

invigorate

haysboro

neighbourhood improvement plan

hemontika das | michael fuji | kyle sloan

**RADIX**  
consultants



# NEIGHBOURHOOD IMPROVEMENT PLAN CONTENT.

- ABOUT US ..... 5
- INTRODUCING HAYSBORO ..... 6
- PROJECT DESCRIPTION ..... 8
- PROCESS ..... 9
- PROJECT. .... 10
- STAKEHOLDERS ..... 10
- VISION ..... 11
- AREAS OF INTEREST ..... 12
- NEIGHBOURHOOD ANALYSIS ..... 17
- LAND USE CHANGES ..... 37
- CIRCULATION ..... 55
- PARKS AND OPEN SPACES ..... 71
- SUMMARY OF GOALS AND VISION FOR HAYSBORO ..... 93
- REFERENCES. .... 103

# EXECUTIVE SUMMARY

In recent years, the urban revitalization that has been occurring in inner-city Calgary has begun to infiltrate the middle-ring suburban communities. Infill and redevelopment is becoming more prevalent in communities such as Haysboro, but it is occurring without guiding documents that can help these communities maintain their respective identities.

This document is a Master of Planning final studio project that is a collaboration between the community and the Faculty of Environmental Design. It is a guiding document that illustrates the process of mapping community improvements within the neighbourhood. Beginning in January 2017, Radix Consultants a team of three students conducted research, site analysis on the history, environment, land use and open spaces. A public engagement session was then held with the residents of the community where strengths, constraints and opportunities were gathered. These insights turned into designs that Radix Consultants are proposing to the neighbourhood of Haysboro through this report.

The nature of the proposals fall within the categories of land use, park spaces and circulation. All while aiming to unite the community of Haysboro through spaces of vibrancy, diversity, movement and respite.

# ABOUT US



**Hemontika Das**

Hem is an Adult-Third Cultured Kid (TCK) who was born in India, brought up in Tanzania and most recently has been living in Canada. She moved to Canada in 2008 to attend Queen's University for Human Geography and Economics. Since then, she has worked in the homeless sector with non-profits to implement 10 Year Plans to End Homelessness in Alberta. Hemontika is a Masters of Planning graduate from the University of Calgary. During her time in the program she has been a Graduate Teaching Assistant for a Housing, Neighbourhood Change and Equity course, and has worked as an intern at the City of Calgary launching the Civic Innovation YYC Initiative. She is currently a Graduate Research Assistant, conducting research to identify urban planning policies that would best support more affordable living at the Housing - Transportation - Food nexus in Calgary. Fun Fact - Hem tries to travel to one new country every year, loves photography and scuba diving!



**Michael Fujii**

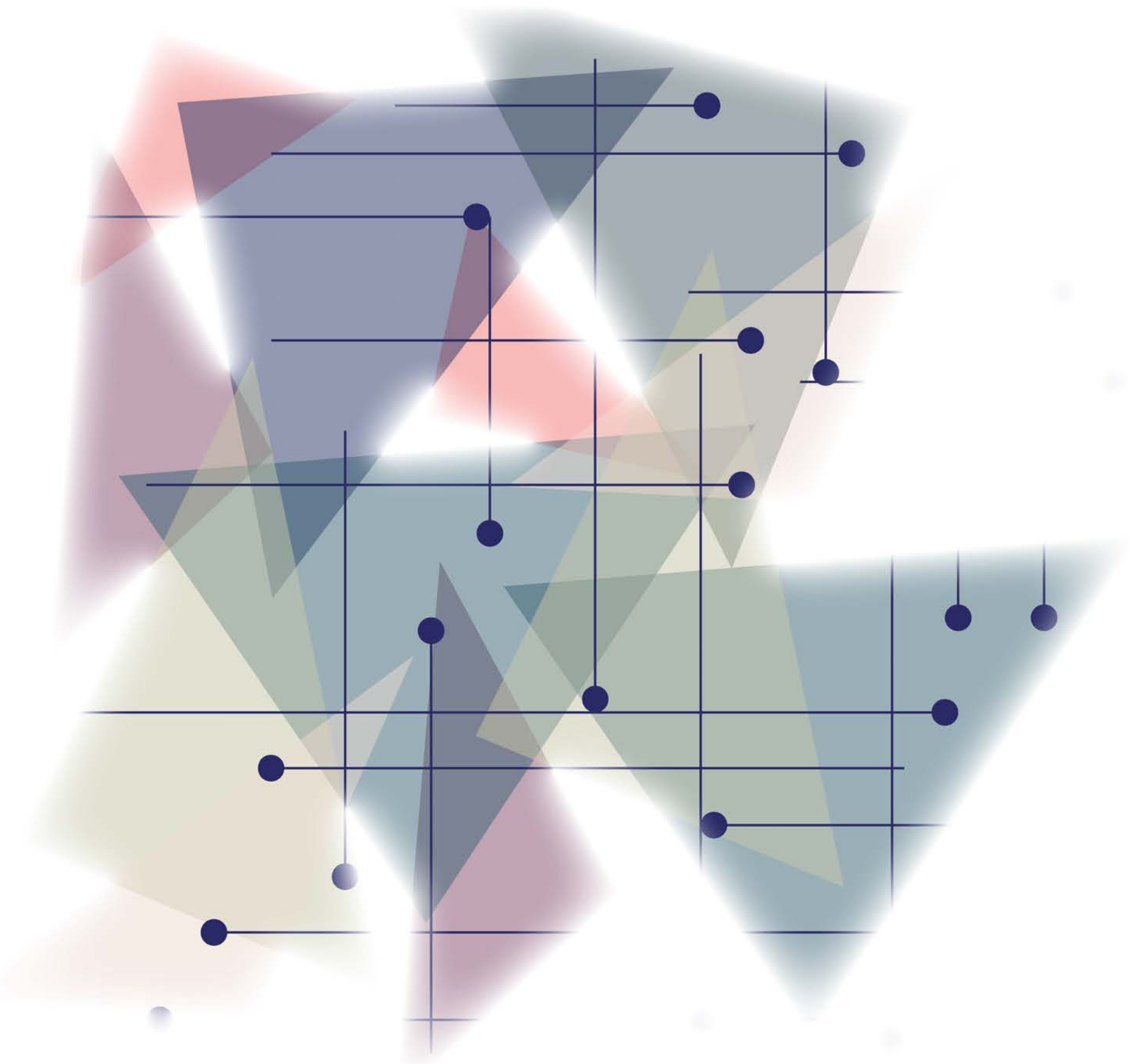
Mike was born and raised in Vancouver, Canada where he completed a Bachelor of Arts degree with a concentration in Human Geography and Urban Studies at the University of British Columbia. Mike believe quality of life is a reflection of how a city and urban space is designed; the better the design, the better the quality of life. He is fascinated with the urban environment and the unique experience each individual has depending on interpretation has fueled my desire to design cities and enhance the urban experience for all people. He is currently a Master of Planning Student (urban design stream) at the University of Calgary, Faculty of Environmental Design. Mike has experience working in land development consulting in addition to experience designing internationally with design taking place in Tokyo, Japan, Hong Kong, and Melbourne, Australia. Fun facts about Mike are that he is multilingual (English, Japanese), an avid NBA fan, world traveller, and a sneakerhead!



**Kyle Sloan**

Kyle is part of an exclusive club - a native Calgarian - who has lived in the Calgary region his entire life aside from splitting five years between his hometown and St. John's Newfoundland to pursue a degree in Geography at Memorial University. Kyle has long had a passion for urban planning and especially for public transportation and transit-oriented development. Currently enrolled in the Masters of Planning program at the University of Calgary Faculty of Environmental Design (EVDS), Kyle is working towards turning that passion into a career. The MPlan program has taken him on a semester abroad to study in Tokyo, Hong Kong, and Melbourne, which was a great opportunity to experience some more developed transit systems and walkable urban environments. Outside of planning, Kyle enjoys cooking, snowmobiling, and nearly every sport humans have invented to date.

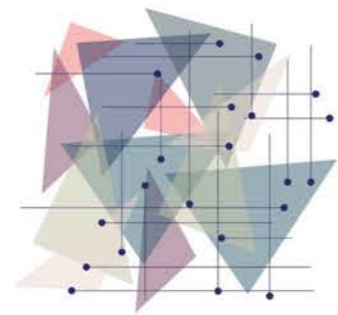
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# VISION.

TO UNITE THE  
COMMUNITY  
OF HAYSBORO  
THROUGH SPACES  
OF VIBRANCY,  
DIVERSITY,  
MOVEMENT AND  
RESPITE.

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## DIVERSITY

A neighbourhood that boasts a variety of residential, commercial and green spaces to cater to a diverse population.

## VIBRANCY

A neighbourhood that boasts a vibrant commercial and recreational spaces where people gather and feel a strong sense of community.

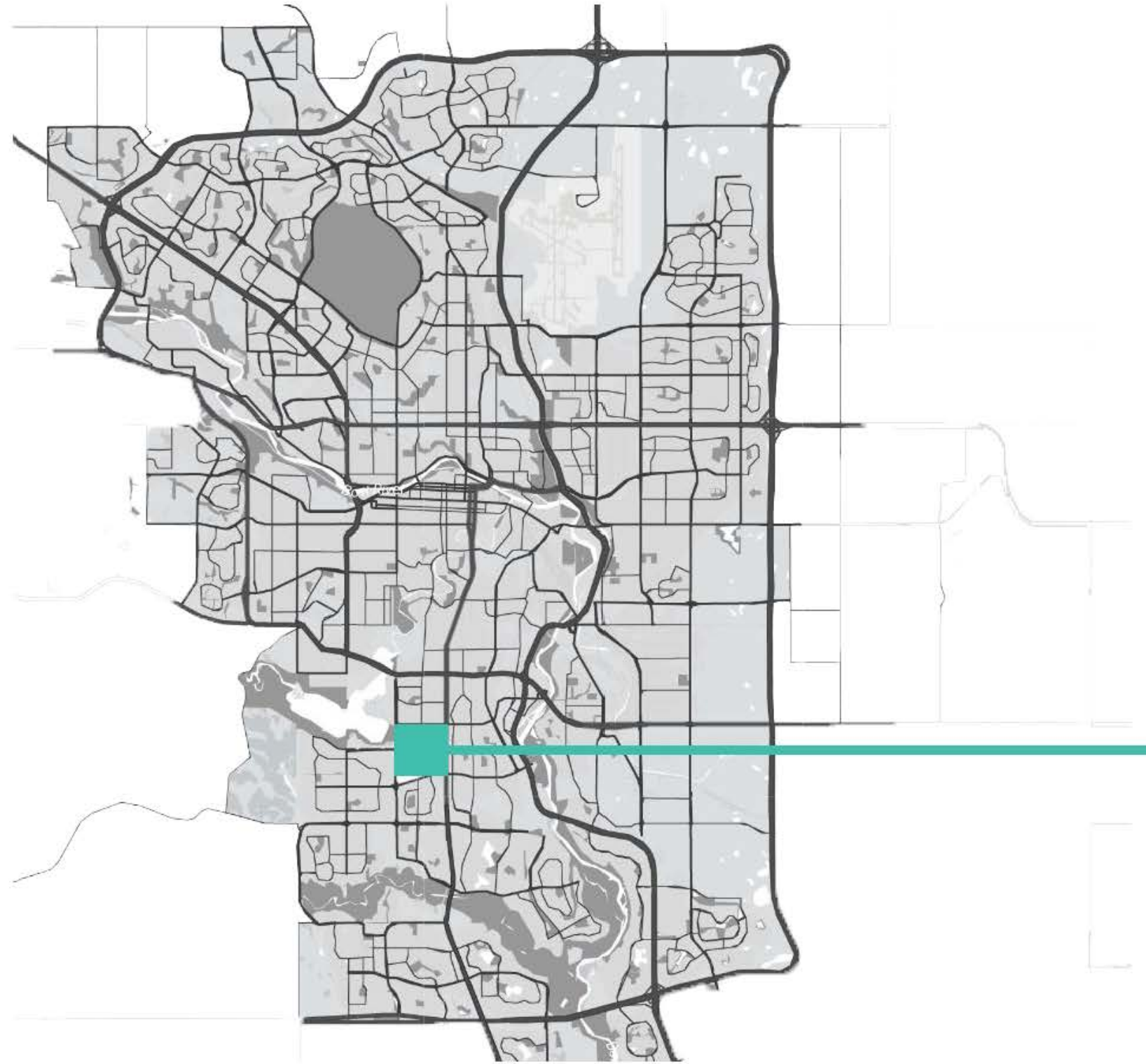
## MOVEMENT

A neighbourhood that is fluid in its movement within and beyond its borders on all modes of transportation.

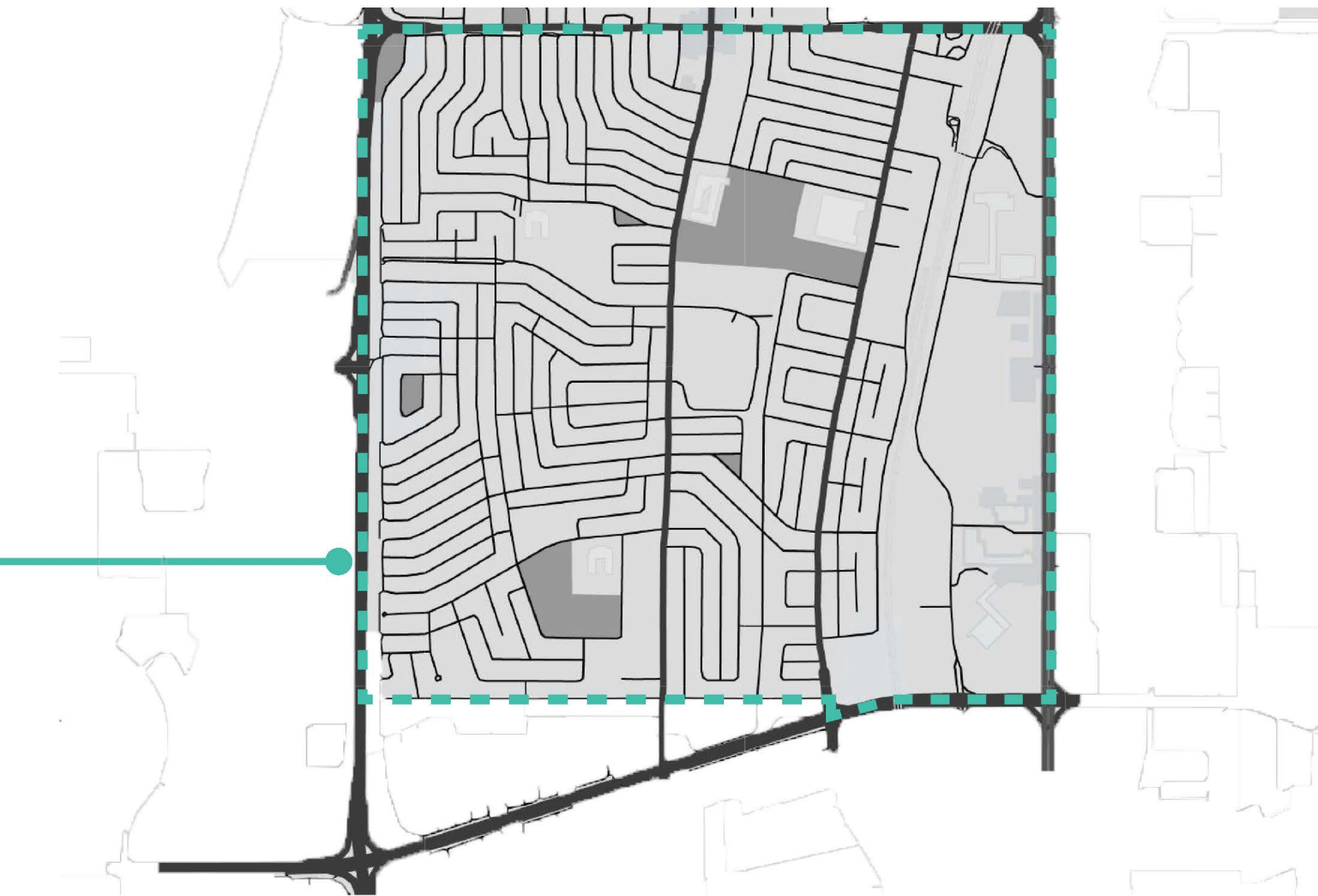
## RESPITE

A neighbourhood that fosters spaces of respite where people are able to take a break away from the hustle and bustle of life.

# INTRODUCING HAYSBORO







Haysboro is a community in Southwest Calgary established in the 1950s, and is predominately single-family residential. The community of Haysboro is a residential neighbourhood located in the south west quadrant of Calgary. It is bounded between Heritage drive in the North, 14th Street to its west, Macleod Trail to its East and 98th Avenue to its south.

The neighbourhood is predominantly divided into three sections:

### **The Macleod Commercial District**

Located east of the LRT tracks is a big box commercial district that has the vibe of many strip malls put together. It is currently home to four high-rise residential towers, so more planned for the future.

### **East of Elbow**

The district east of Elbow Drive and west of the LRT tracks is a predominantly low density residential area with some multi-family housing and two schools. Haddon Road SW is a major road that cuts through this area. Some commercial also lives in this district.

### **West of Elbow**

Located west of Elbow drive up to 14th street, this section of Haysboro is a single family residential area housing three schools and the Community Association.

The community boasts many valuable amenities such as schools, two large grocery stores, small specialty stores and several parks. The presence of Heritage Station, the C-Train's Red Line on the community's eastern edge means that Haysboro will likely see future redevelopment as part of the City of Calgary's push for more transit-oriented development.

# PROJECT DESCRIPTION.

The Haysboro Community Improvement Study is a collaborative project between students from the University of Calgary's Faculty of Environmental Design, the Federation of Calgary Communities (FCC), and the Haysboro Community Association that seeks to establish a vision for the future of Haysboro that facilitates this redevelopment while adhering to the ideals of the community.

This report is a product of site analysis, community engagement, concept planning and designing of components within the community that has improvement potential. It includes recommendations on land use, parks and open spaces, connectivity and infrastructure.



## HAYSBORO'S EXPRESSION OF INTEREST

The Haysboro Community Association expressed interest in several areas of study for initiatives which were considered by the studio to be further explored. These include the following issues:

Planned [pedestrian bridge over 14th Street](#) to connect Haysboro community to the Bus Rapid Transit Glenmore Landing

- Addition of a [pedestrian bridge over the Light Rail Transit/CPR tracks](#) near the south end of Haysboro
- Addition of [multi-use pathways](#), traffic calming measures
- [Bike-lanes](#) on 12th Street, Horton Road and Haddon Road
- [Revitalizing](#) of Haddon Road Business and residential tower area
- Contributing to the [MacLeod Trail Main Street plan](#)
- Future [re-zoning and redevelopment](#) of Southland Crossing
- Community [playground redevelopments](#)

# PROCESS.

This project began in January 2017 until April 2017, and the process is as follows:

## Site Analysis

Radix Consultants approached this project by first conducting a site analysis which included a site visit and research.

## Community Engagement

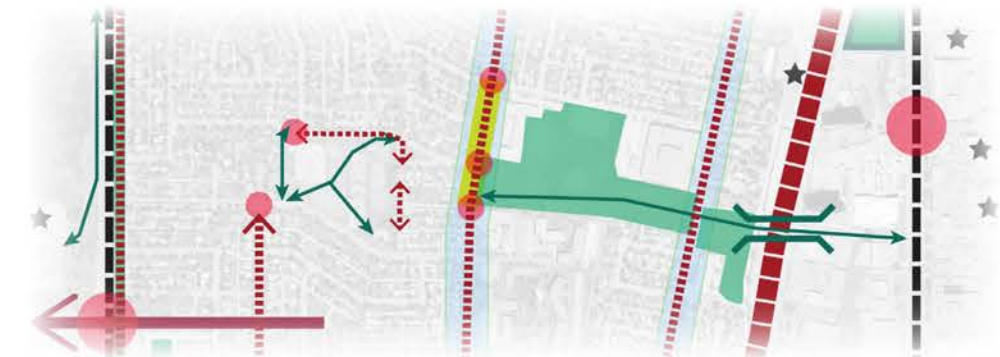
An community engagement session was held at the Haysboro Community Association on 17th February where over 80 community members were present to offer their opinions, visions, concerns and opportunities of Haysboro.

## Concept Planning

With the information gathered, Radix Consultants then proceeded to create concept plans for the re-designing of neighbourhood aspects. This was then presented to the Steering Committee to gather feedback.

## Designing

The final stage of the project was to create design proposals for changes in the neighbourhood, which is presented in this report. Highlights were also presented to the community in an Open House format.



# PROJECT STAKEHOLDERS.

Stakeholders are a key component of every project and significantly impact the process and outcomes of plans. The partners involved in this Community Improvement study have been crucial in the success of the process and outcomes of this recommendation document.

Four parties have particularly been involved in this project and influenced its course. These include:

1. Haysboro Community Association
2. Haysboro community members
3. Haysboro business owners
4. Project Steering Committee

The extent of involvement has been varied across each stakeholder, nevertheless all input has been valuable.



## STAKEHOLDER ROLES

### Haysboro Community Association

Haysboro Community Association has been involved throughout the project process. They have been actively organized all Public Engagement sessions. Members of the association were also a part of the Steering Committee.

### Haysboro Community Members

Community members will be involved throughout the public engagement process. Their role is to inform and consult Radix Consultants on the needs, wants, strengths and weakness of the community. The community had the opportunity to provide feedback on two occasions; Community Engagement Session and The Open House.

### Haysboro Business Owners

Several Haysboro business owners were invited to discuss issues and have conversations with Radix Consultants. This input was taken into consideration throughout the design process.

### Project Steering Committee

The Steering Committee was formed to include members from The Haysboro Community Association (who are also community members), The Community and Neighbourhood Services and Planning Departments for the City of Calgary and a practitioner as an external adviser. They were consulted throughout the project at each process step. The committee had the opportunity to review and provide feedback on all recommendations of the Community Improvement Study.

# AREAS OF INTEREST.

In consulting with the Haysboro Community Association and members, Radix Consultants found three areas of interest that would benefit from the community improvement study.

## Land Use Green Spaces Circulation

Each of the three are crucial components within Haysboro that will contribute to **uniting the community**. Land use will bring a **diversity** of residential and commercial opportunities which will increase the **vibrancy** of the community. Circulation improvements will ease the **movement** throughout the community. Enhancing the green spaces will offer quality **respite** areas within Haysboro.



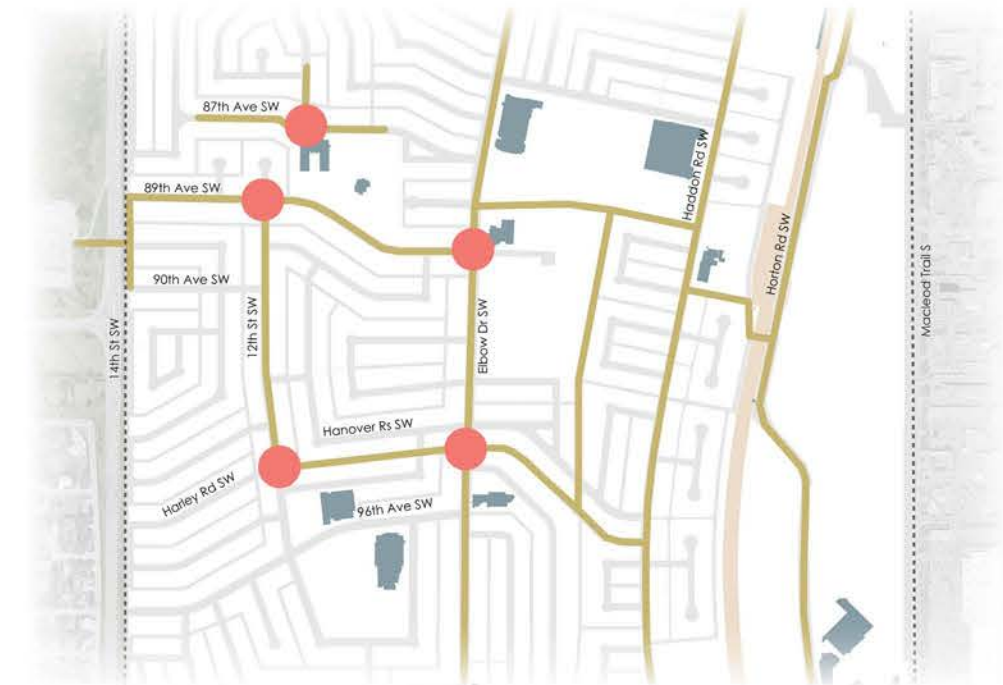
## LAND USE

To propose land use changes that are diverse and will foster a vibrant and lively neighbourhood.



## GREEN SPACES

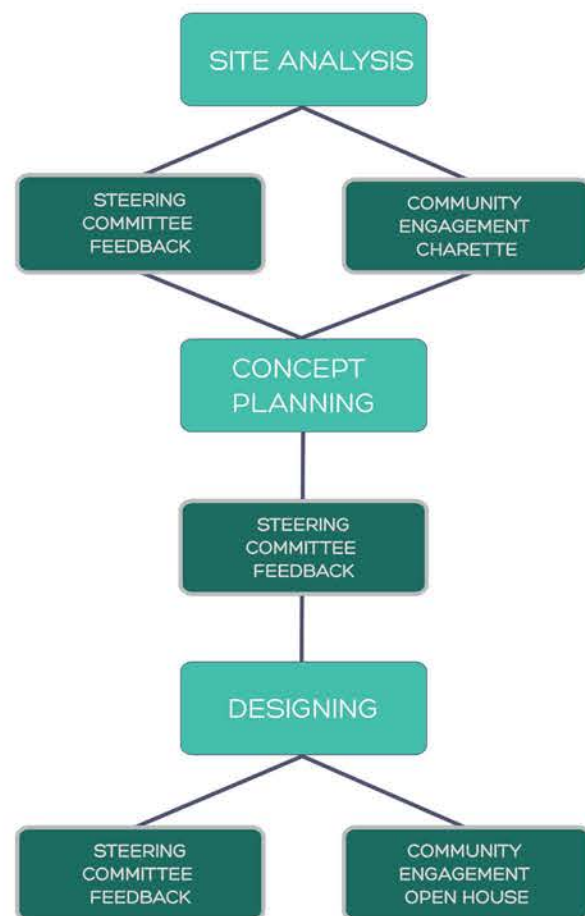
To create spaces for recreation, respite and functionality that are attractive and safe for community members.



## CIRCULATION

To improve local pedestrian and bike infrastructure that will increase the connectivity between people, places and the things they need in a safer and faster manner.

# COMMUNITY ENGAGEMENT



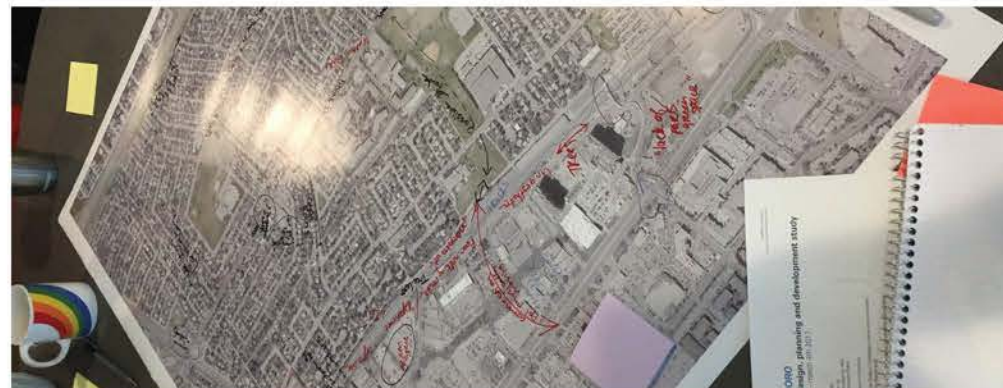
Site Analysis content presentation by Radix Consultants

In proposing recommendation for improvement within a community, it is crucial that the process involves the citizens that will be impacted by the changes. The Haysboro community have been consulted with in two forms throughout the course of this project.



Presence of Haysboro residents

The Steering Committee involved three representatives of the [Haysboro Community Association](#), who are also residents of the neighbourhood. These representatives introduced the site to Radix Consultants and indicated all issues that should be taken into consideration. They were also briefed after each stage of the process including the site analysis, concept planning and final design considerations.



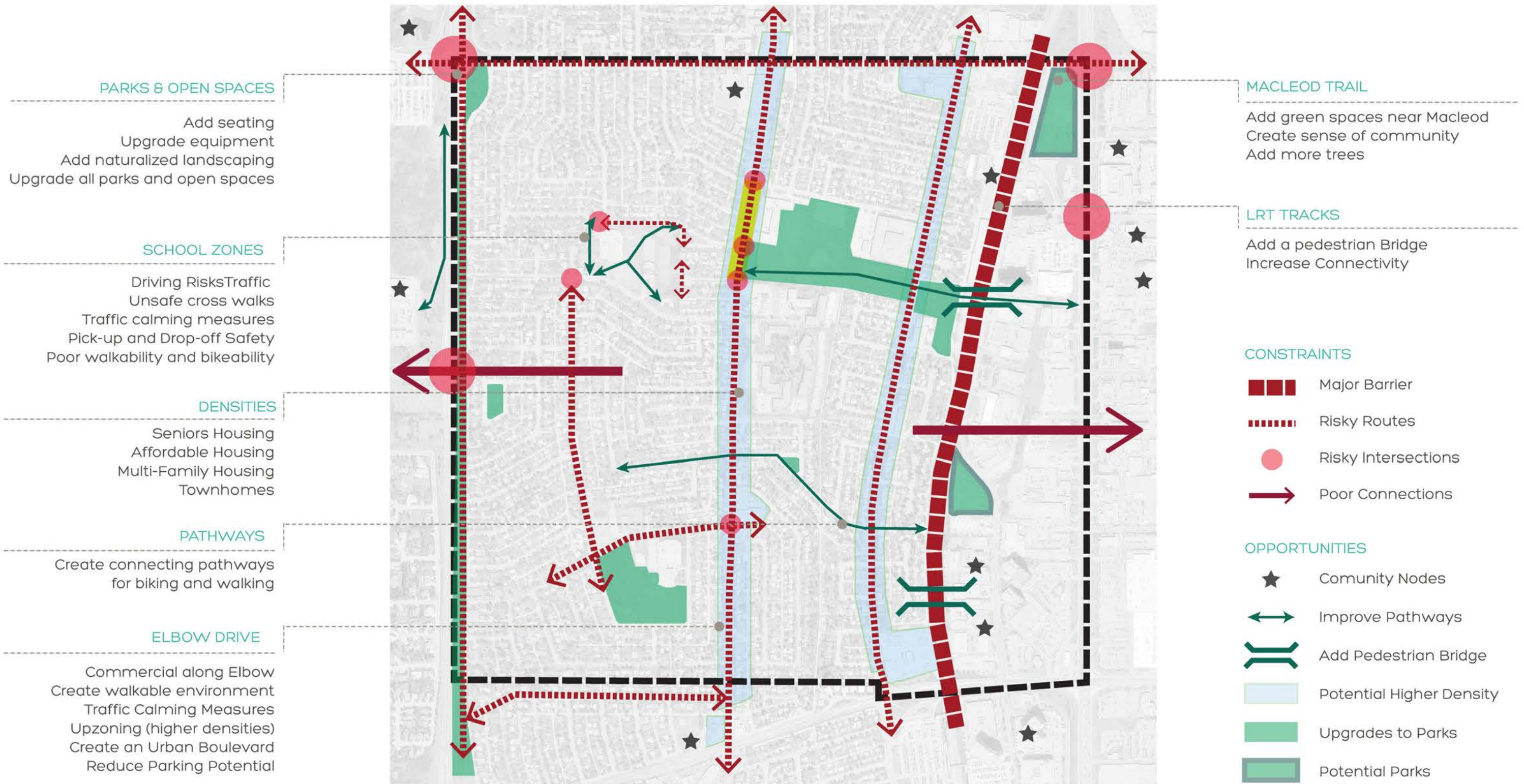
Charettes and mapping

The [Haysboro Community members](#) were involved on March 4, 2017. Representatives of the Community Association arranged a Pancake Breakfast Public Engagement Session at the Community Association. Over 100 Haysboro residents attended this session. Radix Consultants presented four posters with findings and research of their site analysis on Haysboro. The public was then divided into seven groups of 8 - 10 people and a charette was held. They had the opportunity to identify any issues, concerns, opportunities they had on a map.



Feedback from community members

Radix Consultants took into consideration the findings from the charette to develop all concept plans for the designs. These concepts were then presented to the Steering committee who further offered feedback for final designs. The final designs were then presented to the Community Association and the community in an Open House format.







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**NEIGHBOURHOOD  
ANALYSIS**

# HISTORICAL REVIEW OF HAYSBORO COMMUNITY.

A comprehensive review of Haysboro's history was completed to understand the way the area developed and establish a better overall understanding of the historical nature and process of urbanization of the community. Despite being a relatively young community, much has happened in the past sixty years. In 1957, the proposed subdivision of Haysboro was approved by the City of Calgary Technical Planning Board, and by 1959 the community association in addition to a number of schools had been established. Much of the built form throughout community has not changed since the 1960s, with the most significant change taking place between 1969 and 1979 with the construction of Hay's Farm multi-family residential developments on the site where the historic Hays Farm house was located. Many of the other changes pertaining to built form are related to change of building scale, and are predominantly found in the industrial areas of Haysboro, west of the Light Rail and Canadian Pacific Rail Tracks. All the roads and laneways are well established and construction of these roads had been completed by the 1960s with the intent to move automobiles as efficiently as possible. As a result of this, it is inconvenient for people to travel not only throughout the community, but also outside of Haysboro without an automobile.



Glenbow Archives PA-3900-74

Hays Dairy Barn, 1929-1931



Glenbow Archives PA-3131-137

Milkers at Hay's Farm, 1949



Glenbow Archives NA-5093-590

Haysboro Area, 1958



Glenbow Archives NA-2864-470a

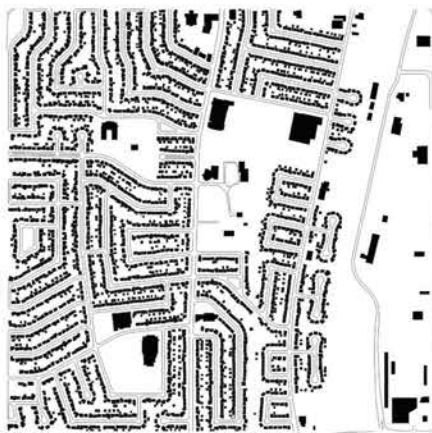
Harry Hays Ranch 1966

# FIGURE GROUND EVOLUTION.

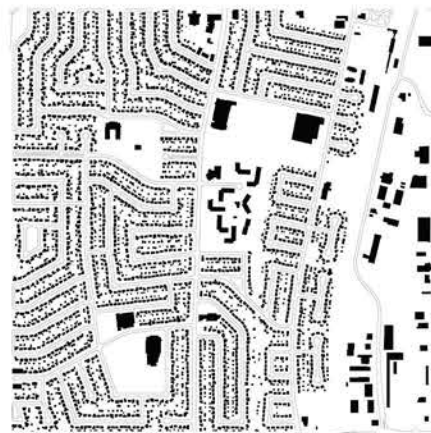
1959



1969



1979



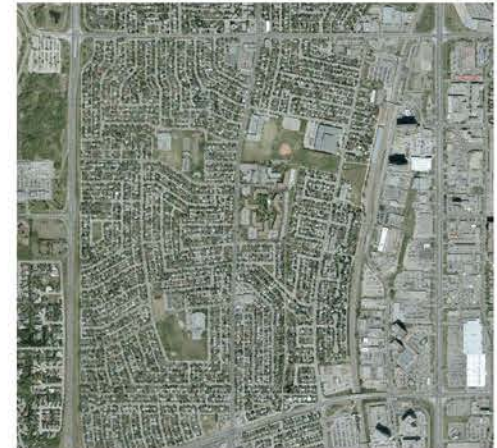
1988



1995



2015



# TIMELINE OF SIGNIFICANT EVENTS.

New subdivision of Haysboro approved by Calgary's Technical Planning Board

**1957**

Original fire station constructed at 8925 Macleod Trail

**1963**

Eugene Coste School Expansion & St. Gerard Parish, Roman Catholic Church established

**1967**

Express Bus System Launched

**1972**

Inauguration of Haysboro Community Association & Eugene Coste School established & Ecole St. Gerard French Immersion School established & Haysboro Elementary School established & St. Andrews United Church established

**1959**

Bishop Grandin Highschool Opening & Southwood Library Opened & Harry Hays Sold the remaining 20 acres of the family farm

**1966**

Apartment development proposed between 82 Ave SW and 90 Ave SW rejected

**1968**

Townhouse development proposed between 82 Ave SW and 90 Ave SW rejected

**1976**

First shopping centre opened on 82nd Ave (now Heritage Drive)

**1980**

Glenmore Shopping Centre established

**1985**

Hope for life Christian Fellowship established

**1994**

Westcorp purchased Jager Homes site in NE corner of Haysboro

**2005**

**1975**

End of trolley operations

**1978**

First phase of construction of LRT system commenced

**1981**

LRT complete and began operating

**1989**

Current firestation at Southland Crossing Shopping Centre established

**1996**

Lighthouse Church established

**2015**

Save-On-Foods Established Heritage

# DEMOGRAPHIC ANALYSIS.

A thorough review of census data was conducted to better understand the community composition, and variables that needed to be considered moving forward with the Neighbourhood Improvement Plan. Based on 2014 census data, the total population of Haysboro was just over 7,000 people and the community has a median age of 41 years old, which is slightly older than the median age of Calgary's population of 36. The total population 65 years of age or older is 6% higher than the Calgary average; indicating that Haysboro is an aging community. In addition to being a relatively old community living in single family homes, our demographic analysis indicates that on average, 2 people per household throughout the community. These numbers are significant as they indicate that the community is not only aging, but is low in terms of population density. The median income in Haysboro is slightly over \$78,000, which is significantly lower than the Calgary average. When compared to the age and family size of the community this relatively low income may be attributed to the number long term residents who are now likely retired and empty nesters.

Given the design of Haysboro, it was unsurprising to discover that 64% of people depend on their automobile as a primary way of commuting to work. Only 22% of respondents indicated that they relied on public transit as their primary mode of transit to work, this figure is surprisingly low given the fact that Haysboro is serviced



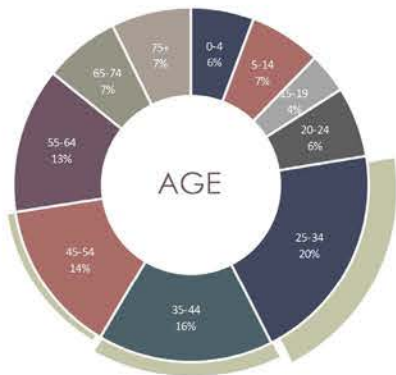
by two LRT stations (Heritage and Southland) and a bus route that routes to Downtown Calgary. Furthermore, 58% of respondents indicated that they currently reside in an owner-occupied building, which is 11% lower than the overall Calgary figure. In terms of housing form specifically, 63% of respondents indicated that they resided in a single family dwelling, which is 13% higher than the overall figure for Calgary; however only 36% of the population indicated that they currently reside in an apartment, 13% lower than the Calgary figure. The review of housing and demographics are significant for us to better understand the current composition of the neighbourhood, our analysis found that 42% of respondents are presently residing in rental units - a figure that was surprising given the fact that only 36% of the community resides in apartments. When compared to the existing land use map, it was unsurprising to see that most the community resides in a single

family detached dwelling as the neighbourhood as predominantly zoned for single family residential. These factors make Haysboro a prime location to implement sensitively intensify by providing a variety of housing options, and in turn increasing commercial opportunities in the area.

POPULATION  
**7086**



2%  
POPULATION DROP SINCE 2014



MEDIAN AGE  
HAYSBORO: 41  
CALGARY: 36



GENDER  
FEMALE: 50%  
MALE: 50%

MODE OF TRANSPORTATION TO WORK



WALK SCORE



TRANSIT SCORE



IMMIGRANTS IN 2011



TOP NON-OFFICIAL LANGUAGES



VISIBLE MINORITY



OWNER OCCUPIED DWELLINGS



SINGLE FAMILY

63%



APARTMENT

36%



OTHER  
(Townhouse & Converted structures)

1%

POPULATION BREAKDOWN BY DWELLING TYPE

OCCUPIED DWELLINGS BY STRUCTURE TYPE

50%

49%

1%

PERSONS LIVING ALONE



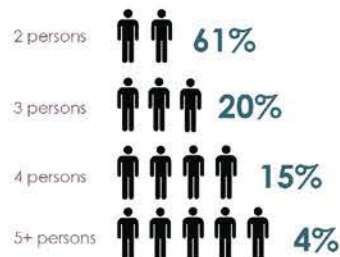
POPULATION 65 YEARS AND OVER



PERSONS PER CENSUS FAMILY



FAMILY SIZE



CHILDREN AT HOME PER CENSUS FAMILY



EDUCATION



NO EDUCATION CERTIFICATE  
14%



HIGH-SCHOOL DIPLOMA  
20%



POST-SECONDARY EDUCATION  
66%

EMPLOMENT RATE



MEDIAN INCOME (per household)



MEDIAN INCOME (per capita)

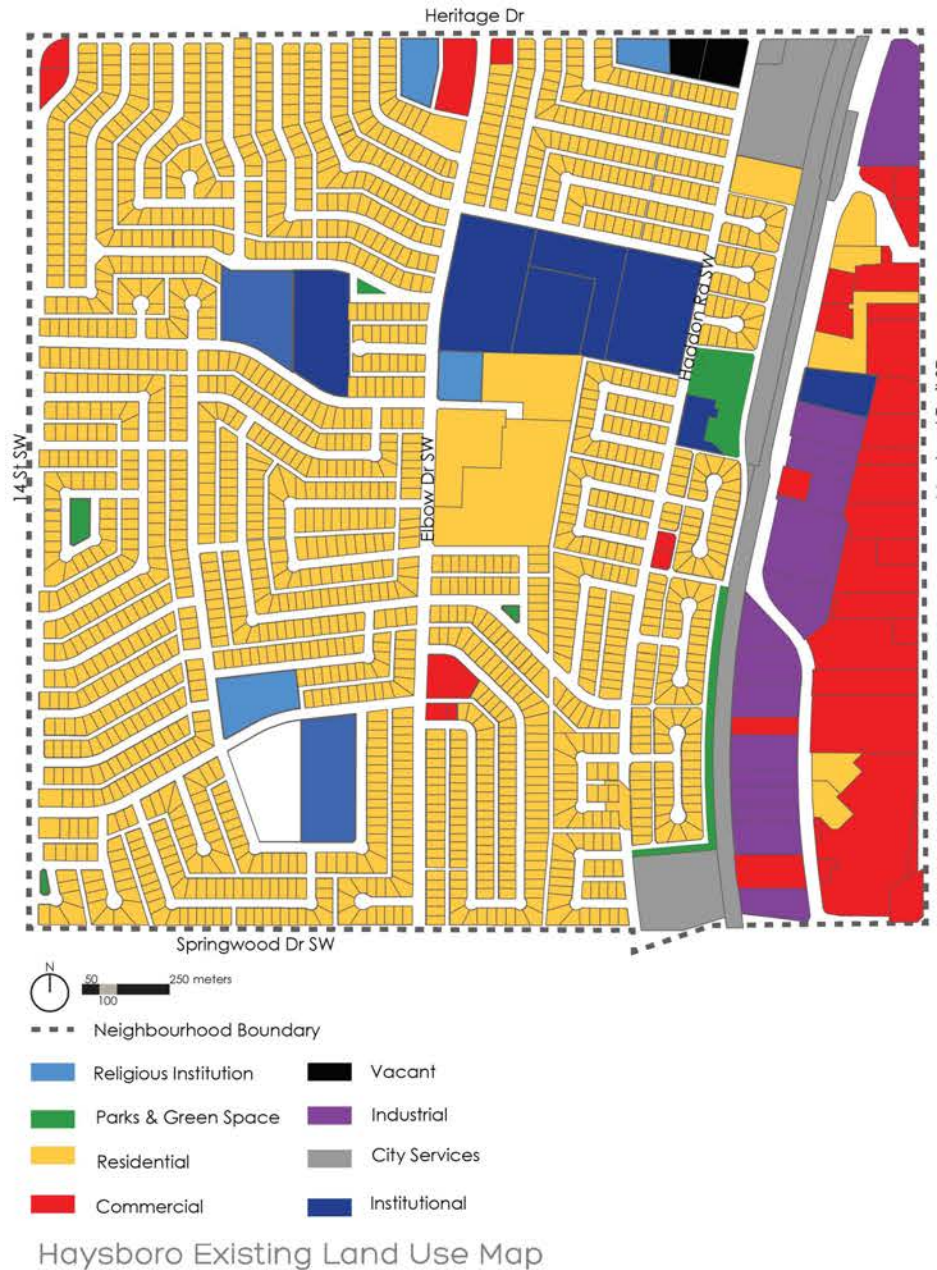


# REVIEW OF EXISTING LAND USE.

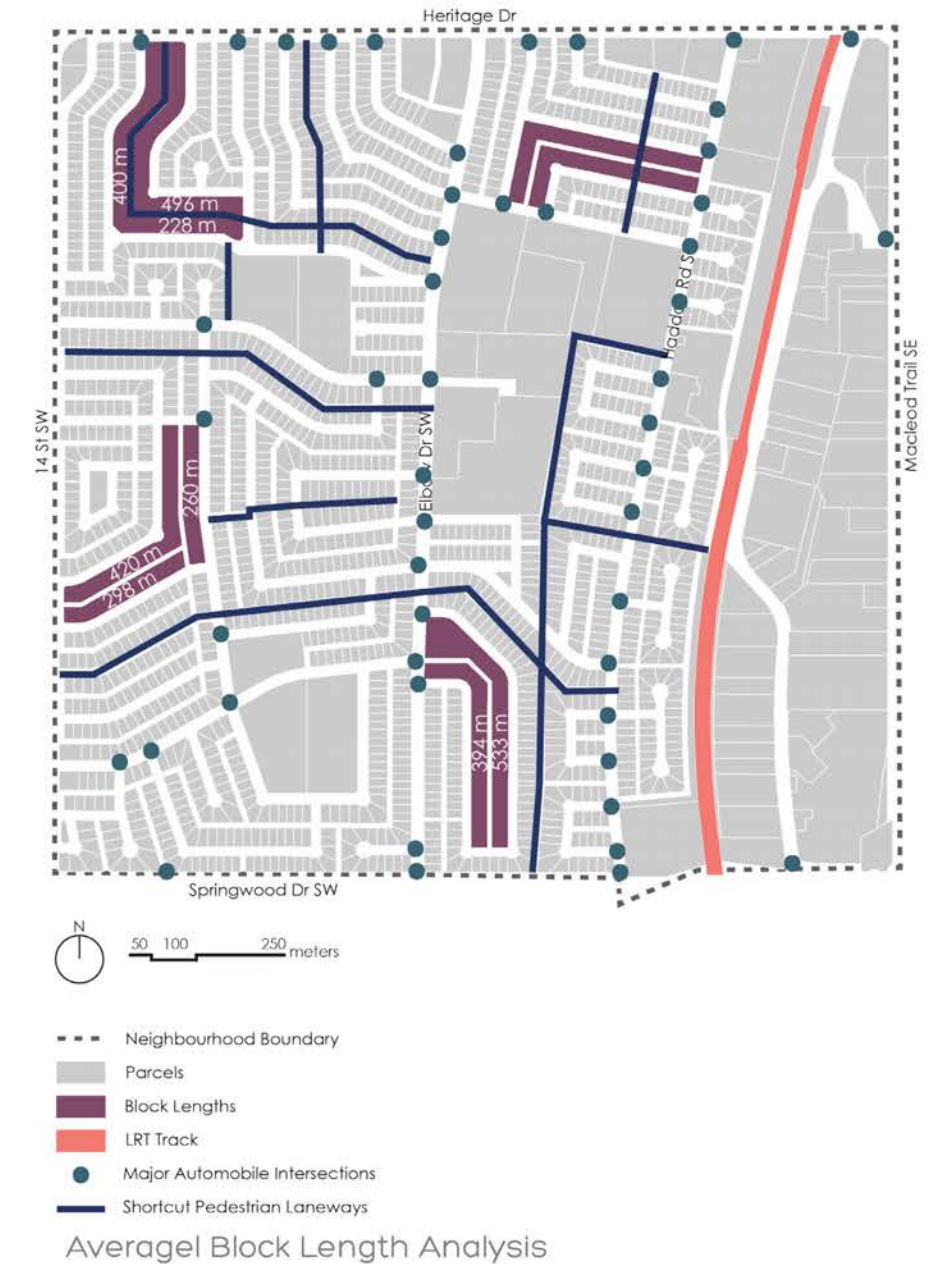
A review of current land use (zoning) and use of land (current use of parcel) was completed to better understand the existing housing stock and commercial areas. Presently, most of the community is zoned for single family residential, with only a few parcels zoned for the allowance of secondary suites. Based on the analysis completed our findings indicate that 90% of the community is zoned as low density residential, 8% medium density residential, and only 2% zoned for the allowance of high density residential. Despite the zoning, our analysis indicates that the number of units in medium and high density areas combined are equal to the number of low density dwellings. Presently, the existing multi-family residential buildings are far and few between, with the largest multi-family residential development being Hay's Farm located in the geographic middle of the community.

Haysboro has a number of green spaces located throughout the community, however the southwest corner of the community is severely lacking any meaningful green space. Furthermore, much of the greenspace in the community is in the form of athletic fields or school green space. This leaves much to be desired in terms of quality open space, with appropriate areas of respite and vegetation.

Much of the existing commercial areas in Haysboro are

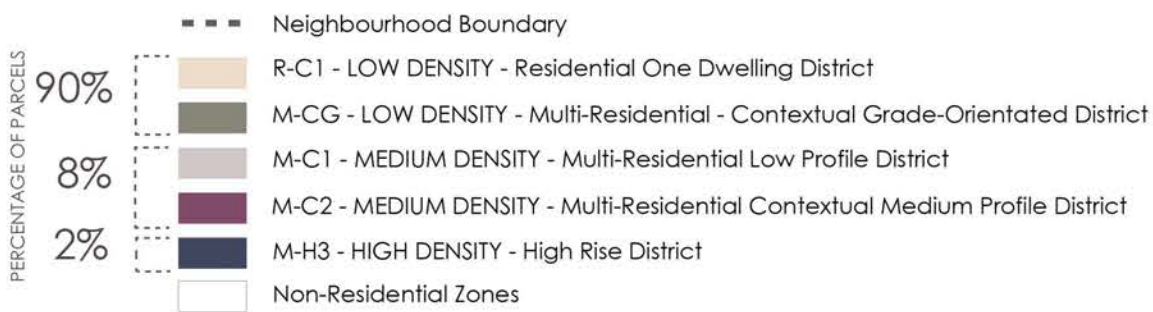
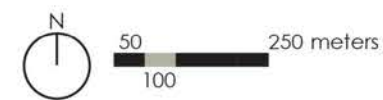
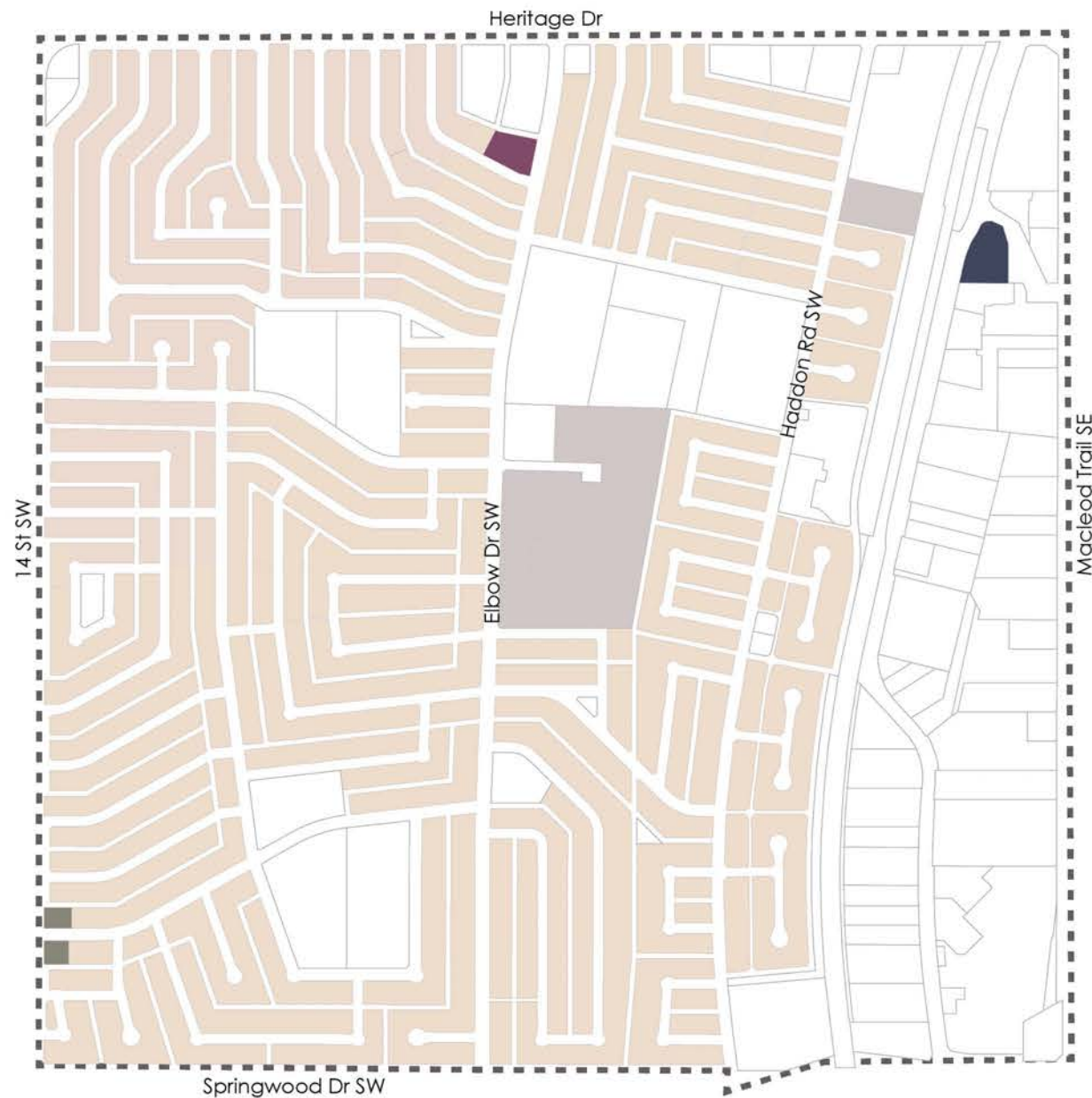


situated away from the centre and are located along the edges of the community. The existing block lengths are long and create connectivity issues, resulting in land of efficient circulation for both vehicles and pedestrians. These long block lengths have a negative impact in terms of connecting Haysboro residents with the existing commercial and park areas in the community. Based on conversations with existing business owners in the

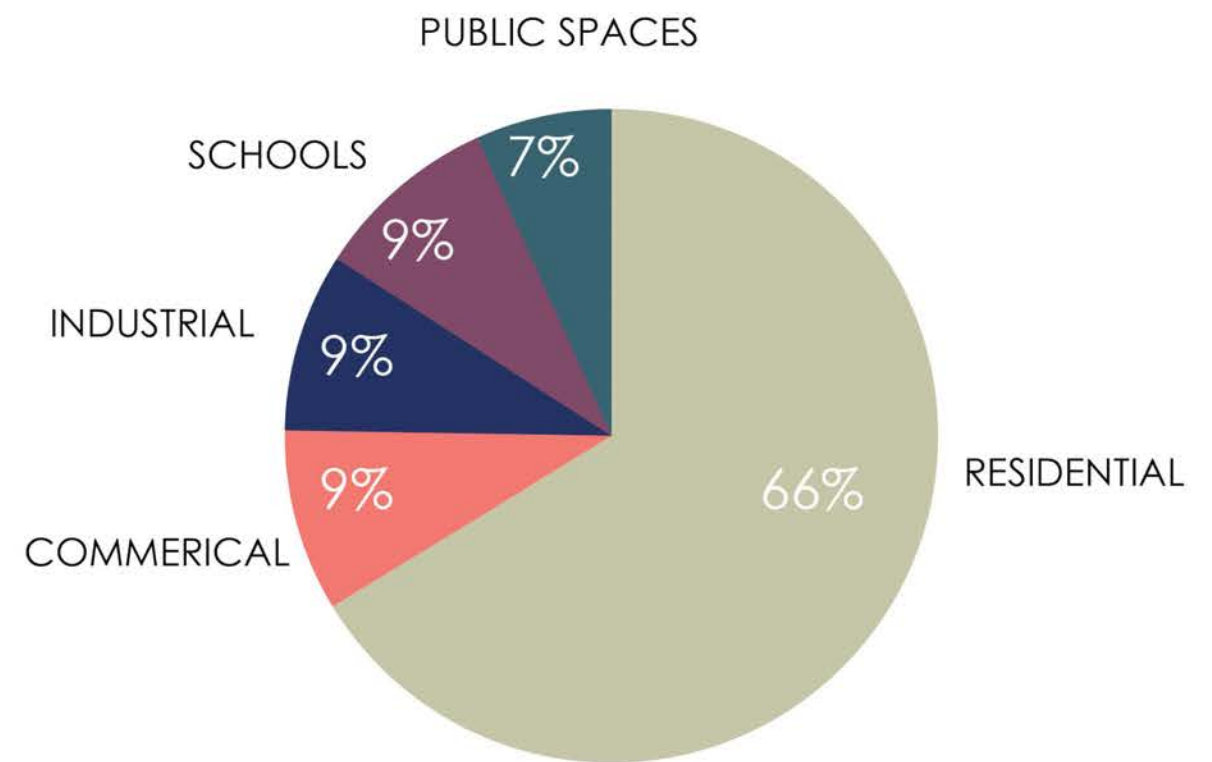
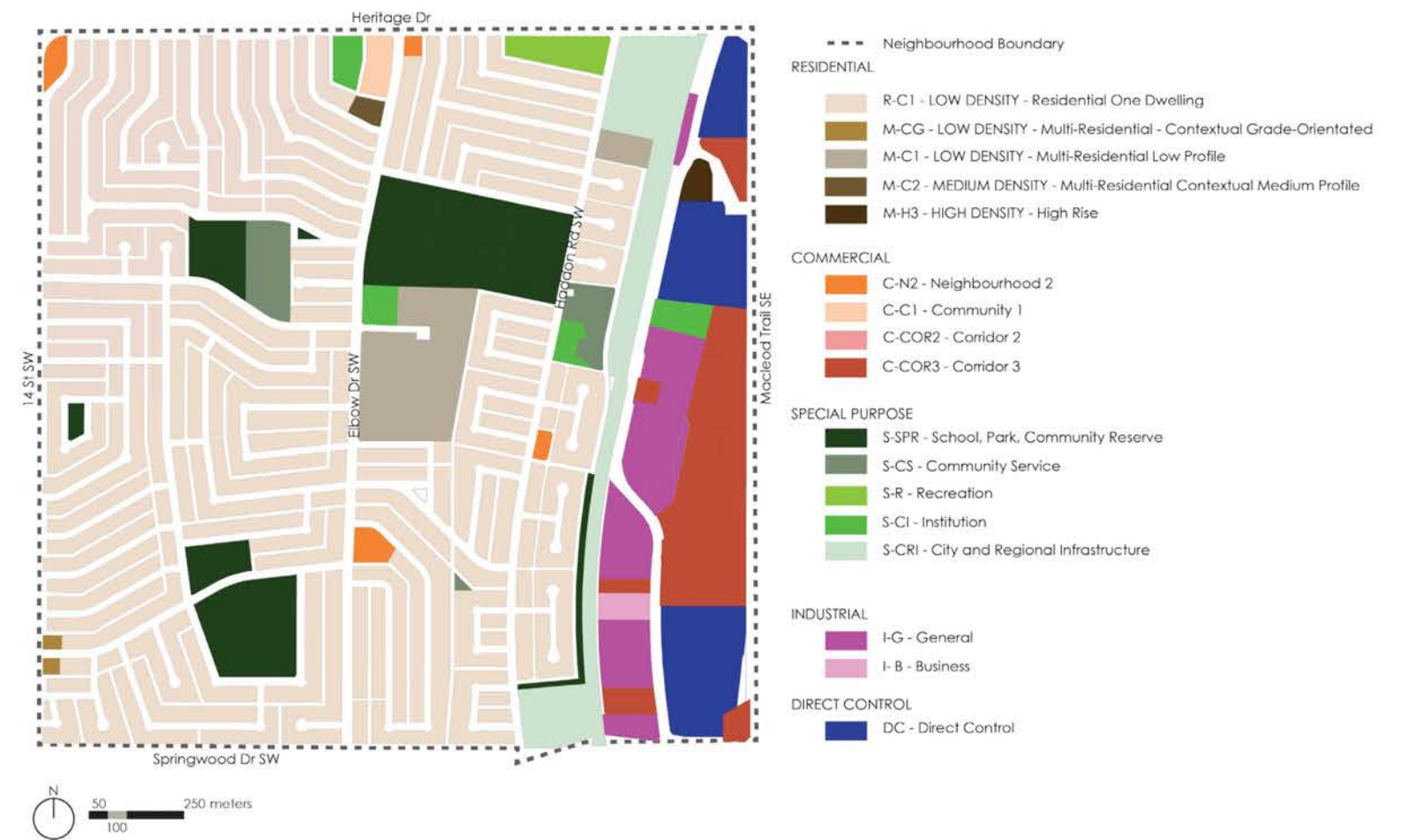


area and residents there is a desire improve connectivity and provide locational options for existing business owners to move to, and allow the provision for new local businesses to establish themselves in Haysboro. Furthermore, much of the commercial located along the MacLeod Trail Corridor are big box in nature and difficult to access without the use of an automobile.

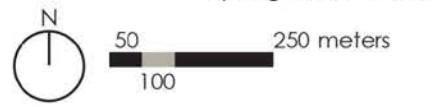
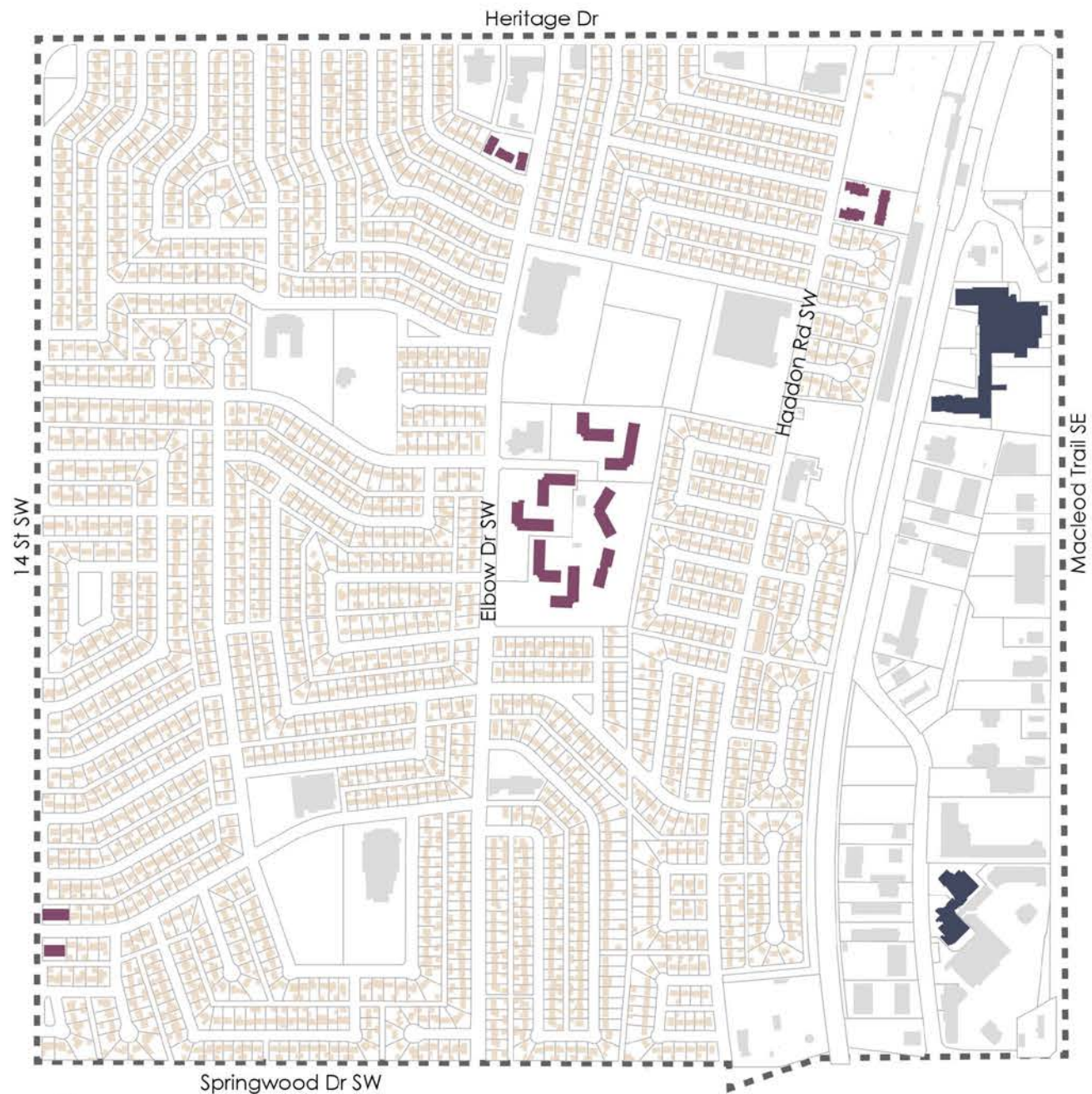




Haysboro Residential Density Analysis



Haysboro Zoning and Parcel Designation Analysis



- Neighbourhood Boundary
- Single Detached
- Low Rise
- High Rise
- Non-Residential Buildings

Existing Residential Building Typologies



- Neighbourhood Boundary
- Parcels
- Green Space
- Building Footprint

Existing Parks and Open Spaces in Haysboro

In addition to a comprehensive review of existing land use, a housing market analysis was completed to better understand the state of the real estate market in Haysboro. Based on our findings we found that housing in Haysboro is above the Calgary average, this may be attributed to the fact that lot sizes in Haysboro are very large and the area is serviced by two LRT stations as previously mentioned. Based on an analysis of MLS listings, we found that the average price of an apartment in Haysboro is \$277,057, while the average price for a townhouse and single-detached dwelling is \$399,999 and \$950,417 respectively. The high cost for single family detached in the area is due to one listing asking \$3.4 million; with this outlier removed the average price of a single detached dwelling in Haysboro is \$460,540.

### APARTMENT



**\$277,057**

845 sq. ft.  
1 bed 1 bath

### TOWN HOUSE



**\$399,999**

1,815 sq. ft.  
2 bed 2 bath

### SINGLE-DETACHED



**\$460,540**

1,030 sq. ft.  
2 bed 1 bath

Average Housing Price in Haysboro by Dwelling Type

## RESIDENTIAL: LAND VALUE ANALYSIS

MLS Number	Dwelling							Land Size (m)			Price	Address
	Type	Storeys	Bedroom	Bathroom	Sq. Ft.	Sq. m.	Year built	Width	Length	Area		
C4093025	Apartment	1	1	1	705	65	1,972	0	0	0	\$ 169,000	#601 8948 ELBOW DR SW, Haysboro, Calgary, Alberta T2V0H9
C4087302	Apartment	1	1	1	740	69	1,974	0	0	0	\$ 172,900	#710 8948 ELBOW DR SW, Haysboro, Calgary, Alberta T2J0H5
C4094053	Apartment	1	1	1	730	68	1,975	0	0	0	\$ 190,000	#309 816 89 AV SW, Haysboro, Calgary, Alberta T2V4N8
C4094887	Apartment	1	2	1	893	83	1,975	0	0	0	\$ 200,000	#313 816 89 AV SW, Haysboro, Calgary, Alberta T2V4N8
C4092798	Apartment	1	1	1	720	67	2,010	0	0	0	\$ 235,000	#704 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4089298	Apartment	1	1	1	692	64	2,010	0	0	0	\$ 247,700	#105 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4092561	Apartment	1	1	1	720	67	2,010	0	0	0	\$ 264,988	#1105 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4091252	Apartment	1	1	1	724	67	2,010	0	0	0	\$ 266,800	#1102 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2E3
C4092858	Apartment	1	1	1	814	76	2,010	0	0	0	\$ 278,500	#713 8710 horton RD SW, Haysboro, Calgary, Alberta T2V0P7
C4092837	Apartment	1	2	1	936	87	1,985	0	0	0	\$ 279,900	#902 9800 HORTON RD SW, Haysboro, Calgary, Alberta T2V5B5
C4093539	Apartment	1	1	1	720	67	2,007	0	0	0	\$ 279,900	#1606 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4090323	Apartment	1	1	1	841	78	2,010	0	0	0	\$ 289,900	#1013 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4079694	Apartment	1	1	1	718	67	2,009	0	0	0	\$ 289,900	#2104 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4071787	Apartment	1	2	2	1,044	97	2,008	0	0	0	\$ 325,000	#219 8710 HORTON RD SW, Haysboro, Calgary, Alberta T2V0P7
C4087673	Apartment	1	2	2	1,013	94	2,010	0	0	0	\$ 325,000	#810 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4093304	Apartment	1	2	2	968	90	2,010	0	0	0	\$ 344,900	#708 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4093291	Apartment	1	2	2	1,065	99	2,010	0	0	0	\$ 344,900	#120 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4093222	Apartment	1	2	2	1,050	98	2,010	0	0	0	\$ 359,900	#510 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4091749	Apartment	1	2	2	968	90	2,010	0	0	0	\$ 399,900	#2008 8880 HORTON RD SW, Haysboro, Calgary, Alberta T2V2W3
C4081975	Townhouse	2	2	2	1,815	169	1,976	26	110	2,838	\$ 399,999	#3 1432 96 AV SW, Haysboro, Calgary, Alberta T2V0Y4
C4091323	Single-Detached	1	3	2	1,039	97	1,959	18	30	549	\$ 394,900	52 HAZELWOOD CR SW, Haysboro, Calgary, Alberta T2V3B9
C4083697	Single-Detached	1	3	1	1,002	93	1,958	16	43	677	\$ 429,900	74 HAVENHURST CR SW, Haysboro, Calgary, Alberta T2V3C5
C4093022	Single-Detached	1.5	3	2	1,130	105	1,958	22	36	785	\$ 449,900	143 Hallbrook DR SW, Haysboro, Calgary, Alberta T2V3H8
C4094813	Single-Detached	1	1	1	1,106	103	1,959	15	30	450	\$ 498,000	1427 89 AV SW, Haysboro, Calgary, Alberta T2V0W9
C4093804	Single-Detached	2	1	1	874	81	1,958	15	30	465	\$ 530,000	37 HADDOCK RD SW, Haysboro, Calgary, Alberta T2V2J9
C4079788	Single-Detached	2	6	7	7,146	664	1,990	29	34	1,004	\$ 3,399,800	1507 96 AV SW, Pump Hill, Calgary, Alberta T2V5G4

### Average Land Value Analysis

Type	Dwelling							Land Size (m)			Price
	Storeys	Bedroom	Bathroom	Sq. Ft.	Sq. m.	Year built	Width	Length	Area		
Apartment	1	1	1	845	79	2,001				\$ 277,057	
Townhouse	2	2	2	1,815	169	1,976	26	110	2,838	\$ 399,999	
Single-Detached	1	3	2	2,050	190	1,964	19	34	655	\$ 950,417	

\* with an anomaly of \$3.4 mil house - without house, \$460,540

Residential Land Value Analysis as of January 31, 2017

# ENVIRONMENTAL ANALYSIS.

An environmental analysis of Haysboro revealed that one subject dominates environmental concerns in the community: Drainage. Haysboro is not particularly hilly, but there is one main ridge that runs north-south through the entire neighbourhood (see Image 3). Haddon Road runs along the bottom of this hill and has a history of flooding from snowmelt and stormwater runoff. To mitigate this, the City has installed larger-than-normal stormwater drains along Haddon in recent years and there is a large drainage pond on the east side of Haddon Road next to the Akiva Academy (see Image 1). Aside from the low point along the valley that is home to the LRT and CP rail lines, Haysboro is quite flat throughout its residential areas.

After drainage, environmental concerns in Haysboro depend largely on personal ideals and preferences. The urban tree canopy is dense along some streets but on most it is somewhat underwhelming (see Image 4). There are some street trees on City-owned land but most are in private front yards which also diminishes the overall quality of the canopy as they tend to be set back farther from the curb. Elbow Drive, with its sidewalks separated with a green boulevard from the curb, presents an opportunity for the City to improve the street canopy on public land.



Existing conditions of drainage pond on Haddon Road

Finally, a third environmental issue that arose at the first public engagement session was shadowing. The concern with shadows is mostly regarding the potential of infill and larger scale housing that could be taller than the majority of the single family homes in the community, which are single-storey or split-level homes. Shadowing and built scale was considered when proposing land use rezoning for this study so that any new buildings in residential areas do not contrast drastically with the existing built environment, particularly to the north of a new building as the sun in Calgary shines from the south (see Image 2).



Sun paths by season

-  Sun Path at Summer Solstice
-  Sun path at Spring and Autumn Equinoxes
-  Sun Path at Winter Solstice



Haysboro elevation and drainage paths

- Neighbourhood Boundary
  - Predicted Drainage Paths
- Elevation
- 1040m - 1060m
  - 1060m - 1080m
  - 1080m - 1095m
  - 1095m - 1110m



Trees located on City Property in Haysboro

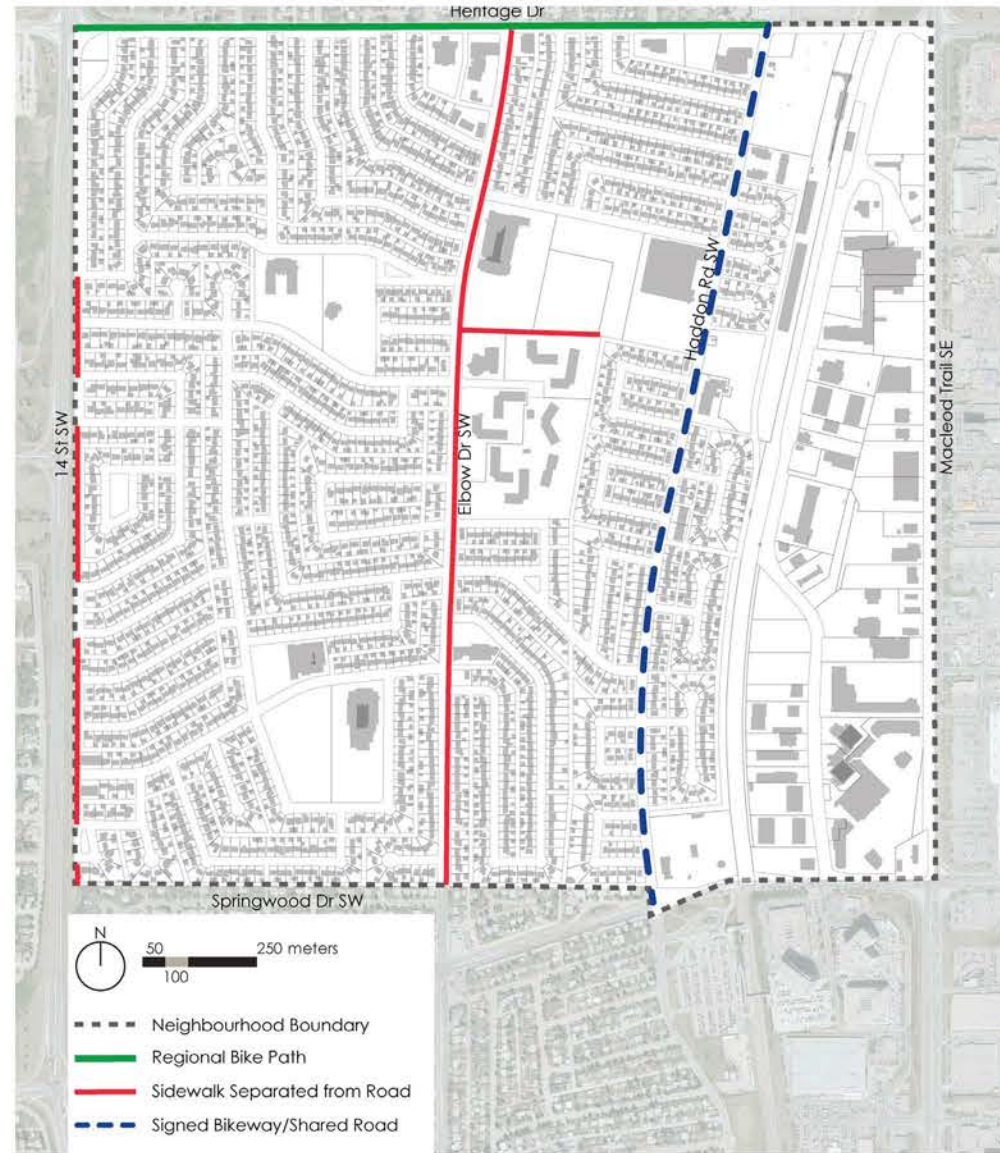
- Tree on City Property
- Buildings
- Roads

# INFRASTRUCTURE ANALYSIS.

One of the primary purposes of this community improvement study has been to analyse and improve connectivity through Haysboro for pedestrians and cyclists. Some of the current challenges in this regard are a lack of east-west corridors for all modes of transportation, a lack of access to outside points of interest on the east and west edges of the community, and some undesirable on-street conditions for pedestrians and cyclists.

Barriers to east-west connectivity are plenty, with 14th Street to the west, a busy Elbow Drive in the centre, and the LRT and CP rail lines cutting off the mainly residential Haysboro from its commercial corridor along MacLeod Trail to the east. In addition to Elbow Drive being difficult to cross, there are very few four-way intersections across it, with most roads that intersect the busy collector terminating there.

Permeability is also affected by the fact that many of the residential blocks in Haysboro exceed 300 or 400 metres in length. To avoid travelling off course, pedestrians, cyclists, and motorists alike often resort to using lanes to cut through the long blocks. While few are paved, the lanes in Haysboro tend to be very wide, which enables drivers to cut through them at high speeds. Therefore, the laneways of Haysboro pose great opportunity as well as danger for circulation in the community. Outside connections can be scarce in Haysboro, particularly along the western and eastern borders of the community. 14th Street runs along the entirety of Haysboro's western border, but there is only a single walkway through the fence at 90th Avenue at which



Active Transportation Map

pedestrians and cyclists can enter and exit. There are no access points along 14th Street for vehicles. The City has planned on constructing a new pedestrian bridge north of 90th Avenue that will cross 14th Street and improve access to the Glenmore Landing shopping centre and the future Southwest BRT line. Three alignment options have been presented, with none of the three emerging as a clear preference among Haysboro residents.

Between Heritage and Southland Drives, there is only one pedestrian crossing of the rail lines that run along



Public Transit Map

the valley in eastern Haysboro. To further exacerbate the barrier presented by the rail corridor, the crossing at Southland Drive is very cumbersome to navigate and most people resort to driving to the amenities along MacLeod such as Southland Crossing.

The inhibiting presence of the barriers highlighted above are clearly displayed in the walkshed maps produced by Radix Consultants. These maps show the reachable area from major community focal points in a 400m (5 minute), 800m (10 minute), and 1km (12 minute) walk.



Current Street Hierarchy Map

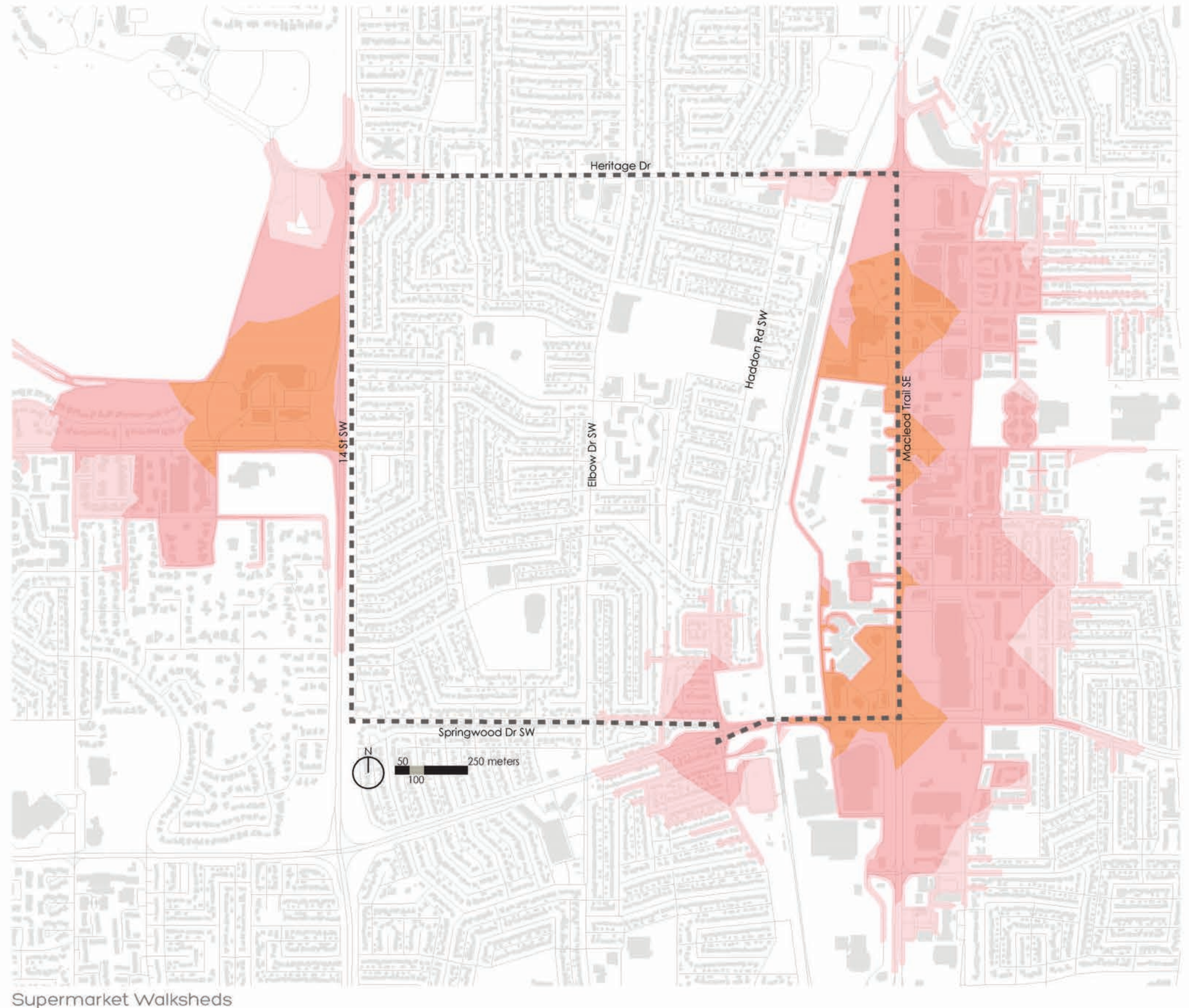


Functional Analysis of Connectivity Map

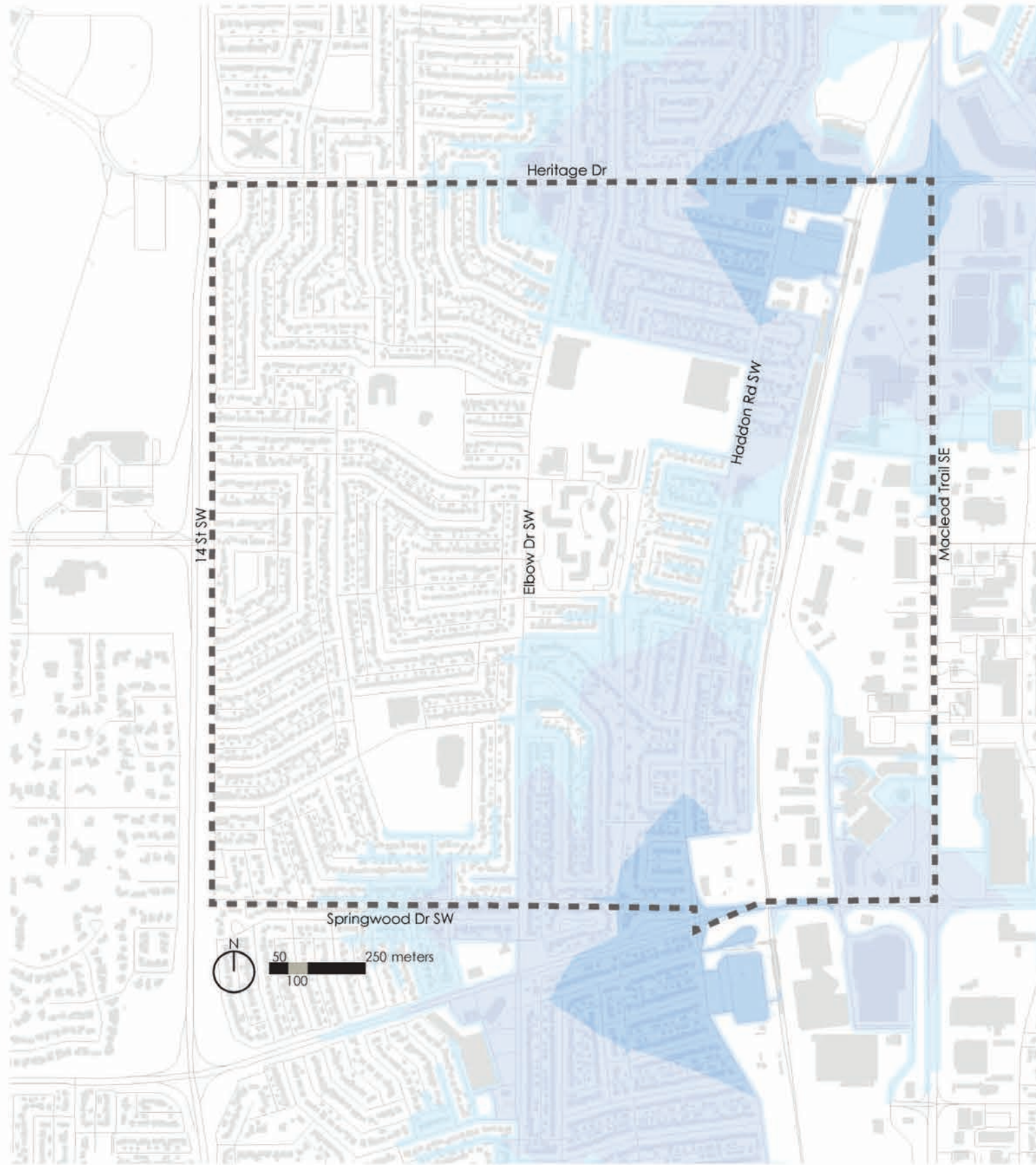
# WALKSHEDS.

The following inferences can be made from analysing the three walkshed maps shown here:

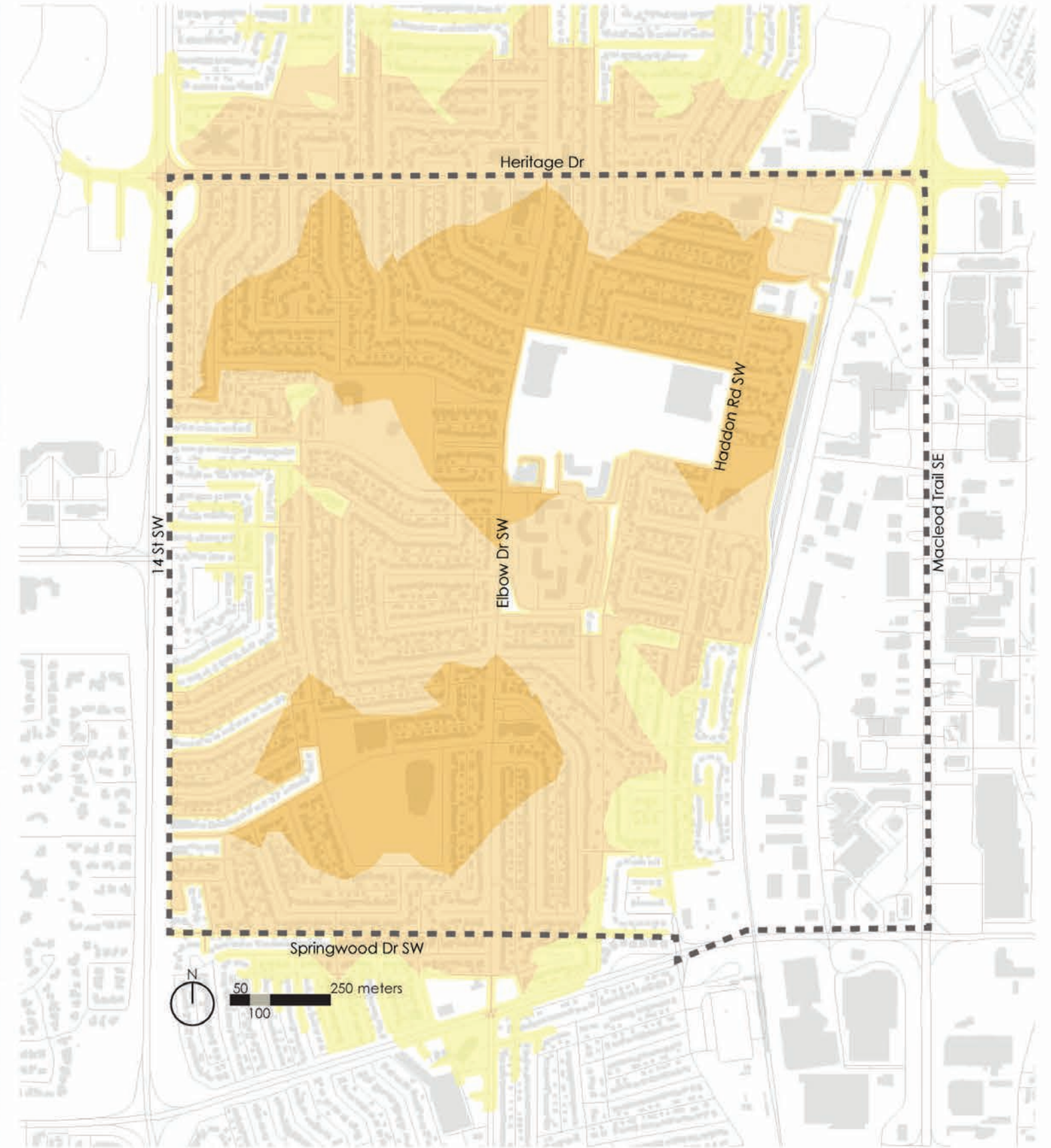
- Walking to a supermarket is very unlikely for almost all Haysboro residents.
- The LRT serves the eastern half of Haysboro but it is unlikely that many residents living west of Elbow Drive will walk there.
- The community is very well served by schools. What the map does not show is that the elementary schools are west of Elbow Drive and the junior and senior high schools are east of Elbow Drive.







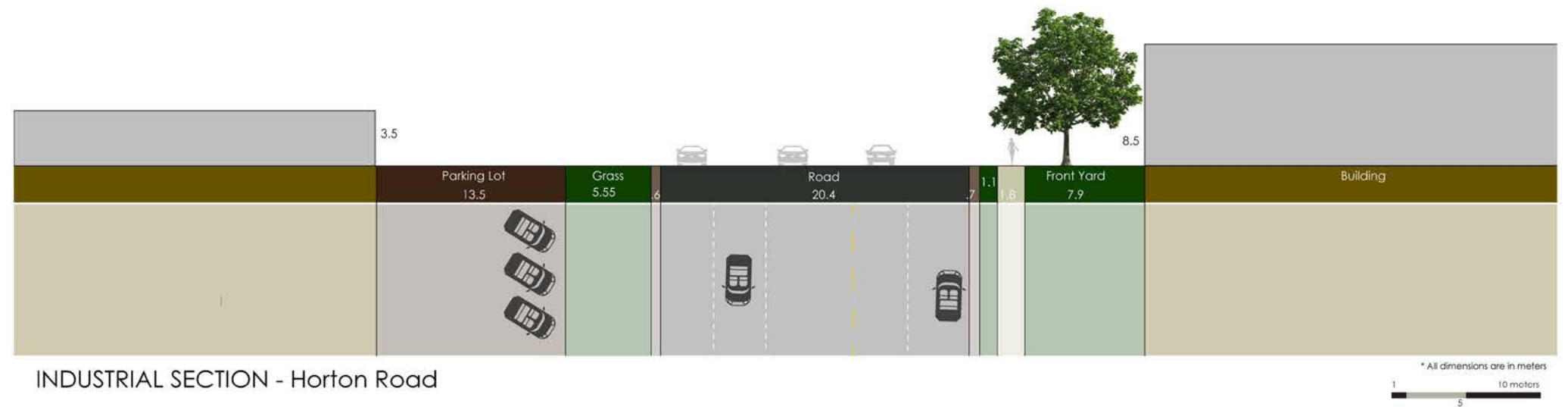
LRT Station Walksheds



School Walksheds

# CROSS SECTIONS.

The cross sections on this page show the different scales of road found throughout Haysboro. Note that while the section of Horton Road shown here is very wide, much of the road is only two lanes.



Street Cross Sections



Elbow Drive at 89th Street, looking north



Existing conditions of Heritage Drive pedestrian infrastructure. Note poor drainage forcing pedestrians to walk on adjacent residential road.

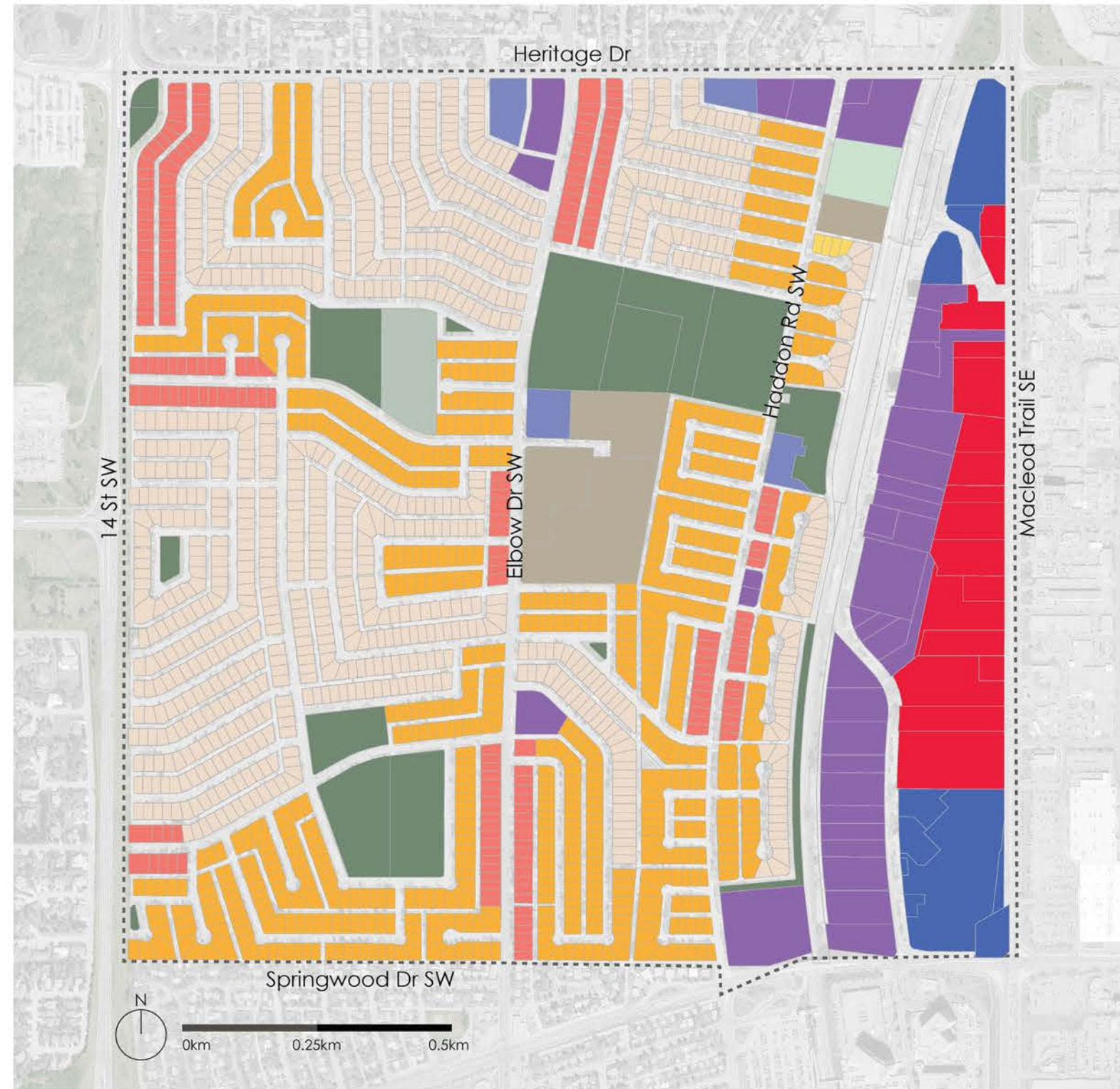


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# LAND USE CHANGES

# OVERVIEW OF PROPOSED CHANGES.

As the community is currently classified as built out, and was planned and developed in the late 1950s, the current land use in Haysboro is primarily made up of detached single family residential with pockets of commercial that can be inconvenient to access without an automobile. The area is fortunate to be serviced by two LRT stations (Heritage and Southland), and the soon to be constructed BRT. This allows for the provision of increasing density throughout the area, however, the residential intensification should be done in a sensitive manner that respects the existing fabric of the community. Our vision for the future of Haysboro is to increase the diversity of land use throughout the community, by strategically increasing density in a sensitive, yet deliberate manner that allow for existing businesses to thrive, while also increasing the opportunity for new commercial to establish themselves in the community. Furthermore, based on census data analysis and feedback from the community, we have found that Haysboro is an aging community, both in terms of demographics and housing stock. The intent of the new land use plan will allow the community to identify areas that are well situated for redevelopment, which in turn provides the opportunity for diversify housing stock. As the community and it's residents grow in age, the goal is to ensure that Haysboro is a community that offers amenities and lifestyle choices for current and future residents no matter their age or income.



Proposed Zoning Map for Haysboro, Calgary

- Neighbourhood Boundary
- R-CG Residential Grade Oriented Infill
- R-C1 Low Density Residential One Dwelling
- R-C1S - Residential Contextual One Dwelling
- M-C2 Medium Density Multi-Residential Contextual Medium Profile
- Mixed Use Zone
- High Density High Rise (M-H3) - District
- C-COR3 Corridor 3
- S-CI Institutional
- S-CS Community Service
- S-CRI City & Regional Infrastructure



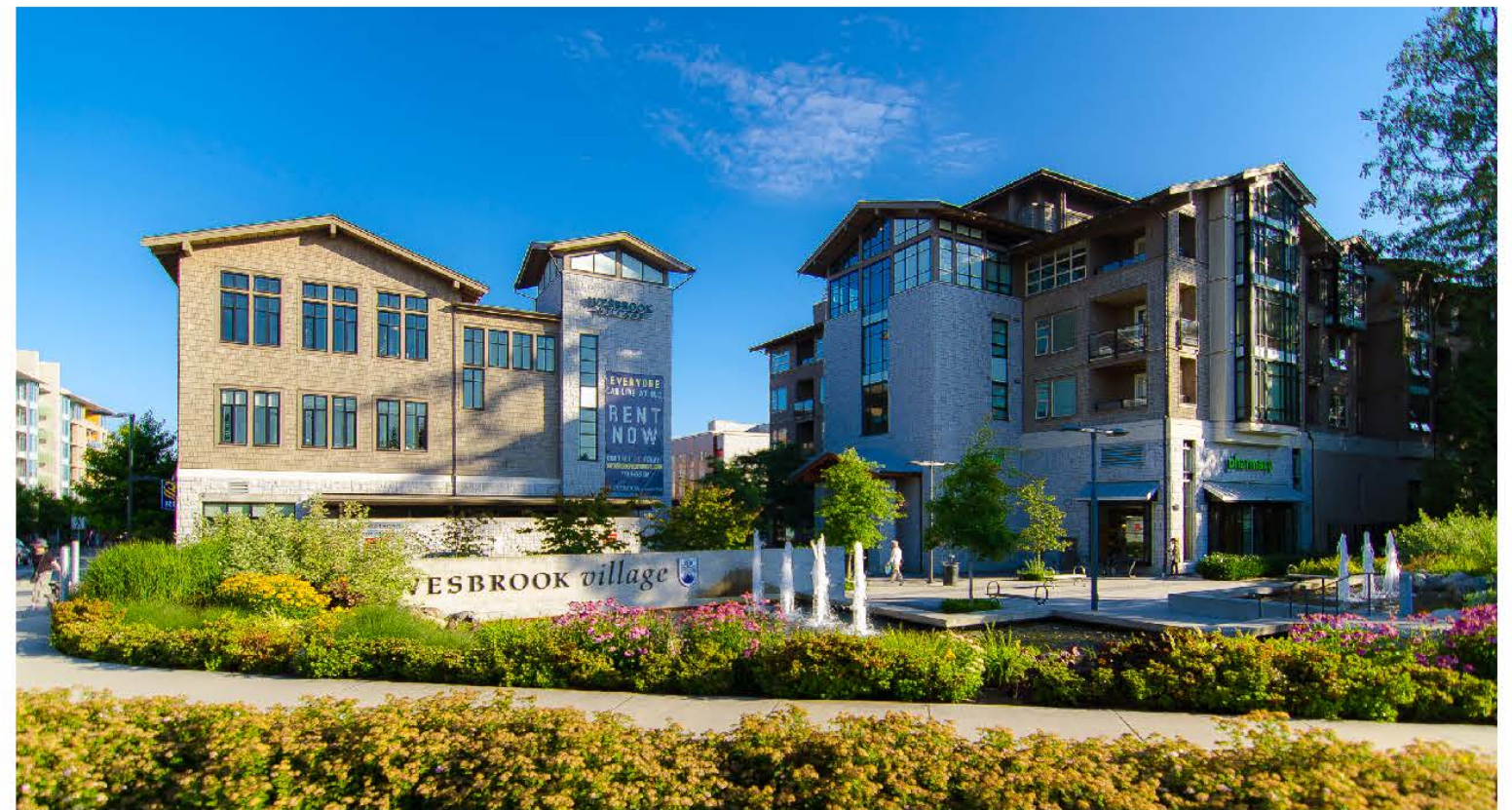
Wesbrook Village Mixed-Use Community, Vancouver BC  
Source: <https://i.ytimg.com/vi/q7pn67Cn824/maxresdefault.jpg>



Wesbrook Village Mixed-Use Community, Vancouver BC  
Source: <http://sitings.ca/wp/wp-content/uploads/2013/02/Wesbrook-Neighbourhood-Birdseye-1000.jpg>



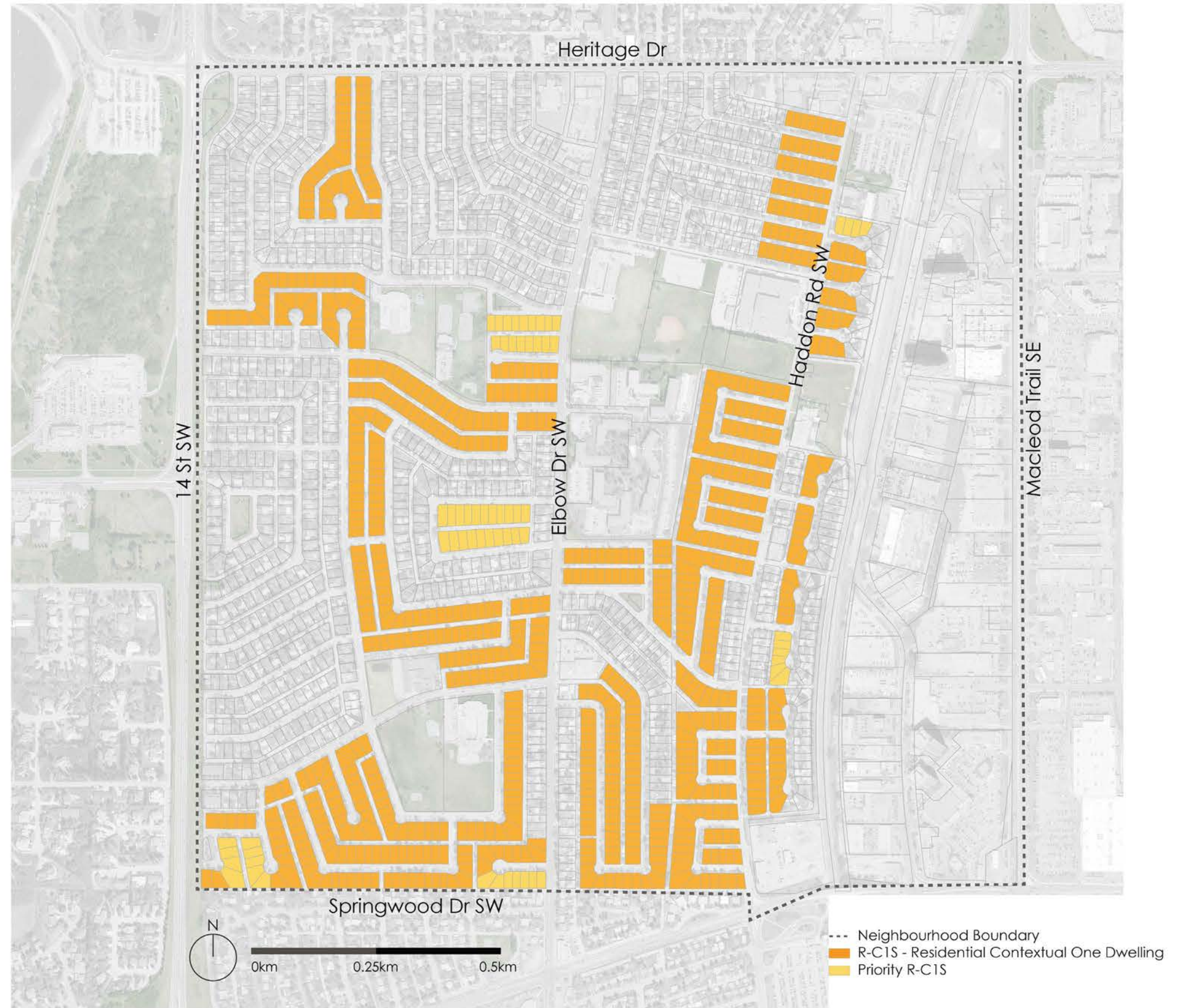
Kensington Mixed-Use Community  
Source: <http://pitstopportables.com/wp-content/uploads/Kensington-Sun-Salsa-Calgary.jpg>



Wesbrook Village Mixed-Use Community, Vancouver BC  
Source: <http://perryandassociates.ca/project/wesbrook-village/>

# LANEWAY HOUSING.

Haysboro has a unique opportunity to diversify the residential housing stock, providing alternative options from the existing predominantly single family residential housing located in the community. Our analysis has determined that the best way to increase density and housing options throughout Haysboro is through the development of Laneway Housing. Many of the laneways are wider than current road standards, and are often underused; in turn it makes Haysboro a prime location to become one of Calgary's first Laneway Housing neighbourhoods. As an established community, many of Haysboro's residents have lived most of, if not their entire lives in the neighbourhood. Rising property taxes and cost of maintaining a single family home may become a financial burden to the community's aging population, by introducing laneway housing in designated areas provides an option that allows for aging residents to continue to call Haysboro home. Existing residents can choose to move into a laneway house on their property and rent out the main dwelling, or use a laneway home as a stream of rental income and affordable housing for young families, or the property owner's children. Furthermore, formalizing the laneway was a residential area offer a number of features that benefit the neighbourhood as a whole. The lack of east-west connectivity makes laneways an ideal to redirect pedestrian and bicycle traffic, as these areas are less busy than existing roads.





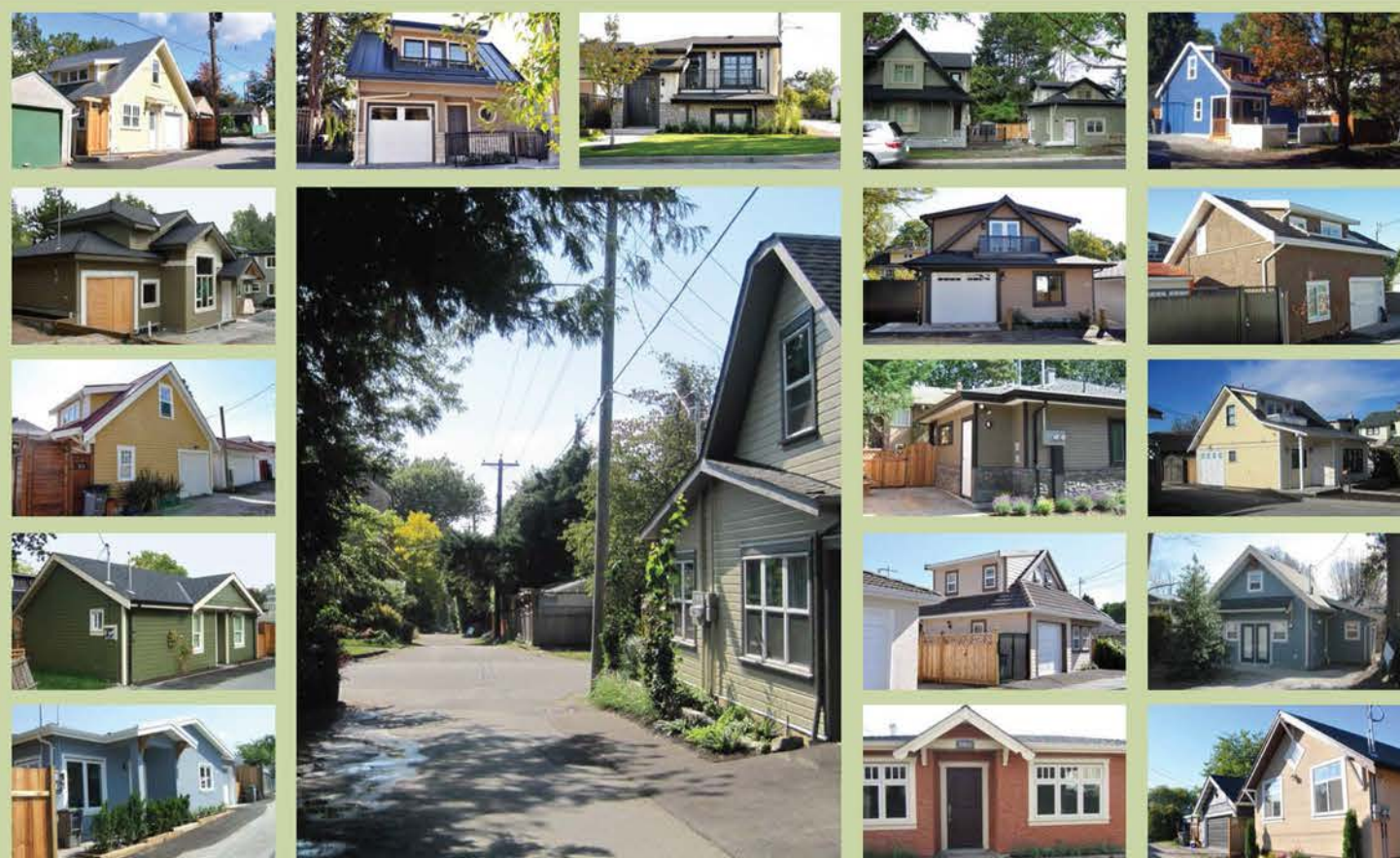
# Residential Infill Guidelines

A Manual of  
Planning and Design Guidelines  
for Residential Infill in Mature Neighbourhoods



**Edmonton** PLANNING AND DEVELOPMENT  
Planning and Policy Services Branch  
Smart Choices Program

City of Edmonton Residential  
Infill Guidelines



laneway housing

current as of:  
**NOVEMBER 2016**

# HOW-TO GUIDE

Updated versions of this guide and laneway housing regulations & guidelines are available online at: <http://vancouver.ca/home-property-development/building-your-laneway-house.aspx>

City of Vancouver Laneway Housing How-To-Guide

Areas of priority rezoning have been identified based on existing paved laneways. It is suggested that initial laneway housing development be pursued in the identified areas, and these areas can act as neighbourhood test sites to better understand the impact and feasibility laneway housing will have throughout Haysboro. Each laneway home will require onsite parking, and parking in the laneway shall not be permitted. Additionally, the installation of Lanescaping will provide laneways with much needed vegetation, helping to improve drainage throughout the neighbourhood. The use of pedestrian oriented lighting and windows situated towards the laneway will help to improve the safety of laneways.

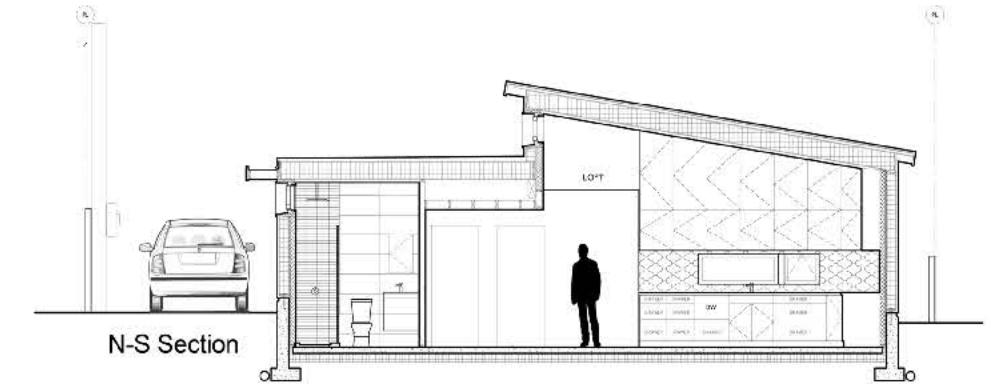
A set of best practice guidelines have been established for rezoning and development of laneway housing throughout Haysboro. In addition to the guidelines, the affiliated land use map illustrates locations where laneway housing would be most feasible; based on block lengths, parcel size, laneway condition, and ease of access to multiple modes of transit. A 1-storey (Garden Suite), and a 1.5-storey (Garage Suite) laneway home have been identified as the models that would best suit the character and existing urban fabric of the community.

Policy Guidance: The Vancouver Laneway Housing Guidelines and Edmonton Residential Infill Guidelines have established rules and parameters for the design and construction of laneway housing. These guidelines were used as a starting point to better understand the feasibility of laneway housing in Haysboro, and provided our guidelines with specificities in terms of setbacks and privacy. Our principles for laneway housing development are based on the City of Vancouver Lane Way Housing Policy and City of Edmonton Residential Infill Guidelines. For further information please refer to the aforementioned documents.

# 1 STOREY GARDEN SUITE.



Garden Suite Precedent: Vancouver, BC.  
Source: <http://www.lanefab.com/commercial-st>



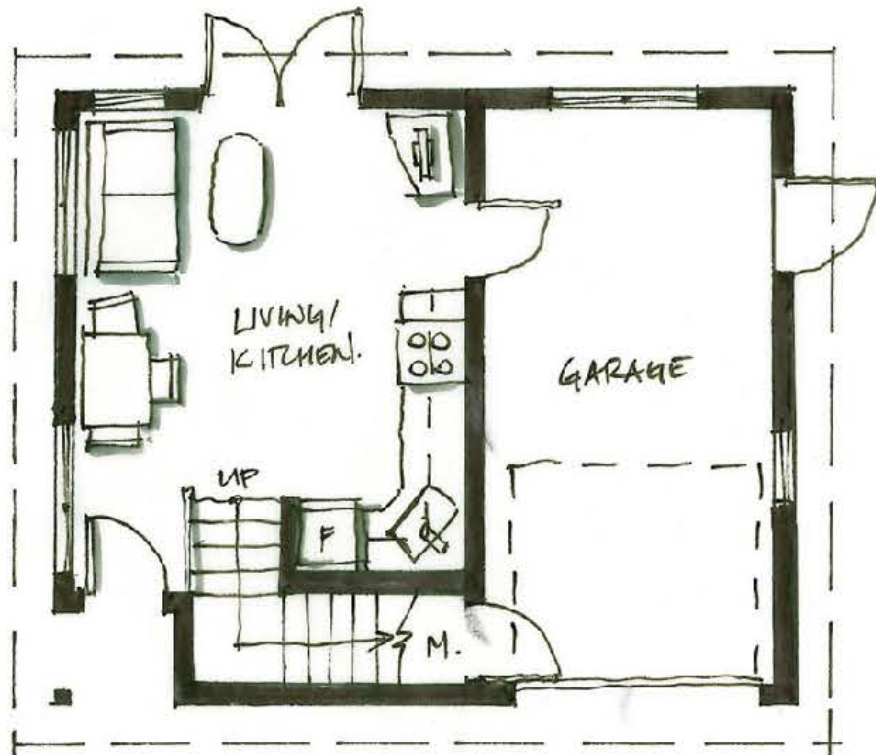
Section of Garden Suite Precedent: Vancouver, BC  
Source: <http://www.lanefab.com/commercial-st>

Typical Garden Suite Floorplan

Source: <https://www.smallworks.ca/laneway-house-design-build-vancouver/>

- 1 storey laneway home limited to the same maximum height as a garage - 4.6m including roof type and pitch (Calgary Good Neighbour Practices Reference Guide)
- Minimum of 5m separation between laneway house and principal dwelling
- Minimum of 1 unenclosed parking space be provided on site adjacent to the laneway
- Building to be setback 1.0m from the laneway, with main entrance to be setback 1.5m if facing the laneway
- Use of permeable pavement for unenclosed outdoor parking pad
- Parking in the laneway is not permitted
- Lanescaping should be installed along the edge of the laneway, green roofs and walls are encouraged
- Installation of pedestrian friendly lighting to make laneway feel safer
- Main windows to face the laneway
- Large windows along side of structure be oriented to large side yard setback
- Suggested that design of Garden Suite should incorporate contextual design of primary dwelling into design such as: materials, roof pitch and overall built form

# 1.5 STOREY GARAGE SUITE.



Typical Garage Suite Floorplan

Source: <https://www.smallworks.ca/gallery/georgianplans/>



Garden Suite Precedent: Vancouver, BC.  
Source: <http://www.lanefab.com/commercial-st>



Section of Garden Suite Precedent: Vancouver, BC  
Source: <http://www.lanefab.com/commercial-st>

- 1.5 storey laneway housing preferred on lots with split level or 2-storey residential housing
- Minimum of 1 enclosed parking stall required, with option of having 1 unenclosed parking space provided on site adjacent to the laneway
- Minimum of 5m separation between laneway house and principal dwelling
- 50% of the first floor should be dedicated as livable space
- Second floor only allowed to be 60% of ground floor plate
- Main windows should generally be oriented to face the laneway
- Large windows along side of structure be oriented to large side yard setback
- Patio or balcony allowed; must be oriented towards the laneway
- Use of permeable pavement for unenclosed outdoor parking pad
- Parking in the laneway is not permitted
- Suggested that design of Garage Suite should incorporate contextual design of primary dwelling into design such as: materials, roof pitch and overall built form

# LANEWAY HOUSING VISION.



Hillary Crescent Laneway Housing Vision



Hillary Crescent Laneway Housing Vision

Image right: Vision for redevelopment of laneway on 96 Ave SW for the allowance of laneway housing. The informal laneway has been paved, which allowed for easier connectivity east-west for pedestrians and cyclists alike, allowing them to travel through the laneways avoiding unnecessary traffic. The laneway has been paved with permeable pavement to help mitigate drainage issues in the community, and the addition of 'lanescaping' will help uptake and purify water runoff. Laneway housing developments are suggested to complete a building character and design study of the surrounding buildings and be sensitive to design features such as roof pitch and slope during the design stage.



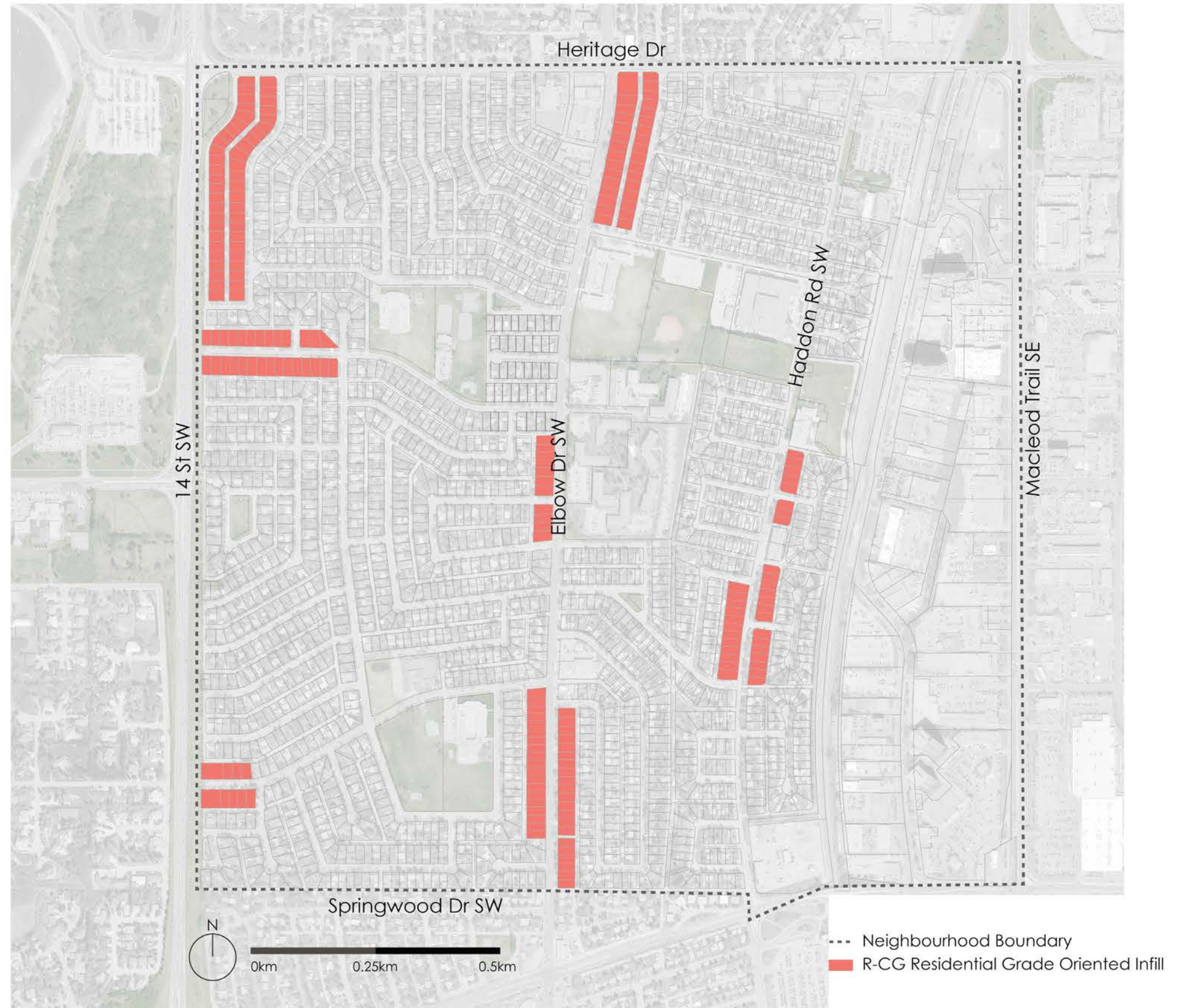
Image left: Existing conditions of laneway on 96 Ave SW. The existing conditions are automobile oriented and the laneway is currently unpaved. This can be difficult for the circulation of vehicles in the winter as snow clearing may be difficult or impossible to complete. Additionally, the area is currently unwelcoming to pedestrians and cyclists alike; the poor lighting and unpaved nature of the alley make for a hostile pedestrian environment. Shown in the image is the pooling of water throughout the laneway, permeable pavement, bioswales and increased vegetation will help to mitigate draining issues throughout Haysboro while also improving circulation.

# ROW HOUSING.

Row housing is another option we have proposed for residential intensification. The proposed areas of redesignation to allow the development of R-CG (Grade Oriented Residential Infill District) was chosen strategically primarily based on access to public transit. There are areas located on Elbow Drive SW that have been identified as areas that we believe row housing would be suitable as well in part due to existing housing stock, and proposed changes along Elbow Drive that are discussed in the street design section of this document.

The R-CG zone allows for a maximum building height up to 11 metres, however we realize that this may receive pushback from neighbouring land owners. We propose that where suitable, the maximum building heights should be pursued, particularly at the northern and southern areas of Elbow Drive. The other areas that have been identified for redesignation should take contextual surroundings into account, and a building height of 8m in these areas is suitable to allow the inclusion of on-site garage parking.

Policy Guidance: The City of Calgary Land Use Bylaw was referenced as our starting point to better understand where the R-CG Zone would be feasible.



# ROW HOUSING GUIDELINES.

The suggested guidelines for Row housing as proposed by Radix Consultants can be found below:

- Design row houses that minimize shadowing, shading, and overlook adjacent parcel
- Design buildings with sustainability in mind - installation of green roofs is suggested
- Suitable vegetation for green roofs should fulfill the following requirements set by the City of Calgary:
  - Drought-tolerant requiring little or no irrigation after plants have established.
  - Self-sustaining without the need for fertilizers, pesticides or herbicides
  - Able to withstand heat, cold and high winds
  - Very low-maintenance, needing little or no mowing or trimming
  - Perennial or self-sowing
- Shadow studies must be conducted to fully understand the extent shadows may have on adjacent dwellings
- Row houses that share a property line with an adjacent single family home should take all necessary steps to ensure that shadows and privacy issues are minimized



Laneway House at 2815 16 St SW Calgary, Alberta  
Source: <http://sothebysrealty.ca/en/property/alberta/calgary-and-foothills-real-estate/calgary/183699/>



Laneway House at 1916 48 Ave SW Calgary, Alberta  
Source: <http://www.houzz.com/projects/1230623/1916-48th-ave-sw-altadore-calgary-alberta-canada>

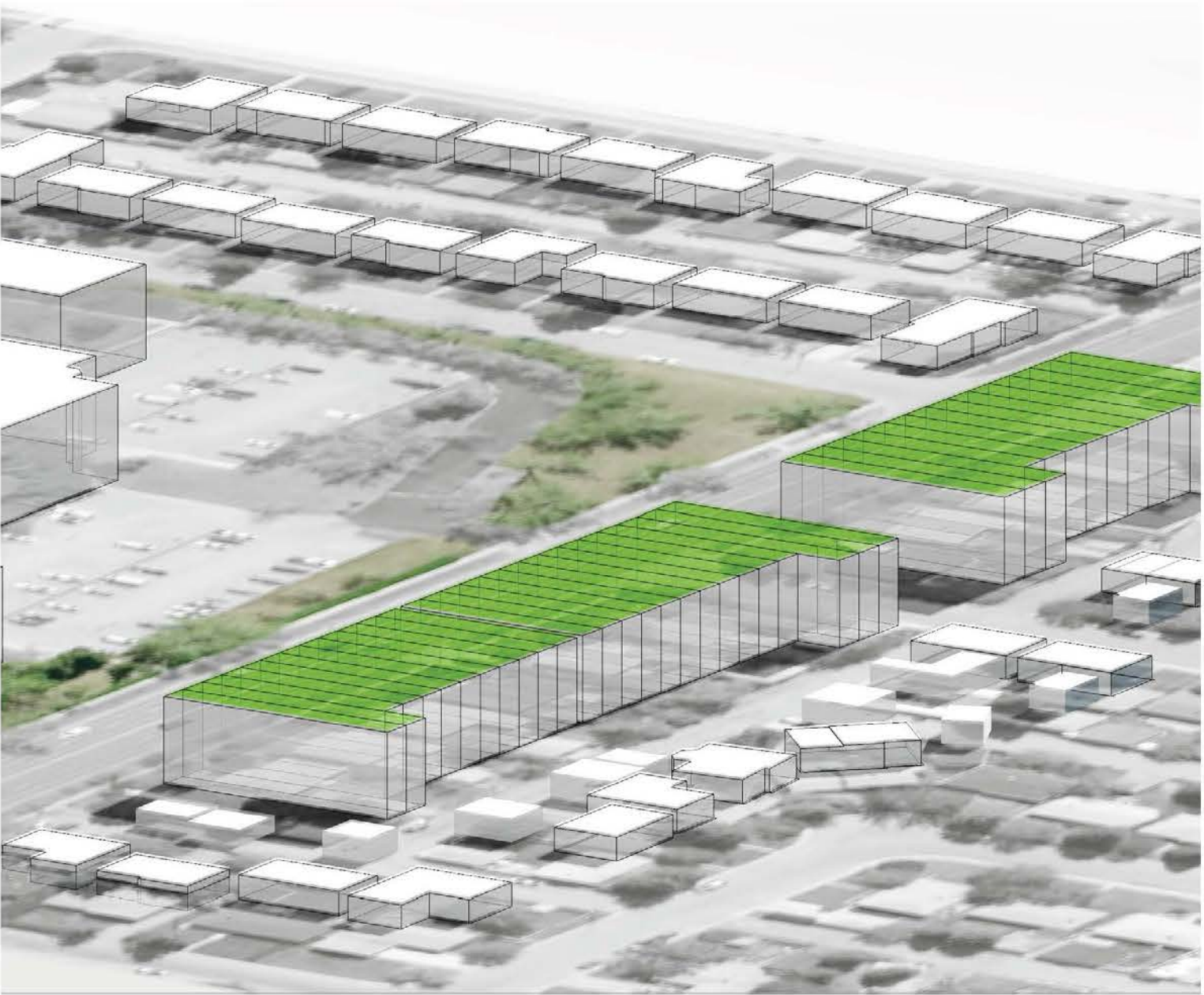


Laneway House at 80 34 Ave SW Calgary, Alberta  
Source: <http://newinfills.ca/listings/80-34-avenue-sw/>

# ROW HOUSING VISION.



Perspective 1: Radix Consultants interpretation of Row Housing along Elbow Drive SW. Area was chosen given proximity to transit, minimize traffic travelling through residential streets and Hay's Farm multifamily residential complex is immediately west of Elbow Drive SW.



Perspective 2: Radix Consultants interpretation of Row Housing along Elbow Drive SW. Area was chosen given proximity to transit, minimize traffic travelling through residential streets and Hay's Farm multifamily residential complex is immediately west of Elbow Drive SW.



The constant building edge and separated sidewalk in addition to proposed tree plantings will improve the pedestrian realm, and provide an enjoyable experience when walking to and from the dog park and proposed pedestrian bridge.



Image left: Existing conditions of 89th Ave SW. The existing conditions are automobile oriented and this section of 89th Avenue has a 22m road Right-of-Way despite being a dead end. The road is unnecessarily wide, and there is ample opportunity to improve the pedestrian realm through redevelopment. At the end of 89th Avenue is the beloved 14th Street Linear Dog Park, and near the location of the proposed 14 Street Pedestrian Bridgeway which will connect to the Bus Rapid Transit (BRT) Line.

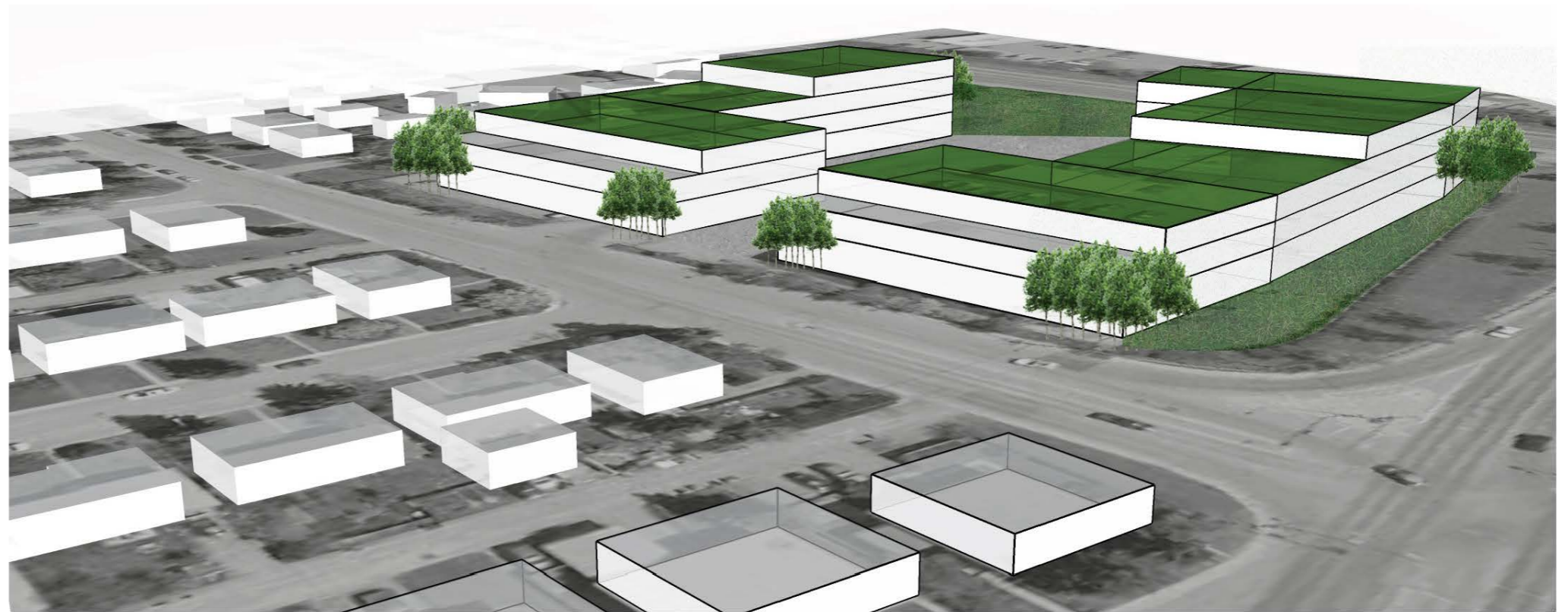
# MIXED-USE DEVELOPMENT OPPORTUNITIES.

Currently there is a lack of ground floor commercial and office space in Haysboro. Radix Consultants has proposed that the currently under utilized land uses such as the gas station on Elbow Drive, the City Roads Depot and the industrial areas west of the LRT tracks be redesignated to become Mixed-Use District, which was recently approved by City of Calgary Council. This zone is quite lenient in terms of types of allowed commercial use, and providing Haysboro with the opportunities to redevelop Horton Road into commercial hub of the community with a variety of ground floor commercial activities will help make Haysboro a unique area of Calgary. The Mixed-Use District shall adhere to the current zoning guidelines as outlined in the City of Calgary Land Use Bylaw.



Radix Consultants suggests that these developments incorporate sustainability into their design, including, but not limited to: permeable pavement, green roofs and allocation of parks and green space that will benefit the community at large. New developments should not be insular in nature, but rather provide amenity areas that will serve the larger community through the creation of public plazas, parks and public art spaces that will enrich Haysboro. From the real estate market analysis completed as part of our preliminary community analysis, Radix Consultants suggests that these mixed-use developments incorporate Inclusionary Zoning so as to further add benefit to not only Haysboro, but also the greater Calgary region. Inclusionary Zoning obligates private developers to allocate a certain percentage units for non-market rentals; Radix Consultants suggests that the City of Calgary work with the Calgary Homeless Foundation to establish a partnership for management of these units.

Policy: Our vision for mixed-use development guidelines was guided by the City of Calgary Land Use Bylaw, the City of Vancouver Land Use Bylaw. Radix Consultants relied on the City of Vancouver and the City of Montreal's Inclusionary Zoning policies, and the Canadian Mortgage and Housing Corporation resources for our suggest of implementing this policy in new mixed-use developments.

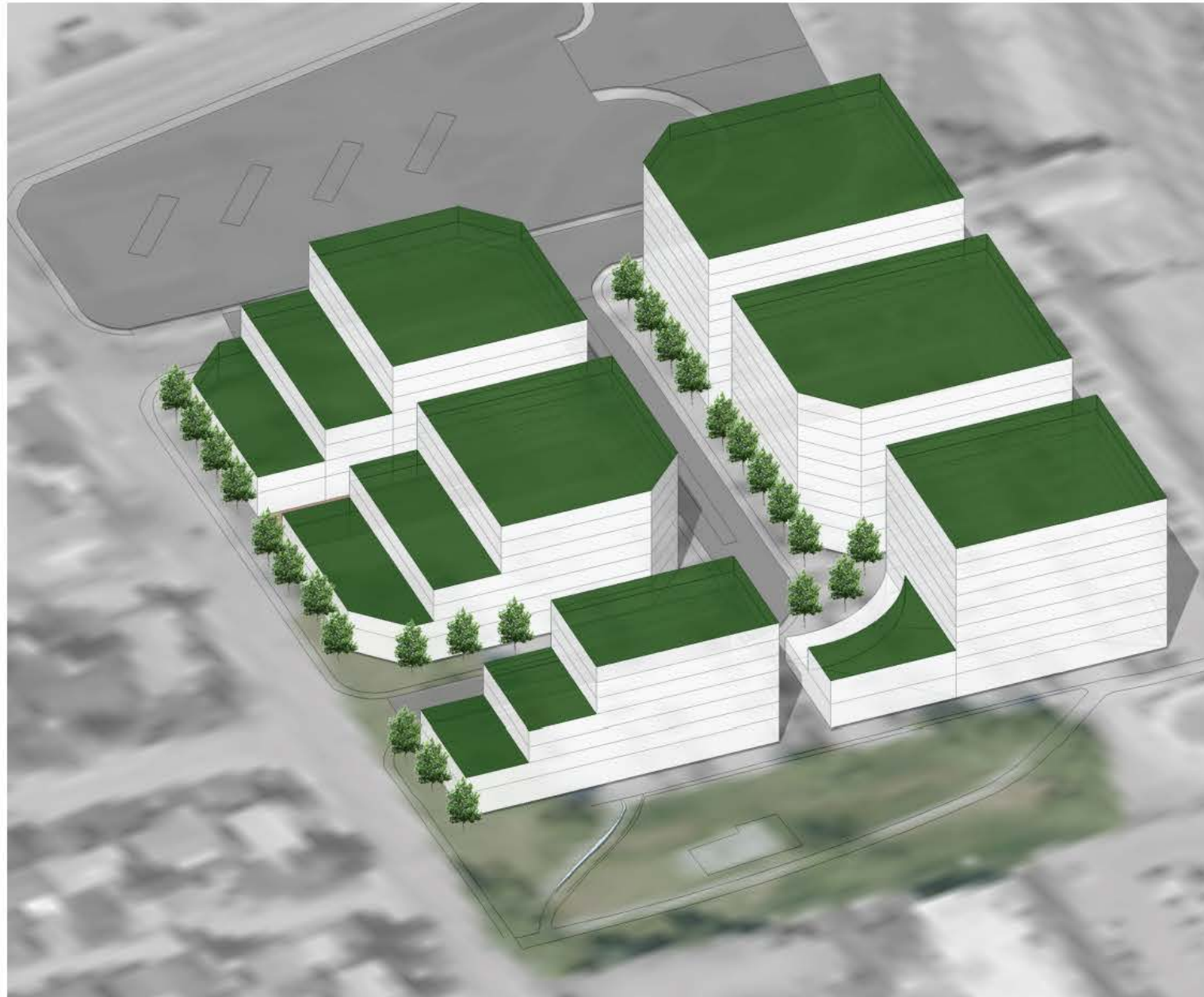


Perspective 1: Radix Consultants interpretation of development potential for the City of Calgary Roads Depot site on Southland Drive SW and Haddon Road SW. Development should offer a public plaza, ground floor commercial and extend existing green space.

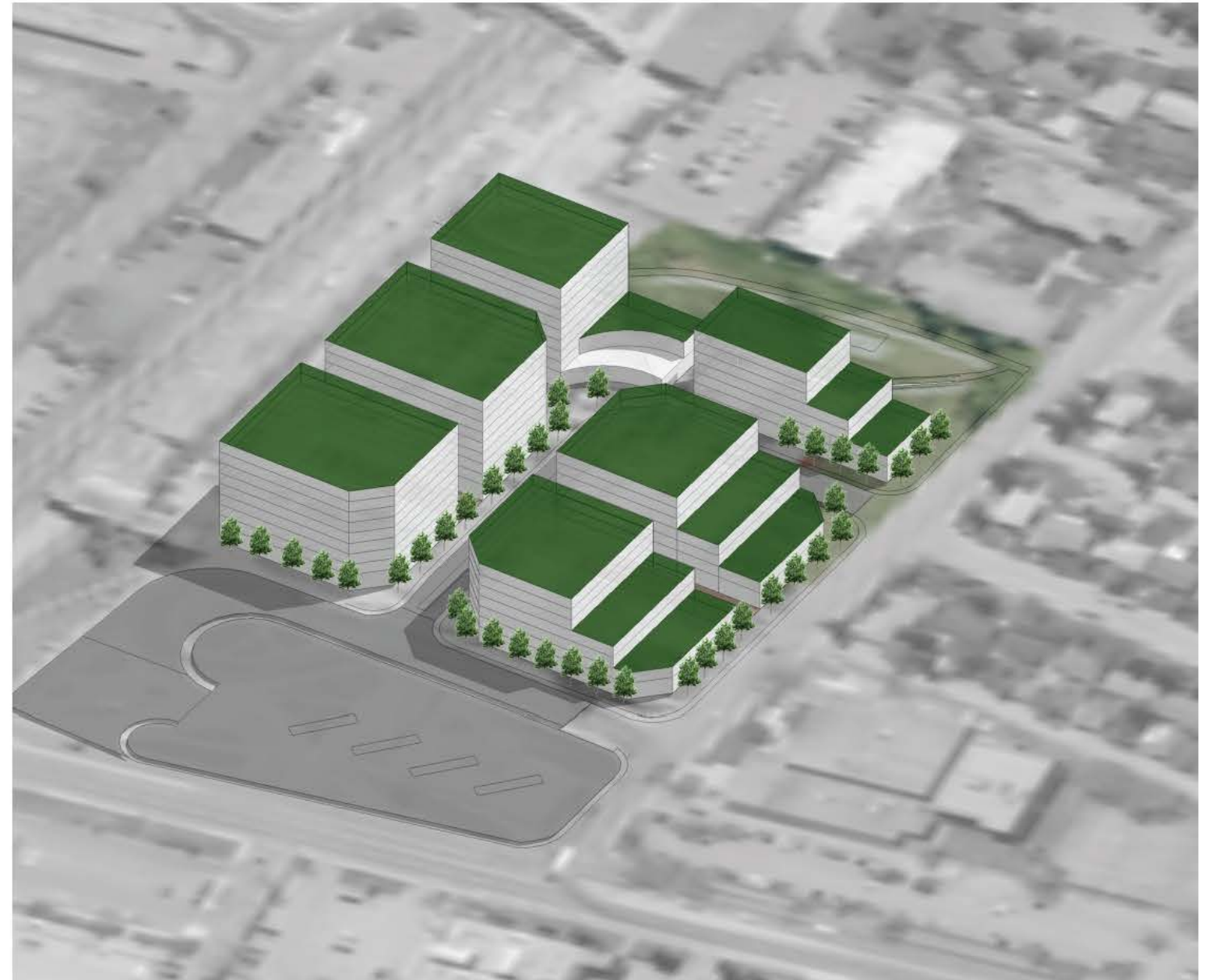


Perspective 2: Radix Consultants interpretation of development potential for the City of Calgary Roads Depot site on Southland Drive SW and Haddon Road SW. Development should offer a public plaza, ground floor commercial and extend existing green space.

# MIXED-USE VISION.



Perspective 1: Radix Consultants interpretation of Heritage Station Transit Oriented Development. Existing ground parking is now moved below ground, and the development shall include a diverse mix of ground floor land uses to help stimulate the area. Green spaces and public plazas are encouraged to further enrich the surrounding areas.



Perspective 2: Radix Consultants interpretation of Heritage Station Transit Oriented Development. Existing ground parking is now moved below ground, and the development shall include a diverse mix of ground floor land uses to help stimulate the area. Green spaces and public plazas are encouraged to further enrich the surrounding areas.

Image right: Radix Consultants vision for lane reversal and separated bicycle path along Elbow Drive SW. The Lane Reversal proposal is covered under the road redesign section of the Neighbourhood Improvement Plan. Site shown is the vision for redeveloping the existing gas station along Elbow Drive SW.



Image left: Existing conditions of the strip mall located along Elbow Drive SW. The existing conditions are automobile oriented and inconvenient if not difficult to access this area without an automobile.



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# CIRCULATION

# OVERVIEW.

Street design is becoming increasingly important in urban planning discourse. In the past, discussions regarding circulation were only about how many people transportation infrastructure could move and how quickly. Today, comfort and enjoyment of that movement is considered as well. Quality transportation networks must be designed with all users in mind - motorists, cyclists, and pedestrians.

## EXISTING

As with most communities of the era, Haysboro's original street layout from the late 1950s was designed for the automobile. Wide roads and narrow sidewalks shape Haysboro's warped grid of long blocks. People want to be able to walk and bike in their community but many do not feel safe in doing so.

## ISSUES

**CONNECTIVITY** - Whether walking, cycling, or driving, travelling east-west through Haysboro can be a challenge due to the warped grid, long blocks, and three-way intersections at Elbow Drive.

**SAFETY** - Since only Elbow Drive has any separation between the roadway and the sidewalk, pedestrians may not feel safe walking along Haysboro's streets. There is no room to move the sidewalk farther from the curb on most streets, but more could be done in terms of traffic calming to slow the cars down on residential streets in the community.

**CYCLING INFRASTRUCTURE** - Cycling is growing increasingly popular in Calgary, and the City has taken action to foster a better cycling environment throughout the city. Haysboro's cycling infrastructure is outdated or absent both on streets and off. It is time for this community to see some of the City's cycling infrastructure investment.

## PROPOSALS

Many intersection alterations are proposed in the following pages. These changes improve safety and comfort for pedestrians crossing the streets of Haysboro. In addition to the street design changes, many of Haysboro's laneway corridors are proposed to be improved in order to improve connectivity in the neighbourhood. Cycling infrastructure has also been improved on major roads as well as in the form of multi-use pathways.

## INTENT

- Improve east-west connectivity through Haysboro
- Improve pedestrian safety at intersections
- Enhance cycling infrastructure in Haysboro
- Improve connections between Haysboro and the amenities just beyond its borders

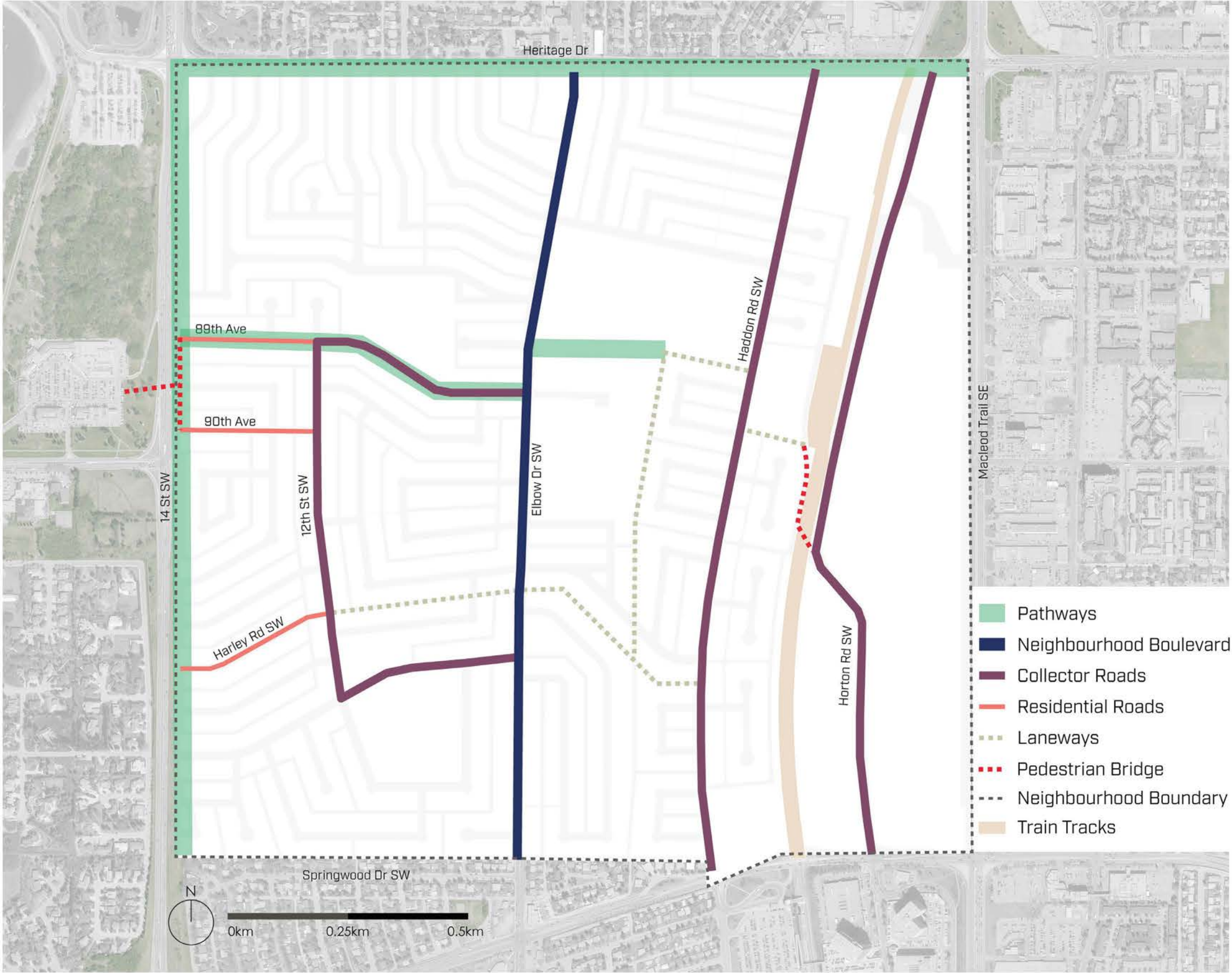
## INTERSECTION ENHANCEMENTS

1. 87th Avenue & 11th Street SW
2. 89th Avenue & 12th Street SW
3. Harley Road & 12th Street SW
4. Elbow Drive SW & Laneway
5. Elbow Drive & 89th Avenue SW

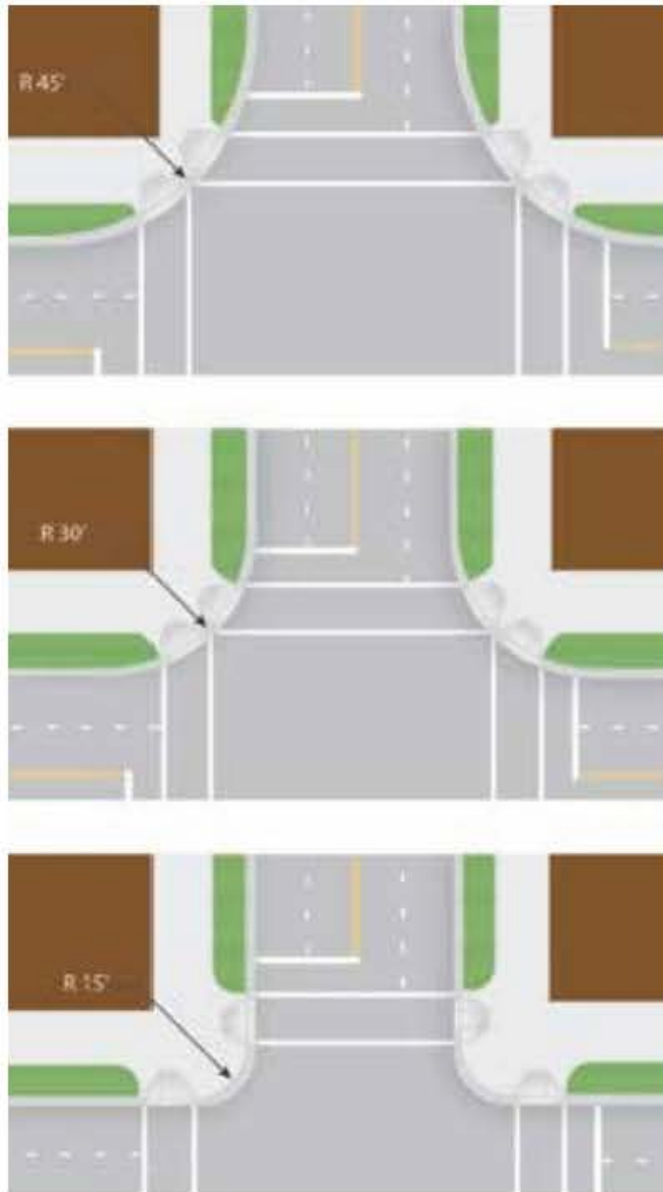
## STREET RECLASSIFICATIONS

6. Elbow Drive SW

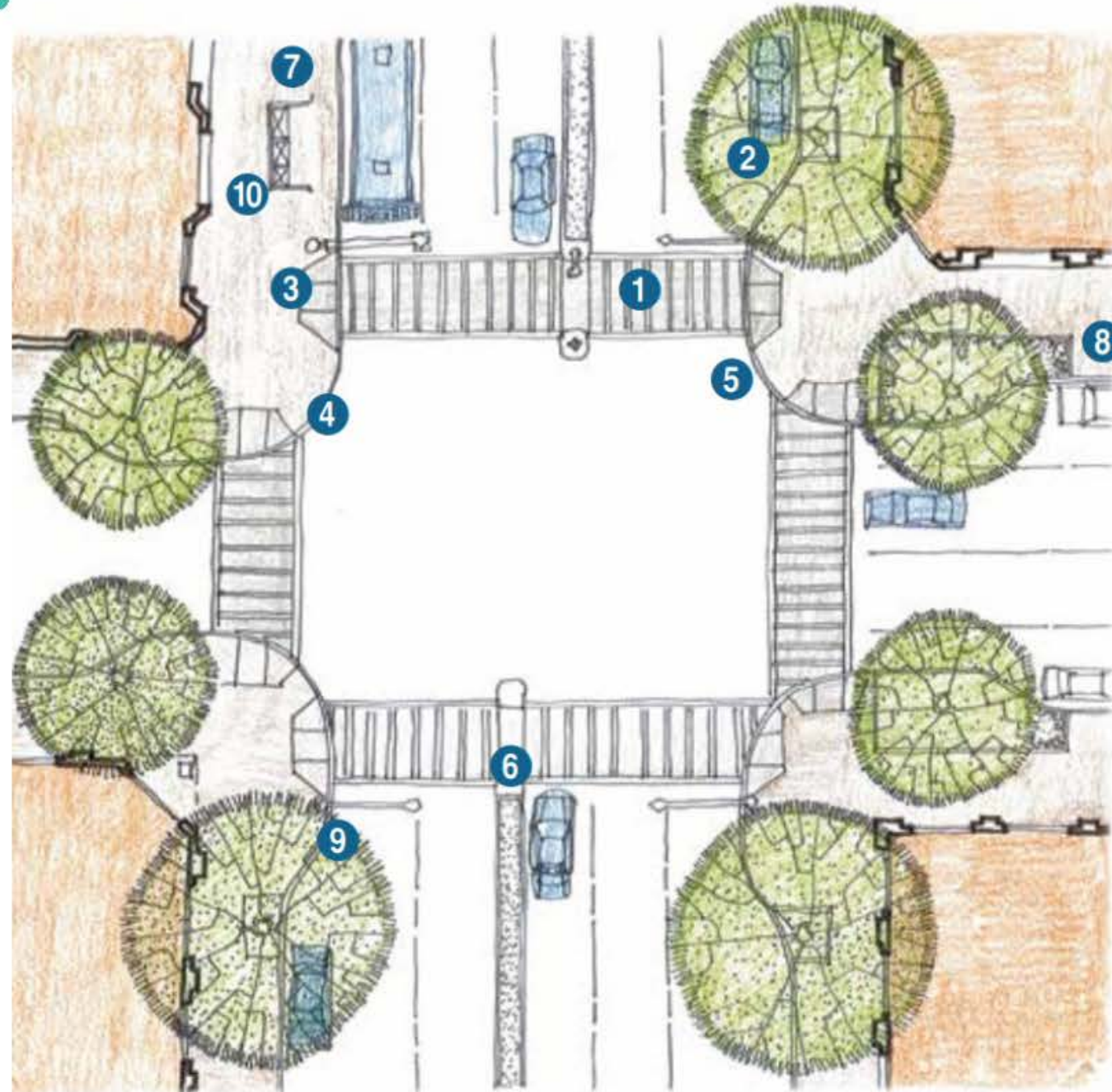




# CALGARY COMPLETE STREETS INTERSECTION GUIDE.



City of Calgary Complete Streets Guidelines encourage tighter corner radii to reduce crossing distance and slow turning traffic. Source: <http://www.calgary.ca/CA/city-clerks/Documents/Council-policy-library/TP021-Complete-Streets-Policy.pdf>



- 1 Visible crosswalks
- 2 Parking restrictions at corners
- 3 Curb ramps
- 4 Tight curb radii
- 5 Curb extensions
- 6 Pedestrian refuge islands
- 7 Accessible transit stops
- 8 Street trees and landscaping
- 9 Street and pedestrian lighting
- 10 Seating and other site furnishings

This graphic from Calgary's Complete Streets Guidelines highlights all of the qualities of a good intersection. Many of these have been incorporated into our redesigns. Source: <http://www.calgary.ca/CA/city-clerks/Documents/Council-policy-library/TP021-Complete-Streets-Policy.pdf>

# 87th Ave & 11th St SW.

## EXISTING

Adjacent to this large intersection with a very wide turning radius are the front doors of Haysboro School. The wide turning radius allows drivers to turn from 87th Ave to 11th St without slowing down. It also pushes the sidewalk on the north side back to a point where pedestrians, largely children in this case, cannot see around the corner looking west for oncoming vehicles. In order to see traffic, pedestrians must first walk well into the 20m crosswalk.

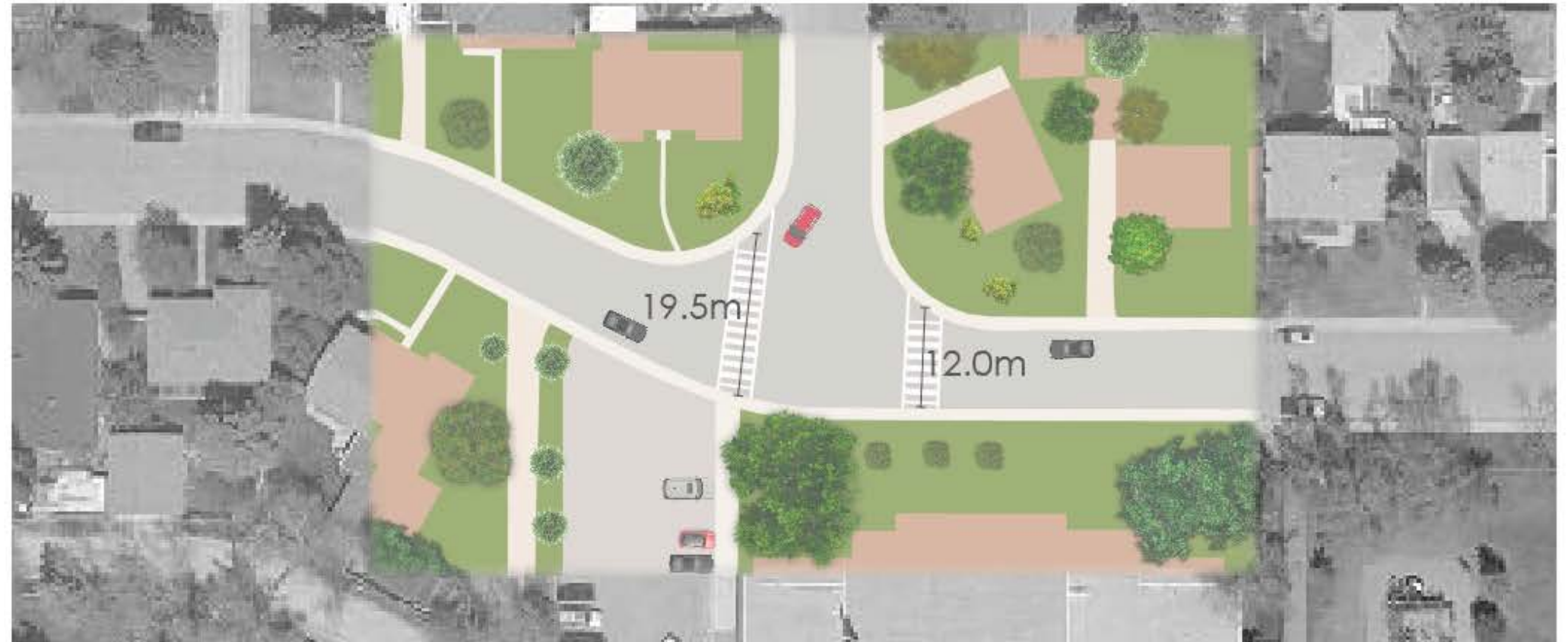
## PROPOSAL

Radix Consultants propose to minimize potential zones of conflict between pedestrians and vehicles by bumping out the curb at both ends of the crosswalks. These bump-outs will double as traffic calming measures as motorists will feel the need to slow down whether they are turning or going straight through the intersection.

## OBJECTIVES

**OBJECTIVE 1** - Extend northwest curb southward to reduce turning radius and provide vantage point for pedestrians looking west.

**OBJECTIVE 2** - Bump out curb on south of intersection as a traffic-calming measure and to reduce crossing distance.



Existing dimensions of the intersection at 87th Ave and 11th St.



Dimensions of the proposed intersection at 87th Ave and 11th St.

# 89TH AVE & 12 STREET SW.

## EXISTING

Located southwest of Haysboro School, this intersection also currently has poorly conceived crosswalks. 89th Ave running east and 12th St running south from here are both quite busy while 89th Ave running west and Hyer Place running north are both dead ends and therefore see much less vehicular traffic. Not only do the current crosswalks cross the two busiest quarters of the intersection, but there is a hedge on the southeast property that obstructs pedestrians' views of incoming vehicles.

## PROPOSAL

Radix Consultants propose to simply relocate the crosswalks to the other, less busy sides of the intersection to minimize pedestrian-vehicle interaction. Additionally, 89th Ave widens to the west, so the proposed new crosswalk will cut through the existing median and use it as a refuge island, which should be implemented on crosswalks exceeding 12m in length, as per the City of Calgary's Complete Streets guidelines.

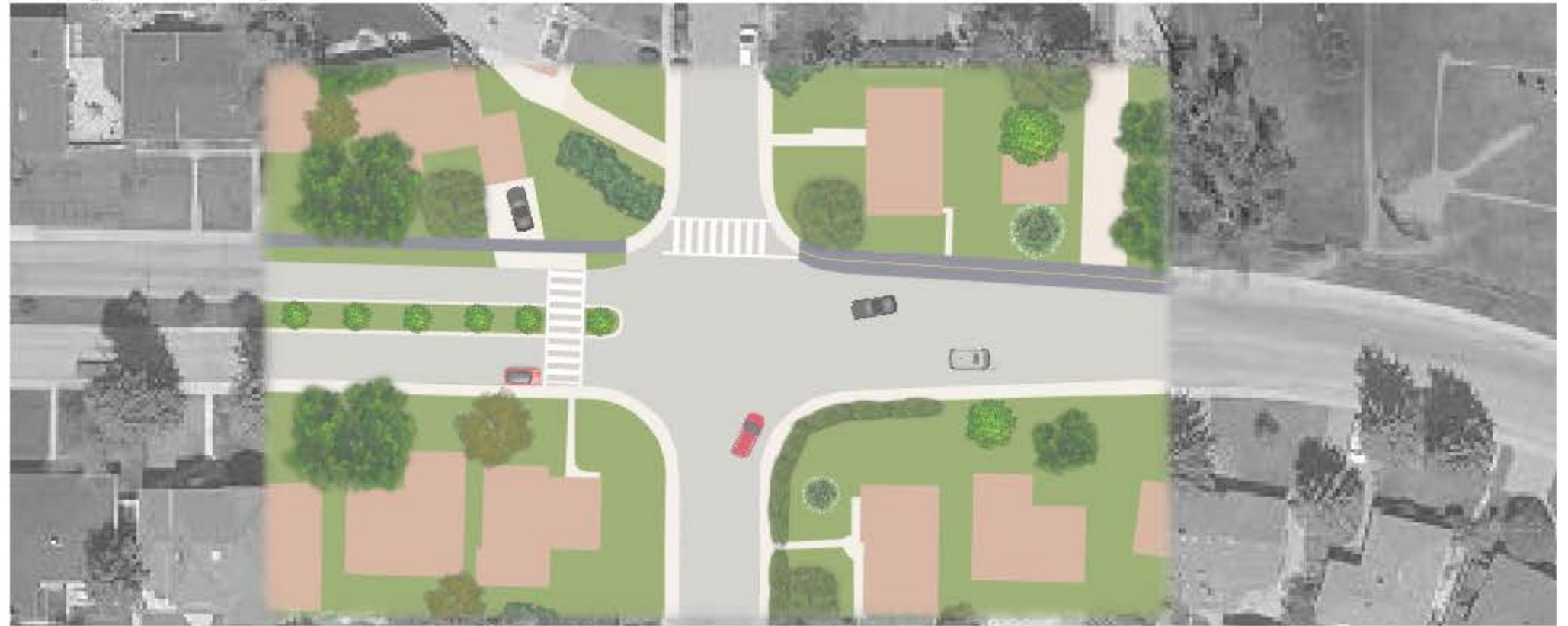
## OBJECTIVES

**OBJECTIVE 1** - Minimize pedestrian-vehicle interaction by relocating crosswalks to the lesser-used sides of the intersection.

**OBJECTIVE 2** - Implement a refuge island for the long 89th Ave crosswalk.



Existing crosswalk alignment at the intersection at 89th Ave and 12th St.



Proposed crosswalk realignment at the intersection at 89th Ave and 12th St.

# EAST - WEST LANEWAYS.

## EXISTING

Laneways currently serve as a popular way of traversing Haysboro by foot or bicycle. However, few are paved and for much of the year are quite muddy and slippery. For east-west connections, these lanes present a great opportunity that the warped grid pattern of the roads do not. The example on this page runs all the way from 12th Street, through Elbow Drive, and to Haddon Road - something not done by a single road in Haysboro.

## PROPOSAL

Radix Consultants propose improving access to this laneway with crosswalks at street intersections and improving mobility and safety along the lane with permeable paving and pedestrian-scaled lighting. A curb extension should be implemented at 12th Street to shorten the crossing distance and the crossing at Elbow Drive must have a signal as it is mid-block on a wide, busy thoroughfare.

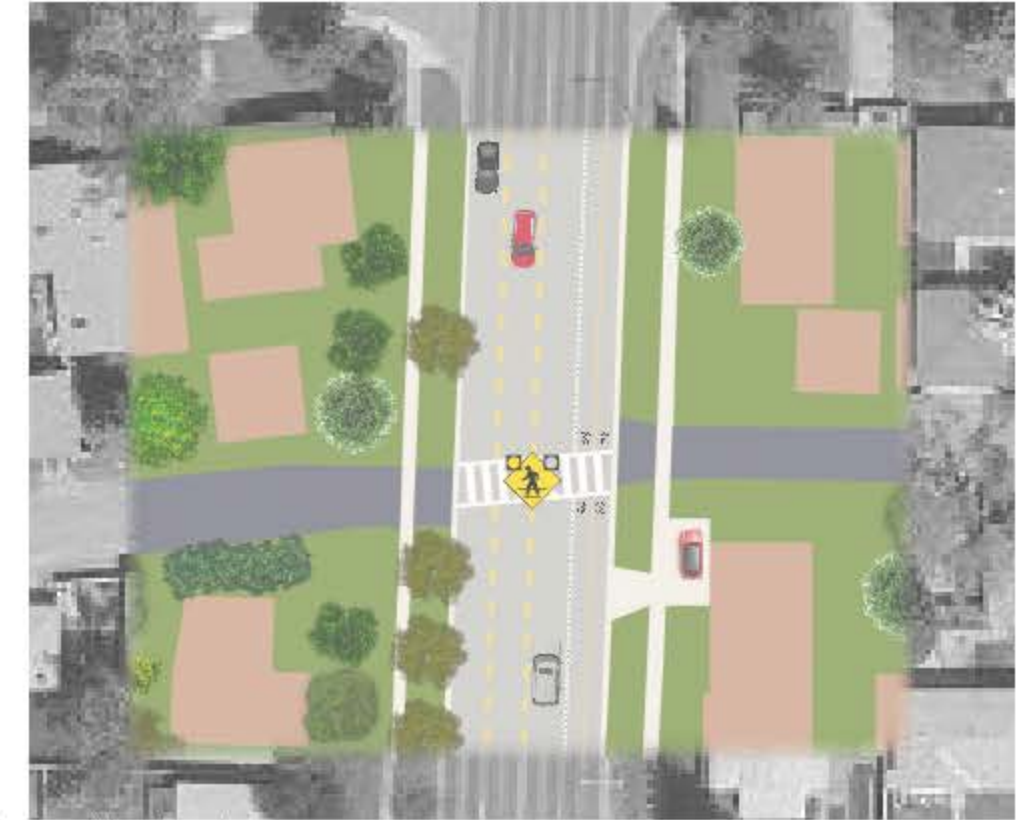
## OBJECTIVES

**OBJECTIVE 1 -** Establish a more formalized east-west corridor for pedestrians and cyclists travelling through Haysboro.

**OBJECTIVE 2 -** Use permeable paving and bioswale edges to help mitigate flooding and improve traction during and after precipitation and snow-melt.



The existing laneway at its origin at Harley Road and 12th St (left) and as it crosses Elbow Drive (right).



The proposed enhanced paved lane with crosswalks at intersections with streets.

# ELBOW DRIVE & 89TH AVENUE SW.

## EXISTING

Elbow Drive and 89th Avenue is one of the most important intersections in Haysboro. In its present form, the intersection presents a problem for pedestrians crossing Elbow Drive because many cars are trying to turn on to the road from 89th Avenue at the same time.

## PROPOSAL

Along with major changes proposed for Elbow Drive (see next page), Radix Consultants propose an advanced pedestrian scramble crossing at this intersection to mitigate conflicts between pedestrians and turning vehicles. A multi-use pathway also runs along 89th Avenue leading west from this point and connects to a path that continues east past Woodman School and Bishop Grandin High School one block north. A bike box should accompany the proposed cycle track at this intersection to enhance safety and visibility for cyclists at red lights, as per National Association of City Transportation Officials (NACTO) Bikeway Design guidelines.

## OBJECTIVES

**OBJECTIVE 1** - Implement advanced pedestrian crossing to reduce potential conflicts between pedestrians and vehicles.

**OBJECTIVE 2** - Improve cycling infrastructure along Elbow Drive and connect 89th Avenue multi-use path with cycle track.



Elbow Drive in its current lane configuration as it intersects with 89th Ave.



An illustration of the proposed lane and crosswalk changes at Elbow Drive and 89th Ave SW.

# ELBOW DRIVE REDESIGNATION.

## EXISTING

Elbow Drive is currently classified as a Collector Road by the City of Calgary, which is the same as Haddon and Horton Roads. This classification is unsuitable for Elbow Drive both in its current form and in what Haysboro would like to see it become in the future, which is more of a main street running through the centre of the community. The street currently serves mainly as a commuter road with single-family residences and has very little in the way of commercial or points of interest along its Haysboro section.

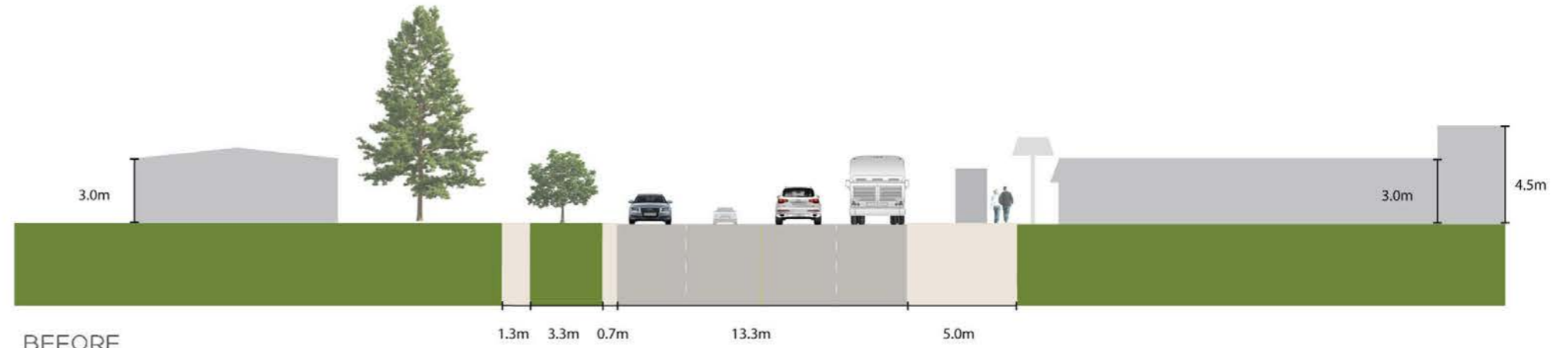
## PROPOSAL

Based on community feedback that indicated a desire for Elbow to become more of a main street, Radix Consultants propose to reclassify Elbow Drive as a Neighbourhood Boulevard, which prioritizes the pedestrian realm and mixed use street frontage. Part of this new design would be the implementation of a protected cycle track on the east side, replacing one vehicle lane, with lane reversal introduced to the remaining three lanes for morning and evening commuter flow.

## OBJECTIVES

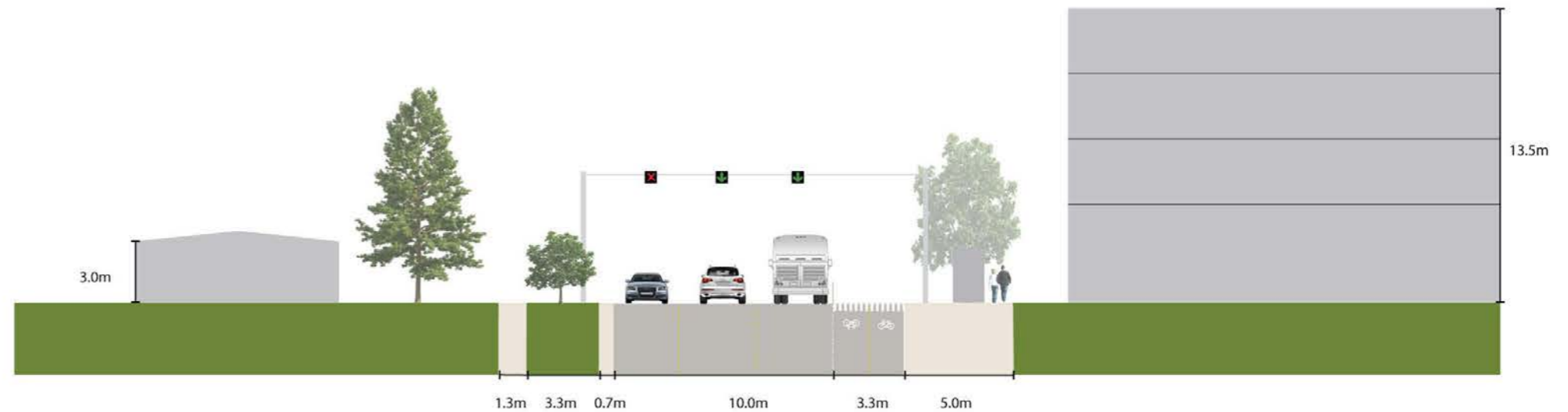
**OBJECTIVE 1** - Allow for a better utilization of right-of-way infrastructure by implementing a cycle track and lane reversal.

**OBJECTIVE 2** - Improve the pedestrian realm by adding street trees and allowing for pedestrian-focused land uses on adjacent parcels.



BEFORE

Elbow Drive section looking north in its current state at 96th Ave SW.



AFTER

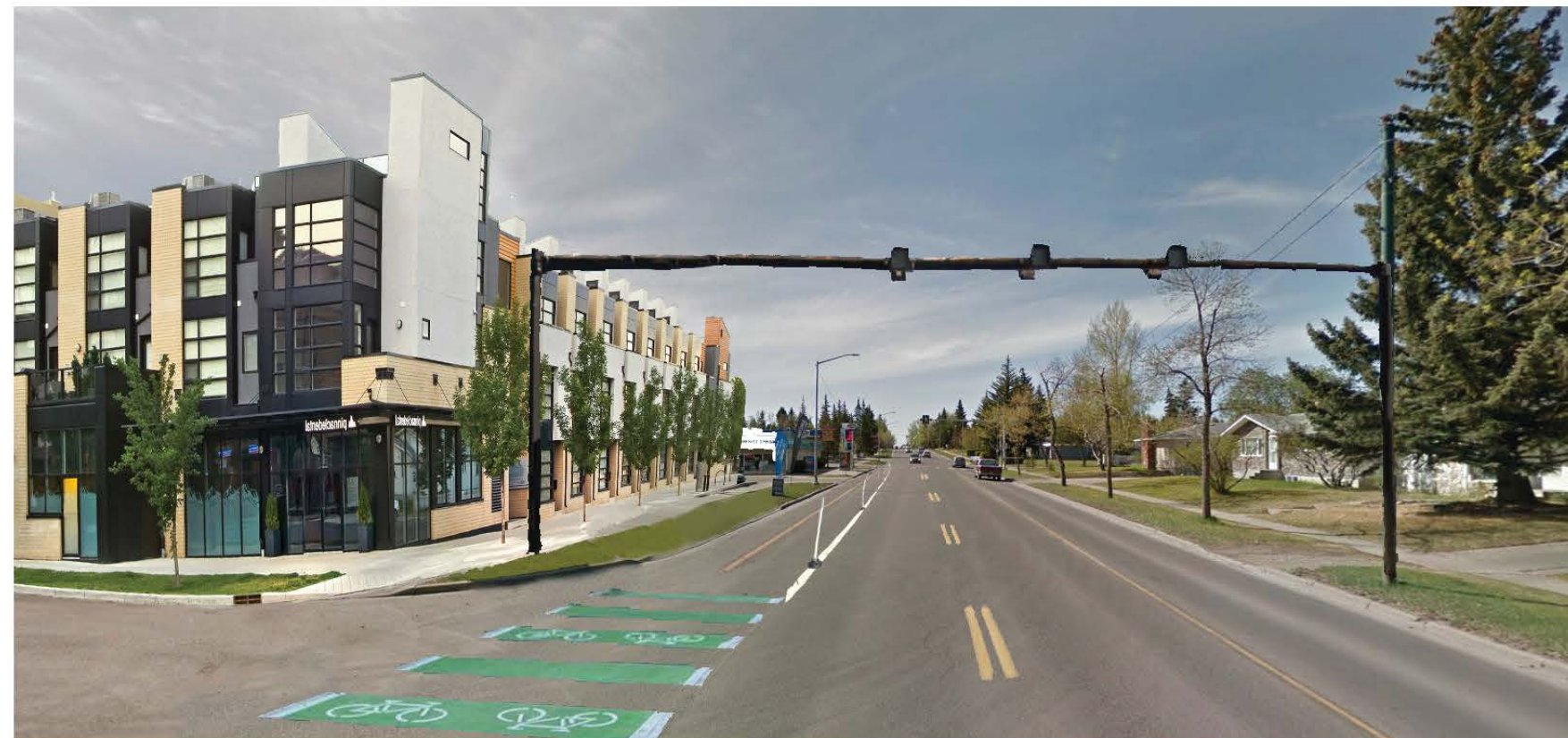
Elbow Drive section looking north with proposed lane reconfiguration and mixed use development at 96th Ave SW.

BEFORE



Elbow Drive current (above) and proposed (below) looking south at Havenhurst Crescent SW. The proposal would move parking to the rear of the property.

AFTER



Radix Consultants Vision for Lane Reversal with a dedicated cycle lane on Elbow Drive SW and mixed-use development



# HADDON ROAD BIKE LANE.

## EXISTING

Haddon road is already a designated cycle route, but few Haysboro residents are aware of this because it is only marked by small streetside signs. Haddon functions as a residential street but is classified as a collector by the City of Calgary and as such has a very wide right of way that encourages motorists to travel at high speeds.

## PROPOSAL

Radix Consultants propose upgrading the signed bike route to painted bike lanes on either side of Haddon Road. This would not only increase awareness of the route, but improve safety for cyclists as their space is now more clearly indicated for motorists.

## OBJECTIVES

**OBJECTIVE 1** - Improve awareness of, and safety on the Haddon Road bike route with the bolder indicator of painted lanes.

**OBJECTIVE 2** - By narrowing the vehicle lanes, formalized bike lanes may help calm traffic along this busy but primarily residential street.

BEFORE



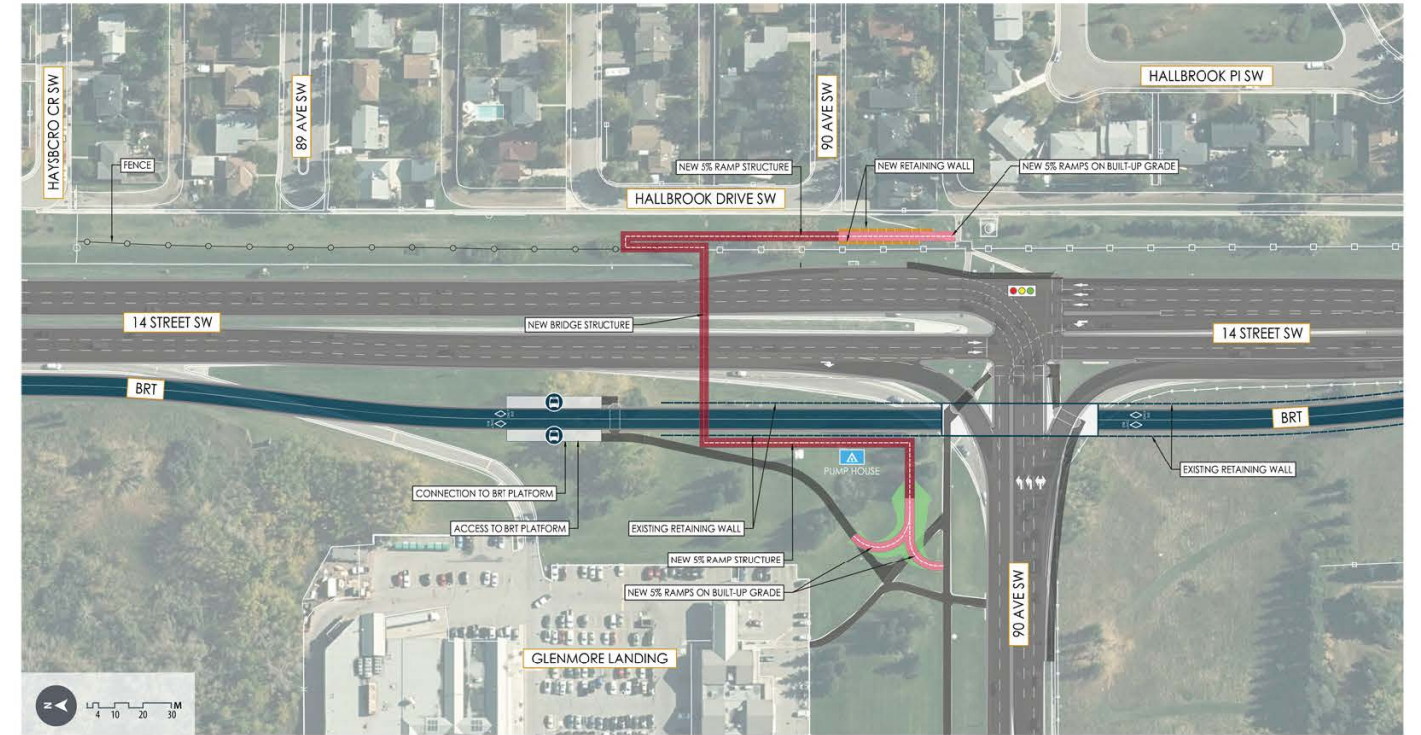
AFTER



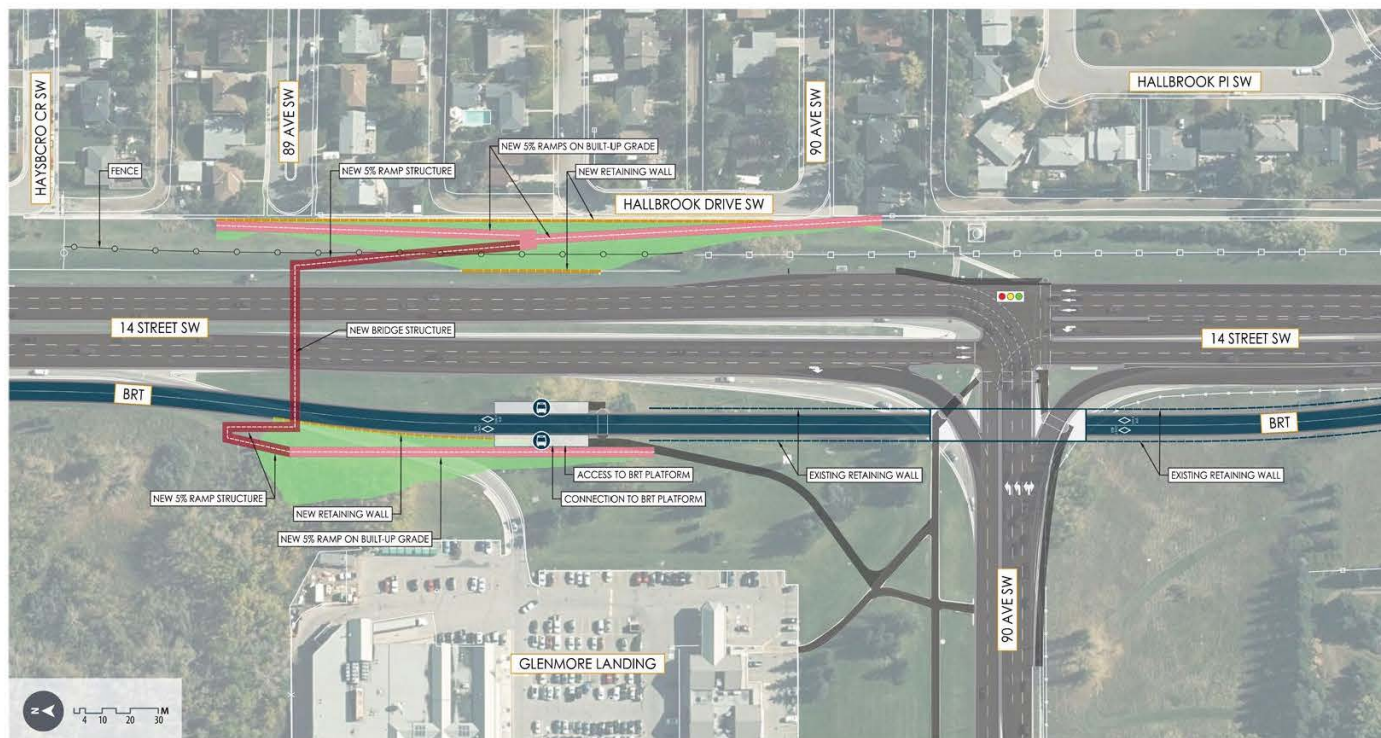
Haddon Road's present unmarked (but signed) in-road bike route (top left) and proposed painted bike lanes (top right). The bike lane passes a reconfigured commercial site at Harrow Crescent SW (below).

# PEDESTRIAN BRIDGES.

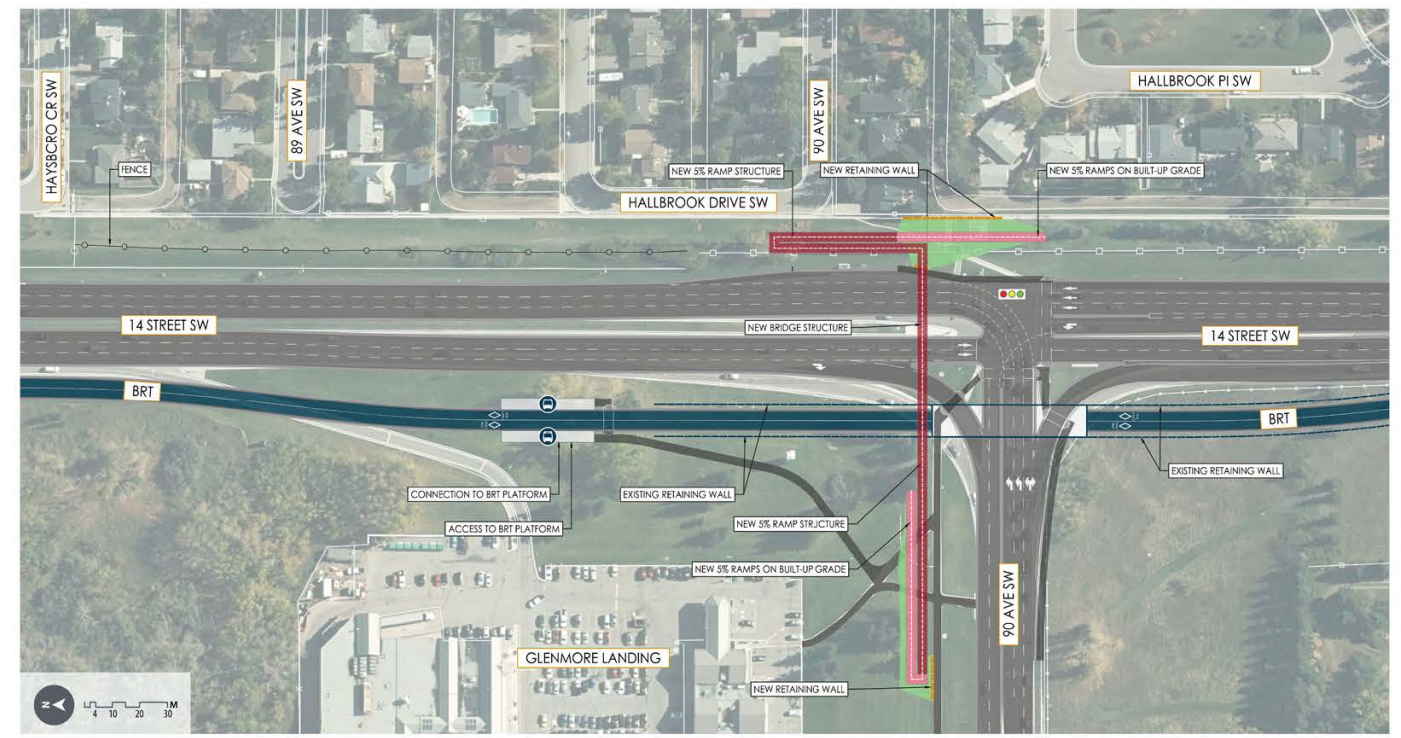
The City of Calgary in partnership with Stantec have proposed three conceptual designs for a 14th Street Pedestrian bridge that will link Haysboro to Glenmore Landing and the BRT stop. Based on community feedback there was no consensus on which option was the best. Radix Consultants has come up with a conceptual design amalgamating the positive features from each individual concept presented by the City of Calgary.



Option two proposed by City of Calgary  
Source: <https://www.cbc.ca/news/canada/calgary/pedestrian-bridge-glenmore-landing-14th-street-options-13941582>

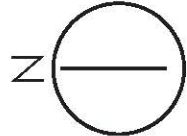


Option one proposed by City of Calgary  
Source: <https://www.cbc.ca/news/canada/calgary/pedestrian-bridge-glenmore-landing-14th-street-options-13941582>

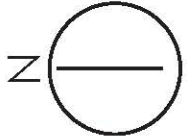
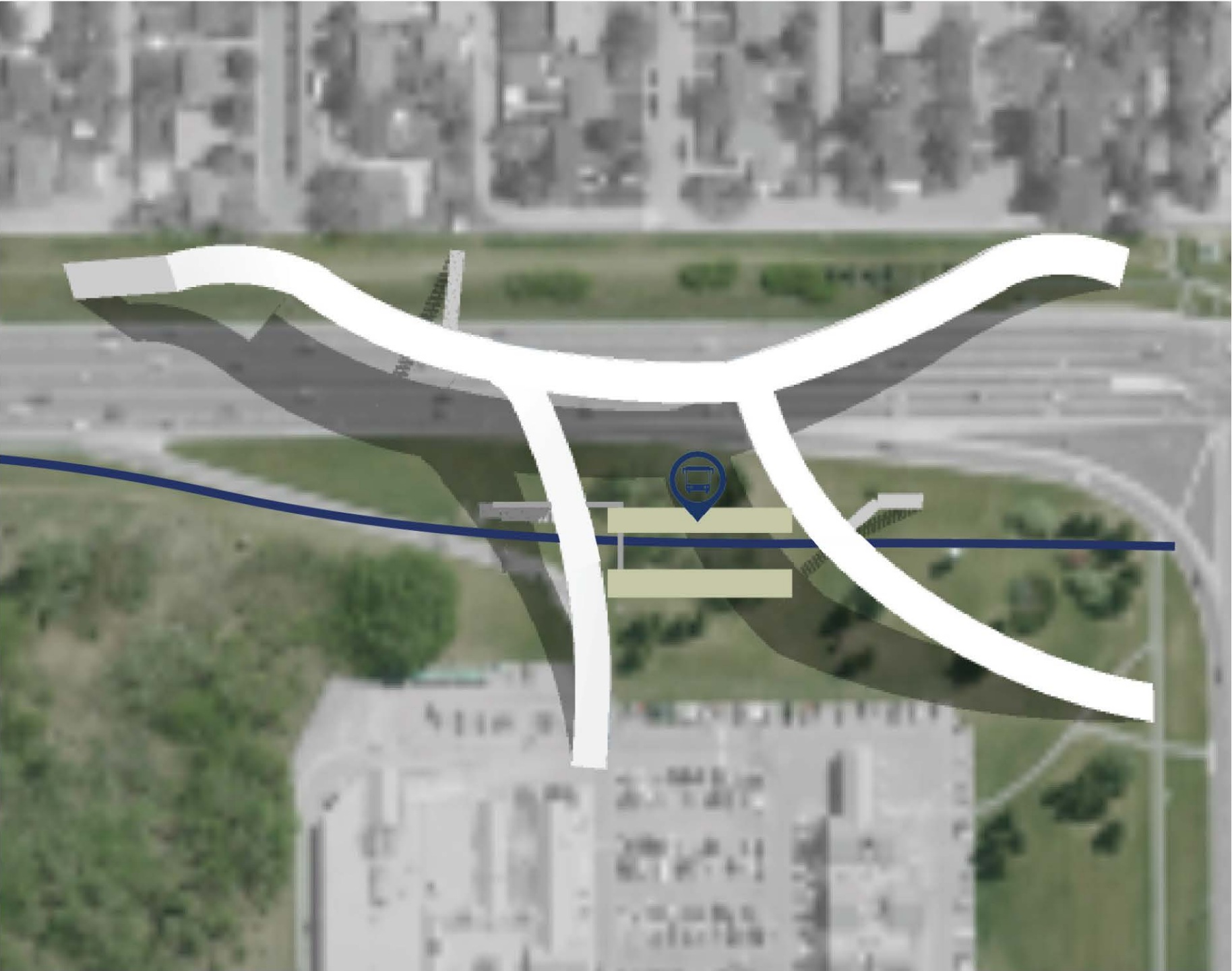


Option three proposed by City of Calgary  
Source: <https://www.cbc.ca/news/canada/calgary/pedestrian-bridge-glenmore-landing-14th-street-options-13941582>

The 14th Street pedestrian bridge proposed by Radix Consultants ensure that there are multiple touchdown points on either side of 14th street, improving pedestrian connectivity. Additionally, Radix Consultants suggests that the bridge pathways be 6m in length, so as to comfortably accommodate both cyclists and pedestrians. This is because the bridge will connect with the linear dog park parallel to 14th Street, and connects to 90 Ave SW which is classified as Parkway Designation.



Proposed 14 Street Pedestrian Bridge



Enhanced view of Proposed 14 Street Pedestrian Bridge

# P E D E S T R I A N B R I D G E S .

In addition to the proposed 14th Street Pedestrian Bridge, Radix Consultants propose an additional pedestrian bridge be constructed to increase east-west circulation for pedestrians. At the moment there are only three pedestrian crossings that allow people to traverse the LRT Tracks and access the commercial areas along the MacLeod Corridor: at grade on Heritage Drive, the pedestrian overpass that connects to the London Towers, and a sidewalk on the south side of Southland Drive. Radix Consultants envisions that an additional crossing in the form of a pedestrian bridge will connect the western side of Haysboro to the commercial areas located along Horton Road SW and the high density developments along the MacLeod Corridor. Additionally, this bridge will increase connectivity to the proposed MacLeod Corridor linear park, and the areas which have been identified for redesignation.



Existing Pedestrian Crossing at Heritage Station to the London Towers

Source: [https://s3-us-west-2.amazonaws.com/realestaterobot/listings/83700624/large/810-8880-horton-road-sw-c4087673-image\\_21.jpg](https://s3-us-west-2.amazonaws.com/realestaterobot/listings/83700624/large/810-8880-horton-road-sw-c4087673-image_21.jpg)

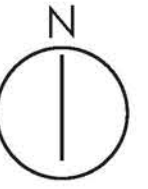


Existing pedestrian walkway on Southland Drive

Source: Google Maps



Proposed LRT Pedestrian Crossing



Enhanced View of Proposed LRT Pedestrian Crossing



**PARKS AND  
OPEN  
SPACES**

# OVERVIEW.

In land use planning, urban open spaces are often areas for parks, green spaces, or other spaces open to the public. These areas can be utilized by the community for recreation or resting, and sometimes are also purely functional natural landscapes, such as a storm water pond.

## EXISTING

Parks and open spaces are vital assets to the community of Haysboro. These spaces are viewed by the community as hubs that are frequently visited by all. Several parks belong within the boundaries of the schools, two dog parks exist on the east and west side of the neighbourhood, and other small pocket green space islands are scattered throughout the neighbourhood.

## ISSUES

**CONNECTIVITY** - Several of the parks spaces, particularly the larger ones located within school boundaries seem to act as a barrier for moving through the community. Due to the warp-grid block pattern, and long lengths, residents often have to walk or bike around the schools for several unnecessary blocks to get through.

**MOVEMENT** - Each of the parks within the school boundaries have playing fields and playgrounds, which make them conducive for recreational use. However, there are no pathways within for those that are by-passers. Additionally, residents that needed to move around these zones felt unsafe due to high speed automobiles. As a result our proposals for circulation address the safety issues.

**EQUIPMENT** - Some parks in the community have been upgraded with new equipment, however community members suggested that new and creative playground equipment for children would be exciting and beneficial.

**FUNCTIONALITY** - Although most of the parks and open spaces are functional for something or the other, there are aspects where some features may add much value, making the space utilized by more people, hence adding vibrancy to the spaces.

## PROPOSAL

Our vision for the future of Haysboro is to offer a range of park spaces for different functionalities where people are able to visit to play, relax and gather as a community. These spaces are already valued destination hubs within the community, but we aim to add also turn them into spaces that connect different parts of the community for movement and respite. We recognize that schoolyards play an important role in green spaces and encourage the community to partner further with schools to utilize these spaces for community uses.

## INTENT

Connect parks and open spaces with publicly accessible spaces such as laneways, streets and schoolyards.

- Create respite areas where community members are able to get away to.
- Connections to open spaces, and the green spaces themselves are to be areas where community feel comfortable and safe in.

## NUMBER OF EXISTING PARKS TO BE UPGRADED - 5

1. Dog Park
2. Haysboro School Park
3. Bishop Grandin and Woodman School Park
4. Natural Storm Water Catchment Area
5. Eugene Coste School Park

## NUMBER OF NEW PARKS - 1

6. MacLeod Linear Park





# 14th STREET DOG PARK.

## EXISTING

The dog park is highly valued and utilized by many members of the community. This park spans north-south of Haysboro with a thin pathway adjacent to it, that is currently in poor condition. This pathway is not only utilized by those walking their dogs, but also pedestrian by-passers. Additionally, those that walk on the park are able to view the unsightly busy 14th street traffic, which reduces the leisurely stroll vibe.

## PROPOSAL

Radix Consultants propose to improve the conditions of the walkway and beautification of the park.

## OBJECTIVES

**OBJECTIVE 1** - Create pedestrian only walkway to west of park adjacent to 14th street wall.

**OBJECTIVE 2** - Improve quality of multi-use pathway connecting north-south of dog park to east of park.

**OBJECTIVE 3** - Improve lighting throughout multi-use pathway.

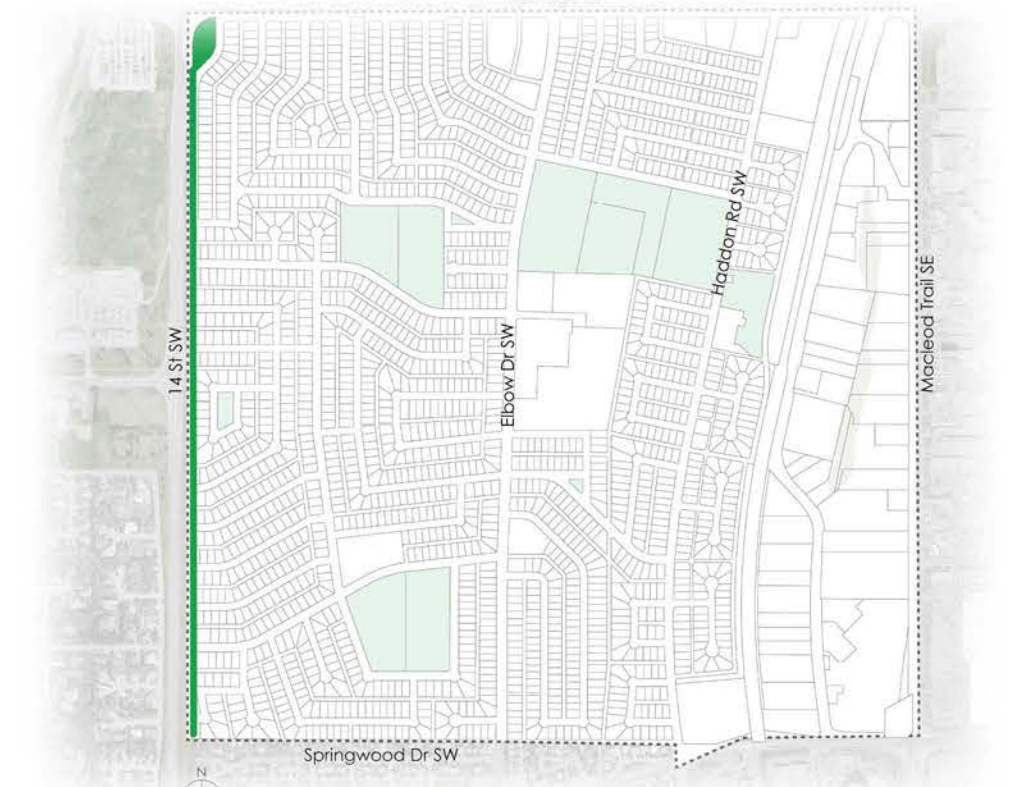
**OBJECTIVE 4** - Create additional seating throughout park area.



14th Street Dog Park in winter conditions, illustrating clear sight of high traffic on to 14th street.



View of pathway from Haysboro Crescent towards 14th Street dog park Source: Google Maps





BEFORE



AFTER

- 1
- 2
- 3
- 4

## 1 PEDESTRIAN WALKWAY



1 meter walkway for pedestrian adjacent to 14th Street divider with shrubs for beautification.

### GUIDELINES

1. Pathways should connect to sidewalks at intersections and other pedestrian crossings”
2. Pathways may be wide enough for 1- 2 persons on foot.
3. All routes should be mapped, designed and signed as pedestrian only routes.
4. Routes should be planned for scenic interest and/or ease of linkage between blocks.
5. Where appropriate, routes may have sufficient lighting for safety and ease of visibility.

## 2 MULTI-USE PATHWAY



Upgrades and widened 2.5 meter multi-use pathway for pedestrians and cyclists.

### GUIDELINES

1. Pathways should be designed for universal accessibility such as walkers, strollers, runners, people with disabilities, cyclists, skaters and skateboarders.
2. Where a route extends beyond the park and open space system into the street network, the route will be located within the defined right-of-way.
3. All routes should be marked, designed and signed as multi-use pathways with clearly marked street crossings.
4. High use pathways shall be lit as per lighting guidelines.
5. Routes should be planned for scenic interest and ease of linkage between open spaces and other neighbourhood hubs.

## 3 STREET LIGHTING



Location Unknown  
Source: www.google.ca

Lighting throughout multi-use pathway.

### GUIDELINES

1. Night lighting should be directed away from nearby residential areas.
2. Lighting should be designed and installed in intervals that will not interfere with visibility.
3. Lighting should ensure safety, convenience and enjoyment of the public.

## 4 SEATING



Location Unknown  
Source: https://backalleyscapbox.files.wordpress.com

Scattered park benches throughout dog park for those seeking respite.

### GUIDELINES

1. Seatings are to maximize the use and enjoyment of the park,
2. Seating and children’s play areas should be planned taking into consideration shaded areas and opportunities for overview from nearby residences and/or adjacent streets
3. Seating should be facing the children’s play area and free of any obstruction.
4. Reflect the community identity in lighting, site furnishings, landscape details and planting.
5. Seating shall be slip resistant, particularly in areas that are not shaded from precipitation.

# HAYSBORO SCHOOL PARK.

## EXISTING

The Haysboro School Park houses not only the school, but it is also green space on which the Community Association lives. This space is therefore one that is frequently visited by many. The playground has been recently upgraded and thoroughly enjoyed by the kids, however the community requested some additional seating for the adults. Moving through north-south of the ground can be challenging as pedestrians and cyclists would have to detour through several blocks.

## PROPOSAL

Radix Consultants propose developing a pathway on the laneway west of the school in addition to an internal pathway system for increased connectivity.

## OBJECTIVES

**OBJECTIVE 1** - Improve pathways system with north-south connections between 89th Ave and 87th Ave.

**OBJECTIVE 2** - Create a pathways adjacent to laneway connecting north-south of school.

**OBJECTIVE 2** - Create a more prominent access for through parking lot to connect between playground and Haysboro school.

**OBJECTIVE 3** - Increase seating options around playground area.



Haysboro School Park



Existing conditions of informal pathway



Location of Haysboro School Park



BEFORE



AFTER

## 1 INTERNAL PATHWAY SYSTEM



1.5 meter pathways through school grounds connecting north-south and east-west.

### GUIDELINES

1. Pathways should connect to sidewalks at intersections and other pedestrian crossings”
2. Pathways may be wide enough for 1- 2 persons on foot.
3. All routes should be mapped, designed and signed as pedestrian only routes.
4. Routes should be planned for scenic interest and/or ease of linkage between blocks.
5. Where appropriate, routes may have sufficient lighting for safety and ease of visibility.

## 2 LANEWAY ACCESS PATHWAY



Pathways through laneways for easier connections through warped blocks

### GUIDELINES

1. Pathways should be designed for universal accessibility such as walkers, strollers, runners, people with disabilities, cyclists, skaters and skateboarders.
2. Where a route extends beyond the park and open space system into the street network, the route will be located within the defined right-of-way.
3. All routes should be marked, designed and signed as multi-use pathways with clearly marked street crossings.
4. High use pathways shall be lit as per lighting guidelines.
5. Routes should be planned for scenic interest and ease of linkage between open spaces and other neighbourhood hubs.

## 3 PARKING LOT WALKWAY



A clearly marked pedestrian path through parking lot for easier flow-through.

### GUIDELINES

1. Landscaping should be used to enhance parking areas, while allowing views of cars for safety.
2. A clearly indicated no parking zone should be easily visible from cars to clarify that it is for by-passers only.
3. Plantings or signs may be utilized to indicate a no-car zone.
4. Walkway should be placed strategically to allow for direct routes through parking lot.

## 4 SEATING



Dublin, Ireland  
Source: [https://dullmen.files.wordpress.com/2010/05/dscr1069\\_2.jpg](https://dullmen.files.wordpress.com/2010/05/dscr1069_2.jpg)

Additional seating with clear sight on to playground areas.

### GUIDELINES

1. Seatings are to maximize the use and enjoyment of the park,
2. Seating and children’s play areas should be planned taking into consideration shaded areas and opportunities for overview from nearby residences and/or adjacent streets
3. Seating should be facing the children’s play area and free of any obstruction.
4. Reflect the community identity in lighting, site furnishings, landscape details and planting.
5. Seating shall be slip resistant, particularly in areas that are not shaded from precipitation.

# BISHOP GRANDIN & WOODMAN SCHOOL PARK.

## EXISTING

The Bishop Grandin and Woodman school park is the largest of all within Haysboro as it hosts two schools. There is a laneway to its south that runs adjacent to the park, which has tremendous potential to be a major east-west connection. Additionally, in order to travel north, or south of the property, one would have to travel around it.

## PROPOSAL

Radix Consultants propose developing pathways and laneways to increase connection in all directions. With its location being central within the community, near a church and multi-family residential, a small pocket park for respite, would benefit the area.

## OBJECTIVES

**OBJECTIVE 1** - Create an internal pathway system for north-south connections.

**OBJECTIVE 2** - Improve east-west connection with a pathway connecting Haddon Road to Elbow Drive south of green space.

**OBJECTIVE 3** - Develop of a pocket park between the parking lot and the baseball square.

**OBJECTIVE 4** - Offer sufficient lighting for safety.



View of Woodman School



Bishop Grandin School



Location of Bishop Grandin and Woodman School Park





BEFORE



AFTER

## 1 INTERNAL PATHWAY SYSTEM



Walkways through schools for shorter routes around blocks.

### GUIDELINES

1. Pathways should connect to sidewalks at intersections and other pedestrian crossings”
2. Pathways may be wide enough for 1- 2 persons on foot.
3. All routes should be mapped, designed and signed as pedestrian only routes.
4. Routes should be planned for scenic interest and/or ease of linkage between blocks.
5. Where appropriate, routes may have sufficient lighting for safety and ease of visibility.

## 2 LANEWAY ACCESS PATHWAY



Multi-use pathway to connect Haddon Rd and Elbow Drive through laneways for easy East-West access.

### GUIDELINES

1. Pathways should be designed for universal accessibility such as walkers, strollers, runners, people with disabilities, cyclists, skaters and skateboarders.
2. Where a route extends beyond the park and open space system into the street network, the route will be located within the defined right-of-way.
3. All routes should be marked, designed and signed as multi-use pathways with clearly marked street crossings.
4. High use pathways shall be lit as per lighting guidelines.
5. Routes should be planned for scenic interest and ease of linkage between open spaces and other neighbourhood hubs.

## 3 POCKET PARK WITH SEATING



A small creative respite space with seating and ample trees.

### GUIDELINES

1. Consider flexible designs that may be utilized in the winter months.
2. Space may be designed with a functional or educational purpose such as community garden within the school curriculum.
3. Creatively designed seating should be planned taking into consideration shaded areas and opportunities for overview from nearby residences and/or adjacent streets
4. Seating shall be slip resistant, particularly in areas that are not shaded from precipitation.
5. Pocket park must has lighting that adheres to the lighting guidelines.

## 4 STREET AND POCKET PARK LIGHTING



Lighting throughout pathways and pocket park area.

### GUIDELINES

1. Night lighting should be directed away from nearby residential areas.
2. Lighting should be designed and installed in intervals that will not interfere with visibility.
3. Lighting should ensure safety, convenience and enjoyment of the public.

# NATURAL STORM WATER PARK.

## EXISTING

The existing storm water pond in Haysboro is a large depreciated elevation with drains located throughout. Other than its drainage function, it is seldom used by the community.

## PROPOSAL

Radix Consultants viewed this space as an opportunity for functionality and path that could be visited more often. If this park was converted into a beautified natural storm water pond with plenty of native landscaping and spaces that would give people a reason to visit, it may be utilized more often. Additionally, it is on the way to our proposed LRT overpass, therefore offers people a pleasant park to walk through.

## OBJECTIVES

**OBJECTIVE 1** - Develop an aesthetically pleasing and functional natural wetland for drainage.

**OBJECTIVE 2** - Create a raised bridge and an elevated gazebo over the pond with seating to allow for utilization of space for people.

**OBJECTIVE 3** - Create opportunities for seating so park is used as a respite space.

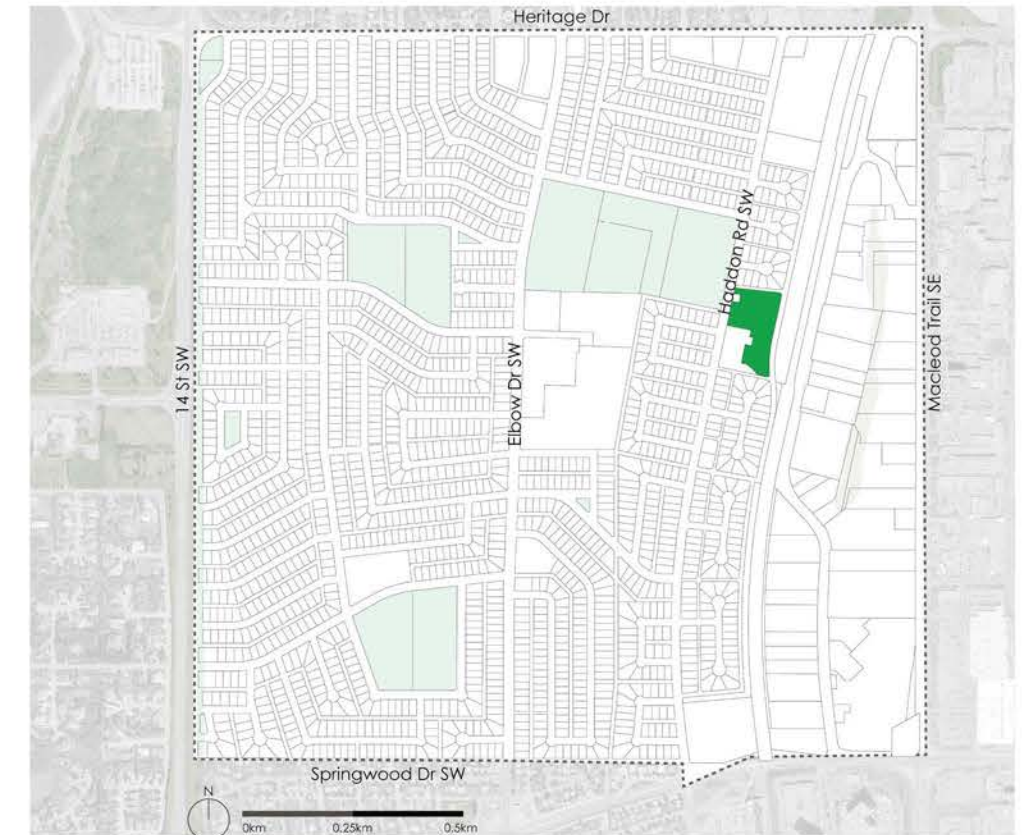
**OBJECTIVE 4** - Develop a pathway system that connects Haddon Road to the LRT overpass.



View of current storm water catchment area from the east to west



Potential route for future internal pathway



Location of Natural Storm Water Park



BEFORE



AFTER

## 1 NATURAL STORM WATER WETLAND



Naturalized storm water pond with ample landscaping for beautification.

### GUIDELINES

1. Adhere to Low Impact Development to manage the stormwater. Where possible, indigenous plant species and flood-tolerant species shall be used conducive to water retention.
2. An appropriate transition in distance and grade change between the natural features and urban development should be considered.
3. Pond design should integrate safeguards to ensure public safety while allowing access where considered appropriate.
4. Naturalized design of storm water management should consider low maintenance and post-construction activities and materials.

## 2 GAZEBO AND SEATING AREA



Raised bridge and gazebo over the stormwater pond with seating.

### GUIDELINES

1. Entry should be defined with enhanced planting, landscape features such as pergolas and gazebos, special paving, and directional signage.
2. Focal areas within the park should be provided with seating and lighting.
3. Amenity must be above maximum height for storm water catchment level.
4. Gazebo design should integrate safeguards to ensure public safety while allowing access where considered appropriate.

## 3 TREES AND SEATING AREA



Landscaped zone with ample trees for shade and areas of respite with added seating.

### GUIDELINES

1. Natural features should be protected by: carefully planning pathways to minimize disruption of natural functions within the area, and providing transitional planting areas which use.
2. Area may be dense with trees with areas for seating.
3. Green infrastructure must contribute to managing storm water retention and be aesthetically pleasing.

## 4 INTERNAL PATHWAY SYSTEM



Pathway looping around the storm water pond for connection to LRT overpass.

### GUIDELINES

1. Pathways should connect to sidewalks at intersections and other pedestrian crossings"
2. Pathways may be wide enough for 1 - 2 persons on foot.
3. All routes should be mapped, designed and signed as pedestrian only routes.
4. Routes should be planned for scenic interest and/or ease of linkage between blocks.
5. Where appropriate, routes may have sufficient lighting for safety and ease of visibility.

# EUGENE COSTE SCHOOL PARK.

## EXISTING

The Eugene Coste school ground is one block large and surrounded by residential units. Having to cut through the park, require one to go around it. It has two fields, one for baseball and one for soccer and is surrounded by ample trees on its boundaries.

## PROPOSAL

Radix Consultants propose upgrading the playground equipment and strategically adding an internal pathway system that does not interfere with the existing fields, yet provide connections in all directions.

## OBJECTIVES

**OBJECTIVE 1** - Improve pathway system with north-south connections from 96 Ave SW and Hillgrove Crescent SW; east-west connections between the east and west end of Hillgrove Crescent.

**OBJECTIVE 2** - Create additional seating around playground area.

**OBJECTIVE 3** - Add lighting throughout the pathway system for safety, and near the playground.

**OBJECTIVE 4** - Upgrade the existing south playground with creative equipment that is different from the north playground.



School Playground view from west to east



School field, view from south to north



Location of Eugene Coste School Park



BEFORE



AFTER

1  
3

2

4  
3

## 1 INTERNAL PATHWAY SYSTEM



Walkways through schools for shorter routes around blocks.

### GUIDELINES

1. Pathways should connect to sidewalks at intersections and other pedestrian crossings”
2. Pathways may be wide enough for 1- 2 persons on foot.
3. All routes should be mapped, designed and signed as pedestrian only routes.
4. Routes should be planned for scenic interest and/or ease of linkage between blocks.
5. Where appropriate, routes may have sufficient lighting for safety and ease of visibility.

## 2 SEATING



Dublin, Ireland  
Source: [https://dullmenfiles.wordpress.com/2010/05/dscn1069\\_2.jpg](https://dullmenfiles.wordpress.com/2010/05/dscn1069_2.jpg)

Additional seating with clear sight onto playground area.

### GUIDELINES

1. Seatings are to maximize the use and enjoyment of the park,
2. Seating and children’s play areas should be planned taking into consideration shaded areas and opportunities for overview from nearby residences and/or adjacent streets
3. Seating should be facing the children’s play area and free of any obstruction.
4. Reflect the community identity in lighting, site furnishings, landscape details and planting.
5. Seating shall be slip resistant, particularly in areas that are not shaded from precipitation.

## 3 LIGHTING



Location Unknown  
Source: [www.google.ca](http://www.google.ca)

Lighting throughout pathways and playground area.

### GUIDELINES

1. Night lighting should be directed away from nearby residential areas.
2. Lighting should be designed and installed in intervals that will not interfere with visibility.
3. Lighting should ensure safety, convenience and enjoyment of the public.

## 4 UPGRADE PLAYGROUND EQUIPMENT



Dublin, Ireland  
Source: <http://kaidenfieldarchive.com>

Upgrade playground with creative equipment.

### GUIDELINES

1. Equipment should adhere to Canada’s playgroun safety standards.
2. Equipment shal be creative and not similar to those that already exist within the neighbourhood. z



# MACLEOD LINEAR PARK.

## EXISTING

A steep sloped unused space located between parcels bear the Macleod Trail commercial district. Due to its steep slope, this areas remains unused but the community. Near it's south is a construction yard for storage utilized by a commercial business on Macleod.

## PROPOSAL

The Macleod commercial district is an area that the community does not feel is within it. It also lacks any green space. Radix Consultants propose converting this space into a beautified green corridor with pathways, and seating options. This linear park is aimed to become a destination that the community can visit. It can also be a place for respite for employees that work in the Macleod commercial district during lunch hours.

## OBJECTIVES

**OBJECTIVE 1** - Develop a green corridor with multi-use pathways that allows pedestrian and cyclists to safely enjoy all commercial amenities without having to go to MacLeod Trail.

**OBJECTIVE 2** - Create plenty of landscaping to create an impression that visitors are not within a big box commercial district.

**OBJECTIVE 3** - Create seating areas for employers in

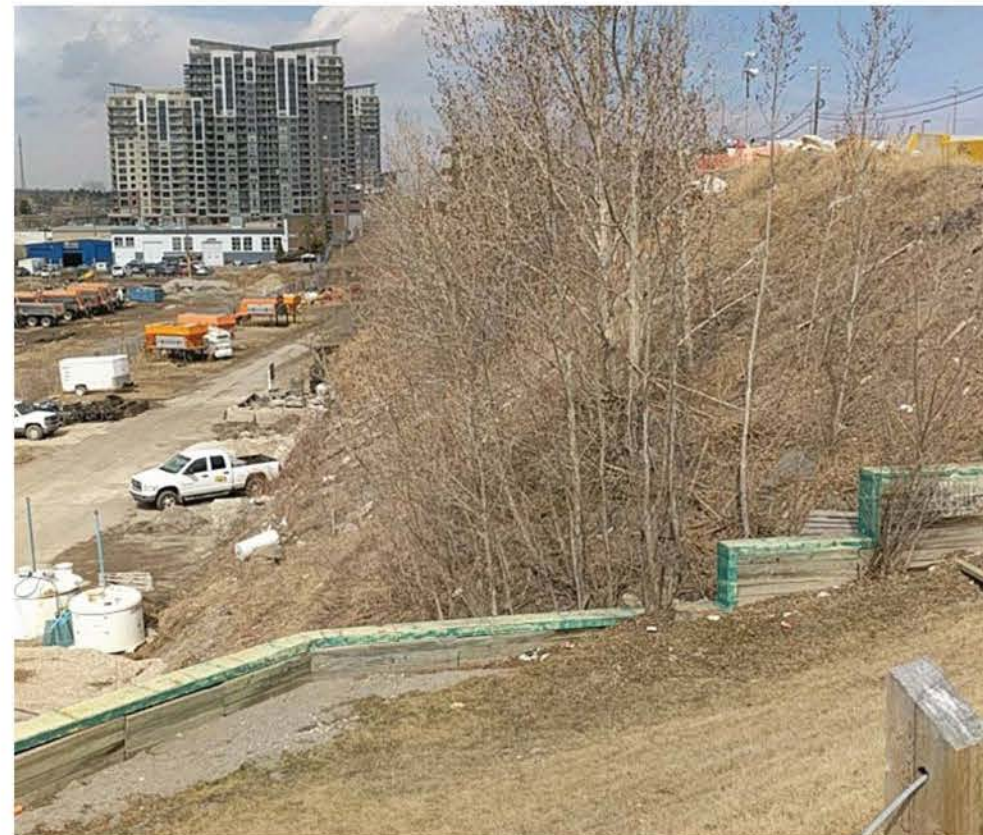
the region and community members to respite during lunch hours and breaks.

**OBJECTIVE 4** - Create some paved areas with seating and ample lighting.

**OBJECTIVE 5** - Plant plenty of trees surrounding the park to give the impression that one is not within a big box commercial district.



Current state of unused green space



Construction yard



Location of MacLeod Linear Park

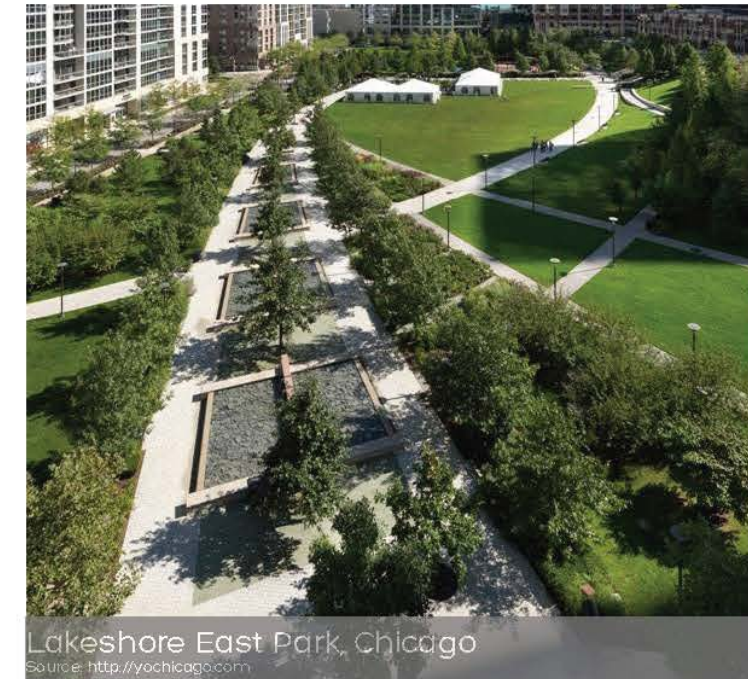


BEFORE



AFTER

## 1 INTERNAL PATHWAY SYSTEM



Lakeshore East Park, Chicago  
Source: <http://yochicago.com>

Multi-use pathways connecting commercial parcels district through park.

### GUIDELINES

1. Pathways should connect to sidewalks at intersections and other pedestrian crossings.
2. Routes should be planned for scenic interest and/or ease of linkage between commercial parcels.
3. Where appropriate, routes may have sufficient lighting for safety and ease of visibility.
4. Trees shall be planted on either side of pathways where appropriate to provide a vegetative canopy.

## 2 LANDSCAPED OPEN SPACES



Open areas to allow for programmable activities.

### GUIDELINES

1. Open landscaped area without any obstruction other than plantings.
2. Temporary spaces may be created in the spring and summer months when people want to pursue certain activities.

## 3 AMPHITHEATRE STYLE LAWN SEATING



Terraced seating to capitalize on natural topography of park.

### GUIDELINES

1. Landscaped seating options would embrace the topography of the land.
2. Seats shall be low maintenance with some paved paths and stairs for pedestrian access.
3. Trees shall be scattered through the seating spaces to allow for shade.

## 4 CREATIVELY PAVED AREAS OF RESPITE



Creative seating areas with ample lighting for use in evenings.

### GUIDELINES

1. Aim to create a unique and dynamic public space that does not follow traditional park design.
2. Use special pavement treatments for an aesthetically pleasing experience.
3. Areas with enough space may have flexible designs that can be redesigned throughout the year (eg. food trucks, skating rink, ice skating rink).
4. Movable street furniture such as chairs, picnic tables, amphitheatre or stage may be placed to adapt to different programming needs.
5. Lighting must adhere to lighting guidelines and be plentiful for nighttime use.

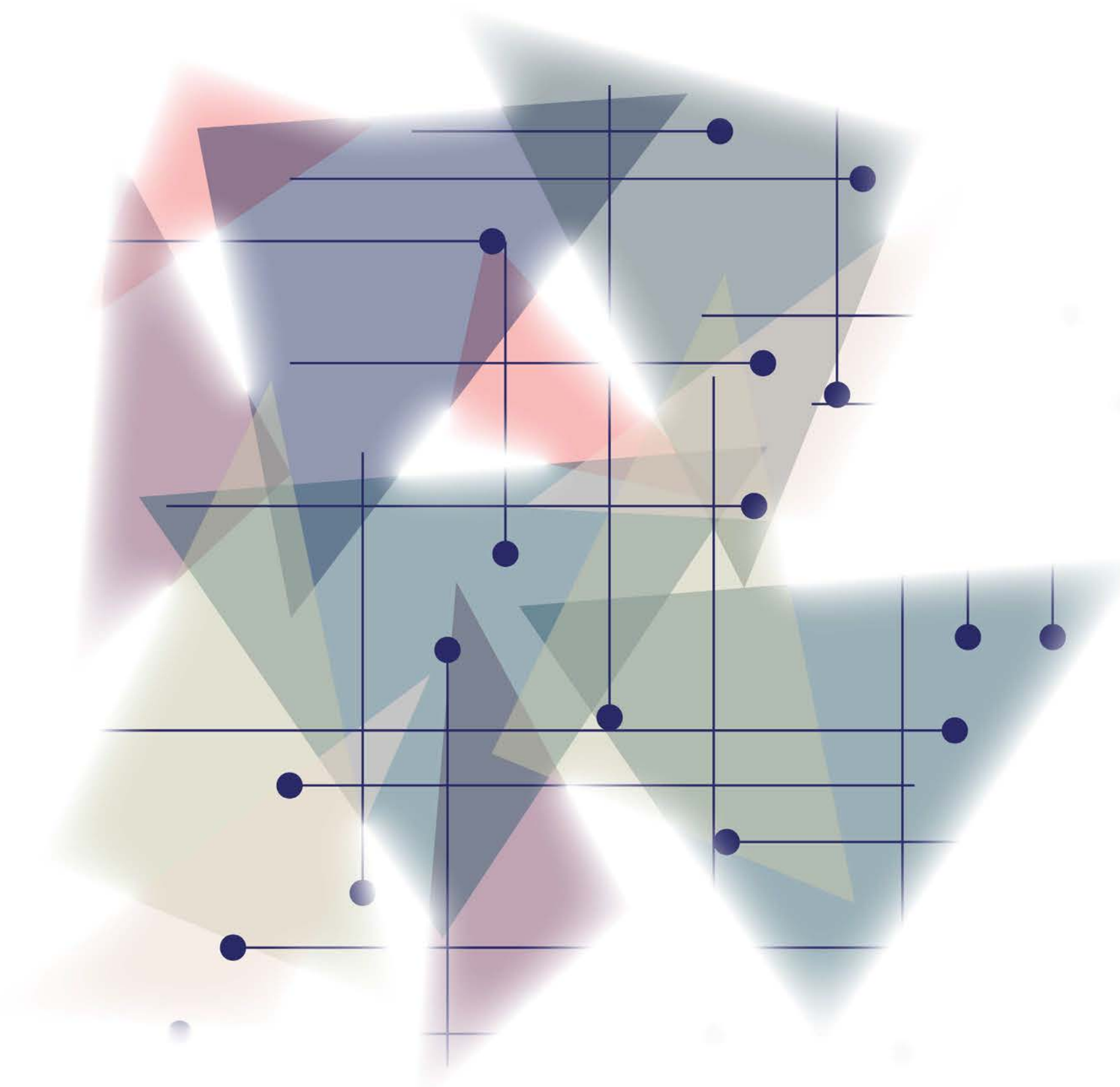
## 5 SURROUNDED BY TREES



Heavily surrounded by trees to block out sight of block like commercial buildings.

### GUIDELINES

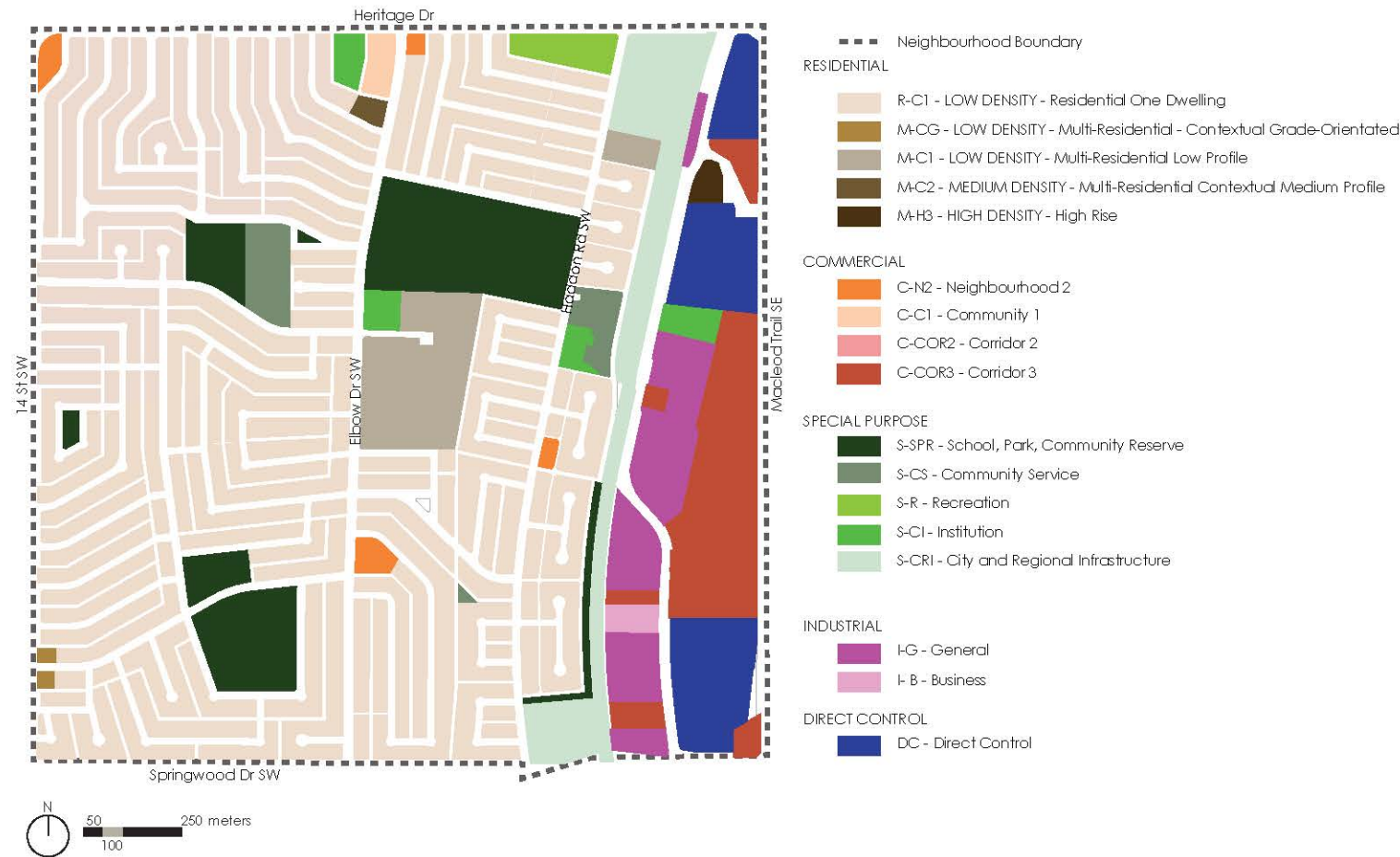
1. Dense trees shall surround the walls of all commercial parcels to ensure that sight of buildings from park is covered.
2. Trees shall be surrounded with landscaping such as grass to offer a natural vibe.



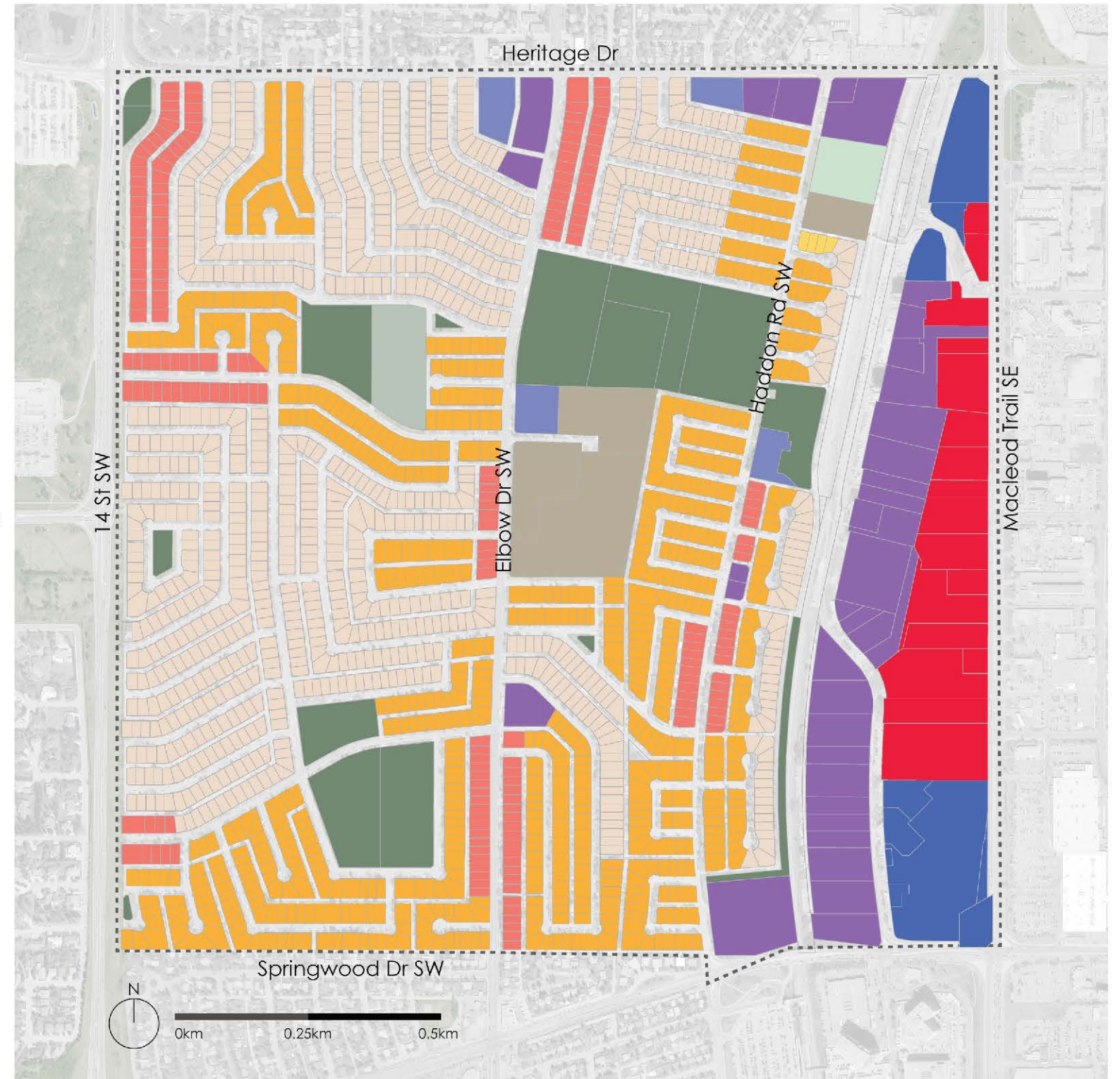
# **SUMMARY OF GOALS AND VISION FOR HAYSBORO**

# DIVERSIFY HOUSING OPTIONS.

Radix Consultants envisions Haysboro as being one of the most diverse and welcoming communities in Calgary. To achieve we propose diversify the existing land use to allow a variety of dwelling options for people of all ages and incomes. We would also like to propose a provision for inclusionary zoning to allow low income families the opportunity to call Haysboro home.



Existing Zoning Map for Haysboro, Calgary



Proposed Zoning Map for Haysboro, Calgary



Radix Consultants Vision for Laneway Housing in Calgary



Radix Consultants Vision for Laneway Housing in Calgary  
Source: <http://sitings.ca/wp/wp-content/uploads/2013/02/Wesbrook-Neighbourhood-Birdseye-1000.jpg>



Mixed-Use Precedent, Vancouver BC  
Source: <http://www.pci-group.com/wp-content/uploads/crossroads05.jpg>



Radix Consultants Vision for Row Housing on 89th Avenue SW

# ENHANCE OPEN SPACES.

Radix Consultants has proposed changes and guidelines that contribute to the intent as described by the community and observed by us. With internal pathways and laneway developments, the parks and open spaces would now become a part of the connectivity network of the neighbourhood. As identified by the map, these changes help community members move through the space easily.

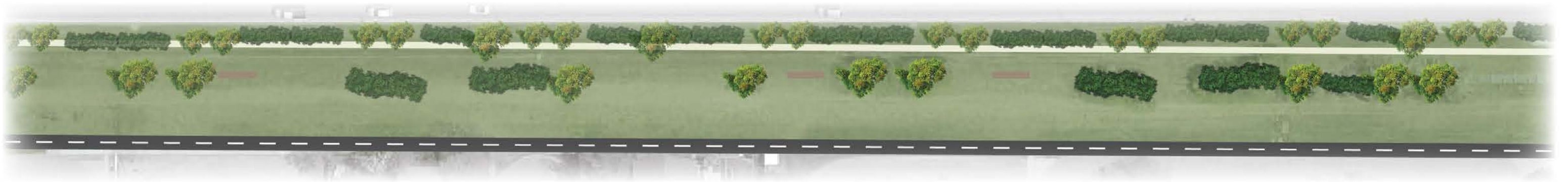
Features such as dense trees, a gazebo, and pocket parks contribute to the creation of respite areas where community members can get away for a while and spend some time within natural landscapes. This creates a sense of place and identity within the community.

Safety and comfort continue to be a recurring need throughout the community and therefore plenty of seating options and lighting are important contributions.

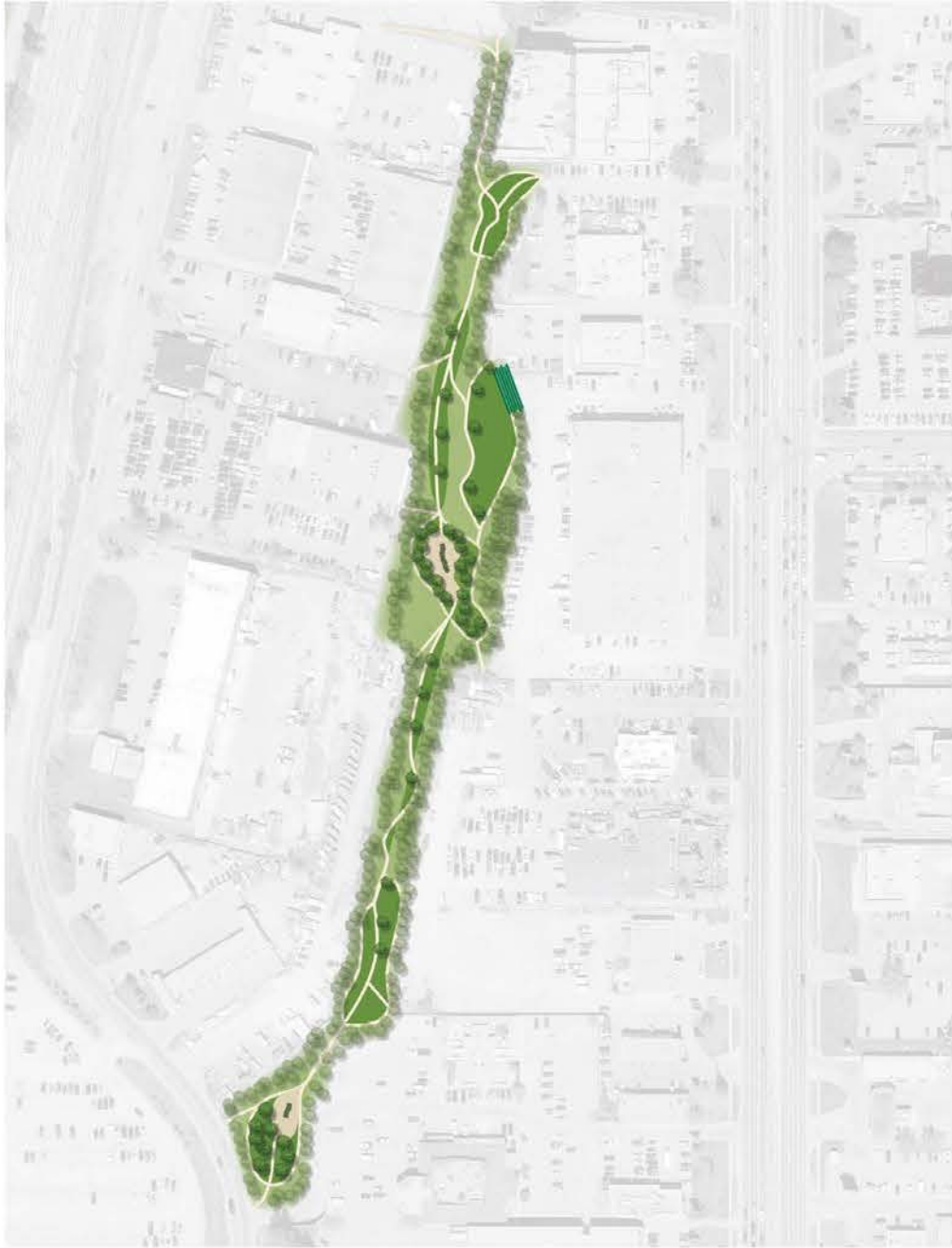


PROPOSAL CONTRIBUTIONS TO INCREASED CONNECTIVITY THROUGH PARKS AND OPEN SPACES





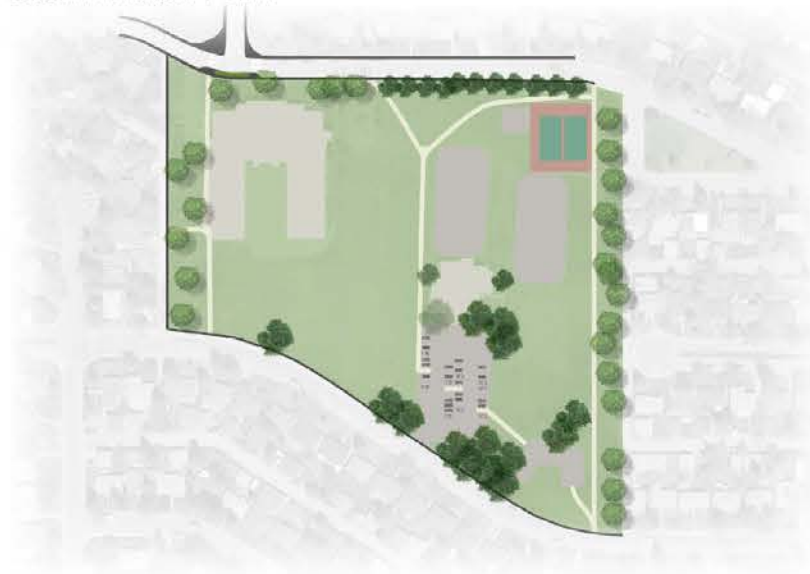
Radix Consultants Vision for 14th Street Linear Dog Park



Radix Consultants Vision for new MacLeod Trail Linear Park



Radix Consultants Vision for Haysboro Natural Stormwater Park



Radix Consultants Vision for Haysboro School Revitalization



Radix Consultants Vision for Eugene Coste School Park Revitalization

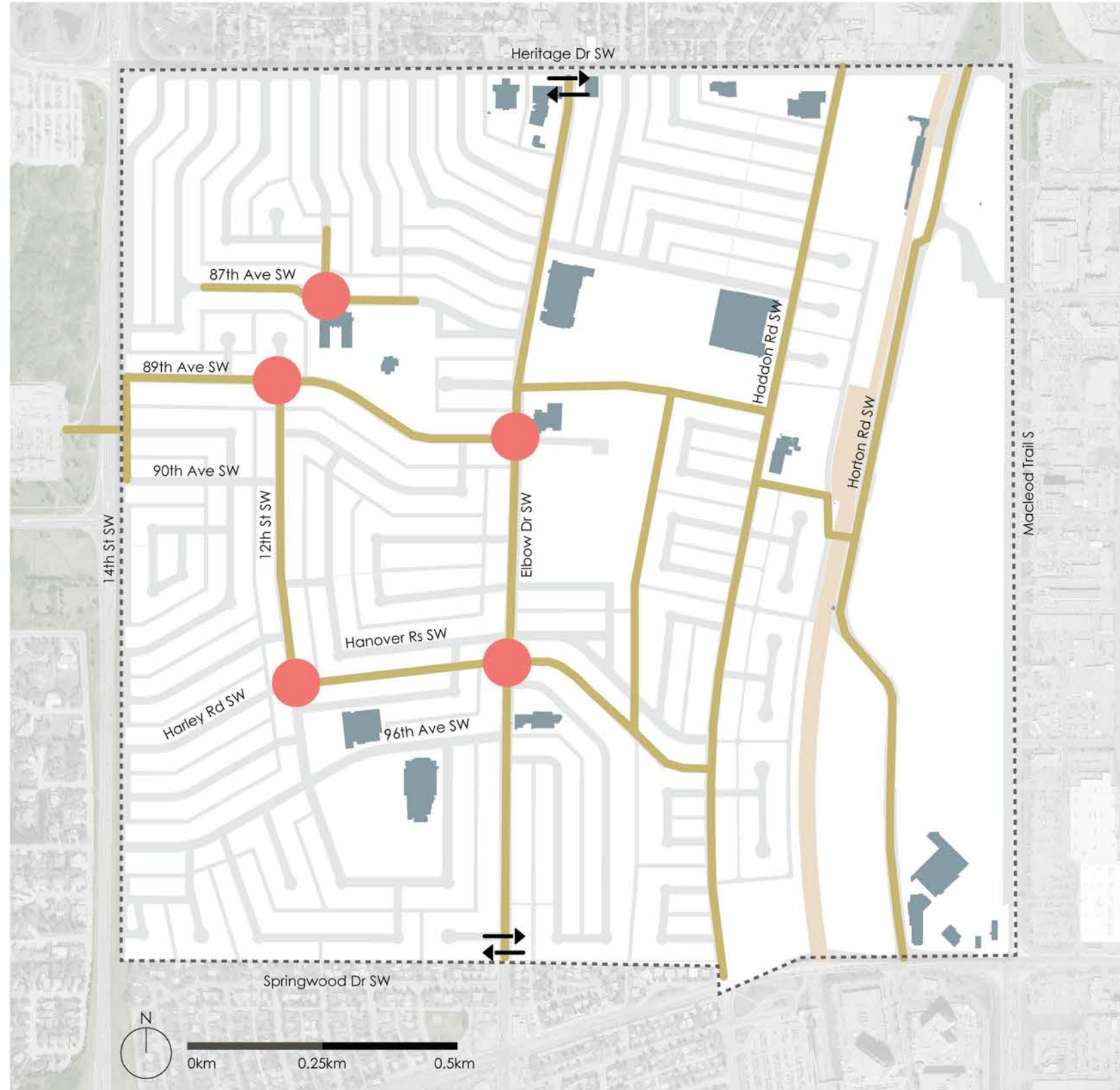


Radix Consultants Vision for Bishop Grandin & Woodman School Park Revitalization

# IMPROVE CIRCULATION.

Radix Consultants has proposed enhancements and alterations to much of Haysboro's transportation infrastructure with the principles of safety, accessibility, and connectivity in mind. Particular attention has been paid to key intersection and routes of movement, shown in the summary map, for residents of the community regardless of their preferred mode of transportation. Traffic calming measures, multi-use pathways, paved laneways, dedicated bike lanes, and new pedestrian bridges would help to greatly improve cycling experience and walkability of Haysboro.

Reclassifying Elbow Drive as a Neighbourhood Boulevard rather than a Collector and adding a separated cycle track will initiate its transition into a true community main street. Ultimately, the vision for this road is one of vibrancy and diversity, offering a variety of uses and amenities. Elbow should become the true heart of Haysboro.



Proposed route enhancements highlighting improved connectivity and circulation with the neighbourhood.



Dimensions of the proposed intersection at 87th Ave and 11th St.



Radix Consultants Vision for Lane Reversal with a dedicated cycle lane on Elbow Drive SW and mixed-use development



Proposed LRT Pedestrian Crossing



EVDS 644 Advanced Professional Planning Studio Class of 2017

# ACKNOWLEDGEMENTS

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A special thanks to our Professor Francisco Alaniz Uribe for his dedicated support and guidance throughout our education, without whom this would not have been possible.



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