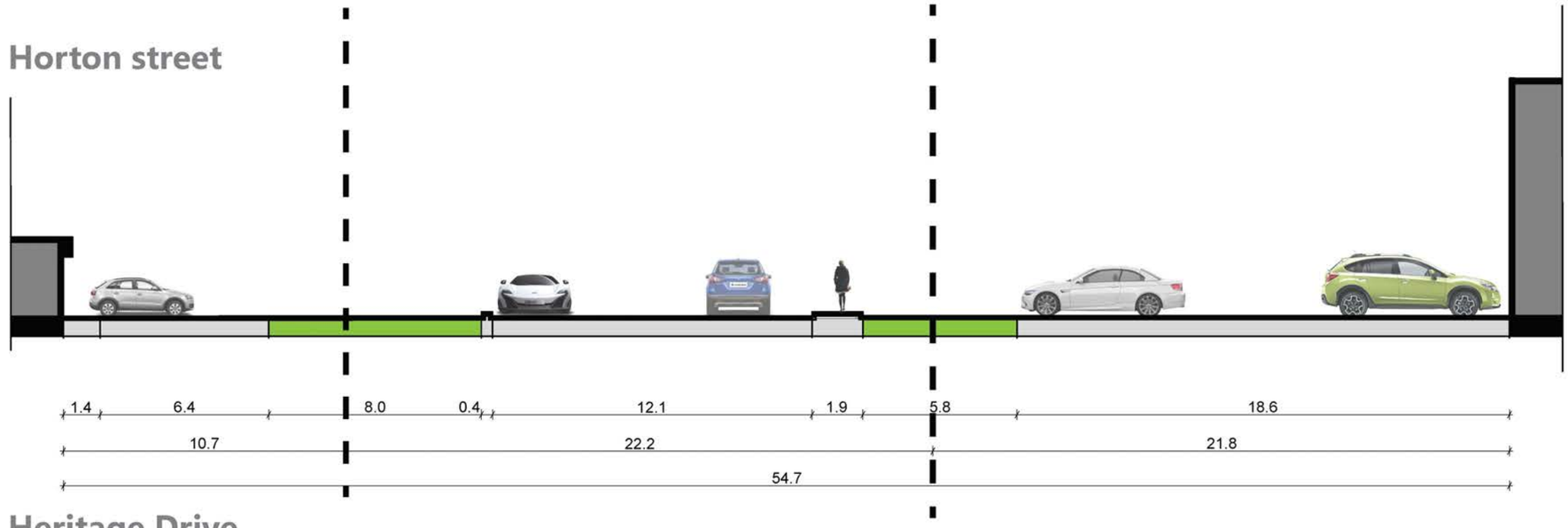
STREET TYPES

The stock of existing street types in Haysboro was study to obtain a better undnerstand of how these corridors interact with pedestrian, cyclists, and motorists. Within this study the width of the street right-of-way, boulevard and pathways were identified to understand how the street prioritized different modes of transportation.

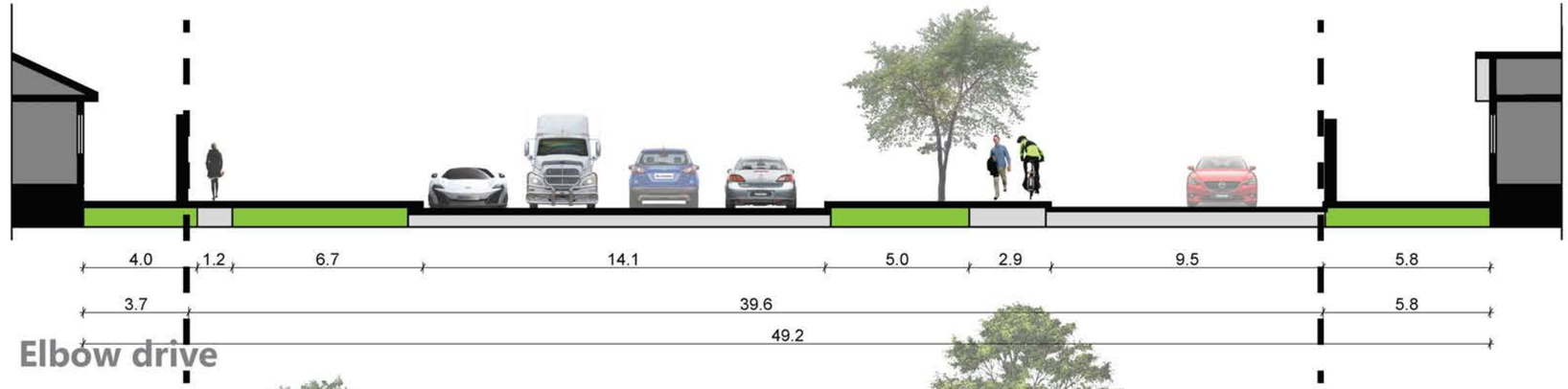
Residential street



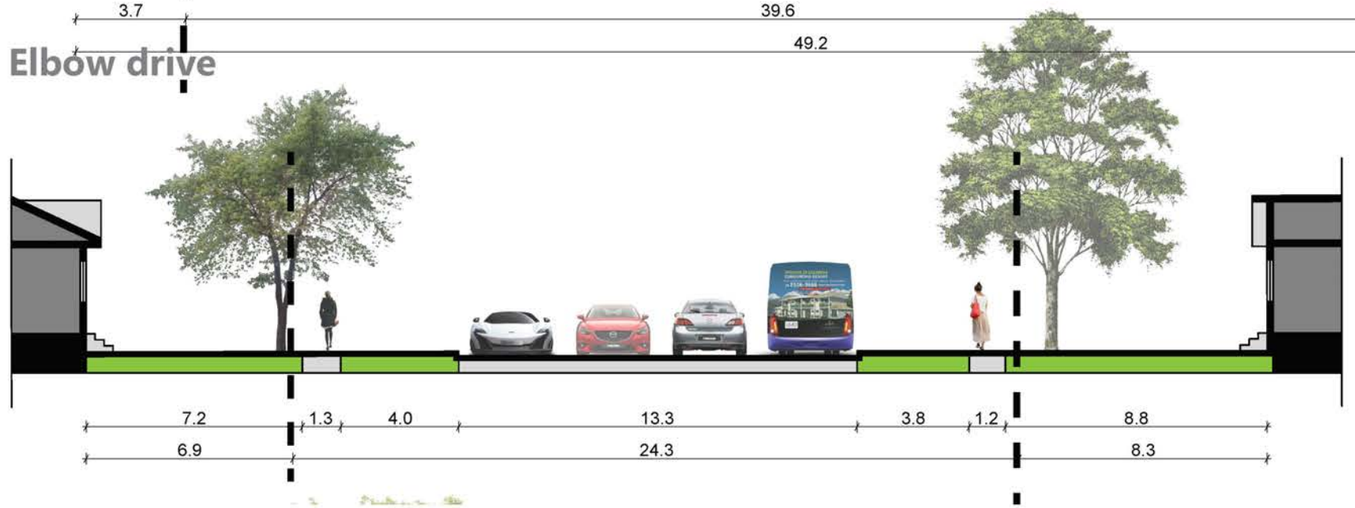
1


Horton street
1.4
6.4
8.0
0.4
12.1
1.9
5.8
18.6
10.7
22.2
21.8
54.7
Heritage Drive

2


4.0
1.2
6.7
14.1
5.0
2.9
9.5
5.8
3.7
39.6
5.8
49.2
Elbow drive

3


7.2
1.3
4.0
13.3
3.8
1.2
8.8
6.9
24.3
8.3