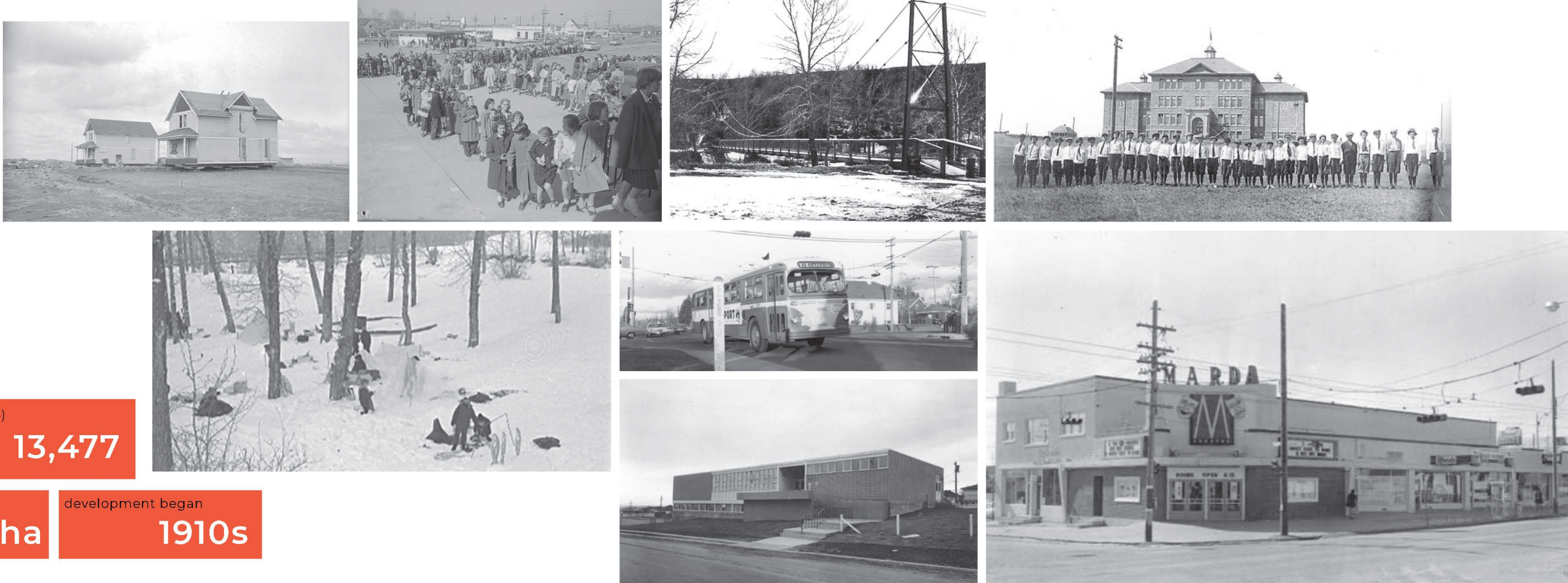
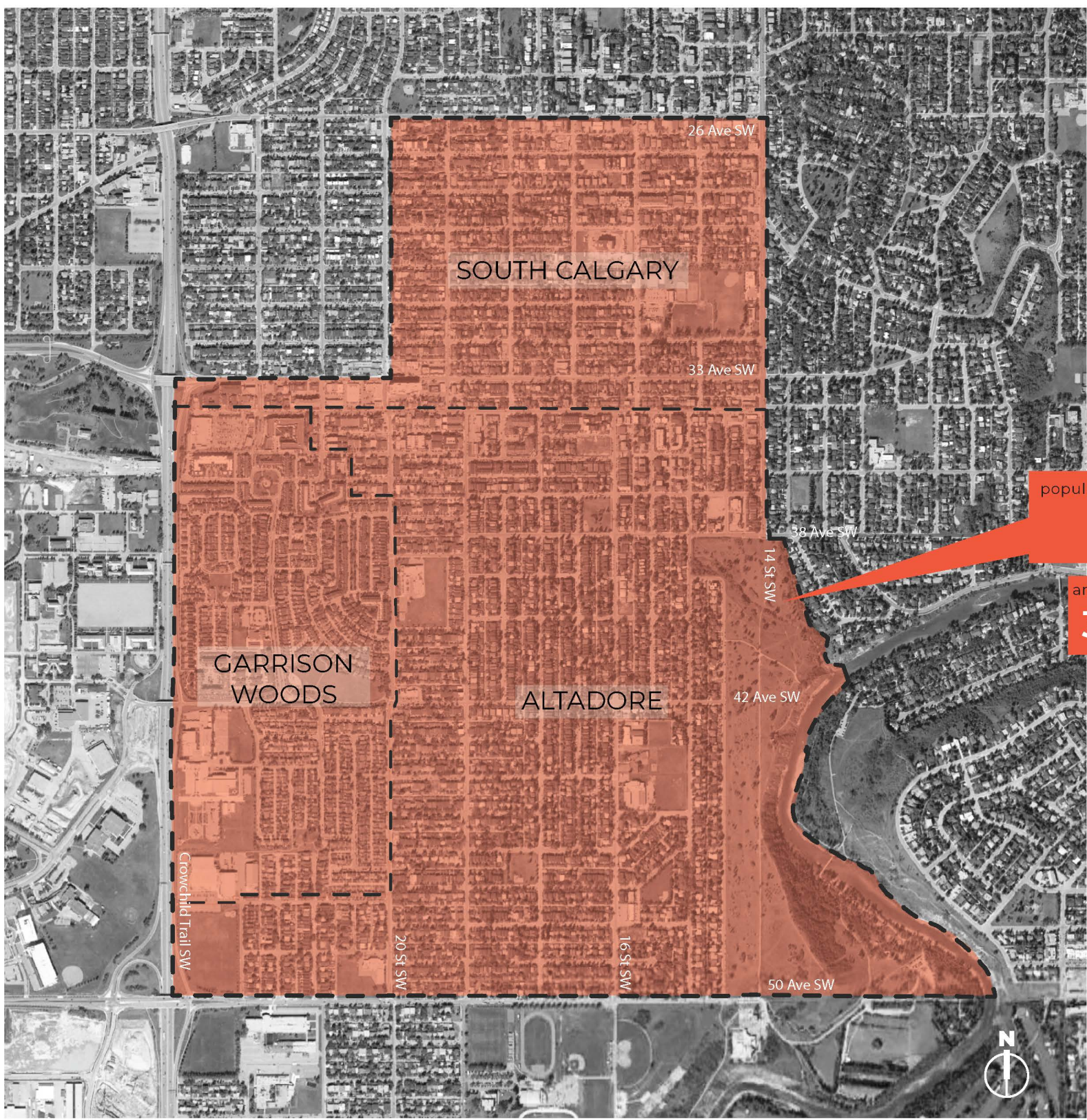


MARDA LOOP COMMUNITIES design guide



COMMUNITY PROFILE

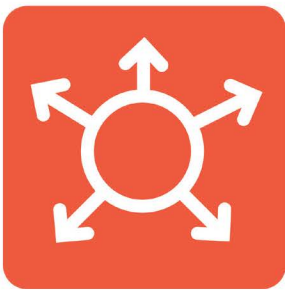


Marda Loop is a dynamic community with a rich history in Calgary. The 33rd Avenue mainstreet and proximity to downtown make the community a popular local destination and a highly desirable place to live. Despite a slightly lower growth rate than the city average, changing demographics and widespread inner-city development have led to pressure for the community to grow and adapt in a sustainable manner. The aim of this project is to provide the community with a tool help guide future development.



PROJECT VISION

TO GUIDE LONG TERM DEVELOPMENT IN MARDA LOOP TO
SUCCESSFULLY RESPOND TO CHANGING URBAN CONDITIONS IN A
WAY THAT ENSURES **PEOPLE CENTRED** OUTCOMES.



create **CHOICE + OPPORTUNITY**

- Encourage active and multi modal transportation options
- Improve variety and connectivity between open spaces
- Create opportunities for diverse and inclusive housing choices
- Support commercial development within properly managed mixed use practices



invigorate through **SENSIBLE REDEVELOPMENT**

- Better planning of transitional areas
- Develop flexibility and adaptability in the built form
- Ensure proper distribution of amenities to support increased population base
- Support increased housing stock within existing fabric



enhance **COMMUNITY CHARACTER**

- Design a more pedestrian-friendly streetscape and user-friendly open spaces
- Guide future development to better respond with the existing urban fabric
- Enhance integrity of nature through environmentally responsible practices



Mixed-Use Development



Contextual Character



Natural Integrity



Streetscape Enhancements



Seamless Density Transition



Increased Housing Stock



Various Open Spaces



Adaptable Built Form



Multimodal Transportation



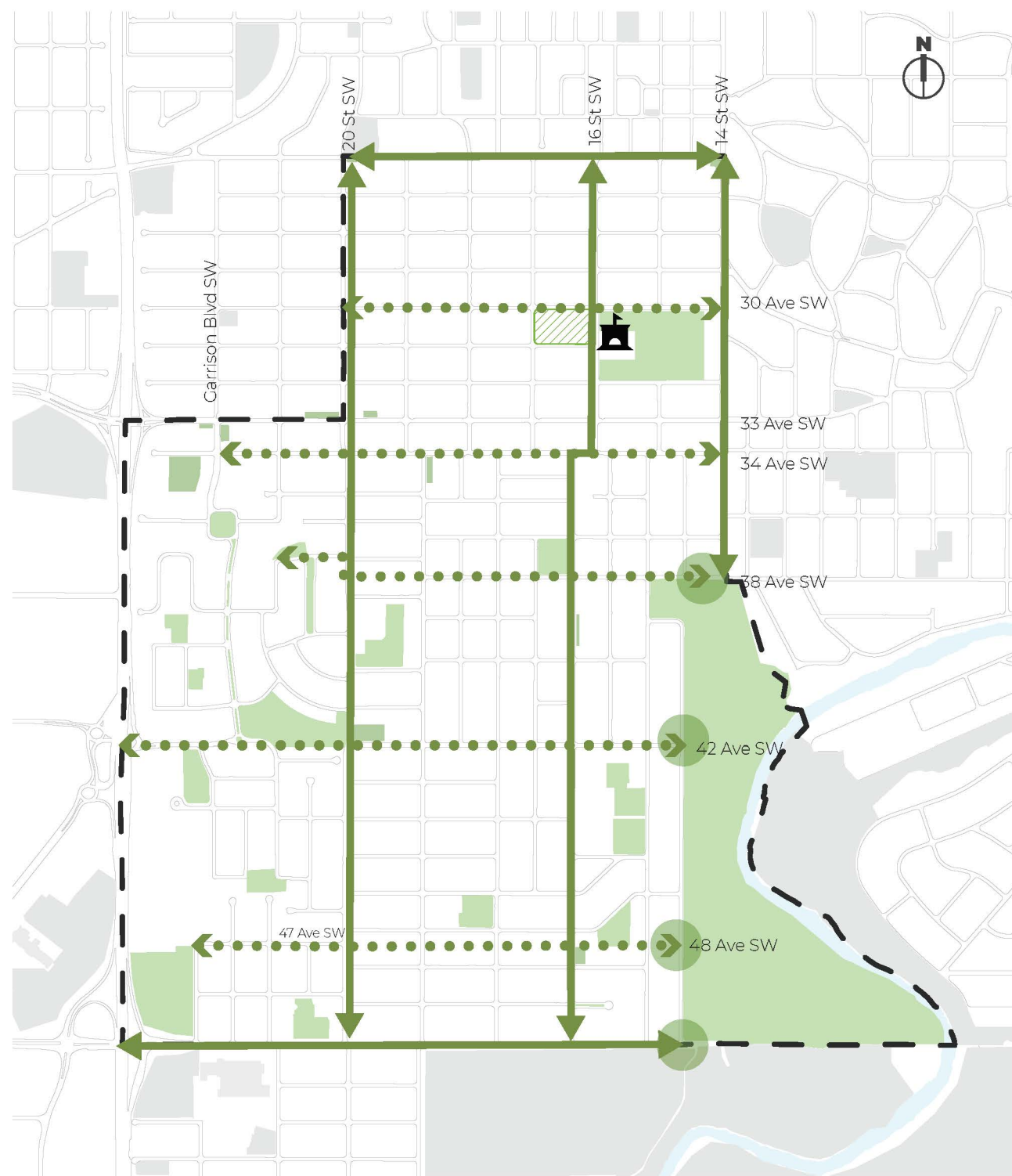
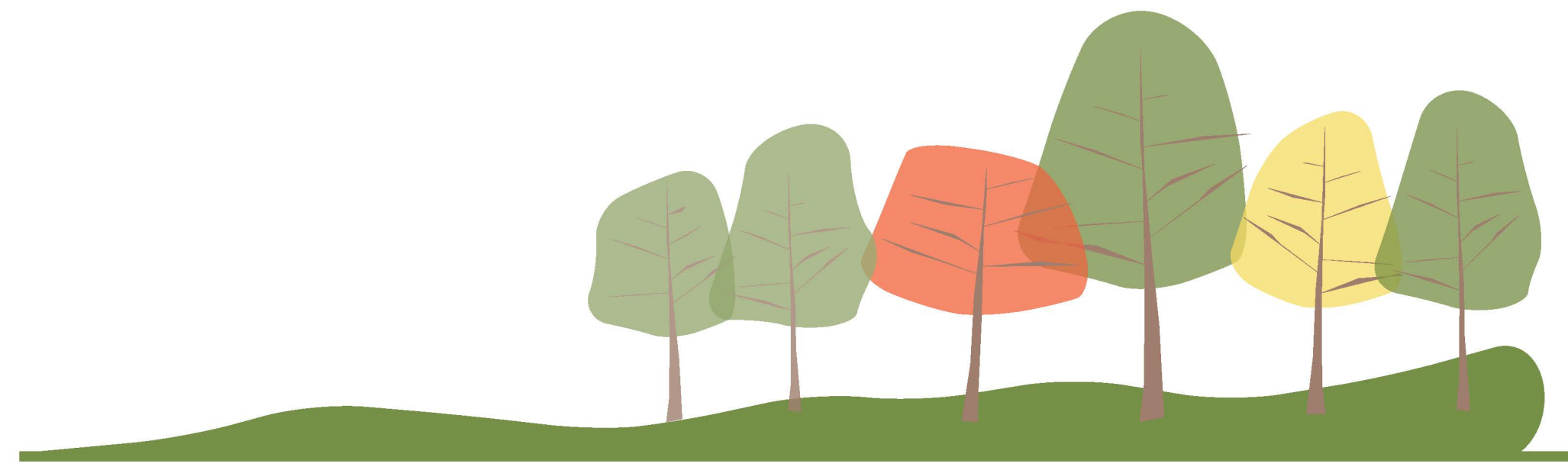
Diverse Housing Choices



Well Distributed Amenities

MARDA LOOP DESIGN GUIDE

open space



KEY ISSUES

Current condition:

- abundant and well-distributed open space
- great urban forest resources
- green infrastructure potential

DIRECTION

Short term:

maintain and improve open spaces to meet the needs of individuals without sacrificing the environmental integrity

Long term:

create a sustainable green network to shape the character of the community

OPEN SPACE STRATEGIES



Diversity



Design



Amenities



Urban Forest



Green Infrastructure



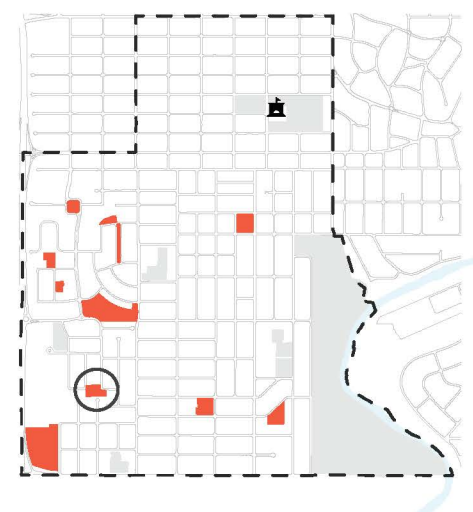
Streetscape

PRIORITY 1: Improve existing condition of neighbourhood park through small intervention

The community should enhance the existing open space by better programming and amenities.
The possible small interventions include good sitting arrangement, lighting, planting, etc.

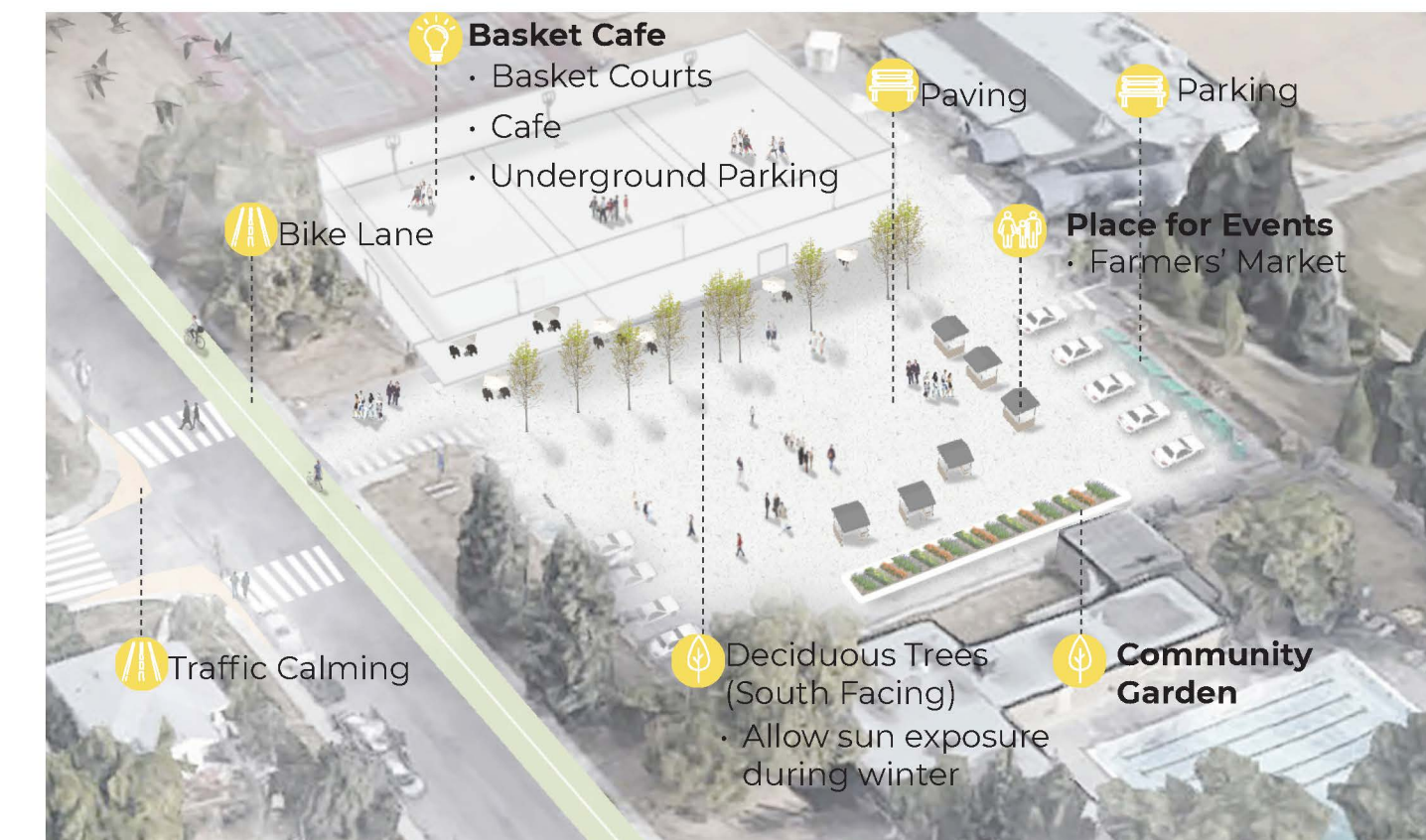


Passchendaele Park

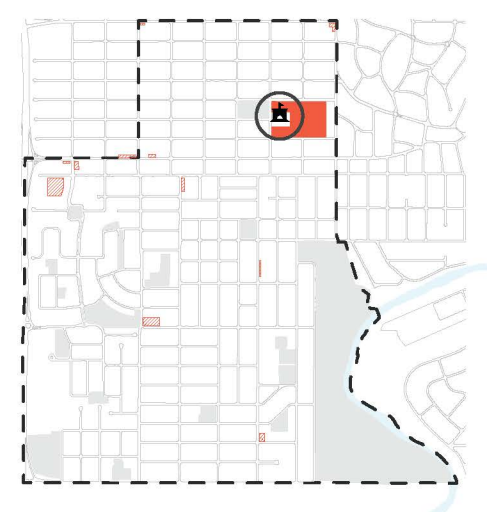


PRIORITY 2: Transform ill-defined space to new type of open space

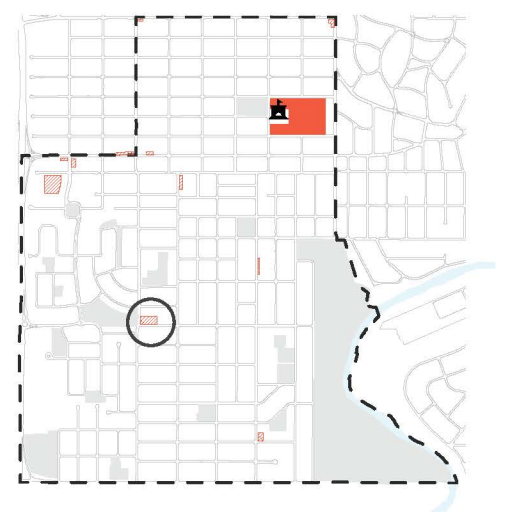
The community should pursue opportunities to create new open space to meet the changing demand of residents in different age groups. The large area of surface parking lots could be transformed into unique and dynamic open space by creative landscape design.



Community Association



Surface Parking Lot

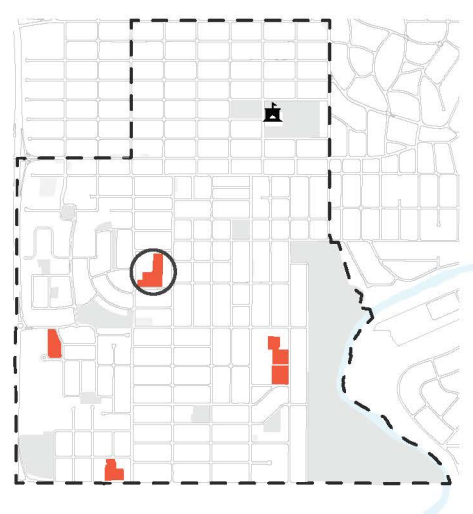
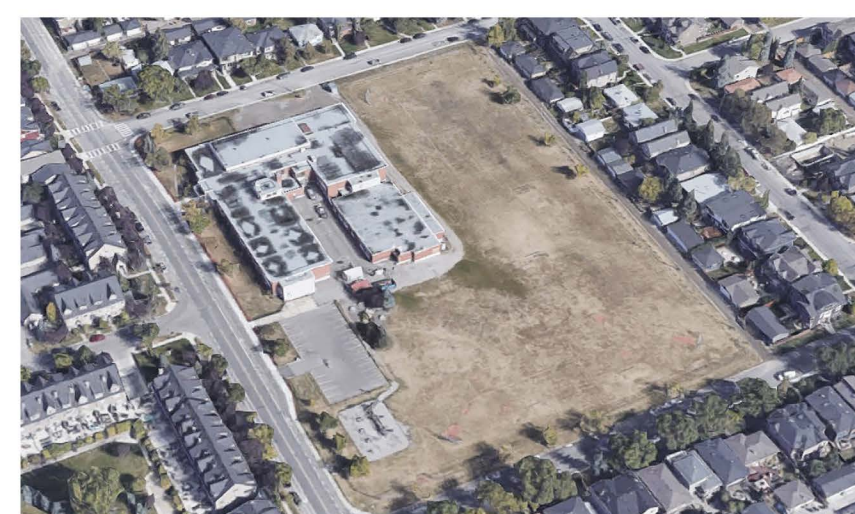


PRIORITY 3: Redefine the functions of school field and riverfront

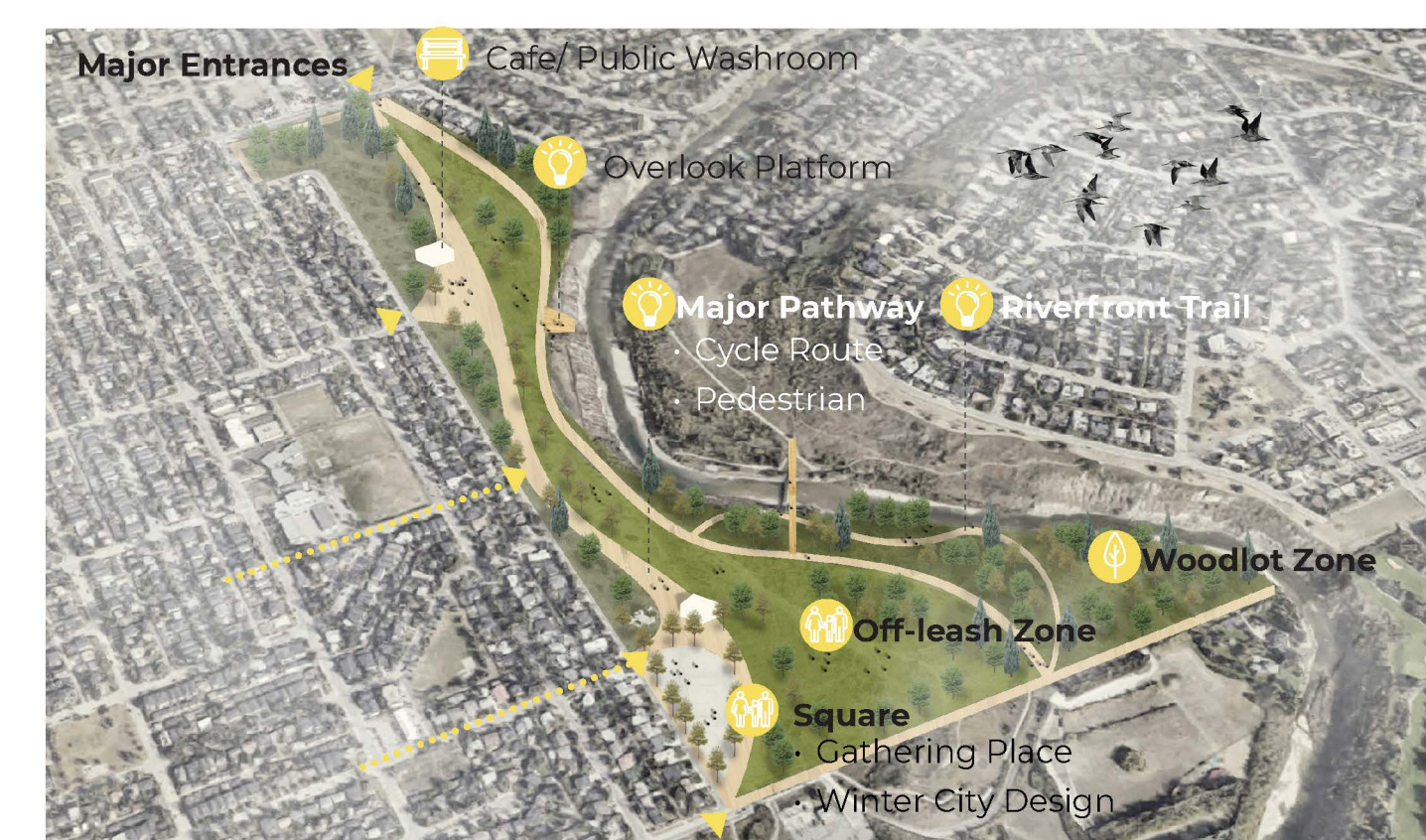
School playgrounds as part of open space system have huge potential to be redesigned to provide wider uses outside of school hours.



Dr. Oakley School



The redesign will define a hierarchy of pathways and zones with various functions to solve the conflict between different park users -- pedestrian, dog owner and cyclist.



River Park + Sandy Beach Park

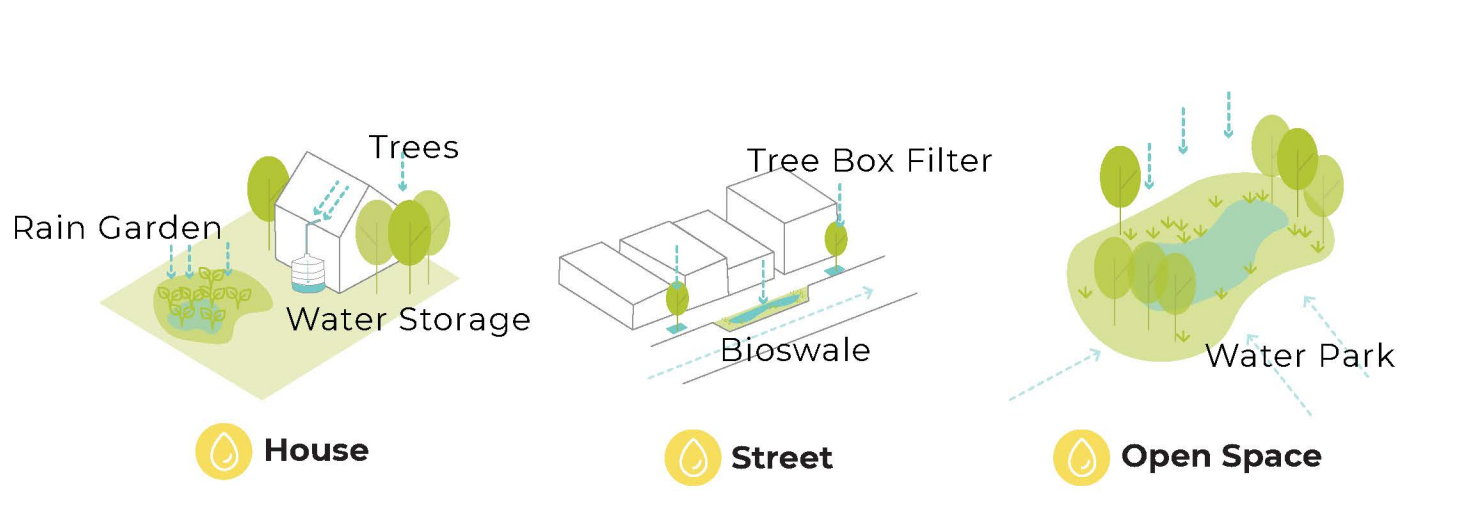


PRIORITY 4: Create connections between open space by streetscape and green infrastructure

Better connections between existing parks will allow more access to open spaces especially in denser area. Moreover, sustainable network will also shape the characters of the community.



50th Avenue SW

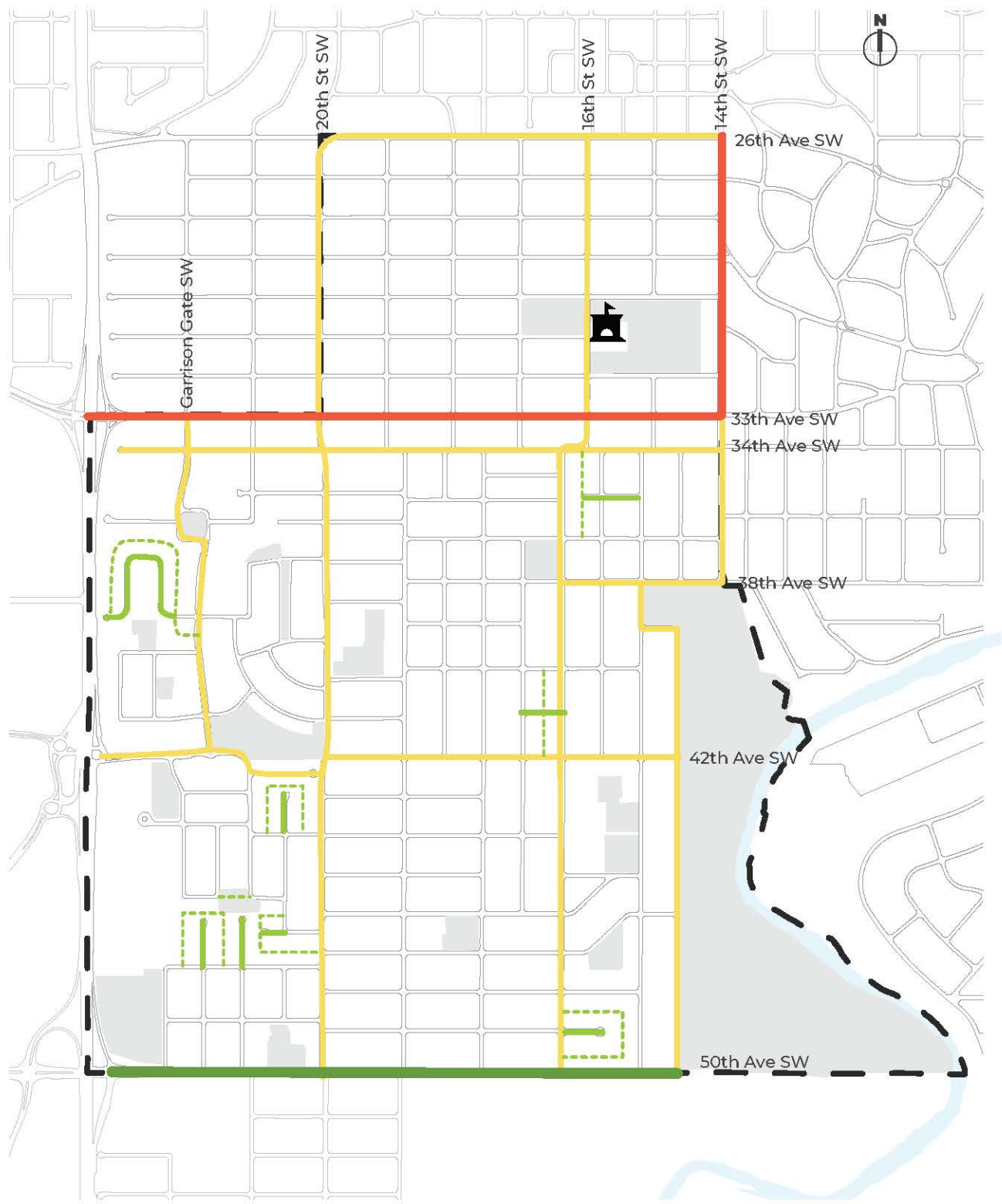


MARDA LOOP DESIGN GUIDE

mobility



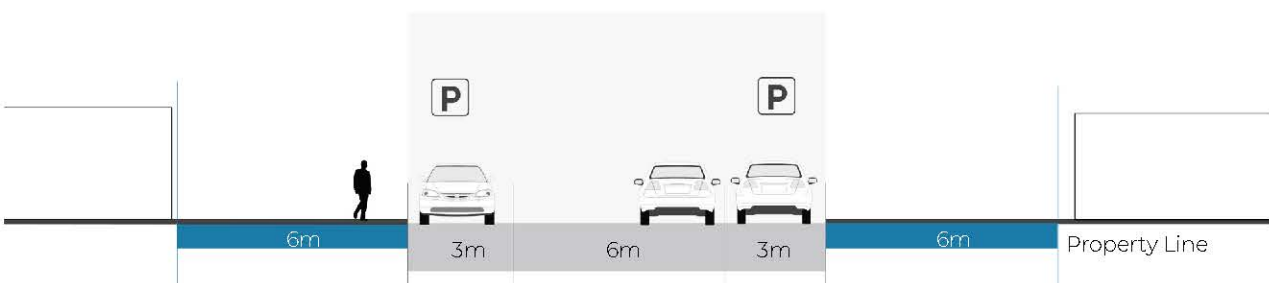
PROPOSED STREET TYPOLOGY



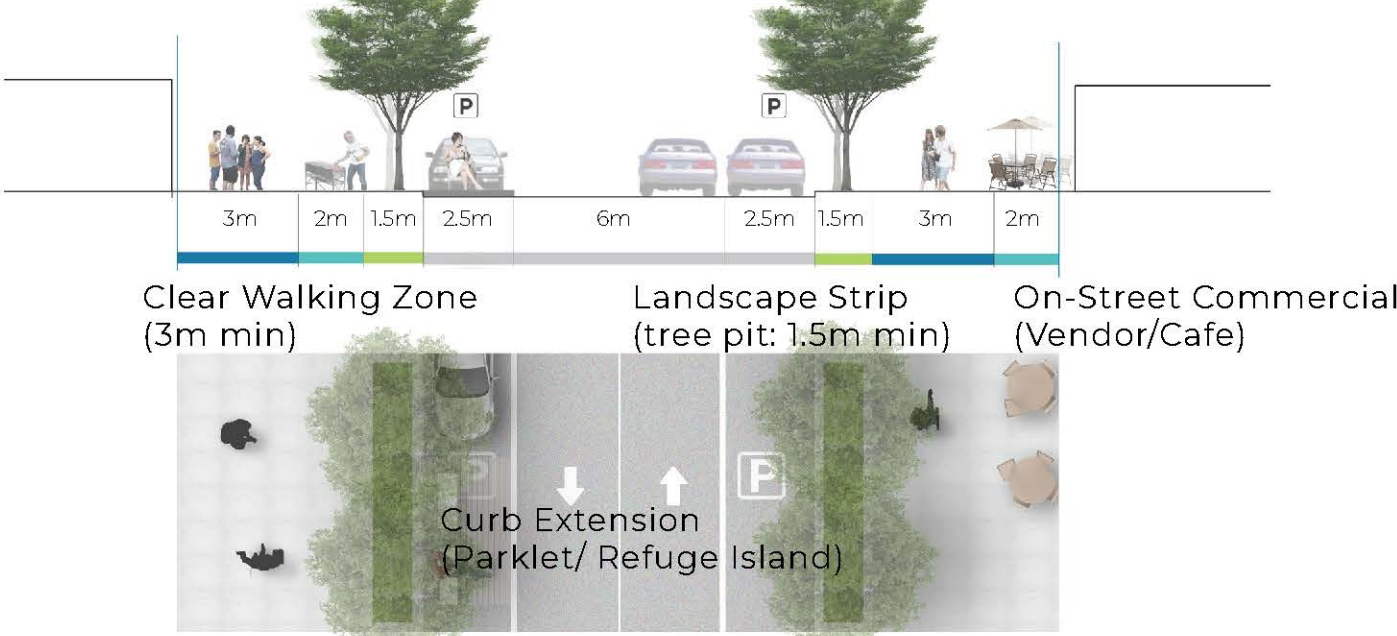
Neighbourhood Main Street

- Lie at the heart of daily life by offering walkable destinations including shops, restaurants, and services.
- Potential to be key transit routes.
- Need to accommodate large pedestrian volumes.

Typical Condition



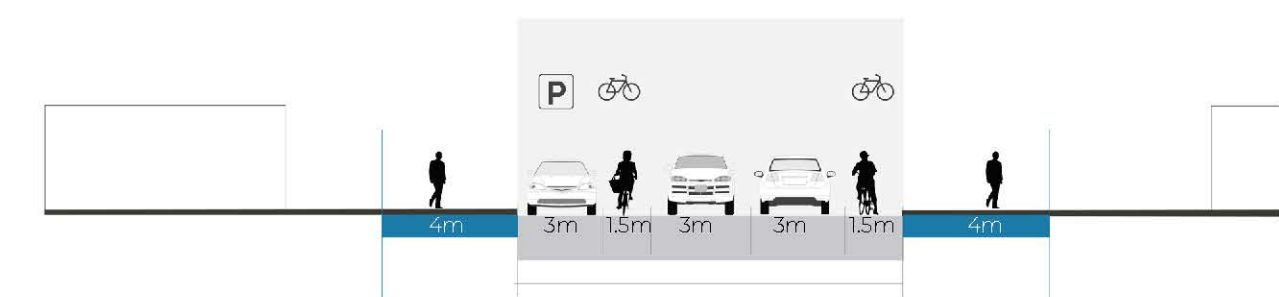
Potential Design



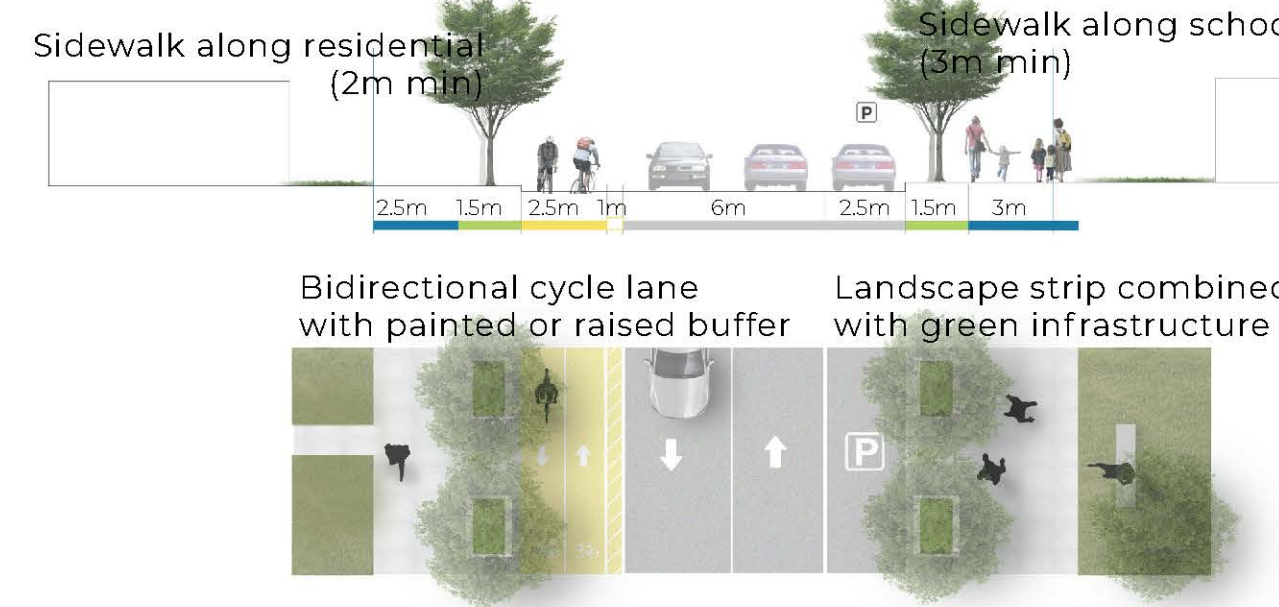
Residential Street

- Major circulation routes to schools and open space with limited vehicle speed.
- Ideal location to support active transportation (e.g. cycling).
- Need for traffic calming measures.

Typical Condition



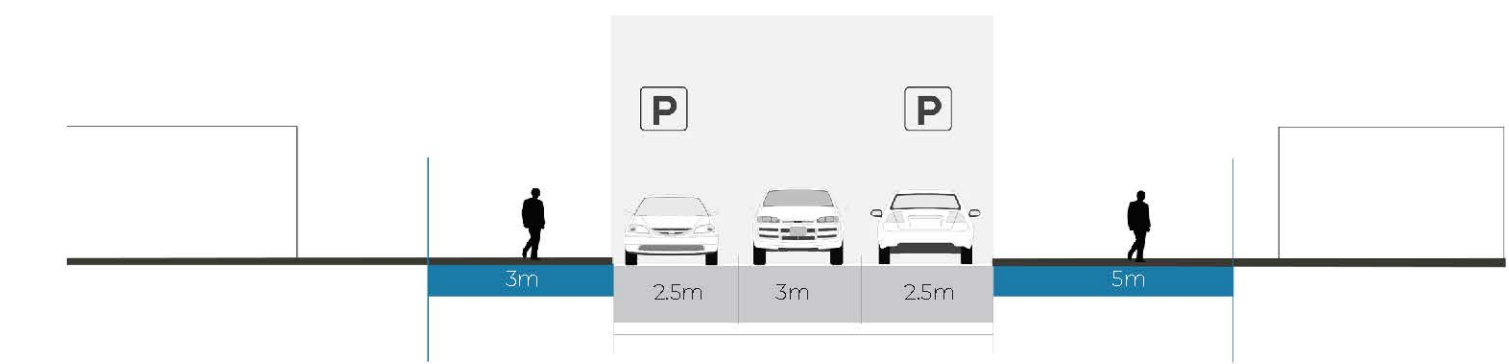
Potential Design



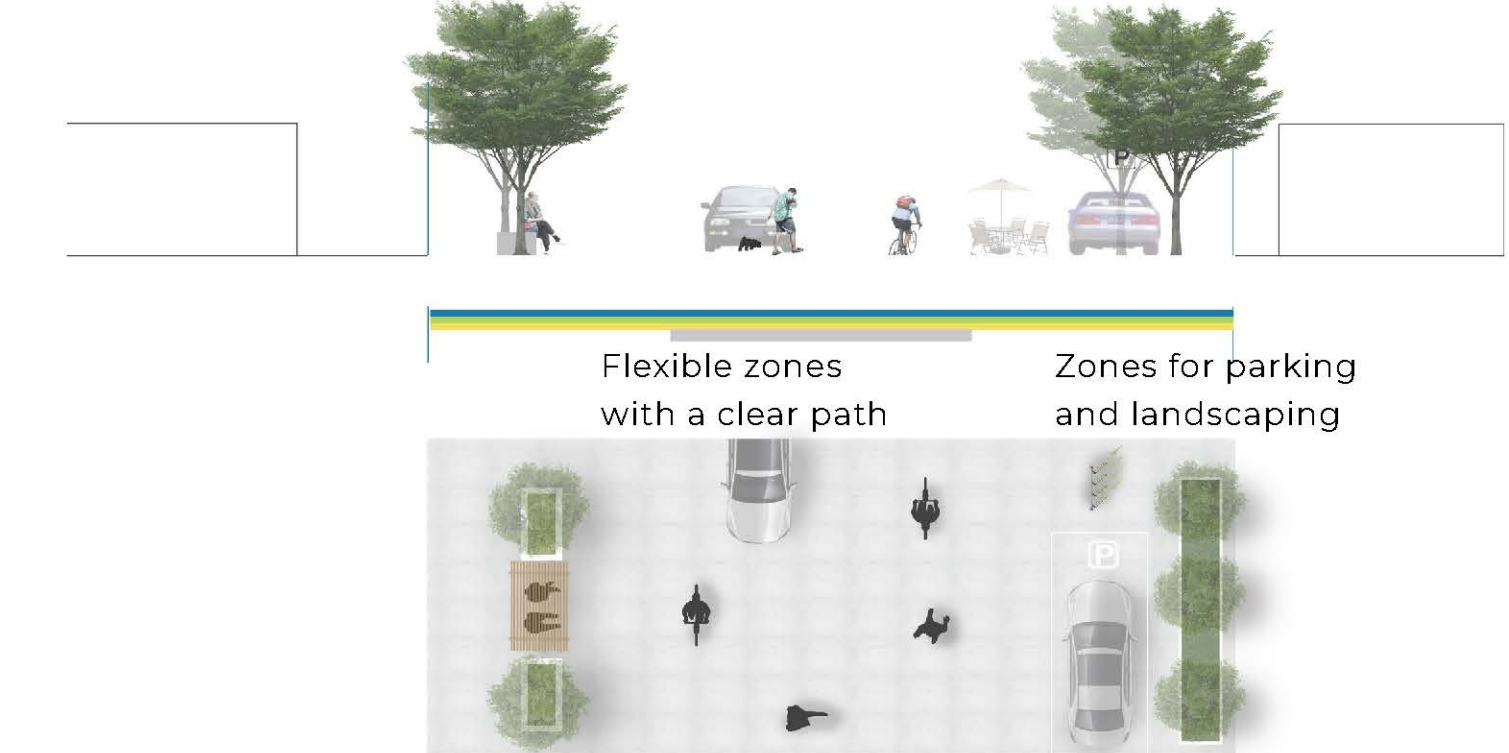
Residential Shared Street

- Low-volume residential streets with narrow or nonexistent sidewalks.
- Pedestrian Priority
- Potential to be redesigned as share streets.

Typical Condition



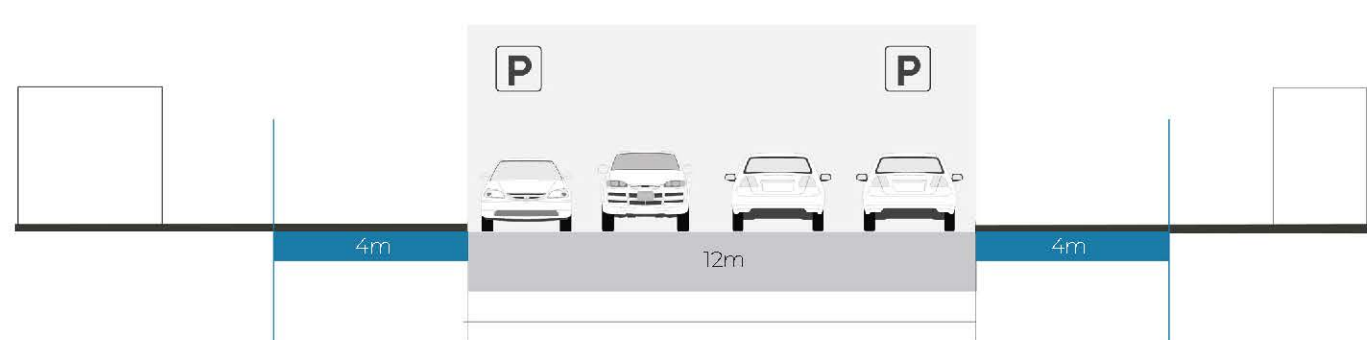
Potential Design



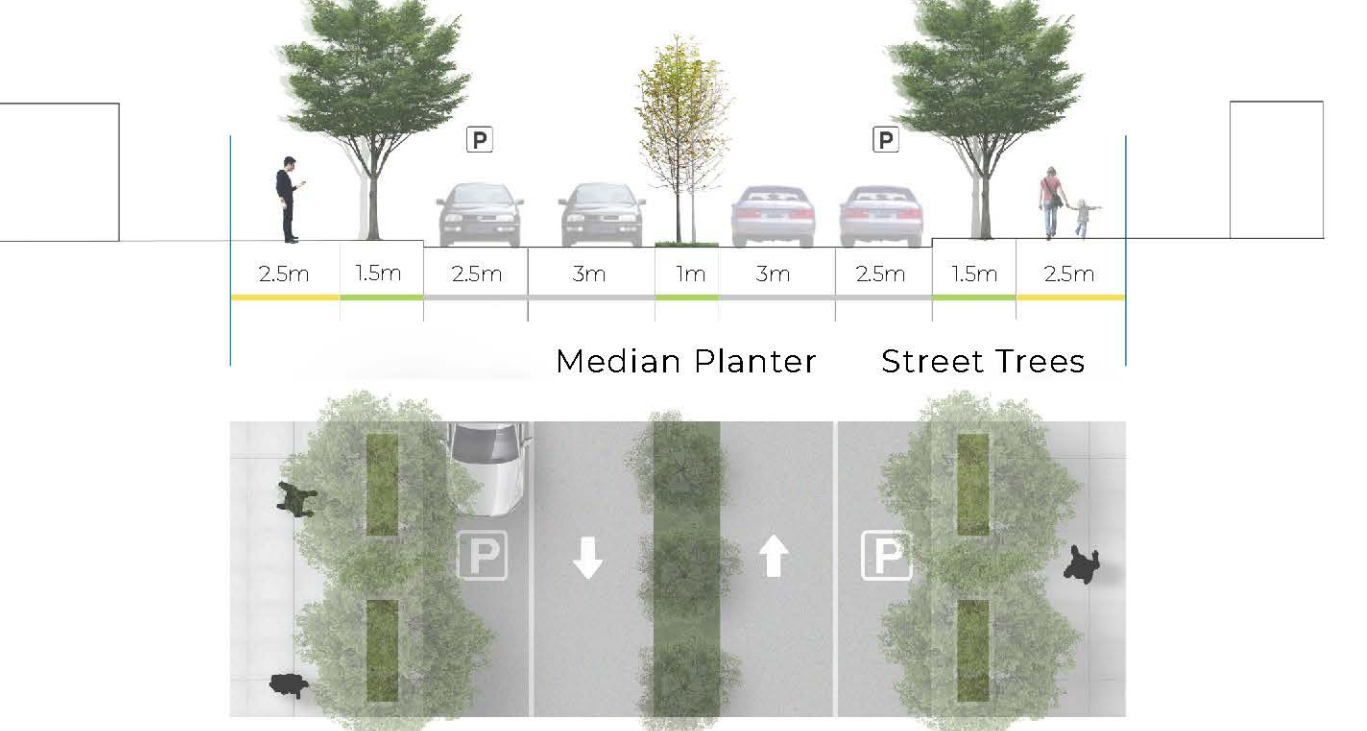
Parkway

- Potential to be landscape boulevard and gateway of the community.

Typical Condition



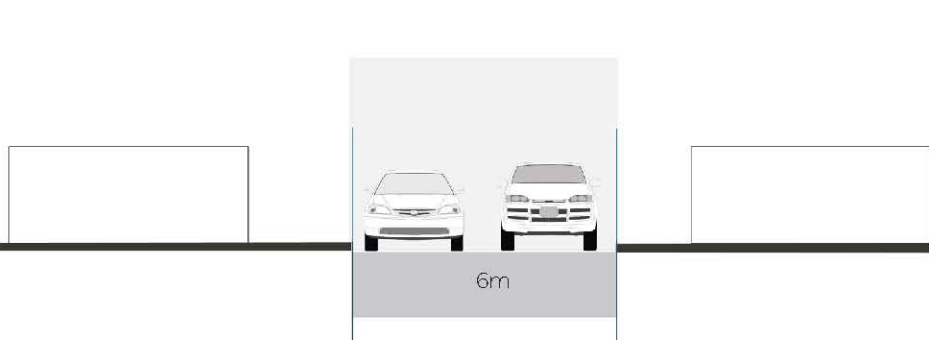
Potential Design



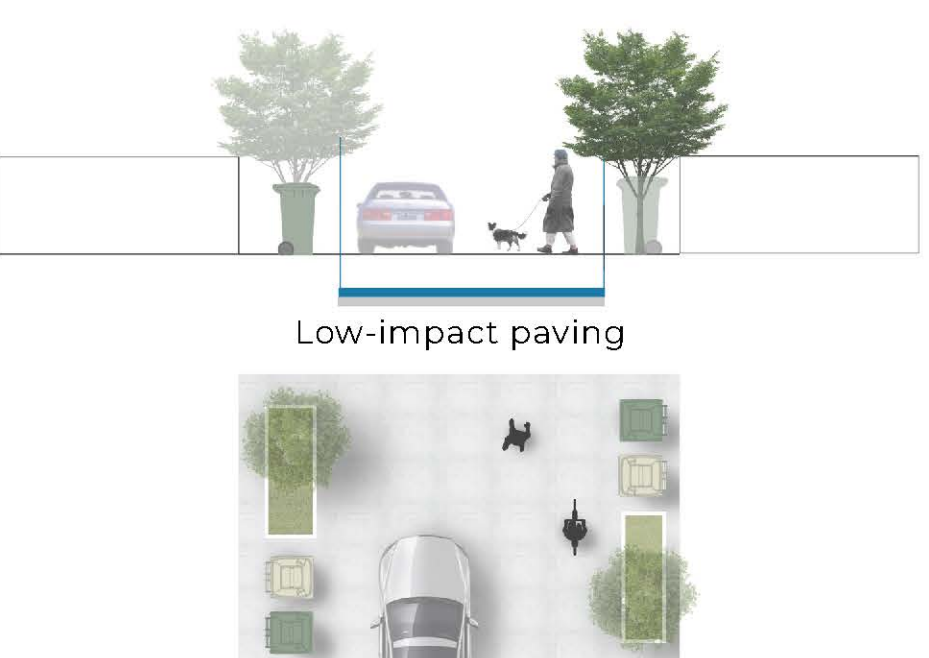
Alley/Laneway

- beneficial shortcuts for pedestrians.
- Important for local utilities and waste collection.

Typical Condition



Potential Design



STREET DESIGN STRATEGIES



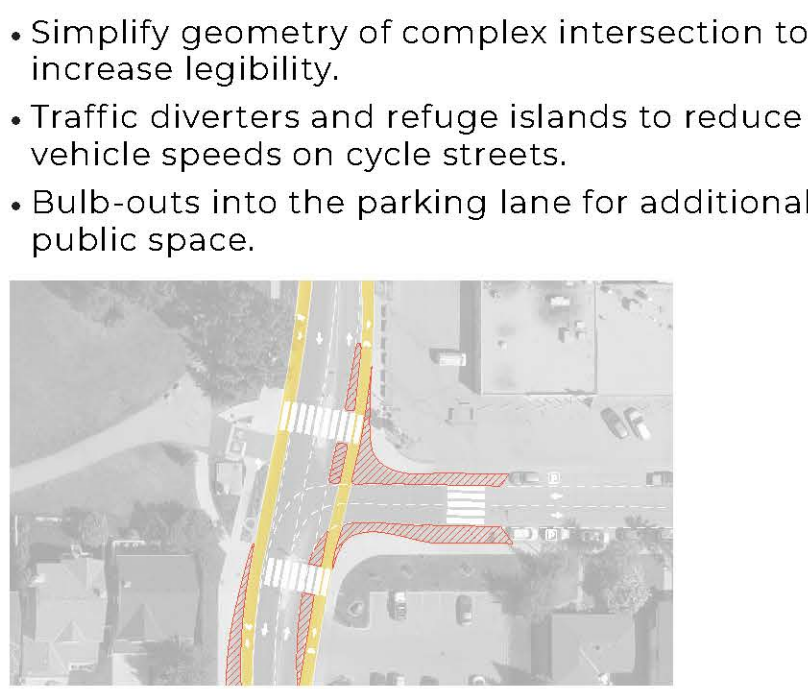
Safety

4-way Intersection | 20th St & 34th Ave



Multimodal

Complex Intersection | 33th Ave & 20th St



Streets as Public Space

Street Improvement around School Area

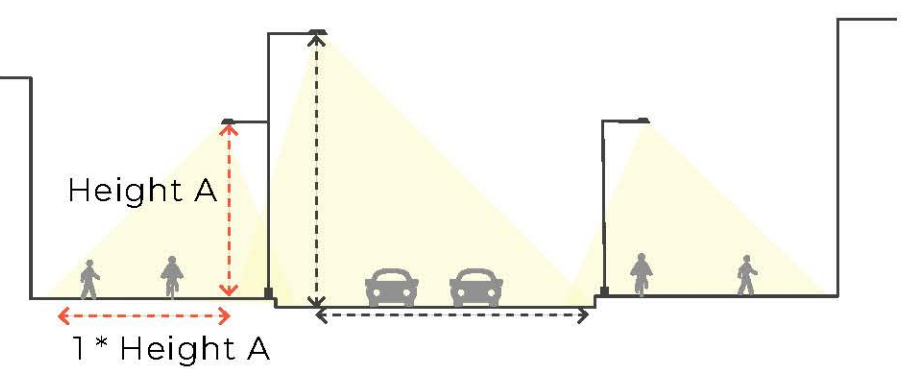


Streets for Ecosystem



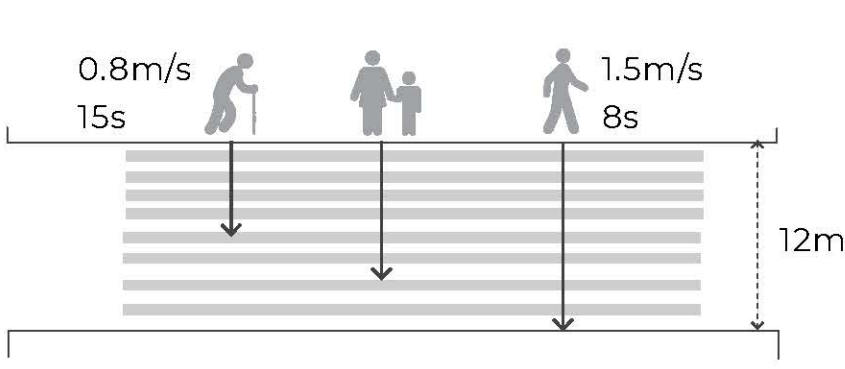
Lighting

- Spacing between light poles is typically 2.5 - 3 times the height of the fixture.



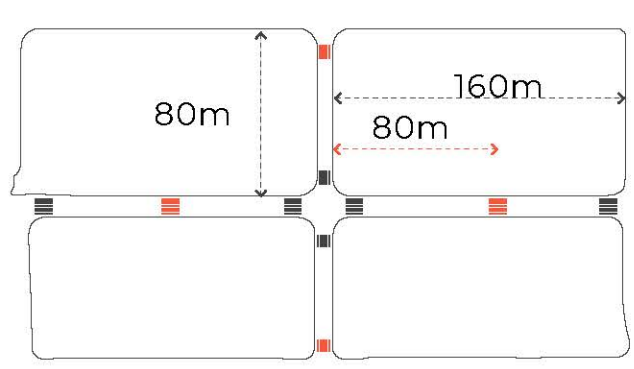
Signs and Signals

- Set signal cycles to accommodate all users.



Middle Block Crossing

- Provide crossings every 80 - 100m.



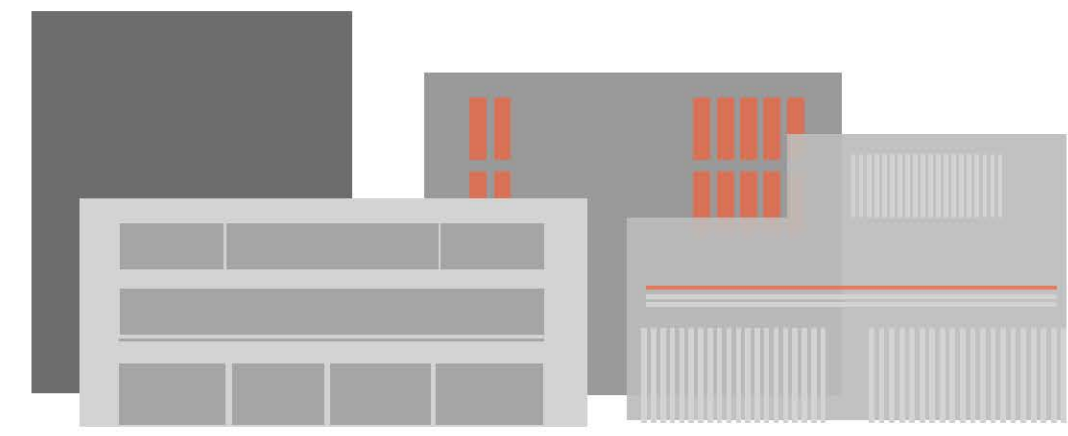
Parking

- Add no parking signage at T section
- Add legible entrance to underground Parking
- Maximum parking space allowed in development instead of minimum
- Require pay parking along major commercial corridor
- Support car sharing

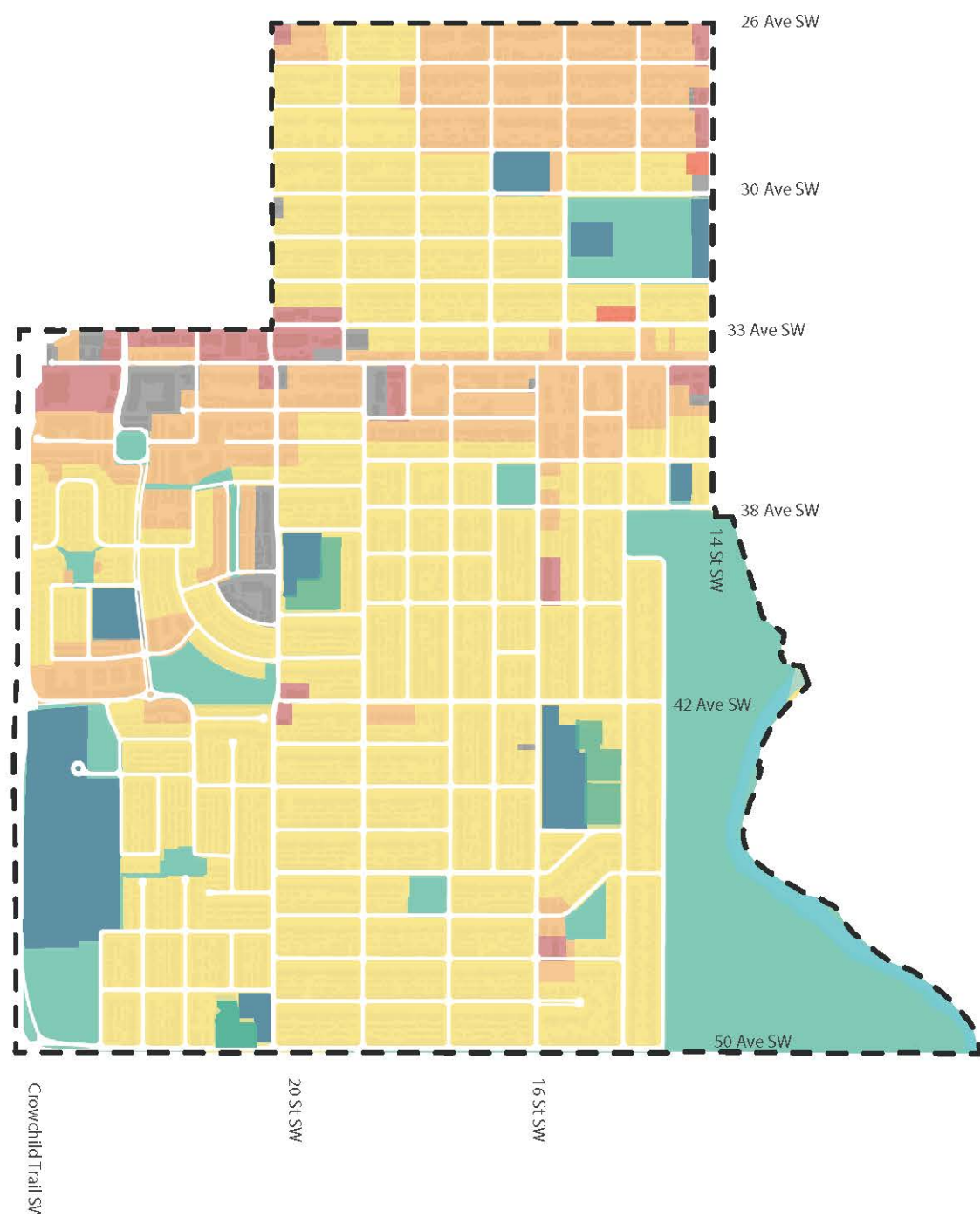


MARDA LOOP DESIGN GUIDE

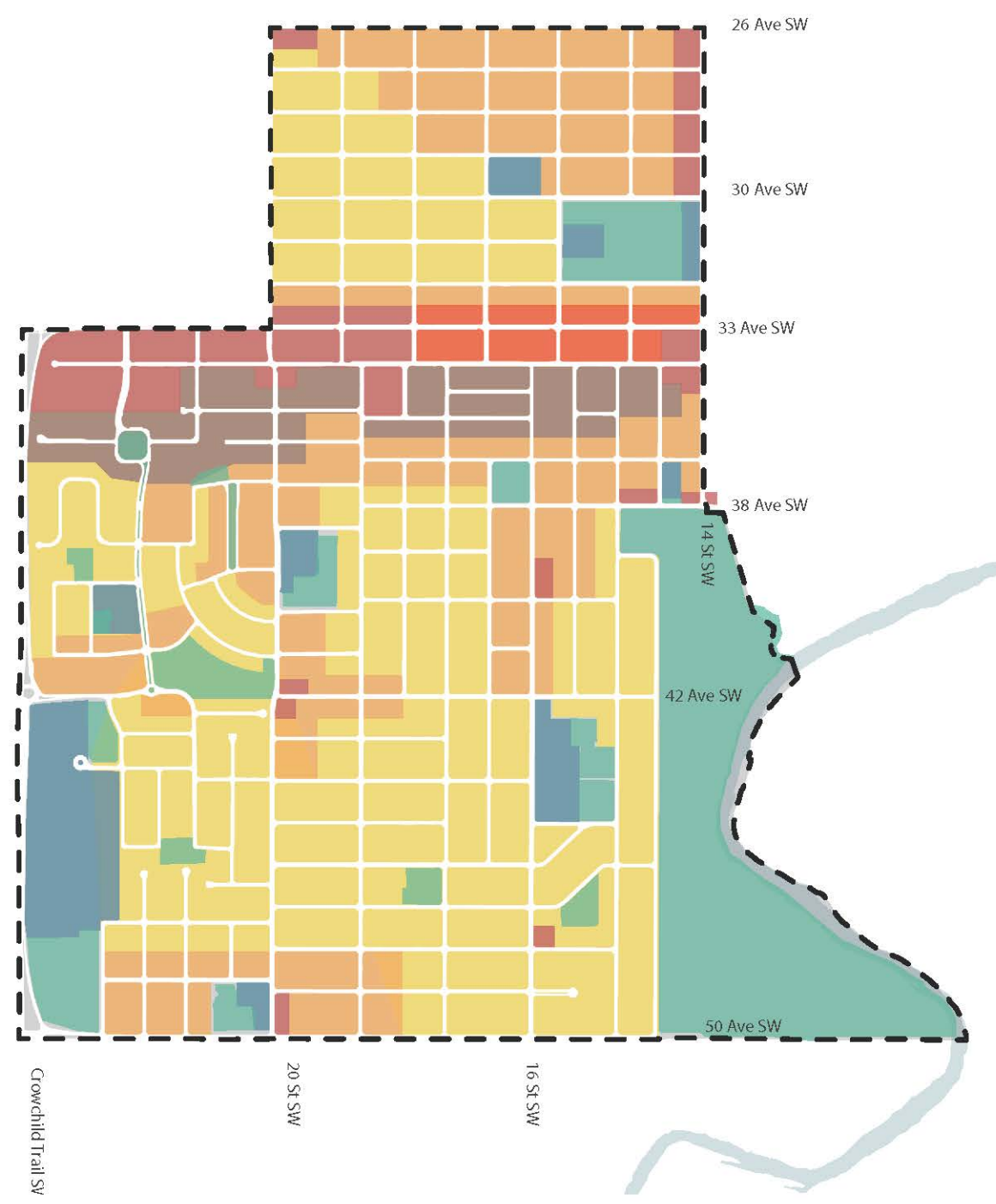
land use + built form



EXISTING LAND USE



PROPOSED LAND USE (LONG-TERM)



KEY ISSUES

Current condition:

- call for large scale development along main streets
- poor transition of densities in built form

What we've heard:

- 'spot' densification is an undesirable trend - particularly along 33rd AV east of 20th ST
- diverse local commercial activity is valued

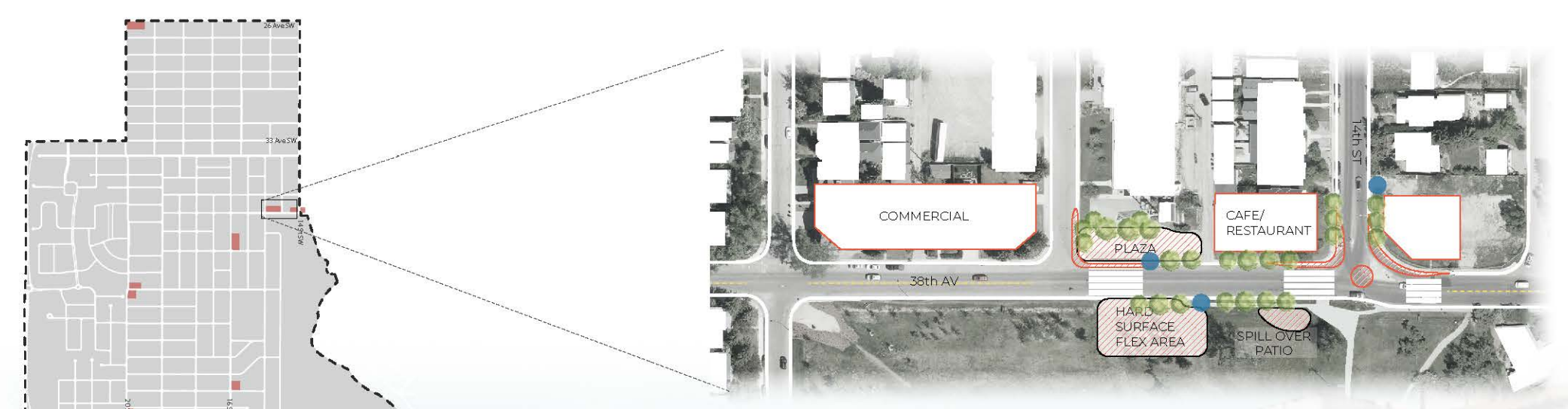
COMMERCIAL CORRIDORS



33rd + 34th Avenues



NEIGHBOURHOOD COMMERCIAL



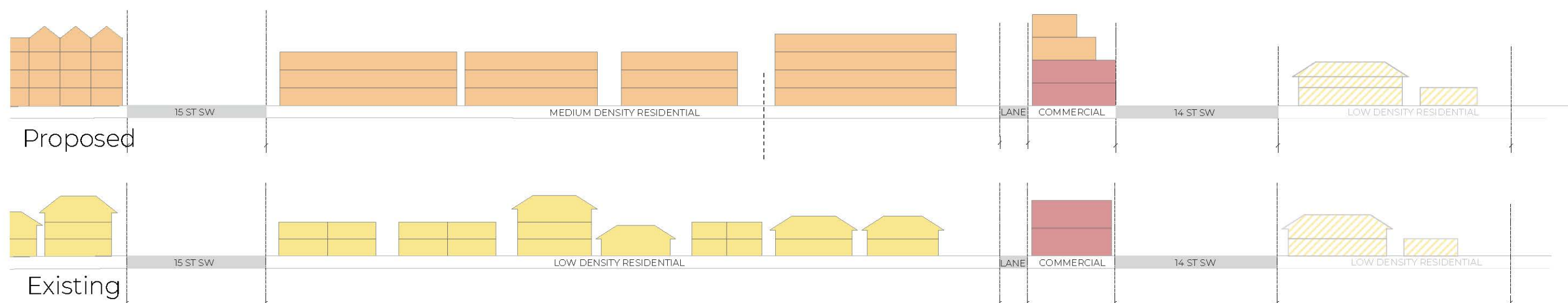
Riverpark Commercial

The 38th AV and 14 ST intersection was identified to be a problem area through the engagement process. Combined with poor access and use of the north side of the River Park, a re-innovation of land use and street design can help bring life and activate this edge.

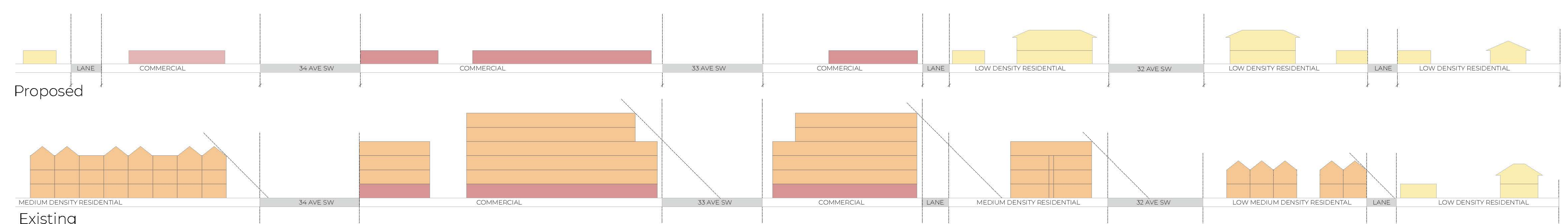


SENSIBLE TRANSITIONS

Section along 28th Avenue SW

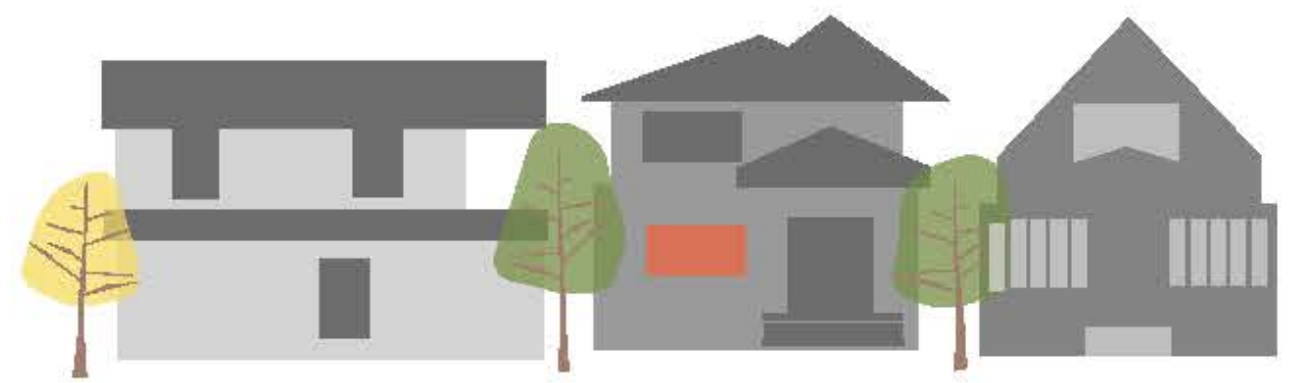


Section along 19th ST SW

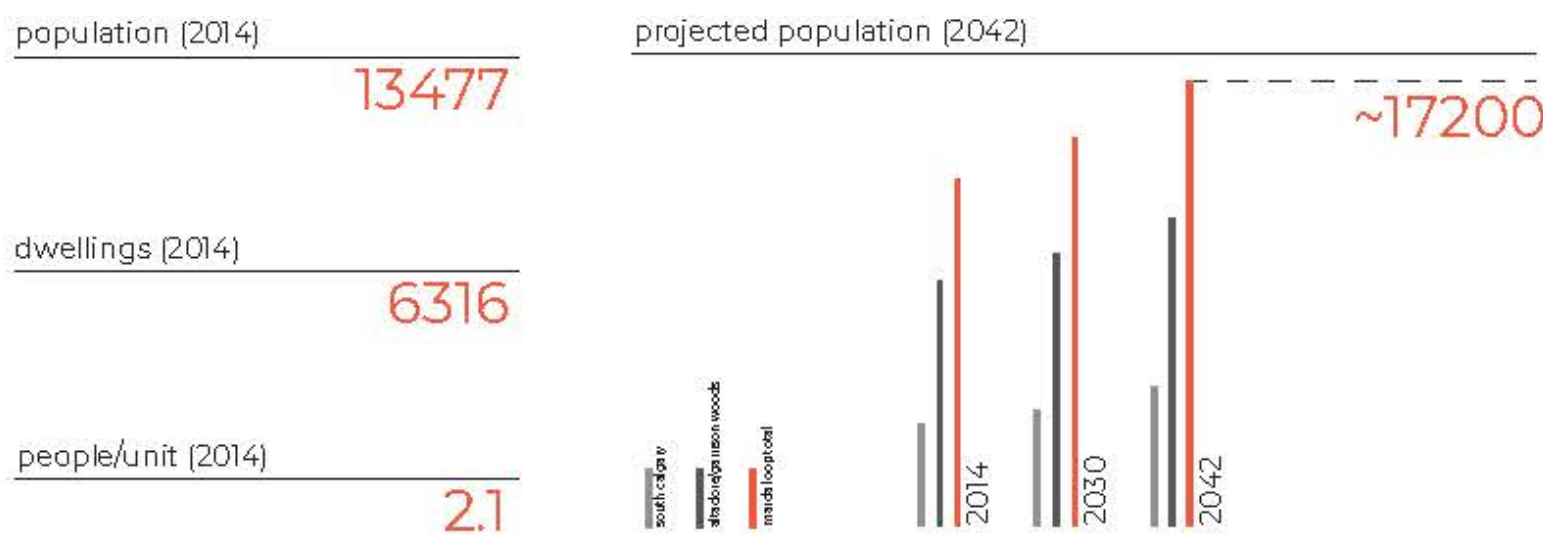
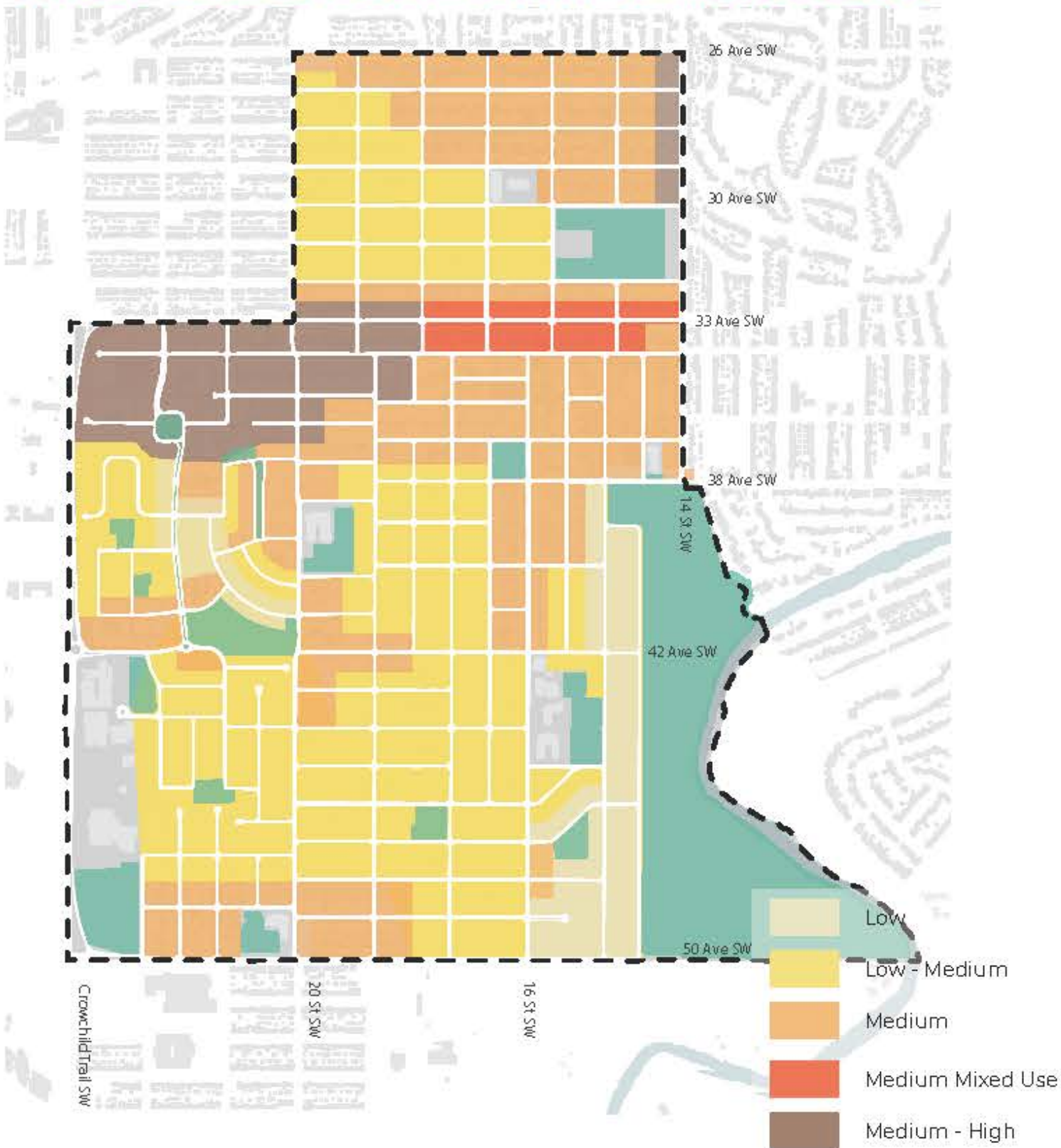


MARDA LOOP DESIGN GUIDE

housing + heritage



PROPOSED RESIDENTIAL LAND USE



projected absorption of
~1900
dwelling units by 2042

LOW DENSITY

- 2-3 storeys
- R-C1(s), R-C1L(s), R-C1N (potentially R-C2 in the mid to long term)
- intent is to maintain a small area of single family dwellings (with the potential for both basement and backyard suites in the long term)

MEDIUM DENSITY

- 3-4 storeys
- M-CG, M-C1, M-C2
- fourplex; stacked townhomes; low rise apartments

MEDIUM DENSITY MIXED USE

- M-U1, M-U2
- similar in scale to medium but intended along the main street (33rd AV) and in transition areas surrounding 33rd AV
- intended to accommodate flexible spaces with options for live-work units

MEDIUM - HIGH DENSITY

- 4-6 storeys
- C-CORx, M-U1, M-U2, M-C2
- mixed use along main corridors with commercial uses on the street level; mixed use live/work mid-rise apartments

LANEWAY HOUSING GUIDELINES

In a transitioning community, laneway homes are an opportunity to provide housing for diverse users that may shift and change over time. Whether for aging parents, downsizing homeowners, adult children, or renters, laneway homes can be a short to mid term solution for increasing the housing stock in Marda Loop. They are effective in that they achieve needed density while contributing positively to the urban fabric rather than simply replacing it and can provide more affordable housing options for many people who wish to live in the inner city.

AREAS CURRENTLY APPROPRIATE FOR LANEWAY HOMES



Laneway homes should provide additional greenspace to account for any lost backyard area. This can also be a way to beautify the laneway with landscaping encouraged at the front of the laneway homes.

Outdoor amenity space must be provided for the suite and can be in the form of a deck or patio.

A minimum of 1 off street parking stall must be provided for the suite and should be incorporated with landscaping where applicable.

Building scale and design should account for the neighbouring context and privacy.

Lane facing entrances are required and contribute to enhancing the 'lanescape' - fostering greater social interaction, extending the public realm and pedestrian pathways.

HERITAGE

CHANGE IN BUILT FORM OVER TIME



POTENTIAL BENEFITS OF CONSERVATION

INCREASED AFFORDABILITY



Currently, more than 25% of population spend 30% or more of their household income on shelter.

COMMUNITY SENSE OF PLACE



Community's strong desire to preserve the Heritage and create a community with soul.

REDUCED CARBON FOOTPRINT



Study conducted by delta dlc landfill states 74% of waste is from residential demolition waste.

"Old ideas can sometimes use new buildings.
New ideas must use old buildings."
Jane Jacobs

CHARACTER HOME RETENTION STRATEGIES

Required — Constructed Prior to 1945

Both required — Original Scale, form, massing and roofline
More than 50% Original fenestration on facade

One required — Original or historical cladding
Retained original exterior

Two or more required — Soffit, rafters and/or beams
Majority of windows sashes
Front door/ assembly
Majority of details in the front porch

POTENTIAL CHARACTER HOME SITES



TOOL KIT

DENSITY TRANSFER

Incentive for home owner

TAX INCENTIVES

Tax credit, Tax deduction and Tax abatement

COMMUNITY INVESTMENT FUND

Developer makes contribution to achieve higher density

GRANTS

Municipal Grants- Financial assistance to the owner

SUBSIDIZED LOANS

For the maintenance of heritage property

HIGHER FEES

De-incentivize demolition by making dismantling fees higher.

METHODS

