PEOPLE
FIRST
PLANNING

it's about people.

UNIVERSITY OF CALGARY
FACULTY OF ENVIRONMENTAL DESIGN

Marda Loop
Concept Plan

Don **McArthur**, Robert **Nordrum** and Lauren **Whitney**

Acknowledgments

Thank You

Our Team

Lauren Whitney
BSc. MPlan Candidate

Lauren has a BSc in Ecology and worked as a Sustainability Strategist for the Harmony Development in Springbank, Alberta. This experience allowed her to explore the convergence of natural and manmade system and catalyzed her interest in planning. Approaching the end of her Master Lauren has developed an interest in movement and how the quality and form of the public realm impacts the way people interact with their communities and environment.

Don McArthur
BBA, ALUP Cert., MPlan Candidate

Don brings extensive collaboration experience from his past roles as Regional Coordinator at Justice Education Society in Vancouver and Coordinator of Calgary Achievement Centre for Youth. In these roles he liaised with community organizations, residents, and government departments, wrote strategic reports and facilitated engagement sessions. He also completed the Applied Land Use Planning program at University of Alberta prior to beginning the Master of Planning program at University of Calgary.

Rob Nordrum
BA, MPlan Candidate

Rob brings with him a passion for public engagement, public space planning, and social planning. Before coming to Calgary, Rob worked with various organizations ranging from poverty alleviation to heritage policy in his home town of Vancouver. During his undergraduate studies, Rob had the opportunity to study at Vancouver's CityStudio working under the direction of the City of Vancouver, VIVA Vancouver, and SFU's Public Square where he focused on public space and public engagement.

urban alliance

UNIVERSITY OF CALGARY
FACULTY OF ENVIRONMENTAL DESIGN

PEOPLE FIRST PLANNING
it's about people.

Executive Summary

The University of Calgary's Environmental Design department partnered with the Marda Loop Communities Association to develop a concept plan to ensure Marda Loop remains a desirable community in the future. Each plan was developed by a group of three students in the final year of the Master of Planning program. A steering committee, including members of the community association, University of Calgary, City of Calgary, and O2 Planning, guided the process and reviewed the proposed plans of each student group.

Based on initial feedback from the community association, the following key considerations were addressed in the development of the concept plan:

1. Respect the historical and cultural character of the community
2. Ensure safe linkages are created to encourage pedestrian movement within the community
3. Allow for redevelopment and densification of the community, with appropriate land use transitions
4. Re-imagine the community's parks and open space to ensure they meet the needs of residents
5. Ensure a mix of housing options is provided within the community

The project commenced on January 8, 2018 and was completed on April 20, 2018. The process included multiple site visits, stakeholder meeting, site analysis, creation of a physical model, engagement sessions, development of a draft concept plan, review of concepts, development of a final concept plan, presentation of the plan, and open house in the community.

Before developing strategies to improve the community, we conducted a site analysis of Marda Loop's history and current conditions, and noted the following opportunities and constraints:

Opportunities	Constraints
• Inner city community with transportation linkages to downtown and other regions of Calgary	• Elbow River, which is a flood risk
• Proximity to Mount Royal University	• Crowchild Trail, which is a hard edge and restricts access to adjacent communities
• Access to Elbow River for recreational activities	• Challenges in creating policy and design for three distinct communities, while maintaining identity and character of each
• Substantial park and open space network	

We then conducted an engagement workshop in the community to collect information from residents on aspects and issues that are important, and which we should focus our attention. This feedback was analyzed and synthesized to determine focus areas. These focus areas of mobility, land use, open space and parks, urban design, and the main street helped guide our process of interventions. In addition to the focus areas, a set of guiding principles, which reflect the values of People First Planning, was developed. These four principles of connectivity, vibrancy, inclusivity, and environment informed all aspects of our design process and proposed interventions. The findings from site analysis, feedback during engagement sessions, and our guiding principles were combined to create this concept plan for Marda Loop.

Mobility

We developed five significant strategies to improve mobility in the community. Existing bike lanes will be improved by creating designated bike lanes on some streets, including 20 Street, while other bike lanes will be improved through painting and other design upgrades. New bike lanes will be implemented on 14 Street, 16 Street, 33 Avenue, and the western portion of 34 Avenue, to complete the bike network. A new bus route, called the Marda Looper, is proposed to connect major nodes within the community, as well as the future BRT stop at 33 Avenue and Crowchild Trail, and the Currie Barracks development. Crosswalks and intersections will be improved for the benefit of pedestrian safety. 33 and 34 Avenues are suggested to be converted to one-way streets, with car lanes narrowed and traffic calming measures added to slow vehicle speeds. Finally, access to select side streets from 33 Avenue will be eliminated to reduce vehicle accidents, reduce cut through traffic in Altadore and South Calgary, and obtain space for public plazas in the Main Street area.

Land Use

To ensure we were addressing the key consideration of housing diversity, as noted by the community association, we created several strategies. Firstly, we propose that density should be concentrated along major corridors and at existing nodes. Affordable housing should be encouraged, and located within walking distance of transit. An affordable commercial strategy should be implemented to retain existing independent businesses. Heritage homes within the Main Street area should be converted to commercial and preserved. Lastly, the community association should partner with the City, a private developer, and a non-profit housing provider to redevelop the library into a multi-use facility with space for a new community centre, expanded library, retail space, and affordable housing units.

Open Space & Parks

Marda Loop has significant park space, but the programming in these spaces is not serving the needs of all residents. We suggest upgrades to River Park to make it more accessible. Also, Kiwanis and 46 Avenue parks require additional amenities, such as a skating rink, sports courts, and public washroom.

Urban Design

A number of streetscape and green elements have been proposed to be implemented in the Main Street area, at important nodes, and along major corridors. Furthermore, several initiatives should be instituted to increase community vibrancy, such as a 17 Street art walk, street painting, and parklets on 33 Avenue.

All of the mobility, land use, open space & parks, and urban design interventions will be reflected in the Main Street area, and at key locations throughout the three neighbourhoods of Altadore, Garrison Woods, and South Calgary.

Table of Contents

Introduction

The Community

The area under consideration for this concept plan is comprised of three distinct communities with their own planning frameworks; Altadore, Garrison Woods and South Calgary. These three communities, collectively known as Marda Loop, each have distinct character, opportunities and constraints which were considered within the development of this land use & urban design concept plan.

Marda Loop is a desirable inner city community, within close proximity to downtown, Mount Royal University, and Glenmore Park. However, there are opportunities for the community to improve, thereby ensuring it remains a desirable community in future. The community association outlined several key considerations which needed to be addressed in the development of the concept plan, including the respect for the historical and cultural character of the community, ensuring safe linkages are created to encourage pedestrian movement, allowing for redevelopment and densification with appropriate land use transitions, re-imagining the community's parks and open space to ensure they meet the needs of residents, and ensuring a mix of housing options is provided within the community.

The Team

People First Planning (PF Planning) is a consultancy comprised of three advanced Master of Planning candidates from the University of Calgary. Each member of PF Planning is dedicated to creating designs, policies, and recommendations which aid communities in meeting municipal growth demands while respecting existing community values. This dedication is founded on our passion for designing and planning for people. We create solutions which work to develop a built form upon which communities can cultivate their social fabric and culture. Our strength is in our understanding that planning is, at its foundation, about people.

Mission
PF Planning are a creative group of Master of Planning candidates who create policy and designs which foster vibrant and resilient social networks which respect nature, culture and heritage in Calgary communities, to enhance the city now and in the future.

Vision
We create urban design and policy to enhance the communities and lives of people.

Values
• Listen to the community
• Ensure our designs respect the natural environment
• Create inclusively designed spaces
• Respect local culture and heritage
• Plan for the user

The Project

Through the partnership between the University of Calgary and the Marda Loop Communities Association, People First Planning (PF Planning) assessed the community's needs and current development status in order to create a land use & urban design concept plan. This plan will outline objectives for Marda Loop to develop over time based on the community's vision for their neighbourhoods and the City of Calgary's goals for densification and resilience. Upon completion, the recommendations of this plan could be used by the community as a framework for the development of a future Area Redevelopment Plan.

The project commenced on January 8, 2018 and was completed on April 20, 2018. The process included multiple site visits, stakeholder meeting, site analysis, creation of a physical model, engagement sessions, development of a draft concept plan, review of concepts, development of a final concept plan, presentation of the plan, and open house in the community.

This project was completed as part of the Advanced Professional Planning Studio for the Master of Planning program within the Department of Environmental Design at the University of Calgary.
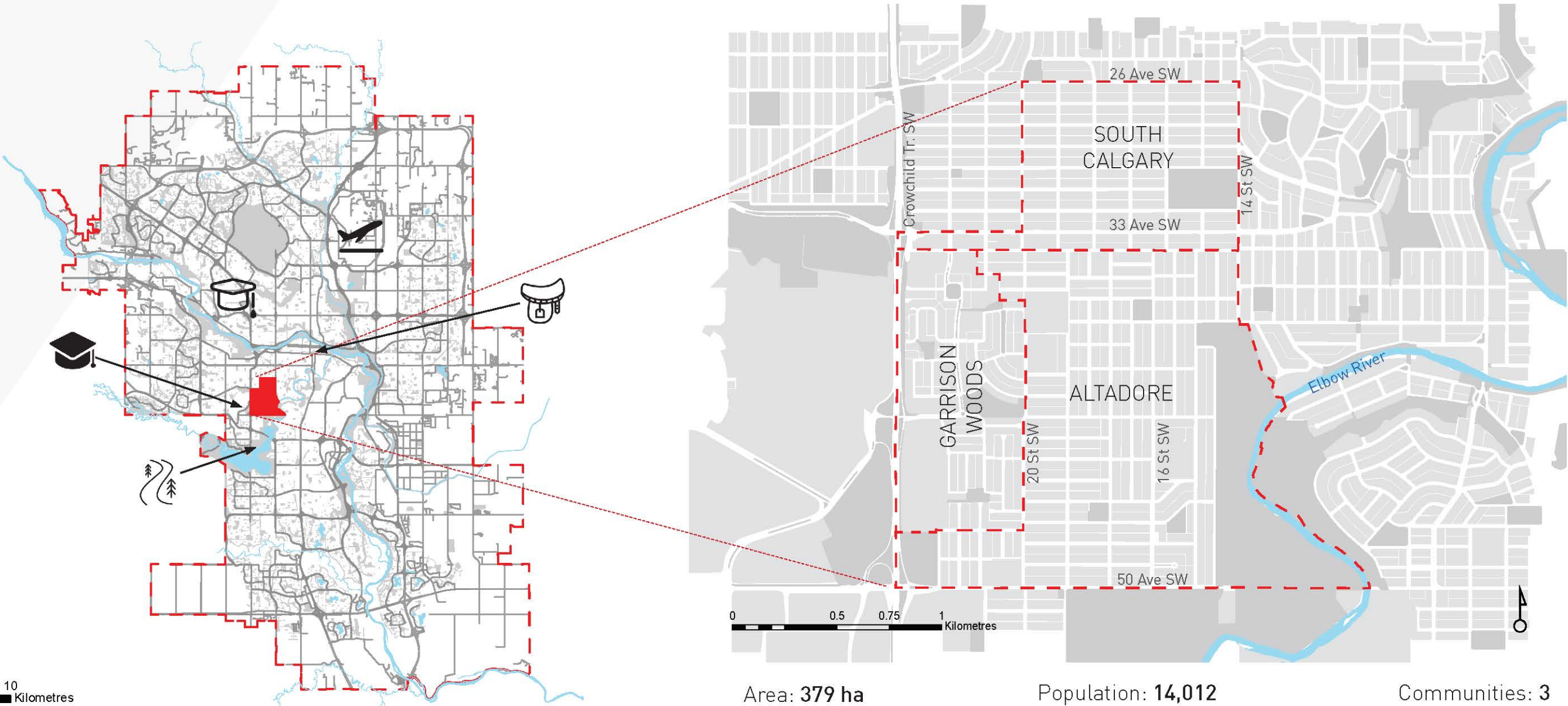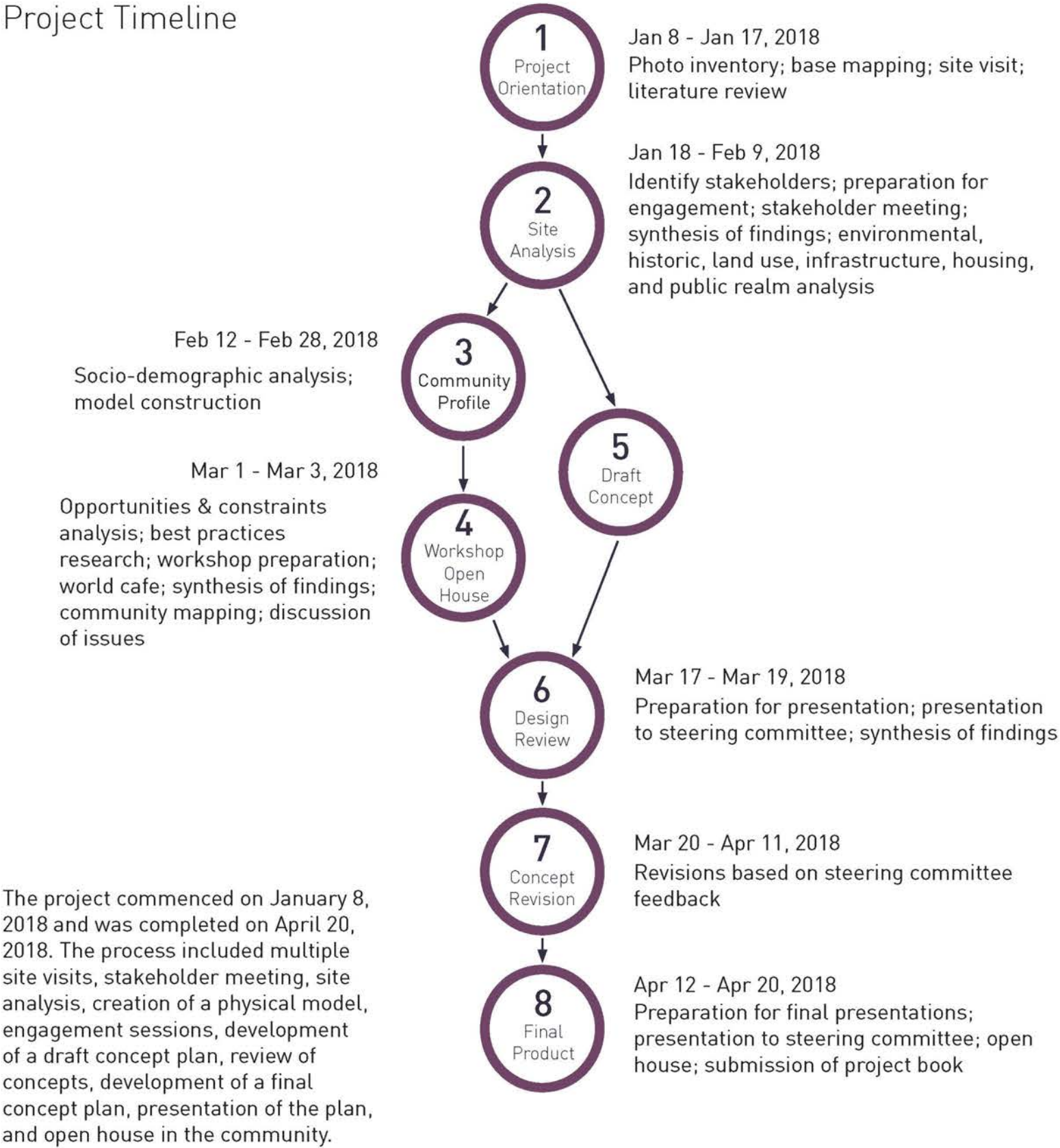
Introduction

Upon initial analysis of Marda Loop, we identified several opportunities and constraints. Opportunities include transportation linkages to downtown and other regions of Calgary, the proximity to Mount Royal University, access to Elbow River for recreational activities, and a substantial park and open space network. Constraints include the Elbow River, which is a flood risk, Crowchild Trail, which is a hard edge and restricts access to adjacent communities, and challenges in creating an overarching Marda Loop policy and design for three distinct neighbourhoods, while maintaining the identity and character of each.

Travel time to

YYC Airport
Car: 33 min
Public Transport: 1h 19 min

Downtown
Car: 14 min
Public Transport: 33 min

University of Calgary
Car: 16 min
Public Transport: 44 min

Mount Royal University
Car: 9 min
Public Transport: 23 min

Saddledome
Car: 14 min
Public Transport: 41 min

Glenmore Resevoir
Car: 21 min
Public Transport: 41 min

26 Ave SW

SOUTH CALGARY

Crowchild Tr. SW

14 St SW

33 Ave SW

GARRISON WOODS

ALTADORE

20 St SW

16 St SW

Elbow River

50 Ave SW

0   0.5   0.75   1 Kilometres

0   5   7.5   10 Kilometres

Area: **379 ha**   Population: **14,012**   Communities: **3**

Project Timeline

1 Project Orientation

Jan 8 - Jan 17, 2018
Photo inventory; base mapping; site visit; literature review

2 Site Analysis

Jan 18 - Feb 9, 2018
Identify stakeholders; preparation for engagement; stakeholder meeting; synthesis of findings; environmental, historic, land use, infrastructure, housing, and public realm analysis

3 Community Profile

Feb 12 - Feb 28, 2018
Socio-demographic analysis; model construction

5 Draft Concept

4 Workshop Open House

Mar 1 - Mar 3, 2018
Opportunities & constraints analysis; best practices research; workshop preparation; world cafe; synthesis of findings; community mapping; discussion of issues

6 Design Review

Mar 17 - Mar 19, 2018
Preparation for presentation; presentation to steering committee; synthesis of findings

7 Concept Revision

Mar 20 - Apr 11, 2018
Revisions based on steering committee feedback

8 Final Product

Apr 12 - Apr 20, 2018
Preparation for final presentations; presentation to steering committee; open house; submission of project book

The project commenced on January 8, 2018 and was completed on April 20, 2018. The process included multiple site visits, stakeholder meeting, site analysis, creation of a physical model, engagement sessions, development of a draft concept plan, review of concepts, development of a final concept plan, presentation of the plan, and open house in the community.

Policy Framework

The recommendations in this booklet should be read and understood along with the following provincial, regional, and city policy documents. In some instances, the recommendations made may not follow exactly the directions set out by higher level policy as we have tailored the recommendations to best suit the community of Marda Loop.

It is important to note that this document is not intended to serve as new Area Redevelopment Plan (or ARP), but rather a land use & urban design concept plan that will address the issues identified during the analysis process.

The Province of Alberta and the City of Calgary have an existing hierarchy of policies that will impact this project in various ways. The most relevant plan and policy documents impacting this project are the Local Area Plans (ASP's and ARP's) of the communities and the Municipal Development Plan (MDP). These policies range from statutory documents, to guidelines, to area specific plans.

These three communities are guided by separate area plans: the Marda Loop Area Redevelopment Plan (part of the Main Streets Initiative), the South Calgary Altadore Redevelopment Plan, and the CFB East Community Plan (Garrison Woods). While these plans have been updated over the years, the oldest of these date back to 1986 and 1998 and are in need of renewal. It is within this outdated policy framework that we assess the community and make our recommendations.

The following plans and policies have been identified as having a potential impact on the goals and concepts set out in this document.
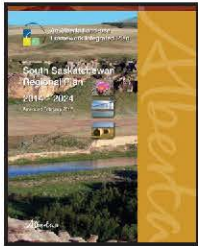
South Saskatchewan Regional Plan 2014 - 2024 Amended February 2017 (SSRP)

The SSRP is the provincial regional plan covering most of southern Alberta. It is a broad plan that covers a wide range of land use topics. Portions of this plan that PF Planning will analyze further include policy provisions regarding flooding and rivers, due to the proximity of the Elbow river next to the community.
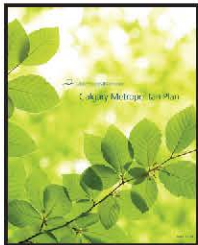
The Calgary Metropolitan Plan (CMP) 2014

The CMP will soon be superseded by a new regional policy with the recent introduction of a mandatory growth board for the Calgary area.
The existing CMP contains 5 guiding principles and primarily addresses regional topics. Initial review of the policy identifies several areas relevant to this project. Specific areas include: 3.b.1 Providing a range of housing choices, 3.b.2 identifying and protecting community identity and historic resources, and 3.a.7 accommodating at least 25% of new population growth through the intensification of existing developed areas.
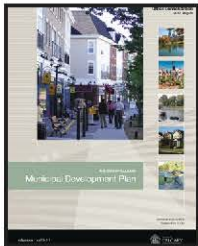
Calgary Municipal Development Plan (MDP)

Calgary's Municipal Development Plan (MDP) is Calgary's vision for growth over the next 30 to 60 years. Calgary is expected to grow by another 1.3 million people over that time.
The MDP contains 7 primary goals which will be taken into consideration in Marda Loop: Prosperous economy, compact city, great communities, good urban design, connecting the city, greening the city, and managing growth and change.
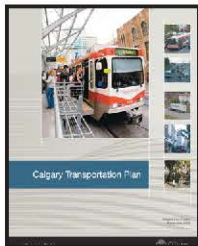
Calgary Transportation Plan (CTP)

The CTP and the MDP are the two high level planning policy documents that inform city wide planning. The CTP is a second policy document that together with the MDP creates the Calgary Municipal Development Plan.
The Marda Loop concept plan will reference policy regarding complete streets, active transportation, mobility, transit, connectivity, sustainability goals and other transportation related goals.
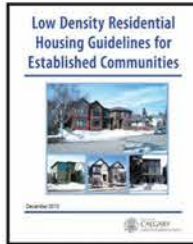
Low Density Residential Housing Guidelines for Established Communities

Guidelines to ensure buildings are compatible with existing neighbourhood character. Establishes design elements and sets guidelines for understanding street and community context. Street context is determined via: design, siting, massing, and landscaping. Community context is viewed as a "tapestry of all its individual streets".

Location Criteria for Multi-Residential Infill

"This policy is to be used as a guideline and are to be used in the review and evaluation of land use amendment applications that support multi-residential, rowhouse and cottage housing cluster developments". These guidelines may be referenced when making housing recommendations.

Main Streets Initiative

There are 24 main streets specified in Calgary's MDP. 33 Ave SW is identified as one of these main streets and is the focus of future development and growth in the Marda Loop community. The Main Streets initiative focuses on three key areas: innovation, investment and planning, and encourages a vibrant public realm, variety of retail and small business activity. We will reference this initiative in the context of 33 Ave.

Main Street 33 Ave SW: Key Findings

The City of Calgary conducted engagement and analysis between November 2015 through May 2015. The engagement process identified top issues and concerns from the community. The findings will be used to influence our direction and recommendations for 33 Ave.

Complete Streets Policy and Guide

The Complete Streets Policy and Guide provides a framework on how the City and private development can best incorporate Complete Streets concepts into planning. These concepts include engagement, design and construction of new, and reconstruction of existing streets.

Marda Loop Area Redevelopment Plan (33 Ave) - Revised July 2017

The Marda Loop ARP sets the vision and policy framework for an area approximately 1-2 blocks on each side of 33 Avenue. This plan is part of the Main Streets Initiative and aligns with the city-wide objectives to accommodate a portion of Calgary's growth within the developed areas of the city along mixed use corridors. This plan allows for ground floor retail with residential or office units above while providing a sensitive transition to the adjacent residential streets.
The ARP has 6 guiding principles which will guide this project: community character, livability, mixed-use, walkability, streetscape design, and street fronting buildings.
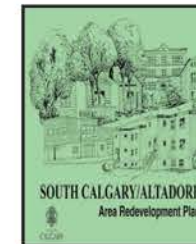
South Calgary Altadore Area Redevelopment Plan - Approved 1986, Revised December 2017

The South Calgary Altadore Redevelopment Plan addresses the majority of the project area with the exception of the areas covered by the Marda Loop ARP and the CFB East Community Plan. This ARP addresses the following areas: residential land use, commercial land use, King Edward school site, open space and recreation, school facilities, transportation, and social considerations.
Several key community concerns outlined in the ARP are repeated in the key topics for this project. These include community open space concerns, housing redevelopment, aging in place, and others. We will address these in our plan.

CFB East Community Plan (Garrision Woods) - April 1998

The CFB East Community Plan addresses how the lands vacated by CFB Calgary, formerly the Currie PMQs (Permanent Married Quarters), can best be reused and redeveloped to a healthy, vibrant residential neighbourhood that would complement the surrounding communities.
This document outlined the plans for the initial construction of the community and contained six goals: implement city policies and goals, support residential intensification, create a well designed, livable, integrated community, integrate sustainable development principles, ensure timely redevelopment, integrate with larger Altadore community, and recognize the military history.
This document is now 20 years old and in need of revision.

Site Analysis

Environmental Analysis

Marda Loop's open spaces are well distributed across the middle and southern portions of the site with a gap in open space availability noted in South Calgary. As Marda Loop is an established community with little space available for the creation of new green spaces, open space availability is seen as a constraint to the conceptual design.

River Park is an excellent resource for both the community and biota in this region and has been noted as an attraction for both residents and outside visitors. This large natural space is a community asset and should be capitalized upon in future green space and environmental strategies for the community.

Amenities and Open Space Programs

Semi-Natural

Natural

Play Fields

Dog Parks

Neighbourhood Parks

Play Grounds

Spatial Distribution of Passive Parks

River Park Amenities

1

Natural & Sensitive Areas

Aspen Forest

Balsam Poplar Forest

Tall Shrub

Low Shrub

Grassland

Blue Spruce
Picea pungens

Balsam Poplar
Populus balsamifera

River Park Natural Area and Riparian Zone

0   0.5   0.75   1   Kilometres
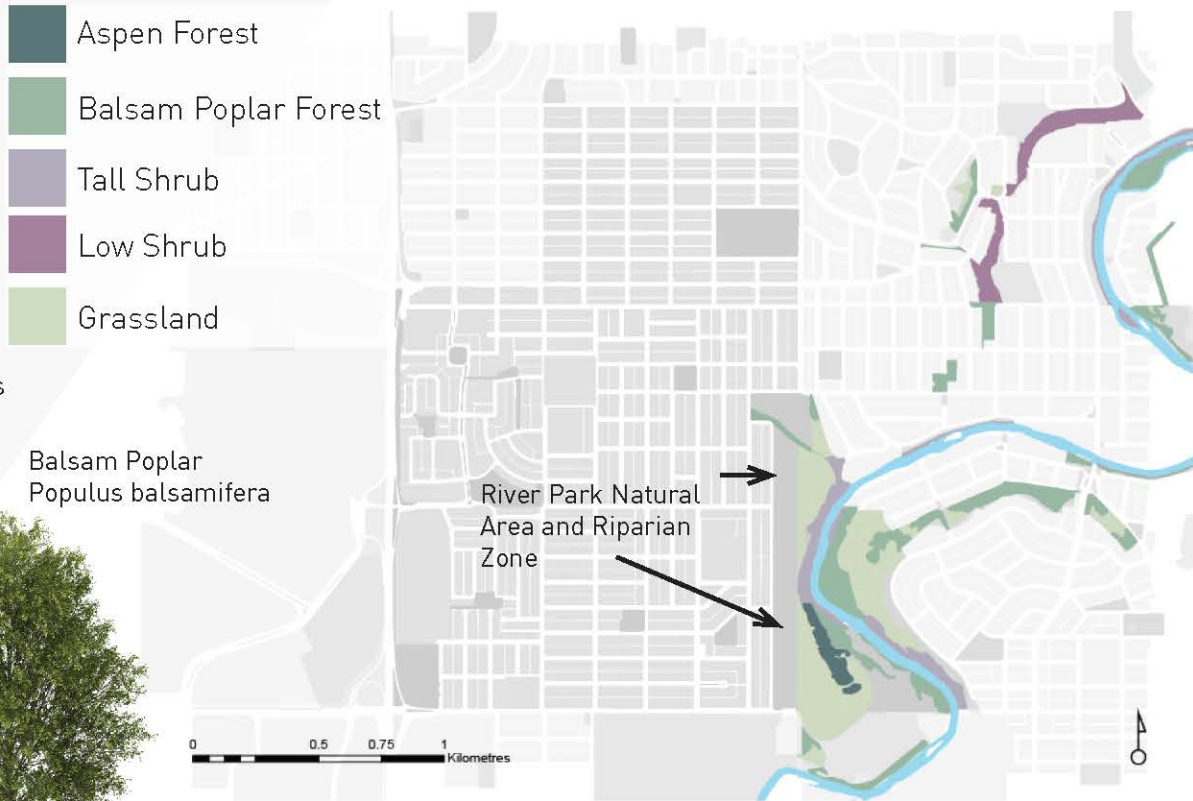
Spatial Distribution of Active Parks

0   0.5   0.75   1   Kilometres

Programming Availability

3   School Yards

8   Neighbourhood Parks

1   Community Association
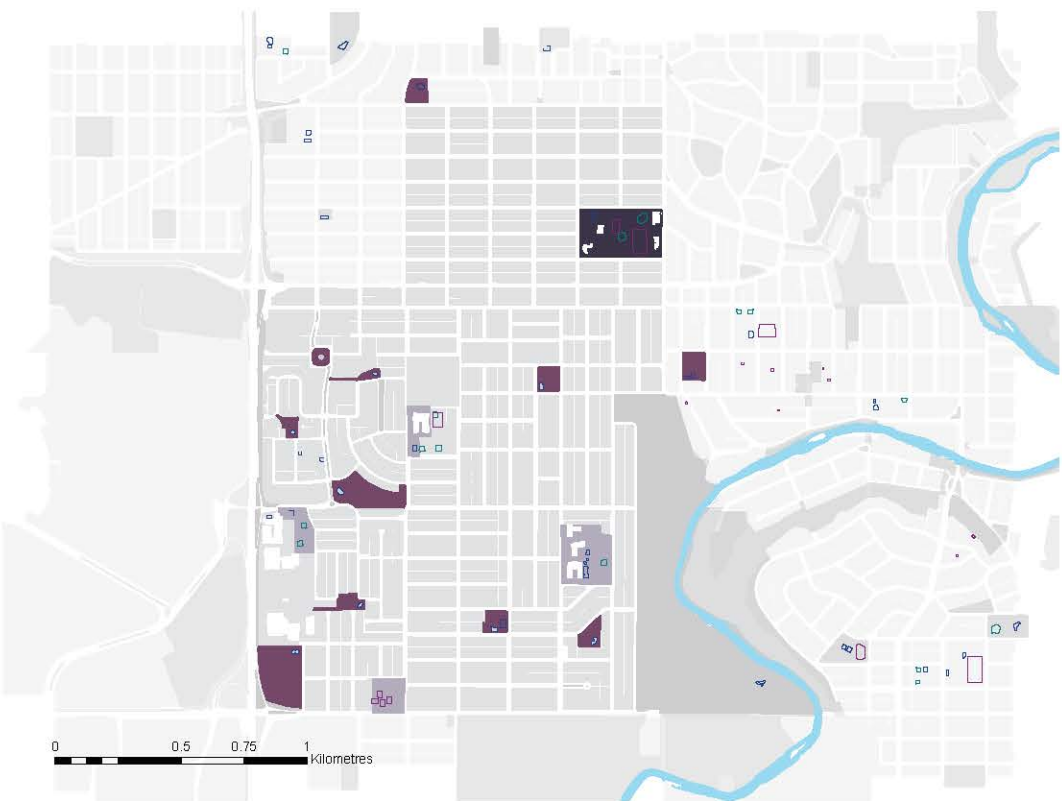
Stormwater Flow Analysis

GIS Predicted Flow

Corrected Stormwater Flow

0   0.5   0.75   1
Kilometres
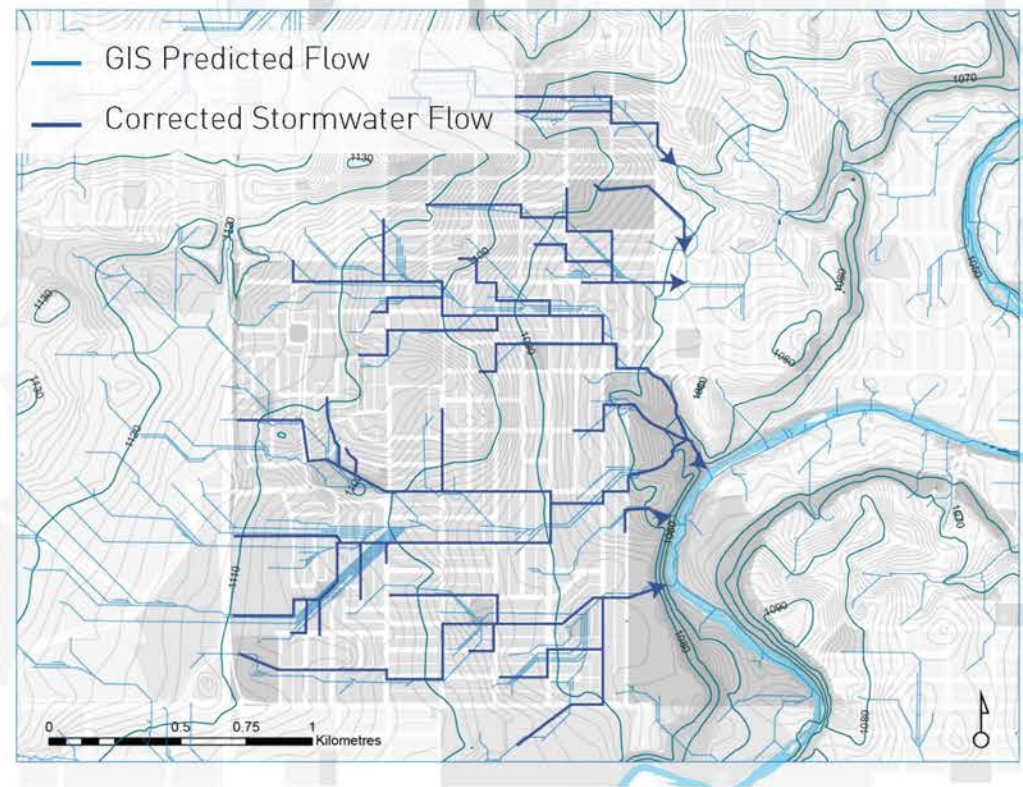
Water flows towards River Park, west to east. As a result, storm water management strategies should be informed by this drainage pattern.

Tree Canopy
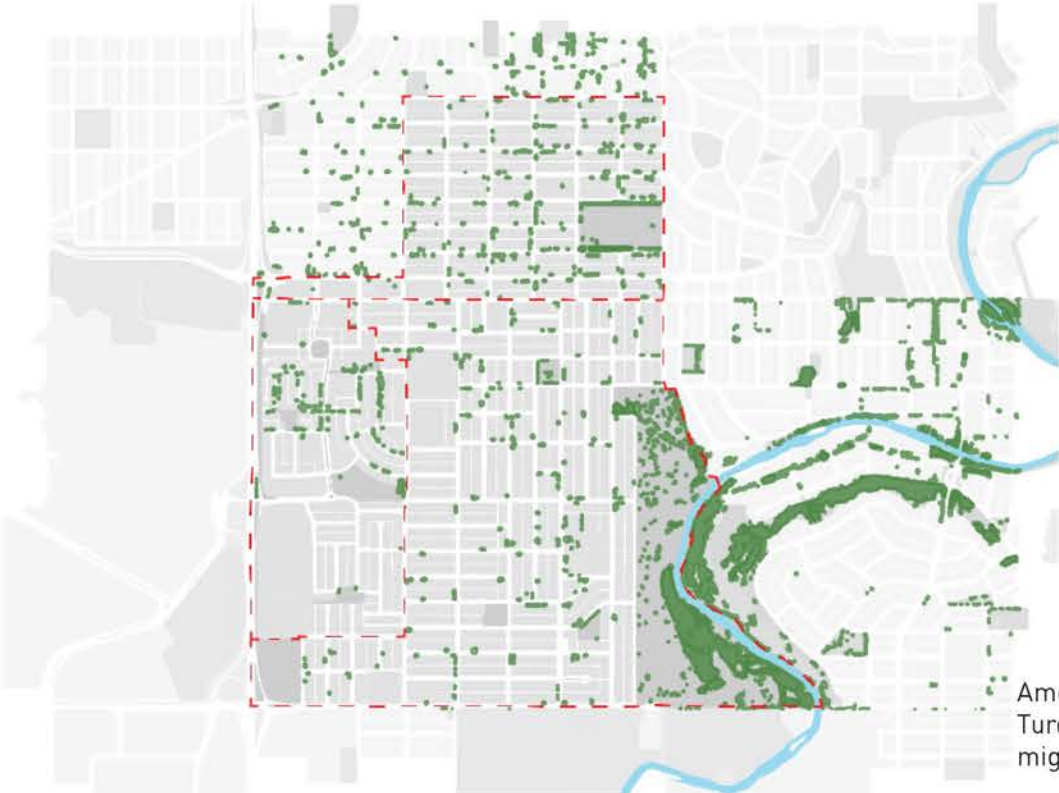
Connectivity through street tree canopy extends from River Park into the established community creating a green network.
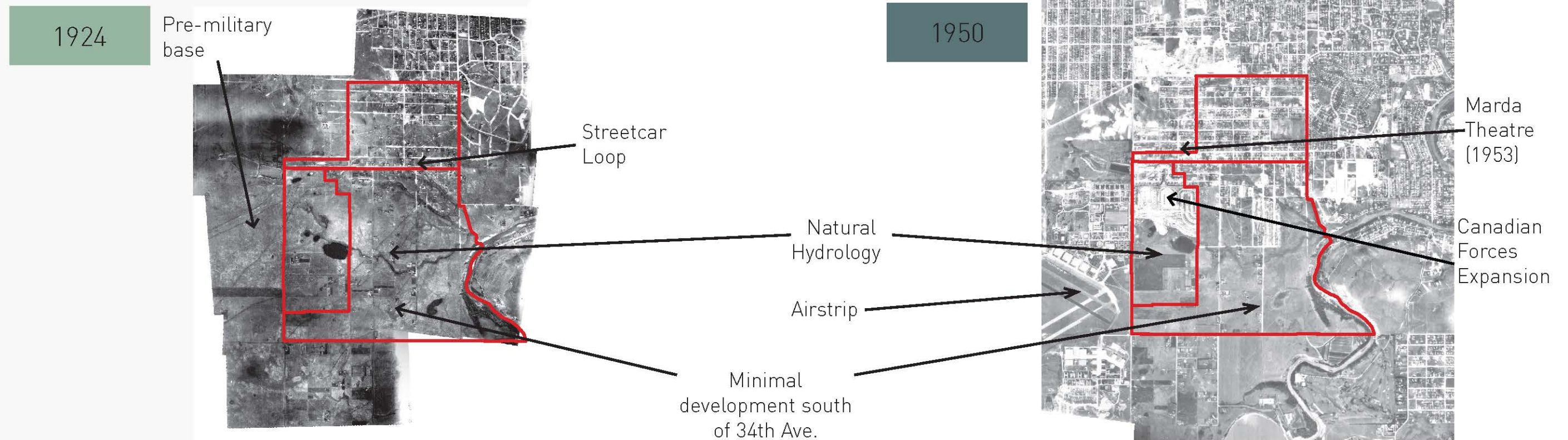
Flooding Analysis

Elbow River

River Park Flood Risk

Flood risks are limited to River Park due to steep grade changes between the residential community and the Elbow River.

American Robin
Turdus migratorius

Red House
Finch
Haemorhous
mexicanus

13
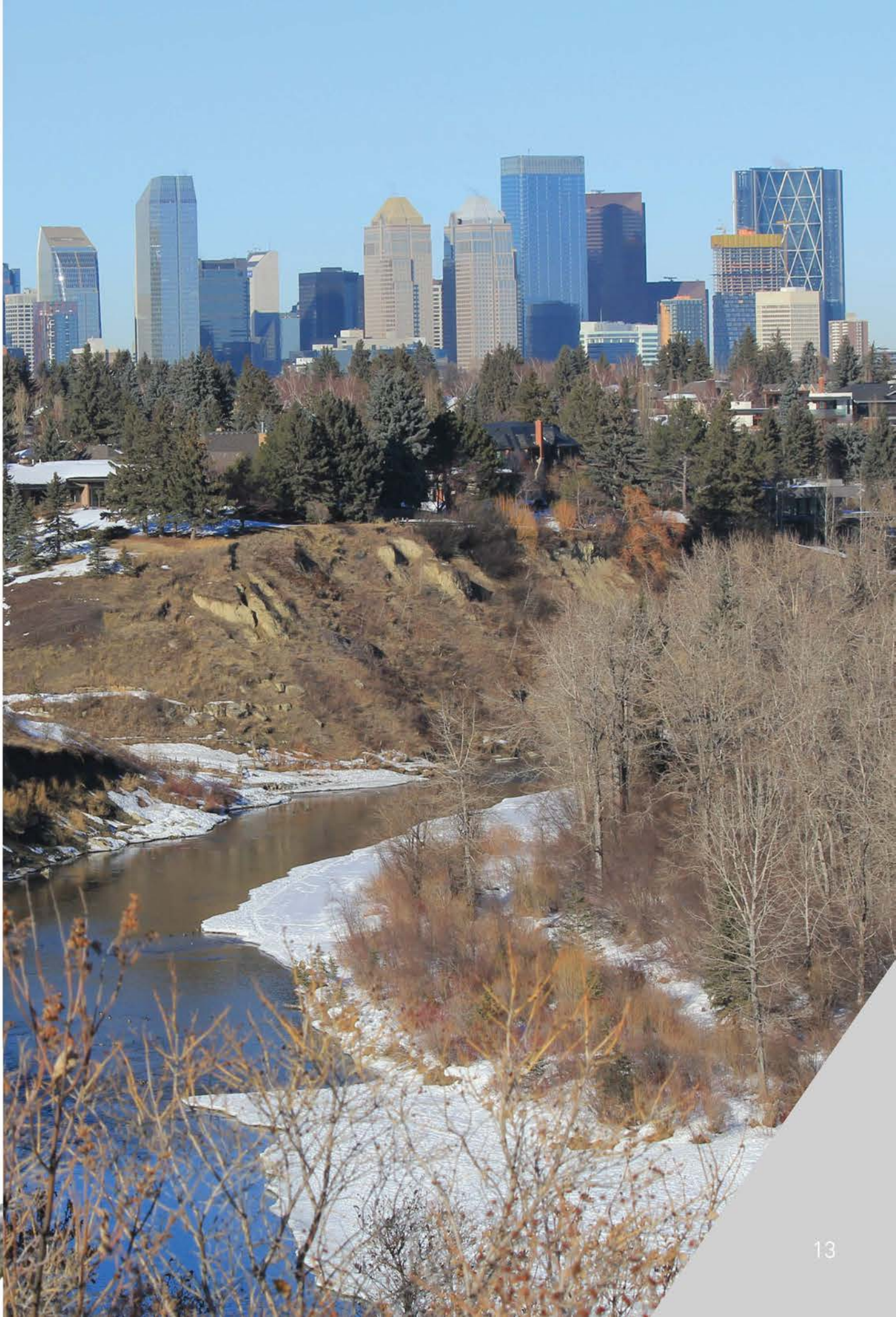
History

Marda Loop is an established community predating the 1911 installation of the streetcar. Since this time the community has developed out on a grid pattern which provides many opportunities for legible and accessible transportation strategies (walking, biking and private vehicle). Additionally the area has a rich heritage through the historic military base, Marda Theater and Streetcar Loop which can be leveraged through historical and cultural strategies.

1924 — Pre-military base

Streetcar Loop

Natural Hydrology

Minimal development south of 34th Ave.

1950

Marda Theatre (1953)

Canadian Forces Expansion

Airstrip

Timeline of Main Events: 1911-2017
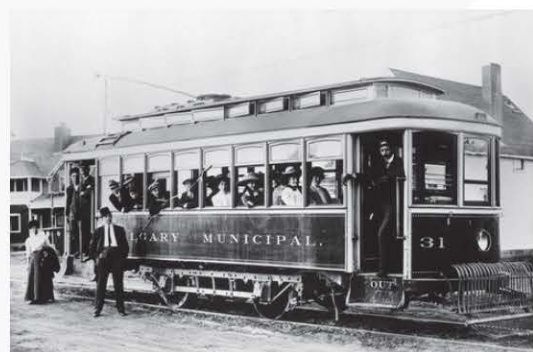
1911
Streetcar along 34th Avenue

1911-14
Annual militia training

1912
King Edward School constructed

1913
Summers Block constructed

1933-34
Currie Barracks construction begins

1948
Area east of Crowchild acquired for PMQ

1953
Marda Theatre opens

1957
Marda Loop Community Association established

1964
Air strip (Station Park) closed

1967
24th Street widened and turned into expressway

1993

Canadian Forces Expansion

Altadore Growth

2017

Knob Hill
Bankview
South Calgary
Mount Royal
Marda Loop
Garrison Woods
Currie Barracks
Altadore
Britannia
MRU
Lakeview
North Glenmore
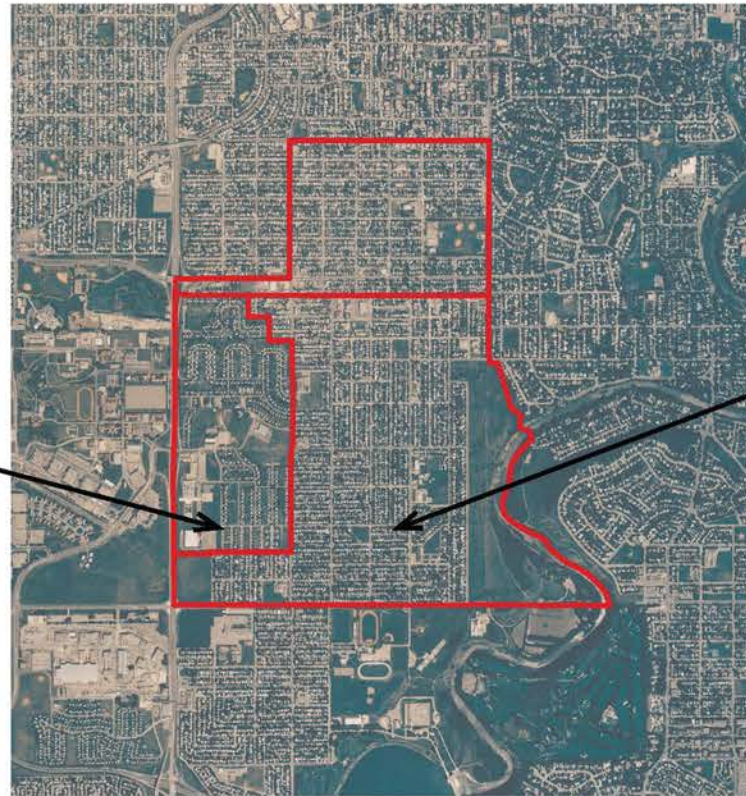
CFB East COMMUNITY PLAN

1986
South Calgary Altadore ARP

1990
Marda Theatre demolished

1990
Military Museum opened

1998
CFB East Community Plan

1998
Canadian Forces vacates base

2001
King Edward school closes

2003
70% of Garrison Woods development occupied

2010
First mixed use building in Marda Loop. 6 storey Treo @ 33rd&20th

2014
Marda Loop ARP

2017
cSPACE opens @ King Edward building

Demographics

Marda Loop has an existing population which trends higher on income and education than the Calgary average resulting in a potentially more engaged and informed community base.

A portion of the population was found to be non-english speaking, and sould be considered during the creation of engagement materials.

A portion of the population was found to be in need of more affordable housing options, leading to an opportunity for the development of strategies to diversify the typology and cost of the housing stock.

4,038

3,179   6,795

Total Population: **14,012**
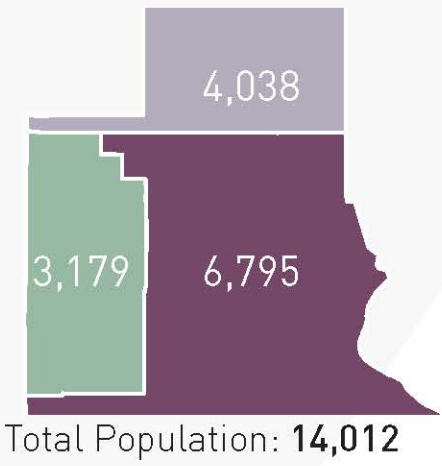
Immigration

1. United Kingdom   2. United States
3. China   4. Ethiopia   5. Colombia
6. Iran   7. Philippines   8. South Korea
9. Poland   10. Mexico

Time Period of Immigration

2011-2016
2006-2010
2001-2005
1991-2000
2081-1990
Pre-1981

0   100 200 300 400 500 600 700 800

Immigrants

3,040

Ethnic Origin

Calgary

2.6% Latino   1.1% Caribbean
4.0% Indigenous   0.5% Oceanian
.2% African
28.0% Asian
59.5% European

Marda Loop
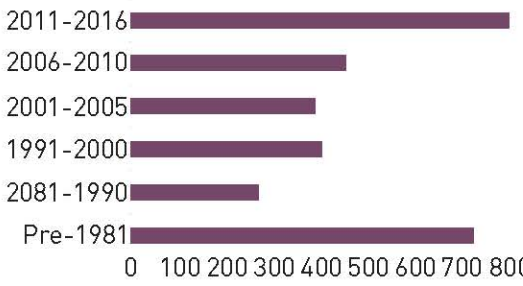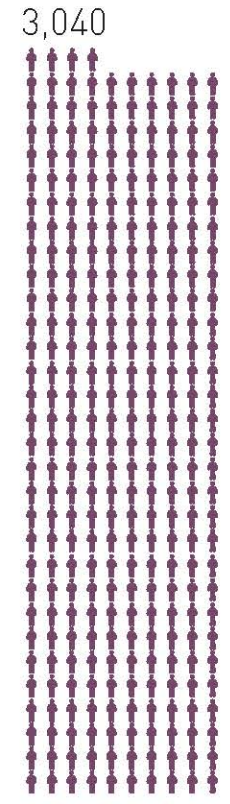
2.3% Latino   0.9% Caribbean
3.9% Indigenous   0.7% Oceanian
4.1% African
12.9% Asian
75.1% European
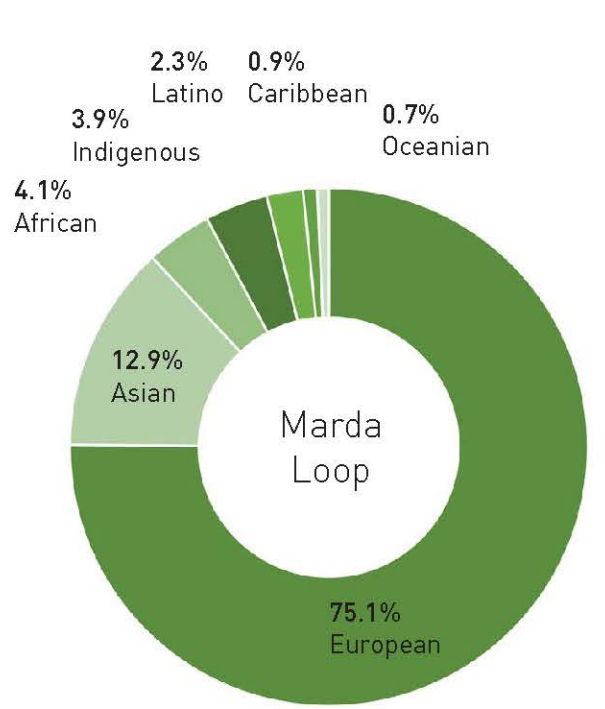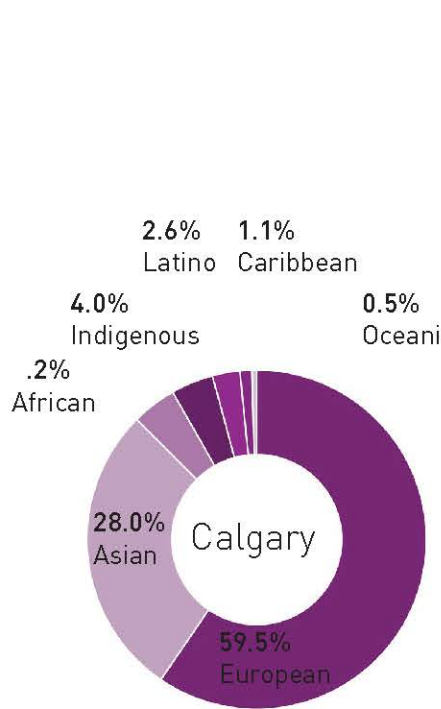
Population Distribution

100 +
95 - 99
90 - 94
85 - 89
80 - 84
75 - 79
70 - 74
65 - 69
60 - 64
55 - 59
50 - 54
45 - 49
40 - 44
35 - 39
30 - 34
25 - 29
20 - 24
15 - 19
10 - 14
5 - 9
0 - 4

Male   Female

Age Groups

0 - 19   **21.9%**

20 - 39   **34.3%**

40 - 64   3**1.8%**

65+   **11.9%**
85+   **3.7%**

Population

14,000
14,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0

2013   2014   2015   2016   2017

Altadore & Garrison Woods   Altadore   Garrison Woods   South Calgary

Citizenship

Marda Loop

7.0% Non Citizens

93.0% Canadian Citizens

Calgary

11.2% Non Citizens

88.8% Canadian Citizens
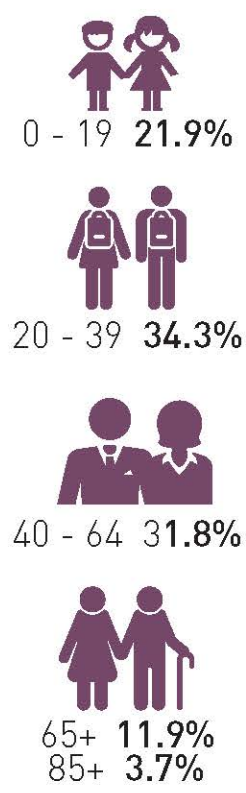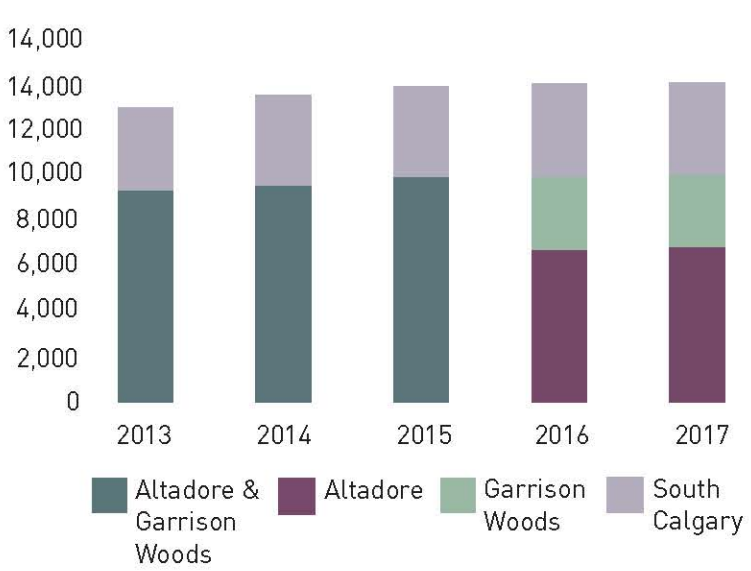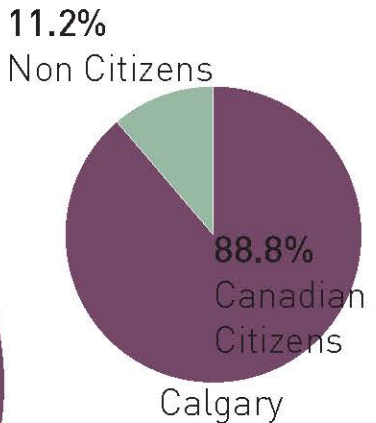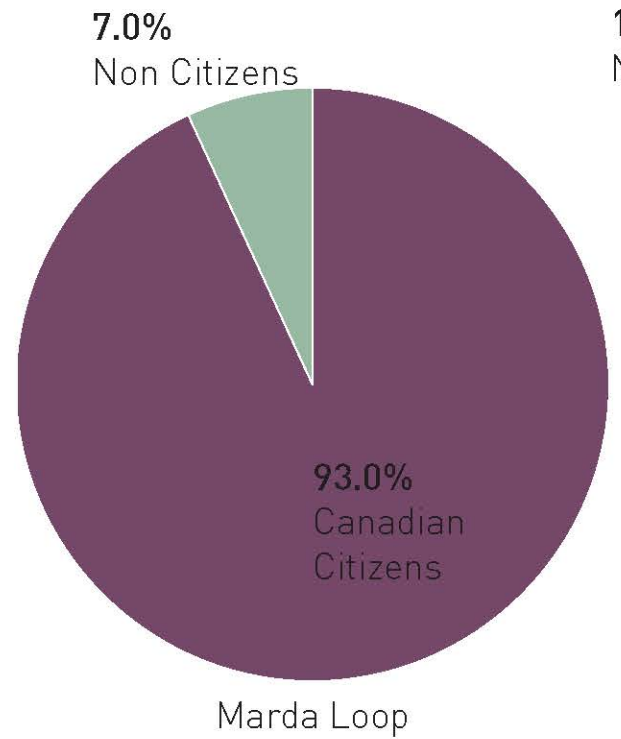
Refugees

530 total

Syria - **65**
Eritrea - **40**
Iraq - **10**
Congo - **0**
Afghanistan - **65**

Official Languages

90% English
10% Bilingual (English & French)

Non Official Languages

Spanish
Arabic
Tagalog
Mandarin
German
Korean
Farsi
Polish
Cantonese
Russian

Marital Status

Current

Divorced
Separated
Not Married or Common Law
Married or Common Law

0 10% 20% 30% 40% 50% 60%

Altadore Garrison Woods South Calgary Marda Loop Calgary

Education Level

80%
70%
60%
50%
40%
30%
20%
10%
0

No certificate, diploma or degree | High school diploma | Post secondary | Master's degree | PhD

Education Level Change

Master's degree or PhD
Post secondary
High school diploma
No certificate, diploma or degree

0 10% 20% 30% 40% 50% 60% 70%

2011 2016

Poverty Prevalence

65+
18-64
0-5
0-17
All Ages

0 2% 4% 6% 8% 10% 12% 14% 16% 18%

Altadore
Garrison Woods
South Calgary
Marda Loop
Calgary

Median Household Income

180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0

Altadore | Garrison Woods | South Calgary | Marda Loop | Calgary

Household Income

$140,000
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
0

2006 2011 2016

Marda Loop Calgary
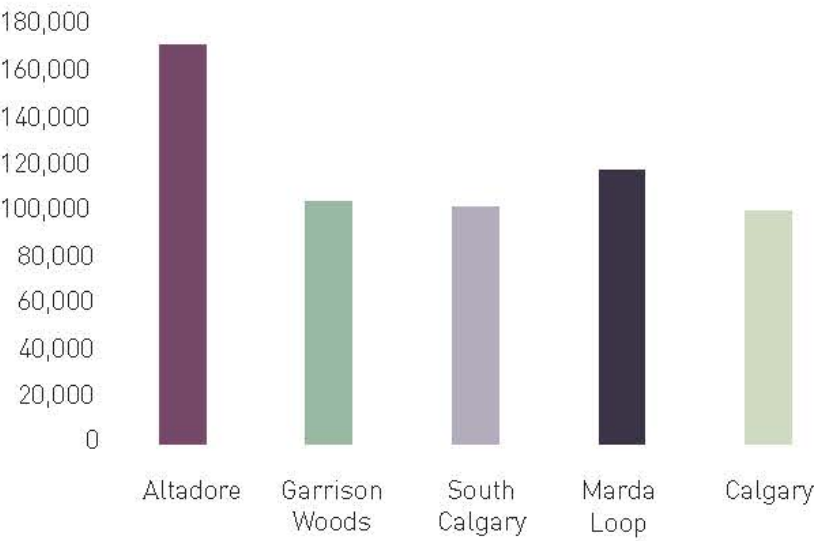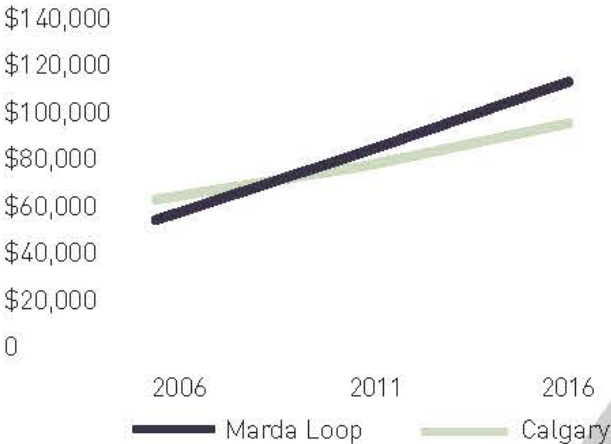
Infrastructure

Public Transportation

Route 6
Frequency: 15 - 25 min
Stops in the community: 3
First departure: 5:28am
Last arrival: 12:36am

Route 7
Frequency: 10 - 20 min
Stops in the community: 18
First departure: 5:38am
Last arrival: 12:37am

Route 13
Frequency: 15 - 30 min
Stops in the community: 12
First departure: 5:51am
Last arrival: 12:35am

Number of Residential Buildings within bus walkshed:

400 m - 3,277
200 m - 1,466
100 m - 511

- 100m
- 200m
- 400m

BRT Walkshed

Number of Residential Buildings within 800m BRT walkshed: **532**

- 400m
- 600m
- 800m

Designated Bike Routes

Based on Strava data, Marda Loop is a well used cycle neighbourhood. The existing bike network does not align with the existing usage patterns. This presents an opportunity for the expansion and upgrade of the current bike lane system.

—— Existing Bike Network

Current Bike Usage

High Usage ▬▬▬ Low Usage

Pedestrian and Vehicle Collisions

Vehicular Collision ⊕ Collision Involving Pedestrian

Stormwater Pipelines

Stormwater pipelines are located in line with natural drainage patterns providing an opportunity for naturalized storm water management.

Traffic Volumes

Vehicles per Day
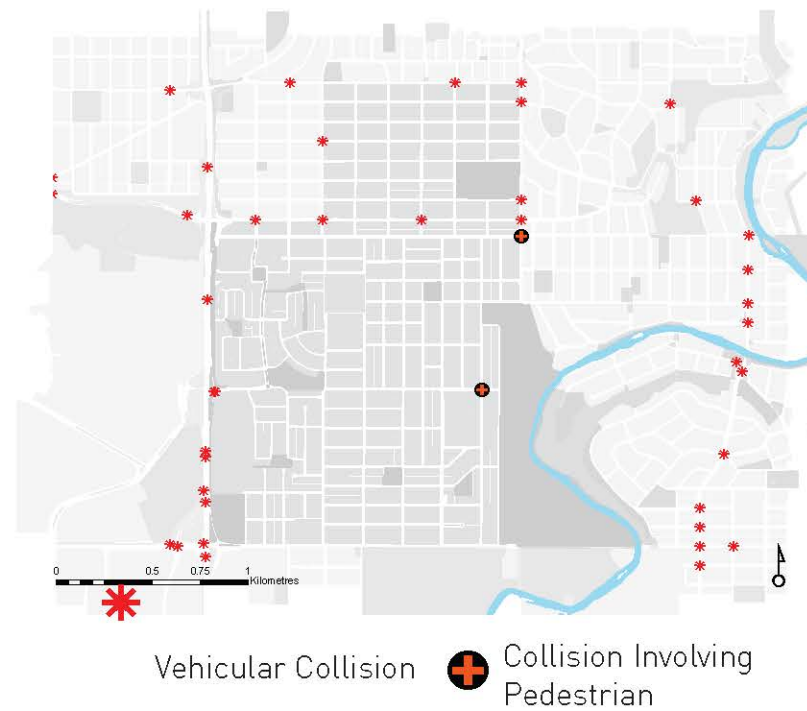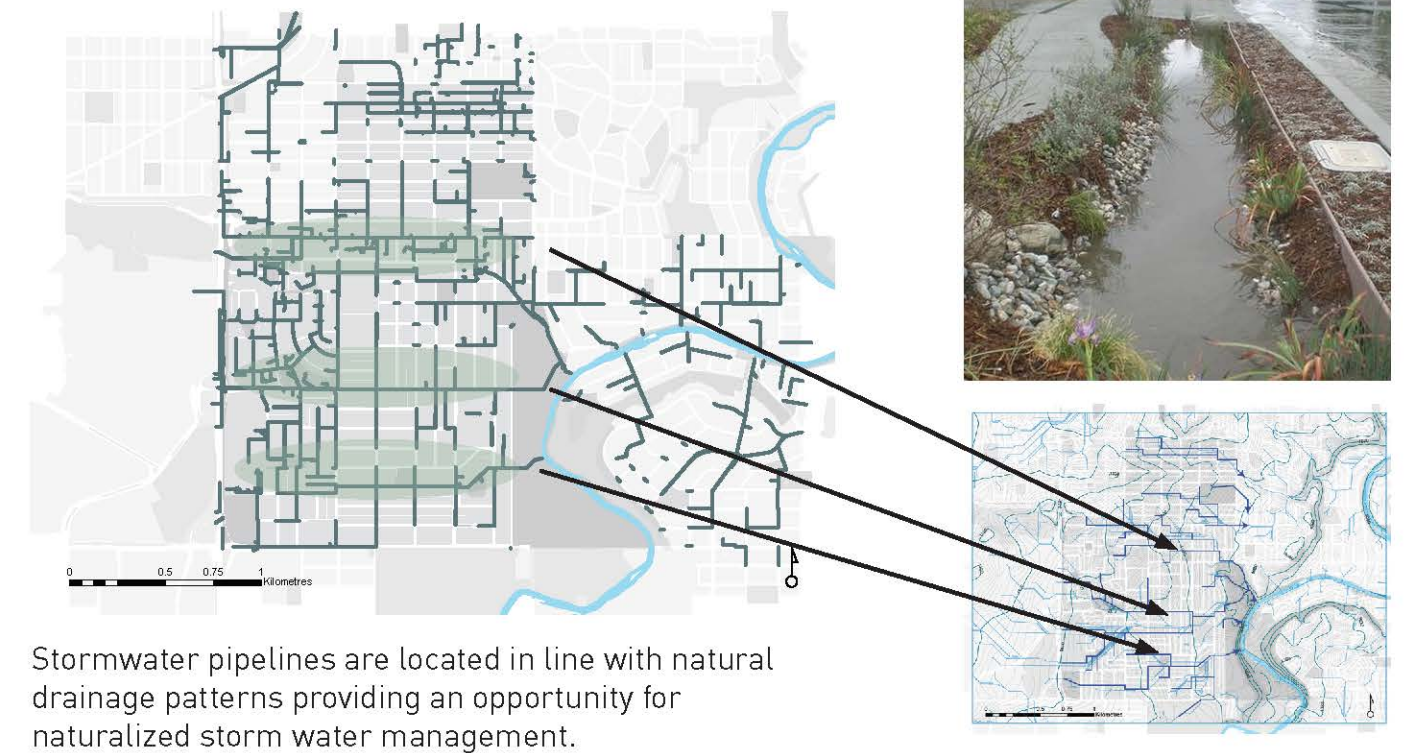
1 - 10,000
10,001 - 20,000
20,001 - 30,000
30,001 - 50,000
50,001 - + plus
Inferred traffic routes
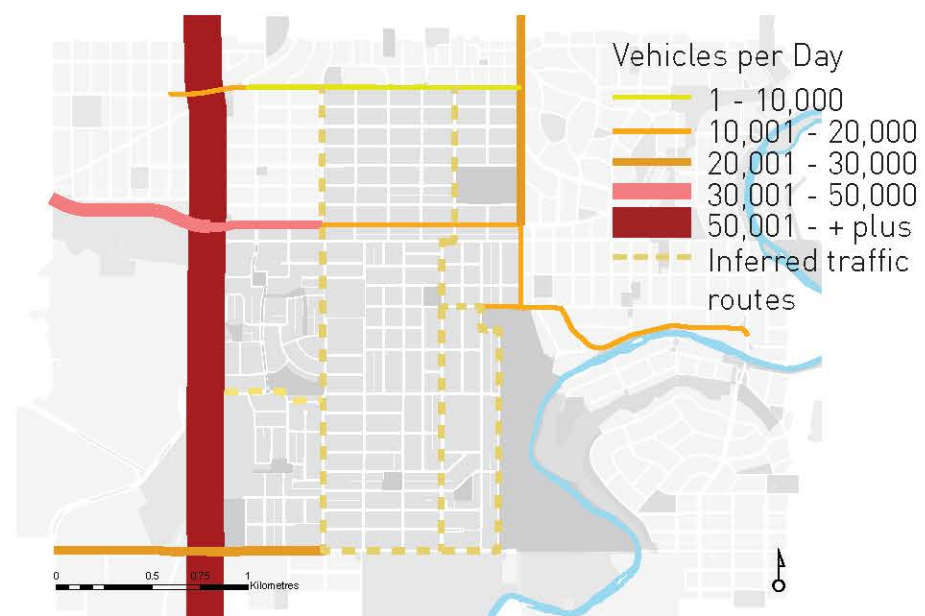
Road Classification
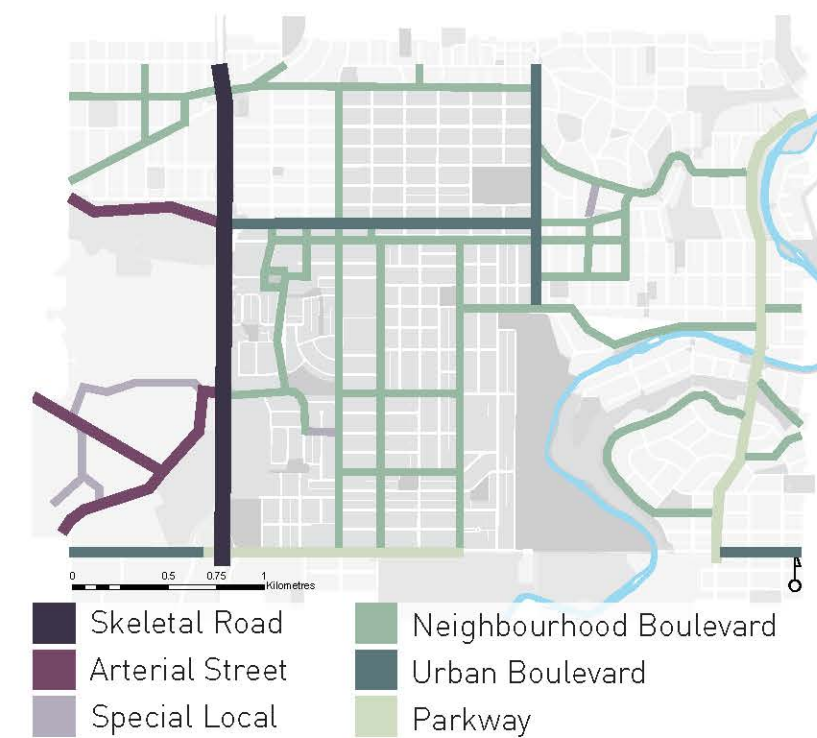
Traffic flows through Marda Loop are congested and heavy along main streets. This presents both a constraint and opportunity for traffic calming and pedestrian movement through the site.

Skeletal Road
Arterial Street
Special Local
Neighbourhood Boulevard
Urban Boulevard
Parkway

Grid Impacts on Walkability

Key Map

As seen in the historic analysis, the grid pattern upon which Marda Loop is constructed is very conducive for a legible and accessible walking environment. As such, the street pattern was not found to limit pedestrian movement through the community. Barriers to movement which need to be considered include major vehicular corridors such as Crowchild Trail.

Garrison Woods Safeway

Curvilinear

- 400m
- 600m
- 800m
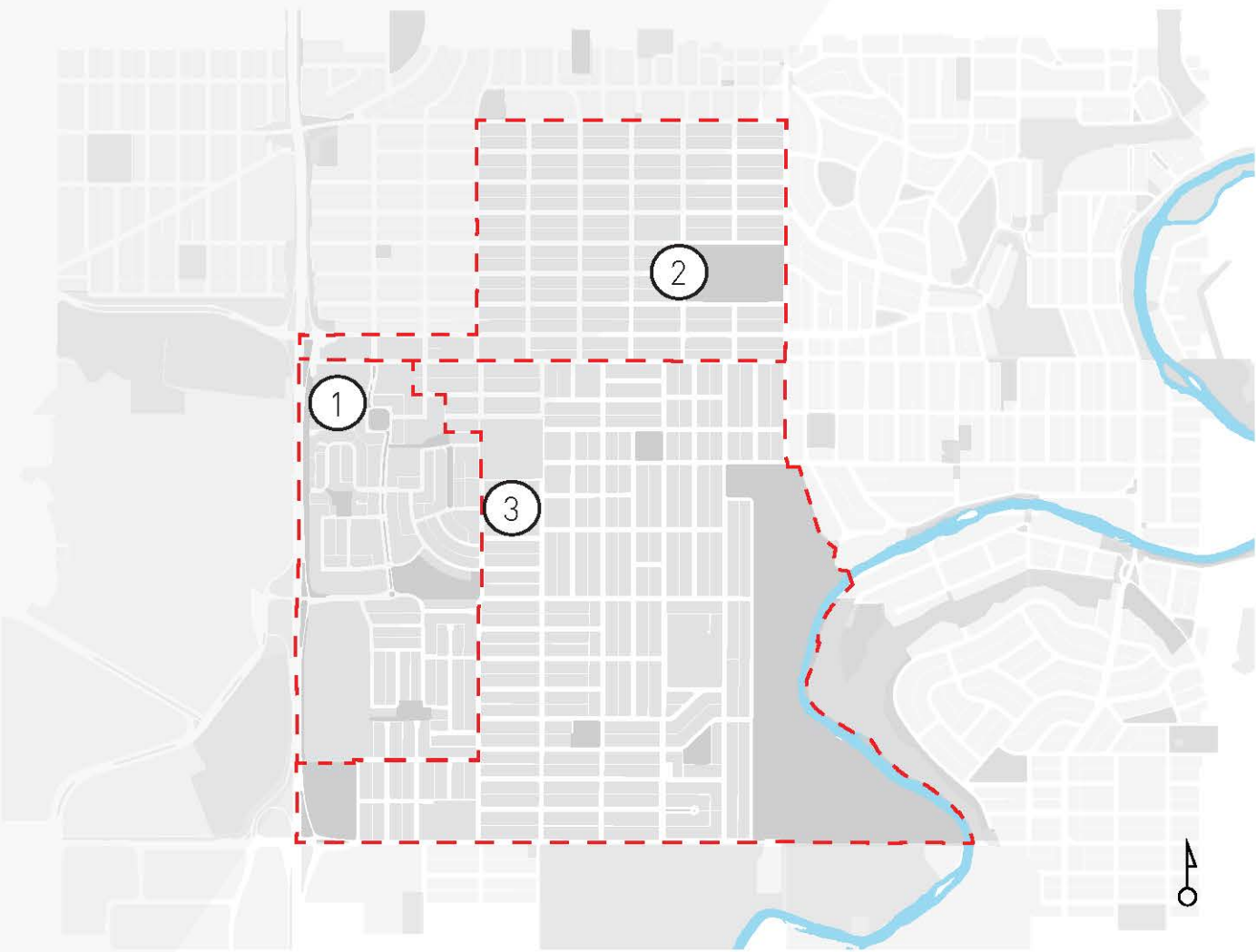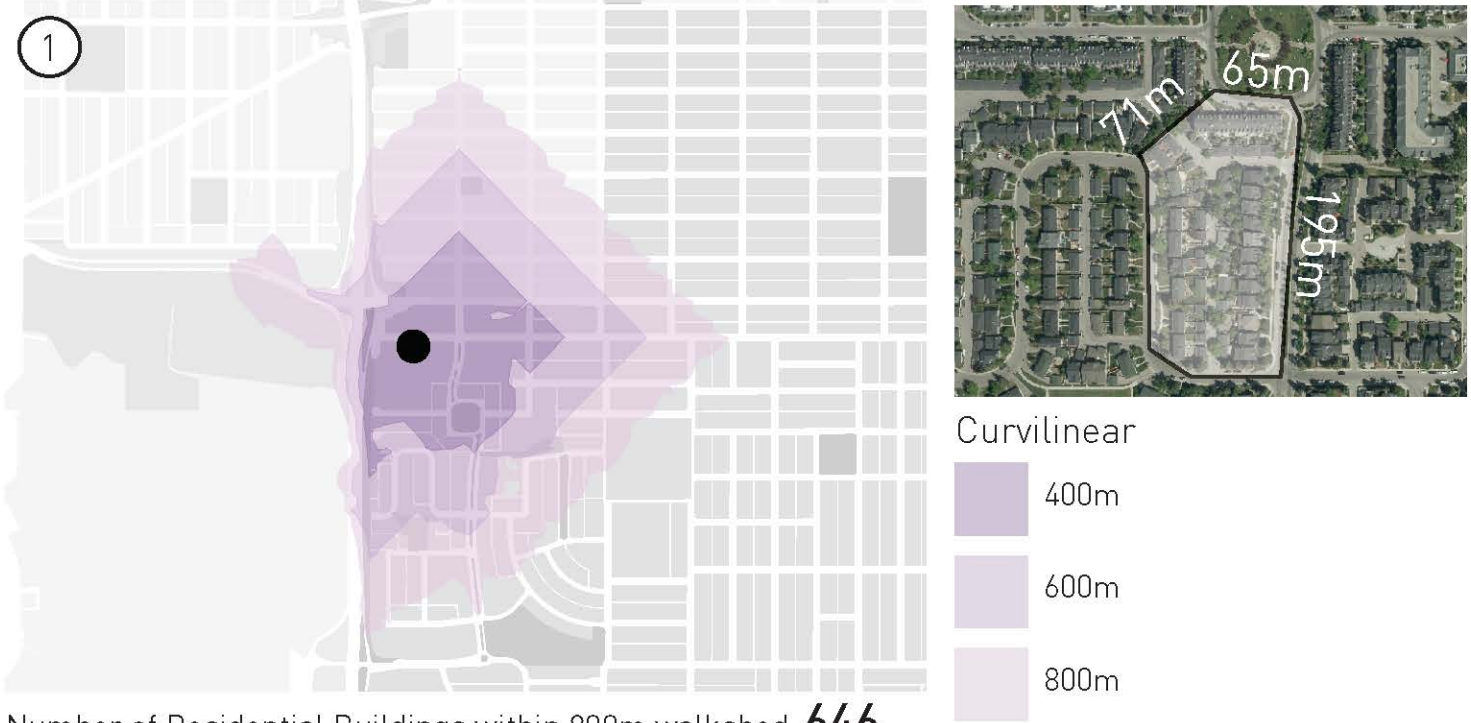
Number of Residential Buildings within 800m walkshed **646**

Safeway is accessible by walking to many residents of Garrison woods. Although this area of the community deviates from the grid pattern seen elsewhere in Marda Loop, the street network was not found to significantly impact the number of residents able to access the retail centre on foot.
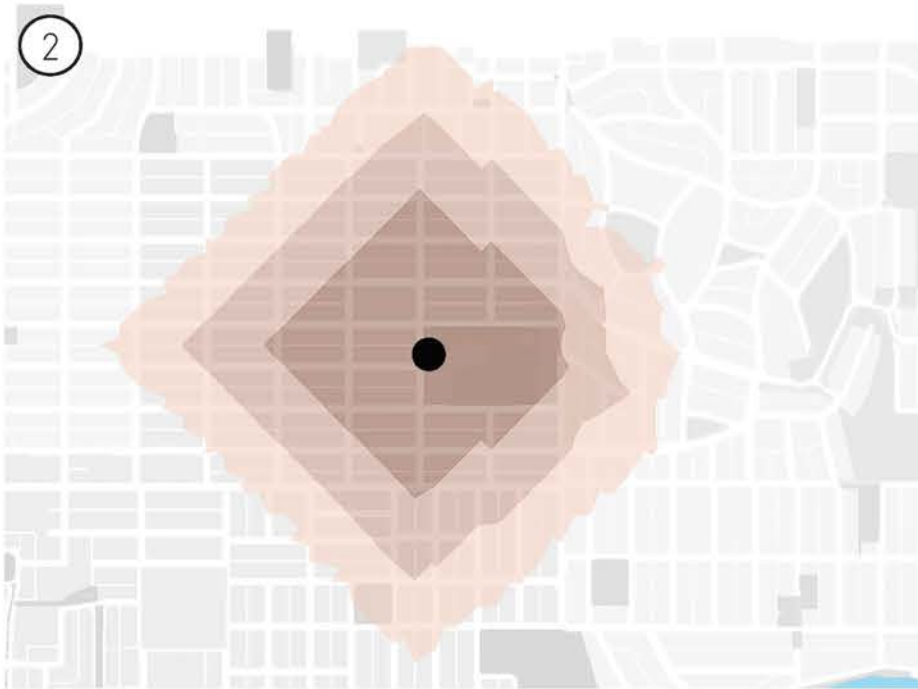
Community Association

Number of Residential Buildings within 800m walkshed **1248**

173m
100m

Grid Iron (Smaller)
- 400m
- 600m
- 800m

Landmarks and points of interest in the community such as the Dr. Oakley School and the Community Association are similarly unaffected by the surround grid network, however, points of interests such as these have opportunities for improved pedestrian crossings and public realm to enhance the quality of the walking environment.
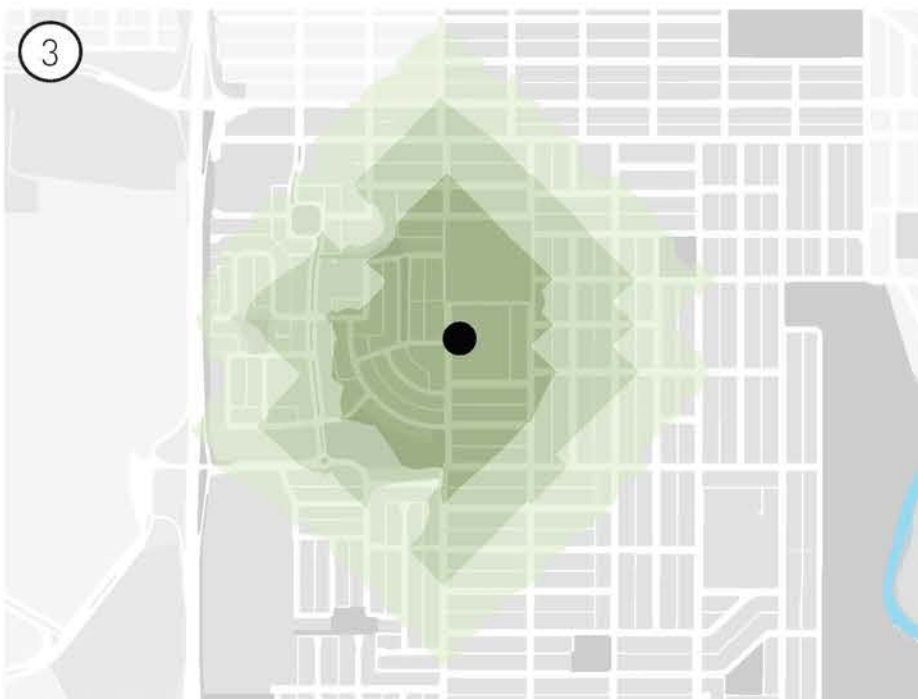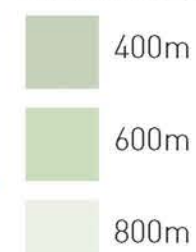
Dr. Oakly School

Number of Residential Buildings within 800m walkshed **1191**

100m
230m

Grid Iron (Larger)
- 400m
- 600m
- 800m

Housing

Due to Marda Loop's foundations as an early Calgary community, the present housing stock is dominated by single family homes on large lots. In cases of redevelopment, large lot bungalows are being sold and the lots subdivided to create more single family, or in some cases duplex dwellings.
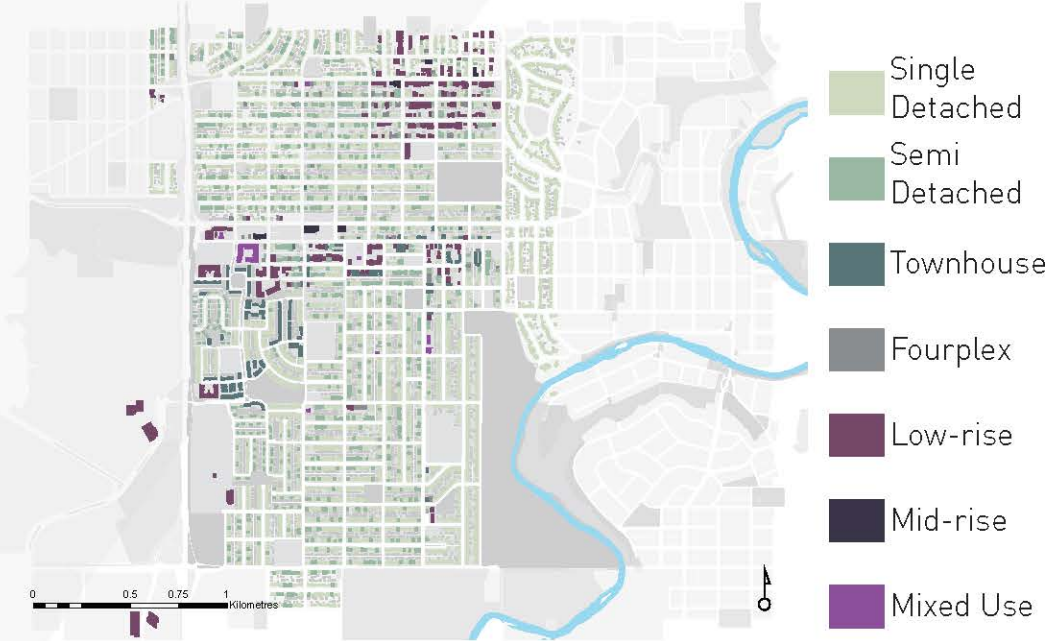
This homogeneity of product types illustrates an opportunity for the creation of a more diverse housing stock through affordable housing initiatives and densification strategies. Furthermore, the community has a significant presence of heritage and character homes which have been noted for consideration in the conceptual design strategies.

Current pockets of higher density housing are currently situated along the main streets of 33 Ave SW and 34 Ave SW, as well as at the North East corner of South Calgary. An opportunity for increased density has been identified using the community's main corridors and commercial nodes as a skeleton for development.
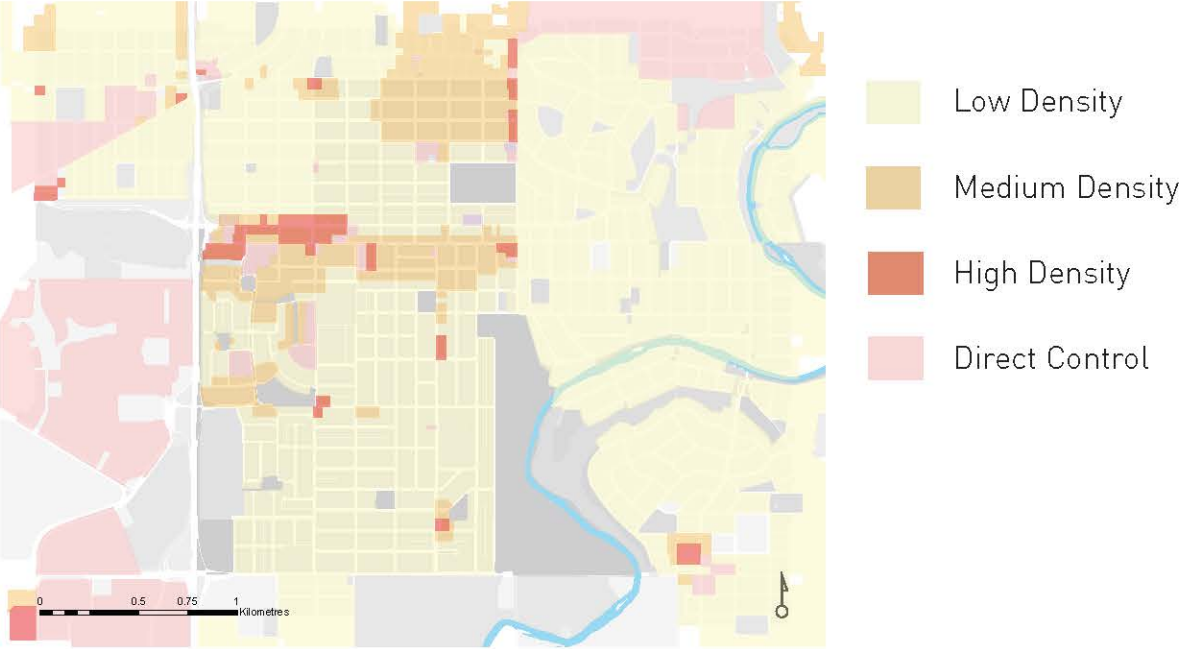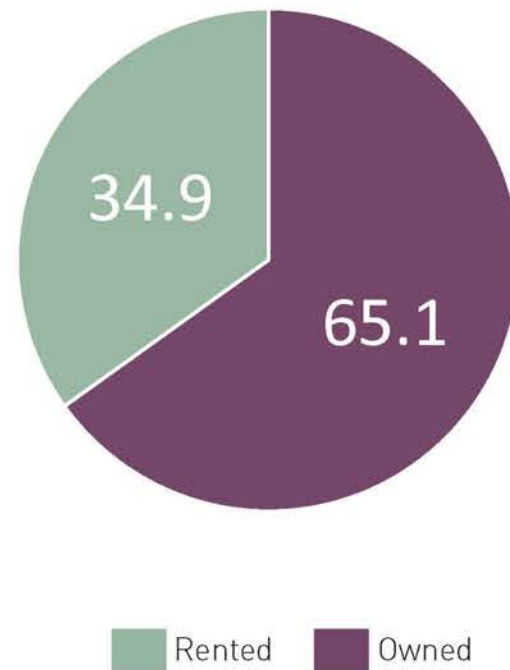
Dwellings Types

Housing Typologies

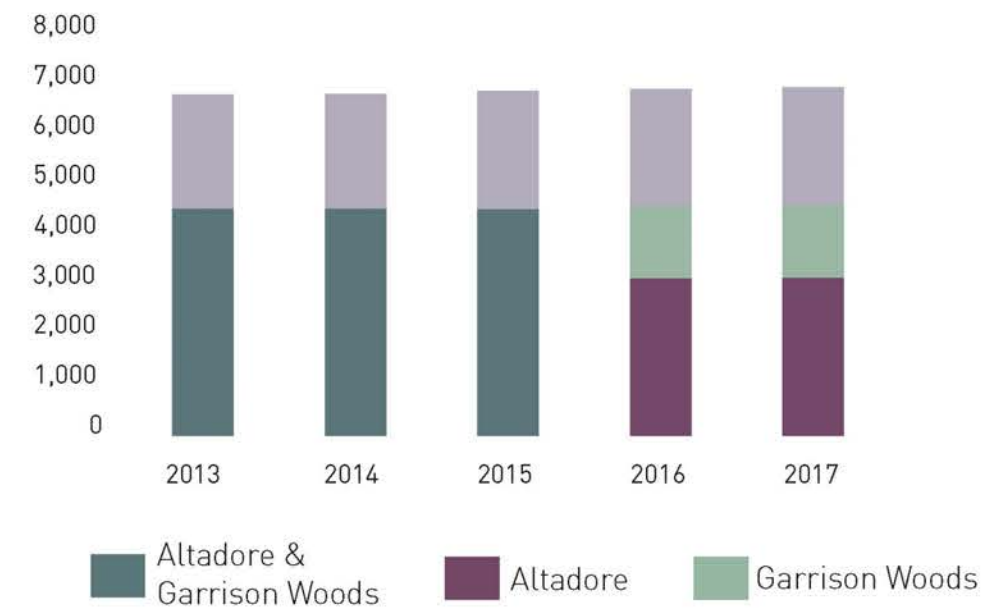Single Detached
Semi Detached
Townhouse
Fourplex
Low-rise
Mid-rise
Mixed Use

Current Density

Low Density
Medium Density
High Density
Direct Control
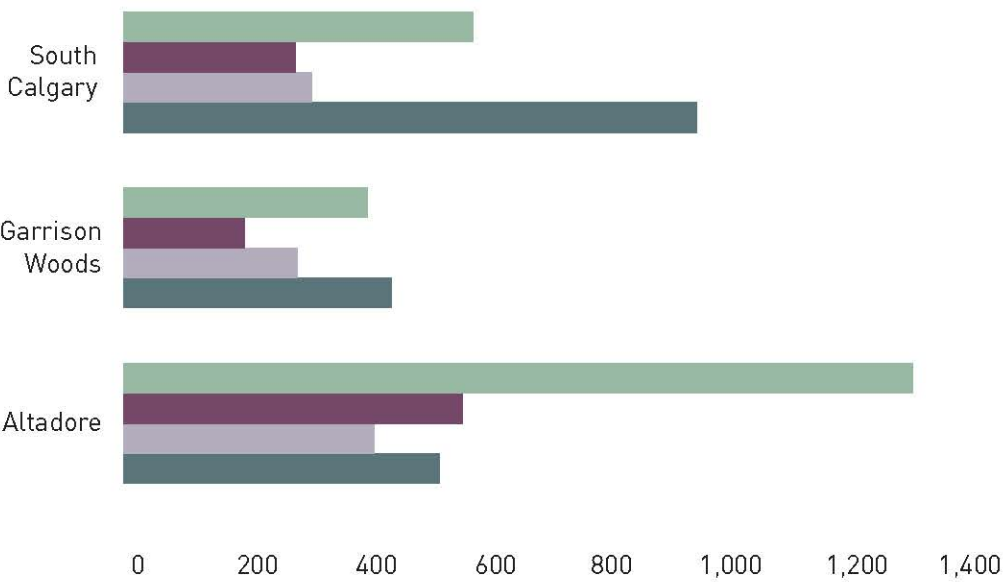
Marda Loop Owner vs Rental

34.9

65.1

Rented   Owned

Number of Dwellings

8,000
7,000
6,000
5,000
4,000
3,000
2,000
1,000
0

2013   2014   2015   2016   2017

Altadore & Garrison Woods   Altadore   Garrison Woods

Owned vs Rental Units

	2006	2011	2016	
Altadore				
Owned	1,125	1,265	1,415	↑
Rented	490	385	350	↓
Garrison Woods				
Owned	2,020	2,145	2,160	↑
Rented	940	1,075	1,200	↑
South Calgary				
Owned	1,530	1,785	1,880	↑
Rented	1,330	1,260	1,380	↑

Year of Construction

Pre-1960
1961-1980
1981-1990
1991-2000
2001-2005
2006-2010
2011-2016

0   10   20   30   40   50   60   70   [%]

Altadore   Garrison Woods   South Calgary

23
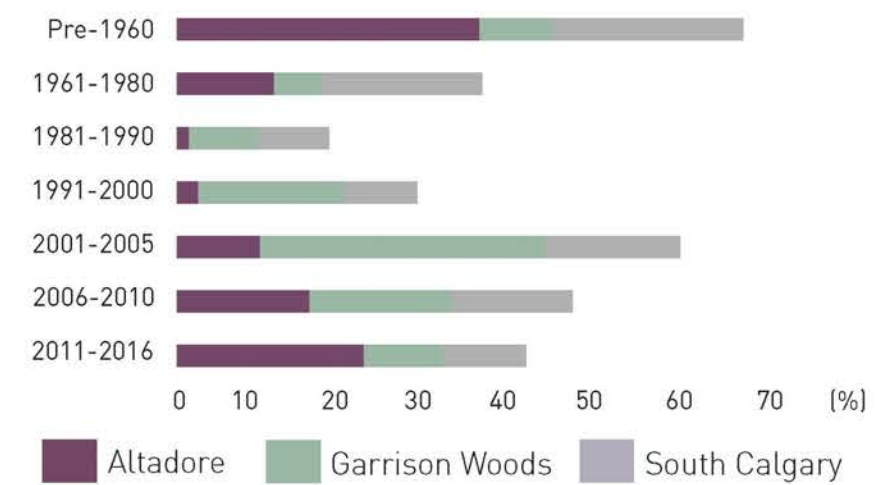
Public Realm

The community was assessed for the general quality of the public realm to determine Marda Loop's urban design assets and areas for improvement. Generally, the Garrison Woods community was found to have many urban design elements which make up a high quality public realm and is therefore low on the priority list for urban design enhancement.

The older residential communities were found to require upgrades in pedestrian environment, primarily surrounding the width of sidewalks and increased accessibility for all. The quality of the public realm along main streets and primary corridors presents an opportunity for improvement throughout Altadore, South Calgary and the Main Street areas (33 Ave SW and 34 Ave SW).

Urban Design Check List

Sidewalks scaled for comfortable passing for pedestrians

Street tree or vegetation barrier between pedestrians and traffic

Sidewalks on both sides of the street

Pedestrian scale street lighting

Traffic calming measures

Accessibility aid present

Well Designed

Opportunity

Case Studies

33 Ave Main Street

30 Ave South Calgary

20 St.
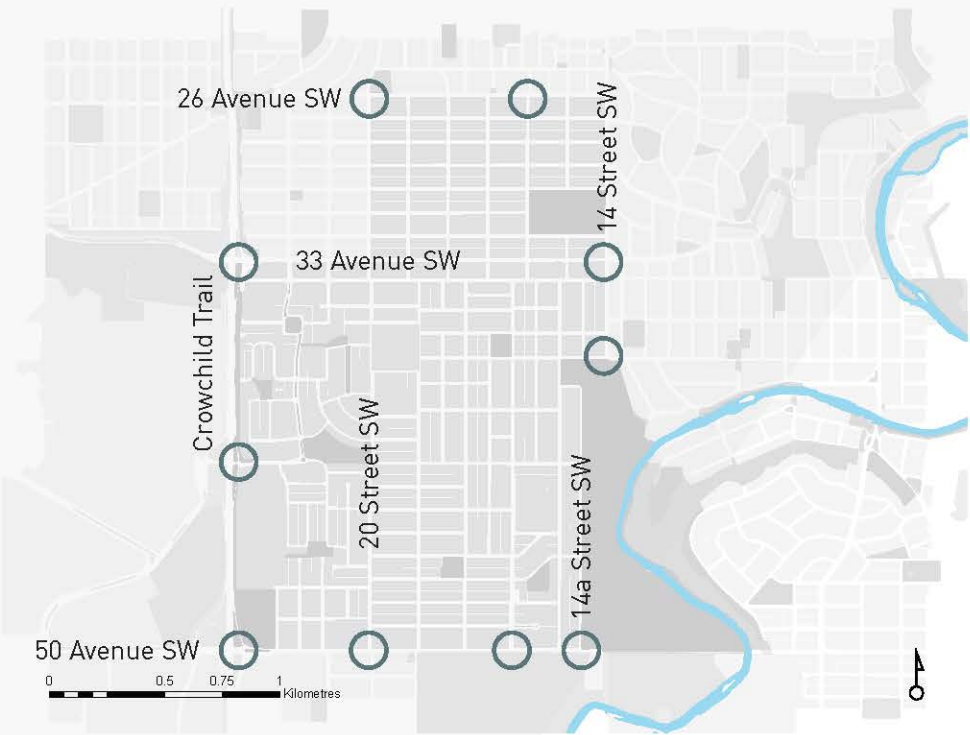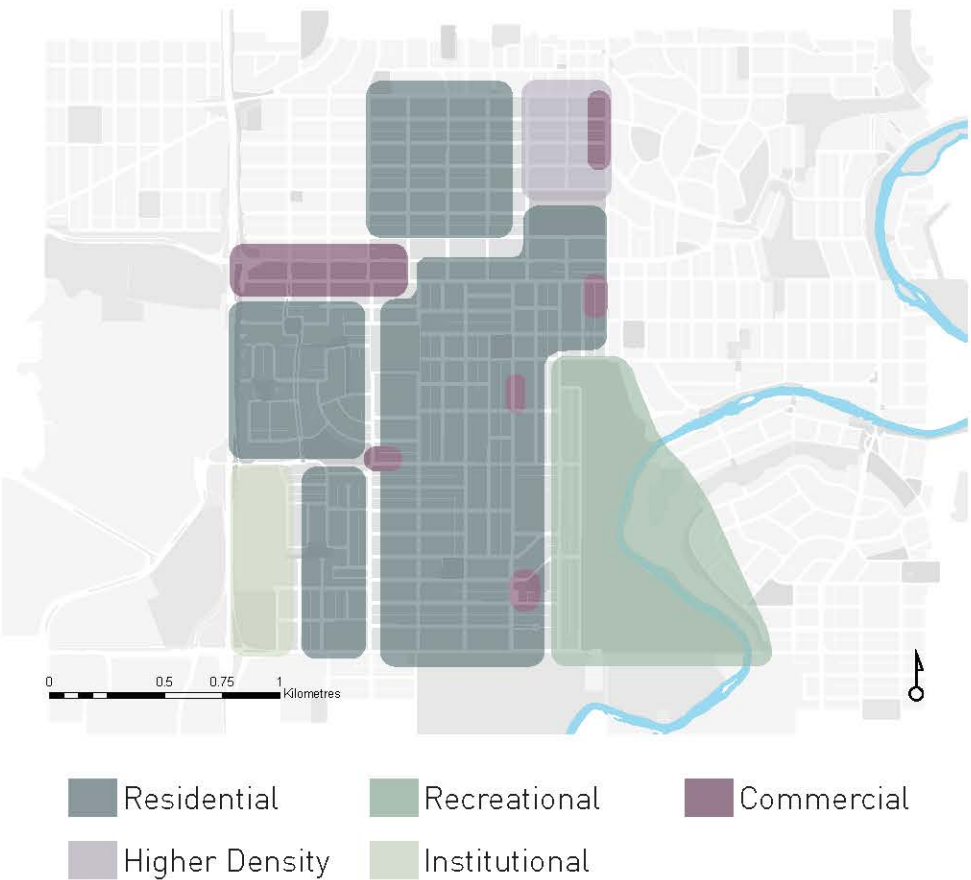Altadore

Garrison Blvd.
Garrison Woods
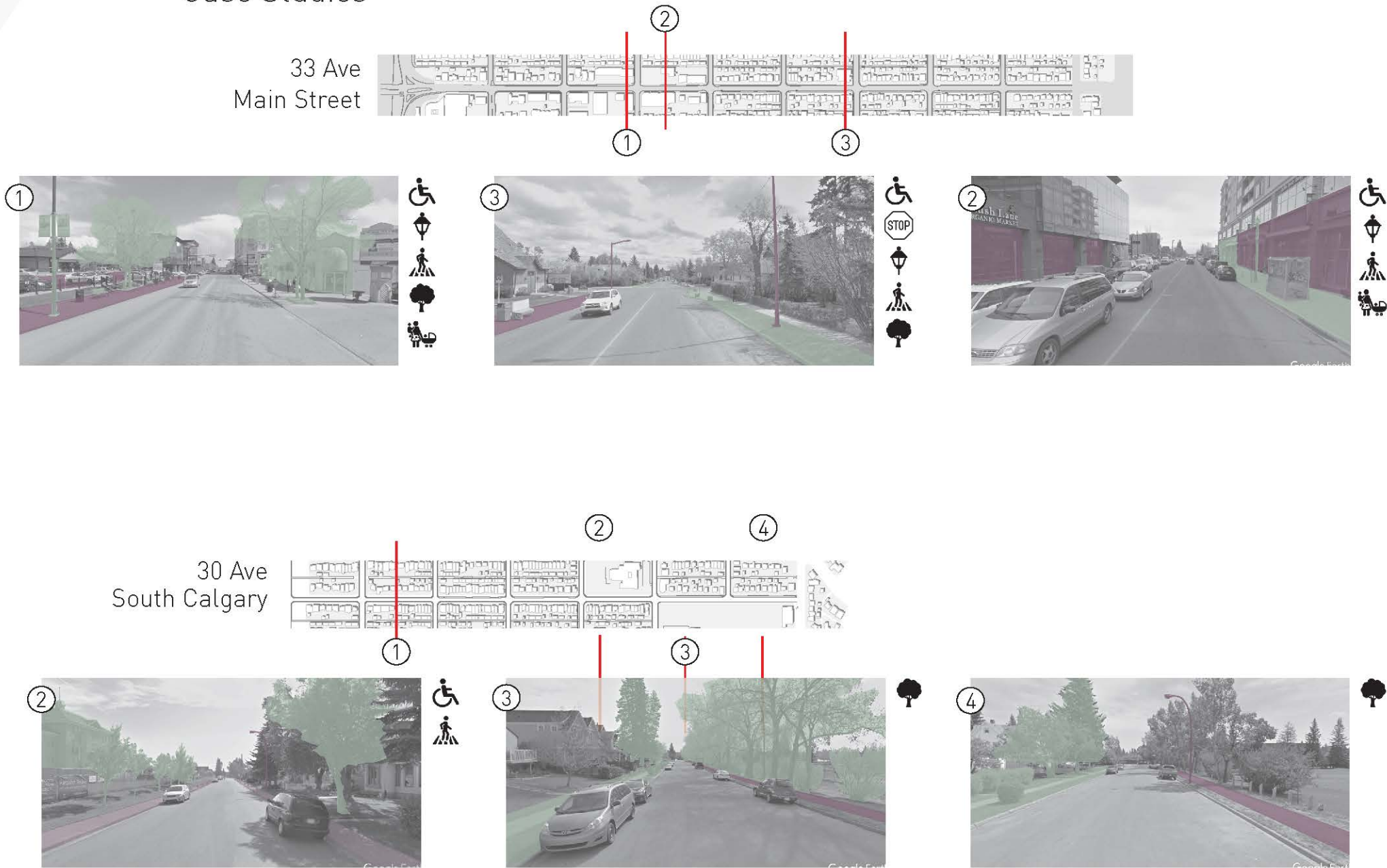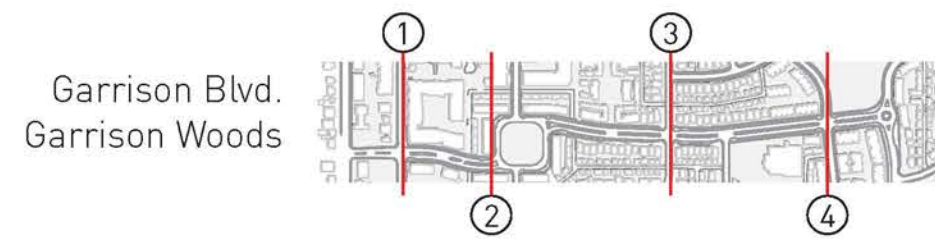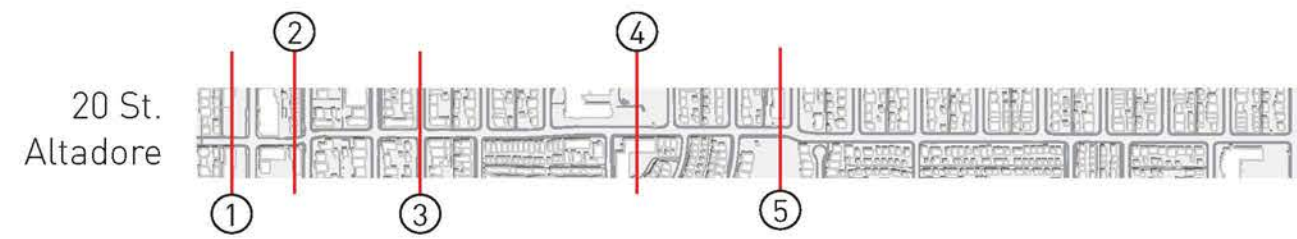
Functional Analysis

Marda Loop was found to have an excellent base organization of uses, pathways and districts which do not require intensive rework or intervention. The strategies suggested in this document use Marda Loop's existing community foundations as a skeleton for the planning recommendation made in each of the focus areas; mobility, land use, parks & open space, and urban design.
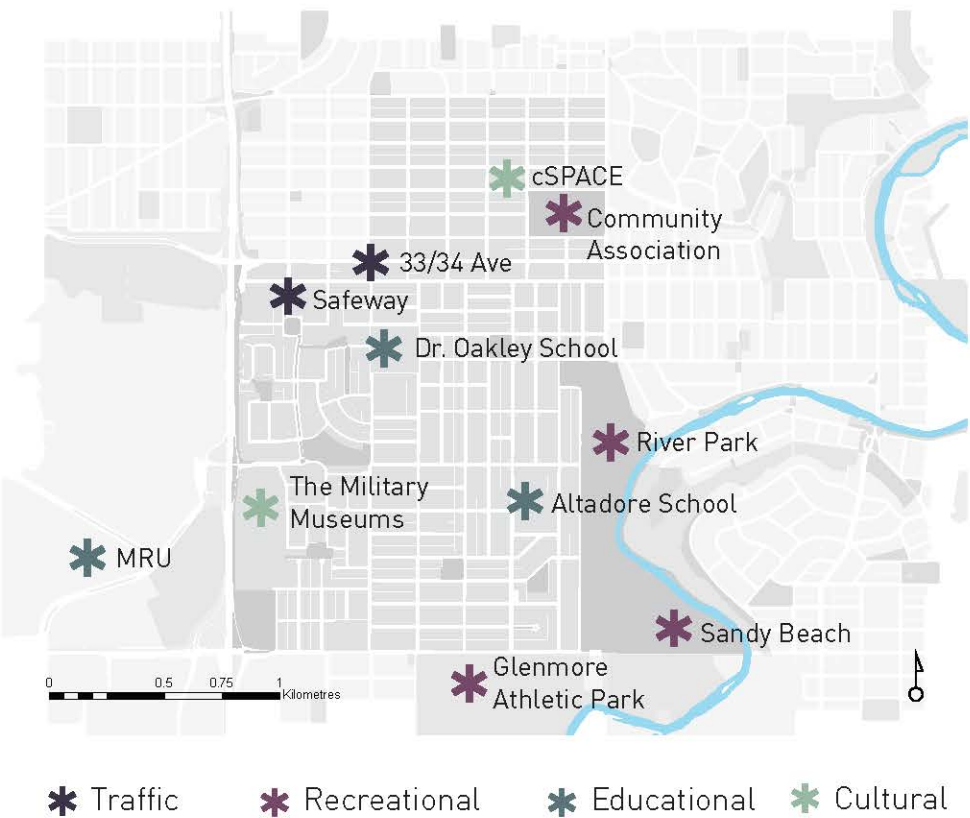
Entry and Exits

26 Avenue SW
14 Street SW
33 Avenue SW
Crowchild Trail
20 Street SW
14a Street SW
50 Avenue SW

0   0.5   0.75   1   Kilometres

Districts & Commercial Nodes

0   0.5   0.75   1   Kilometres

| Residential | Recreational | Commercial |
| Higher Density | Institutional | |

Landmarks and Nodes

cSPACE
Community Association
33/34 Ave
Safeway
Dr. Oakley School
River Park
The Military Museums
Altadore School
MRU
Sandy Beach
Glenmore Athletic Park

0   0.5   0.75   1   Kilometres

✳ Traffic   ✳ Recreational   ✳ Educational   ✳ Cultural

Positive Community Attributes

Strong Corridors
Natural Connections
Extensive Public Realm
Walkable
Historic Identity
Proximity
District Diversity
Ethnically Diversifying
Family Friendly
Numerous Landmarks
Distinct Housing Districts
Existing Transportation Network
Ample Park Space
Engaged Citizens

Pathways
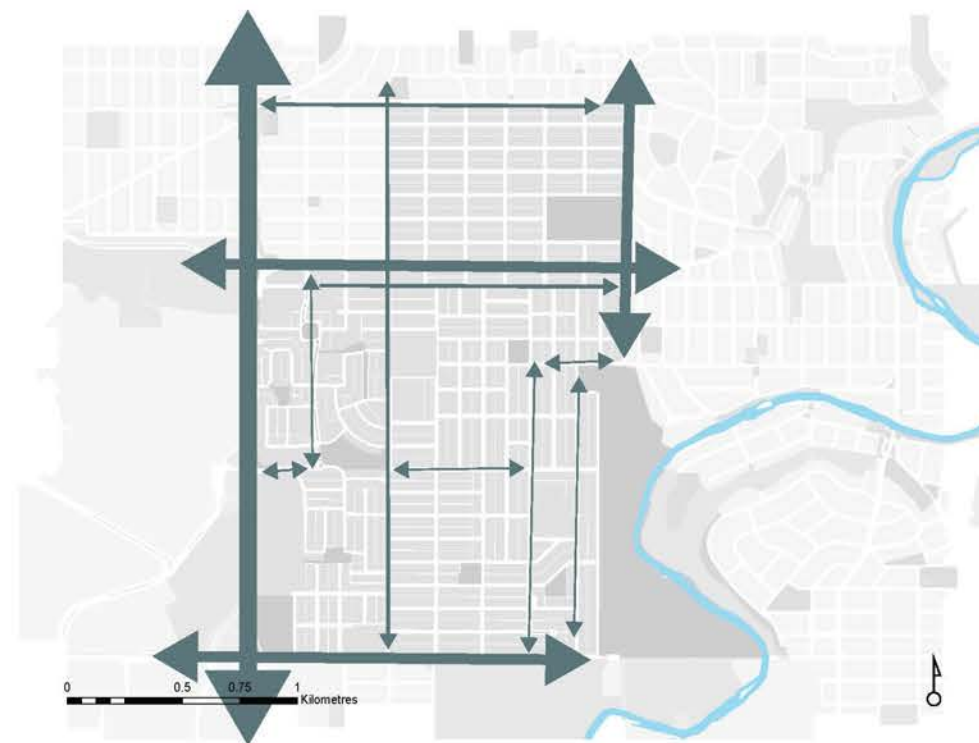
Edges and Barriers

"
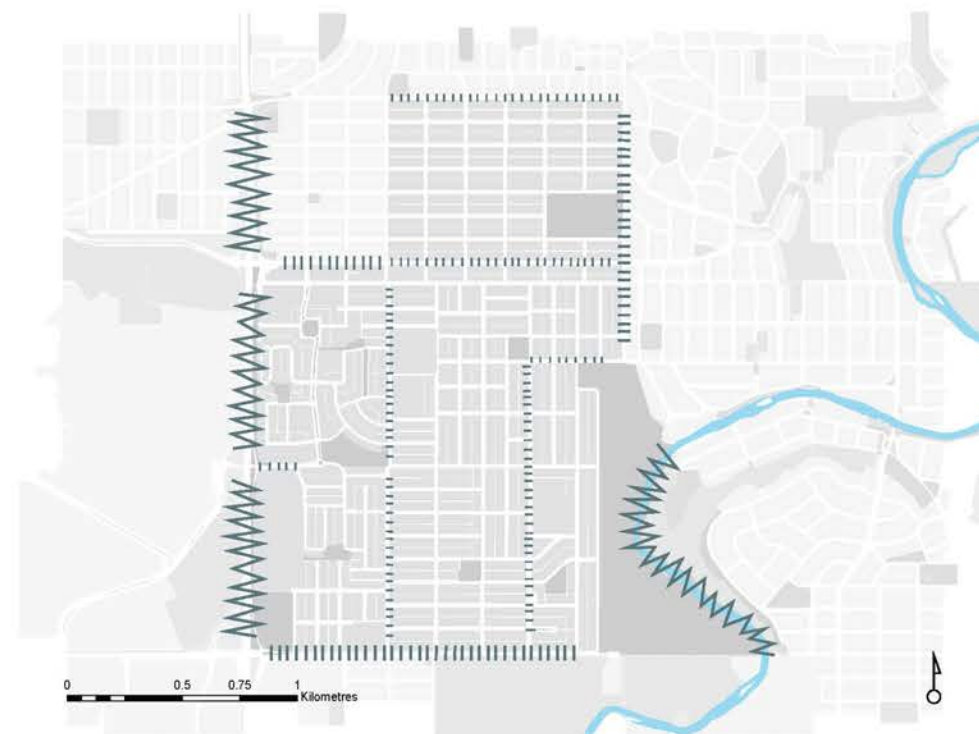
We love our neighbourhood.

"

What We've Heard

Mobility

- Speeds limits are too high – should be universally reduced

• Generally there is a need to slow down traffic

- Lane widths
- Issue when adding higher density
- Lots should face main streets
- Roundabouts with monuments!
- Bus routes don't match with school catchments – frequency poor

• There is no bus route on west portion of 33rd Ave

- Should have policy to have schools coincide with this rather than walking radius
- Bike lane division on 20th, bollards are knocked down – unsafe for cyclists
- Traffic circles
- Road design makes people go more quickly
- Car2go all used to get parked in the community as it was the end of the boundary

• Cut-through traffic can be a problem

- People going to dog park especially
- Underground parking is typically busy and have to go several levels down to find parking (talking about the one below shoppers)
- Also signage issues as some didn't know where the entrance was
- The community has fairly strong bikeability
- Bike lanes cause issues with on street parking
- Decent amount of bike commuters

• Pedestrian safety all along 33rd should be addressed

- Safety concern w/ underground parking (specifically women)
- Lack of lighting

• People are parking in the bike lanes on 20th street

- On 20th street the centerline has been moved to accommodate the bike lane causing an issue for sight-lines/safety
- With increased density, concern with increased traffic

• Can be difficult to rely only on transit for transportation depending on where the destination is

- 20th Street has parking issues
- Changes to Courtyard 33/RNDSQR – See Traffic Study – the left hand turn is opening up

• 33 ave: from 14 st to around 19 st is not safe to cross – need bumpouts, crosswalks

- Underground parking – lack of awareness the u/g parkades exist (often are empty)
- Not enough parking by library
- Paint the pavement was planned for 20th street and 16 street however it was canceled due to the current bus route

> " **Separated cycle tracks will make cyclists feel safer.** "

- "Walk to the gym"

• Revisiting the historical street car along 33rd Avenue that would connect to Currie Barracks

- Right now every second intersection in South Calgary has a stop sign, so that intersections alternate. Thinks that every intersection should just be a four way stop to be safer (except the collector streets).
- Ice on sidewalks difficult to navigate, but understand that this is the responsibility of the individual homeowners.

• Parking (around Garrison Woods) very full in the evenings. No spots available at night. Curious to see what will happen with more multi-family buildings going in.

• Crowchild is a barrier for walking, never really walk in that direction except to catch the buses on Crowchild.

• 14th street already has and will have more parking issues in the area with the commercial there.

• Without any commercial street parking and only very small lots, parking is moving into the residential areas.

• Parking around the community centre and cSPACE is not an issue right now, but might become more of on in the future as cSPACE becomes more well known, and new MF buildings go in on either side. Someone in cSPACE recommended parking in the community centre lot 2 blocks away for parking.

## • 20th St, 19th St, 16th St, 14 St, and 26 Ave streets need traffic calming

• Flanders is a confusing intersection (traffic circles)

• 26th ave feels quite tight and is hard to turn on to from the streets in South Calgary, visibility is not very good.

• Intersection at 14th Street and River Park gets backed up 14 Street

• 20th street has lots of speeding but is a more pleasant walk than 14th street.

• Cut through traffic is an issue.

• No stop signs on 16th, needs some traffic calming

• Currently the neighbourhood area is all free parking which is unusual in the city.

• Very walkable area (with the exception of the ice right now)

• Cars in the area seem to be generally good about stopping for pedestrians.

• Not a lot of fast moving cars in the neighbourhood, which is nice

• The smaller sq.ft. houses mean that garages are being used like basements for storage and so people need to park on the street, which is causing some of the perceptions of parking issues.

• Often drive 34th instead of 33rd because it's less busy.

• Prefer to walk on 34th to 33rd (or 31/32)

• No one way streets in this area, maybe this is an opportunity?

• Opportunity for better bike corridor on 34th, not 33rd, it feels safer
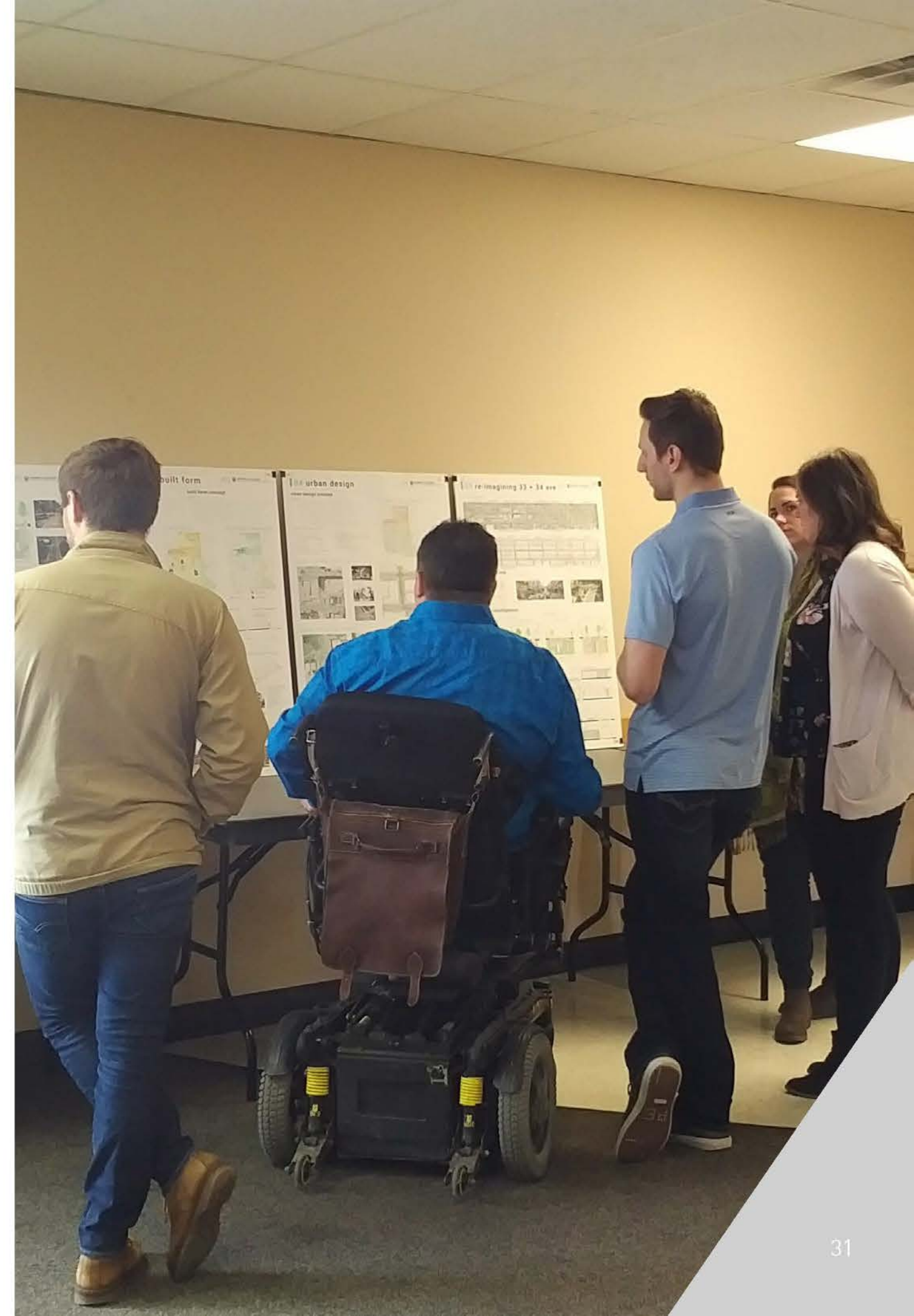
What We've Heard

• Generally ride bike off of major bike routes on quieter residential streets because it feels safer.
• Bike connection through Mount Royal to Mission would be nice
• #7 bus is great for getting to downtown
• #20 bus on Crowchild is great for getting to universities and hospitals
• 16 Ave used to be a more major road because it went over the Glenmore Reservoir, opportunity to improve the way it is now.
• Bottleneck intersections along 33rd/34th avenue and 20st/22nd street SW
• Bottleneck intersection at 38th avenue and 14th street SW

• Addition of a new bus route from Crowchild to 20th street

• No side walk along 38th avenue from 14th to 15th street SW
• Flames Community Centre/Military museum is disconnected
• Skinny sidewalk in front of schools (Altadore School, etc.)

• Traffic bi-pass along 34 avenue to avoid 33 avenue traffic (speeding vehicles, increased traffic)

• Vehicular traffic goes faster along 20th street compared to 16th street (both have the same speed limit)
• Use the 50th avenue corridor plan (multi-modal pathway)
• Opportunity for traffic calming along 14 a street

• Enhance node connections

• Better highlighting the 'community cut throughs' to connect parks
• Police service covering downtown is also responsible for Marda Loop which is why residents feel they are left out. As they are not there to check for over speeding and to ensure traffic rules are being followed.
• They prefer to have more artificial surveillance, such as camera and others.
• Transit route 18 requires too much walking.
• Transit route 62 - Lakeview express (runs morning and evening) - does not have enough stops.

• Close some side street blocks off 33rd Ave in north-south direction are suggested to prevent access to 33rd and reduce potential vehicle accidents.

• 20 Street SW is a straight road which encourages people to drive fast as there is no visual barrier and residents feel this needs to be improvised as there are lots of children's using this road to get to their school. Multiple residents have suggested a blinking (strobe) sign and a marked crosswalk at this location (47th/46th?)

• 50th avenue needs to be treated like a parkway and should have better amenities. The connection with the neighbouring community is not very well-established right now and needs to have more traffic calming.

• Transit 18, 21 and 7 well serves the community but residents feel the stop locations needs to be reconsidered.
• BRT stop at the intersection of 50th Street SW and Crowchild would be beneficial for the South part of the community. A second station would be highly beneficial.
• 14th Street SW is desirable due to various destinations on the street such as library, cafes and others.
• Priority of snow clearing should be given to cycle routes, such as 20th street and 42 avenue. The bike lane/routes are always covered by snow, even after city snow removal because residents remove snow from the sidewalks and put it in bike lane.

• Separated cycle tracks will make cyclists feel safer.

• 34th avenue is not an ideal place to bike or walk due to its busy traffic.
• The 26 Ave bike lane over Crowchild provides a great connection to adjacent communities to the west, and should be emulated at 33rd and 50th.

• 14th St north of 34th Ave needs a bike lane.

• 34th Ave west of 20th St needs a bike lane, and connection over Crowchild at 33rd Ave.
• Bus service is too infrequent.

• There is no bus service crossing Crowchild Trail to the other side along 33rd, which is needed for accessing west end of Main Street, and will become even more important when BRT stop is introduced.

• Carsharing (especially Car2Go) is a perfect method for commuting to the downtown. This service should be promoted locally.

• Neighbourhood walkability is great.

• Minimize cars using neighbourhood for commuting through to other areas. (rat runners)

• Add a bike route to 14th street.

• Attempts to introduce traffic controls or calming along 33,34, and 20th have been resisted by the Fire Department as these streets are apparently listed as major fire truck routes.

• Potentially turn 33rd and 34th avenues into one-way for vehicle traffic to widen sidewalks and add separated bike lanes

• Narrow traffic lanes like 14 St beside River Park and 34 Ave

• 34 Ave should be transformed into pedestrian friendly environment, with a pedestrian before vehicle philosophy.

• People don't feel safe to walk on 33rd avenue for the increasing traffic volume, especially at the intersections of 20 St & 33 Ave and 14 St & 33 Ave. The intersection of 19 St & 33 Ave has some improvements now.

• Push-to-walk buttons at crosswalks mean pedestrian doesn't have priority over vehicular traffic; they should be replaced with automatic crosswalk signals

• 34th avenue is dangerous to cross. At the T intersections, cars park in the crosswalks which causes issues for pedestrian crossing.

• 50th avenue intersections that do not align are dangerous for pedestrians (especially children) who cross 50th to go to school.

• Crowchild trail is a barrier for walking since most intersections are not appealing. Amenities such as MRU and Wildrose Brewery are popular destinations but people need to drive there due to the unpleasant Crowchild pedestrian crossings at 26th and 33rd Avenues, as well as the pedestrian bridge in Garrison Woods.

• 20th street cycle lane is usually occupied by street parking. Part of the problem is awareness since there is not enough signage and strict parking restriction.

• Possibly a new bus route along 33rd to cross Crowchild, or a spur line off Route 7

What We've Heard

Land Use

- Need better transition with single family and more dense areas
- Laneway housing is unliked – single family homes don't like it when the lots are facing alley (privacy issues)
- The same plans for the original Brookfield site were brought under different branding for a different site which makes the community feel like they are not listened to
- Like the idea of a trolley along 33rd 34th and 20th
- "Merchants" lot needs work
- Garbage bin sharing in lanes (too many bins!)
- Back alley beautification – interlocking pavers with greenspace

• Laneway housing better with higher density areas (monogram café area for example)

- Works when adjacent to apartment buildings and amenities
- Don't have stacked bungalows (up/down duplex)– could use these
- Coco by Sarina – misplaced density
- Density should be placed within walking distance to the amenities (ex 33rd)
- Concerns about infrastructure capacity for increased density – urban form was developed to accommodate single family dwellings
- Shadowing – issue from homeowner perspective/safety with ice build up
- Problems with certain redesignations to R-CG
- Eliminates possibility for affordable housing in the form of suites by replacing the existing buildings with new infills (could also achieve the same density with R-C2 + suites instead of taking several lots and building 4-6 units)
- Leads to gentrification
- Also replaces existing infrastructure and is more costly

• R-CG could work along collector/main roads, not so much in the interior of the community

- Density should be planned along 50th to compliment new plans for Glenmore Athletic Park redevelopment
- Should be supported by distance to amenities
- Problem with density on 14th as it causes problems with transition on the east side of the street

- **There is not enough affordable housing**
- Shear scale of infills
- Large scale projects
- Timeframe of construction is an issue
- Safety and debris of construction are issues
- Difficult as lots of this street is already new infills
- Should include commercial development
- Some densification seems unnecessary right now

> " **There is not enough affordable housing.** "

- Missing a theatre in the immediate area – something like the plaza theatre would be great.
- **Small commercial heritage houses behind the shoppers are unique and interesting, would be great if these would stay around.**
- More high density near river park
- More high density or commercial east of 14th street
- Nodes for high density instead of long streets (maybe fill in around OJs)
- Feel as if Marda Loop is a guinea pig for infilling. Why is this area the test ground for incorporating significant amounts of density?

- Residents receive pressure from real-estate/developers to buy homes
- Architectural style: some of the semi-detached infills are "boxy"
- Maintaining views and shadows
- **33rd has an alley feeling (especially by Blush Lane/Shoppers) – needs more openness**
- More unique businesses
- More places to walk to
- More grocery stores – Safeway is too far for some areas of Marda Loop and Blush Lane is not large enough
- Too much of the same uses (e.g., hair salons, nail salons)
- There needs to be a "connection" to the land uses – uses that encourage people to come to Marda Loop and wander
- Concerns regarding use of amenities within Marda Loop with the Currie Barracks proposed development happening West of Crowchild Trail (development is currently on hold)
- cSPACE & My Favourite Ice Cream Shoppe are the special places
- Don't mind the location of infills however residents mind the architectural style and form
- **More heritage preservation – can old houses be preserved and have a different use (e.g., café)**
- There are rental accommodations that are affordable (<$1000)
- Develop existing commercial nodes to provide services within walking distance
- Unhappy with the Sarina Homes development on 33 Ave and 15 St because of the shadowing that will occur on the houses behind, and it doesn't seem to fit within the streetscape context. Does not seem like it will belong there and will change the character of the area. Townhomes would be preferable in this area if density must be increased.
- Mixed use development has a very different character that just residential or just commercial, so all these new MU buildings going in are going to drastically change the character of the area.
- Really don't like the 6 story building with the shoppers. 6 storeys is too tall and makes that corner dark and dismal. Not a pleasant portion of the street to be on.
- Don't want all of 33rd developed with commercial and high density because it would feel like a wall
- North end of 14th street more appropriate for density
- Could use more open space (not programmed for children (playground)
- Don't have issues with suites and laneways, but do with big buildings.
- Places to read/escape

What We've Heard

- Would like to see sensitivity to the character of the community, worth keeping character of heritage homes if possible

- **Great community centre area for families (library, park, playing fields etc.)**

- The commercial area is coming along well (view this area as a work in progress).
- Flames arena is a great amenity and well-used
- Busy shopping area and used city-wide
- Very nice having the grocery store nearby
- Good restaurants in the area
- The area has everything you need

- **cSPACE is great! Use the café in there frequently, which is dog friendly. The whole building is dog friendly.**

- Increased residential density along bus routes (16 St & 20 St) is welcomed.
- New residential developments should fully consider the impact on the demand for parking and shadowing issues.
- People are satisfied with community services especially coffee shops and pubs. The choices for dining is not varied enough. People still largely shop outside of the community for retail such as clothing.
- Any upgrading of commercial in neighbourhood nodes should be dictated by the market.

- **Library is a favorite gathering and socializing space.**

- Laneway housing is not supported in general, as it might bring more traffic issues in alleys, such as blocking access due to parking, as well as the issue of shadowing of backyards. If any laneway housing, it should be on wider lots only, to reduce shadowing.

- **Affordable housing and rentals is suggested along 16th and 20th streets, as well as the Main Street area, due to access to bus service.**

- **Good spread of commercial through community.**

- Old substation is an interesting landmark and could be utilized better as a service, maybe a coffee shop.
- No community desire to change the land use designation in RC1 areas
- No laneway splitting the block from 34th to 35th avenue from 21st to 19th street
- Opportunity for higher density in NW area of South Calgary due to the topography

- **Approval of density along 20th street and 16th street.**

- Potential node on the SW corner of 14th street and 34th avenue
- Potential node on the NW corner of 19th street and 35th avenue
- Filling in 33rd avenue commercial space
- Bring back the theatre
- There should be a cap on FAR and height limits.
- There is a lack of vision and Marda Loop is being densified more sporadically, which is not efficient.

- **16th Street SW and 20th Street SW would be a better area for densification.**

- Secondary suites, including basement suites are welcomed throughout community.
- Not enough schools? Some have been closed down a while ago due to population base
- More variety in grocery shopping could be useful
- Good to have more unique shops – more local
- 4 storeys should be the maximum height in this area
- Don't think high density all along 33rd should be the goal.
- Can live with density in the hub of 33, but not beyond

- **Support for added density along 33rd Avenue and 14th Street.**

- Grocery store, Safeway is the only affordable one in the community and they believe it would be beneficial to have one more towards the South end of the community.

• Secondary Suites or Infill should be either or, as having both will increase the pressure in the community.

• Support for density is not universal. Some residents feel there has already been too much density. One resident asks "how much is too much?"

• Library is undersized

• Some residents expressed support for laneway and granny suites, however the concept of laneway suites was somewhat foreign to many and had to be explained.

• Support for laneway homes and secondary suites is positive, but opinions regarding renters is mixed.

• Some residents have a very negative view of renters.

• Worries expressed regarding increased density making 33rd less pedestrian friendly. Pedestrian experience needs to be prioritized in future developments.

• Density around main corridor or business area like 33rd avenue and 34th avenue is welcomed.

• Residents garage are too small, or they have too many vehicles and cannot park all in their garage as a result, most of them park on the street. With new developments, esp., multi rise going in, people are concern that they might not have enough parking space left for themselves. The belief is that this leads to overcrowding of the surface street parking as residents park their larger vehicles on the street due to narrow and awkward underground parking facilities.

• Parking issues are exasperated during the summer when residents take boats and RV's out of storage. There is a lack of parking for secondary vehicles.

• Most of the schools in Marda Loop is private and its already almost in its full capacity right now and residents feel new density might intensify the pressure.

• Special places = cSPACE, library, community centre, restaurants on 33rd, community gardens, dog park, Marda Gras on 33rd ave. "We love our neighbourhood".

• People realize that densification is progressing in different areas and most of them (especially new residents) are open to more density.

What We've Heard

Parks

- Barriers and mulch in River Park very poor
- Causes people to exit in narrow area

• Snow fence 'barrier'

- Trying to create on leash/off leash zones
- Causing wear to transition areas

• Blind corners – safety concern

- Geocaching is fun and good within this neighbourhood
- Missing play courts (i.e basketball) for all ages – kids need to go to Elbow Park to play basketball on shorter nets
- No dog park in Western Community
- People bringing dogs from far away (more traffic)
- Firehall/community association/library – should be more connection between the 3

• Need more garbage bins

- There were concerns about the over use of River Park
- River Park: Better rafting amenities along the River, public washrooms, café, bike racks
- Passchendaele park could benefit from better bench placement to facilitate more social interaction

• Kiwanis park has no draw to it- Could benefit from better programming and seating

- Garrison Square park is a great place to sit and have lunch and often see people walking their dogs through this area.
- Daughter from Glengarry Community comes here to use River Park.

• The dog park in River Park is very popular.

- Most existing open spaces and parks are boring without enough diversity of programming. More natural vegetation in some and amenities/programming in others would be appreciated.

• Stormwater management (bioswales) could be applied to improve open spaces.

- People understand the value of street trees and it is very important to save the old trees. More trees around business areas would be beneficial to retail.
- Flanders park and River park are popular open spaces.
- The trail network along Elbow River is valued.

• The community centre facilities need updating

- Facilities in adjacent Glenmore Athletic Park are outdated
- Saw interesting outdoor craft sale in River Park last summer, nice that it's being used for something like that.
- Not lacking green space in the area (but wouldn't want to see any less).

• Potential to enhance recreational amenities in parks (ex. Basketball courts)

- Enhance park connections (parks described as being well-used, but siloed)
- Great parks in Garrison Woods.
- Opportunity for a "fenced" off leash dog park. Not all dogs can be trusted in a completely non fenced area.
- Bike paths and off leash dog parks do not mix well. Conflict between cyclists and dog owners in River Park. Resident recommends moving the bike path to the sidewalk to reduce conflict.

• Programmed space for teens and adults is needed.

"
**Programmed space for teens
and adults is needed.** "

What We've Heard

Urban Design

- **Marda Loop needs more places to sit and hang out**
- More lighting along 33rd,34th Avenue, 20th and 16th Street

- **33rd could benefit from bump outs and pedestrian crossings**
- Add interactive elements
- Better parking signage for underground parking lots

- **Showcase local art from cSPACE - art walk**
- Enhance public realm along 33rd/34th avenue
- Better streetscape

- **More space for public seating/plaza/gathering areas**
- Garrison woods has very nice streetscapes.
- Streetscape on 19th could be improved
- Opportunity for better streetscape on 34th
- The community needs more public art. Accessible art of an "ooh wow" variety.

- **More trees.**
- Residents feel developers are taking down trees and not replanting them which they believe needs to be strictly reinforced by the city.
- Street lighting often seems to be out of order. Multiple blocks are often in the dark.
- The new ultrabright LED street lighting that has been installed recently in some areas is appreciated. Makes resident feel safer and believes the brighter lighting discourages crime.
- Garrison woods history is important and the naming of streets after areas of dispatch is important. Plaques in parks and places of historical significance is important.

- **More public realm enhancements**

> " **Marda Loop needs more places to sit and hang out.** "

Other Topics

• Sub-station – historically designated
• Could be retrofitted/re-utilised
• Not respecting the history of the area
• Need variety of housing (ages, style, etc...)
• Great celebration of history in Garrison Woods. Need to continue this through the rest of the community
• Ex. Where the first woman councilor lived
• Could be done through monuments in roundabouts
• Maintaining character homes
• Be able to maintain histories
• Like the cSPACE integration with new buildings/additions
• Wondering why East of 14 St in Mount Royal is not included in the Main Streets plan.
• Old church on 33rd still has bells that ring, which is nice. Several nice old churches in the area.
• Great community to live in. Good location in the city and amenities nearby.
• Location near downtown is very convenient
• How can the character of Marda Loop be emphasized on 33rd, things about the old streetcar or the Marda Theatre. Nothing about the way it is now shows it's past.
• Bring the streetcar back? No sign of streetcar history.
• There is a desire for highlighting of the historical fabric of the community, like the streetcar system, Marda Theatre, and the few remaining historic buildings.
• It's important to keep historic design, such as the original sidewalk stamps.
• Some historical buildings should be better preserved like former Enmax sub-station located at the intersection of 34th Ave and 14th St.
• cSPACE is a beloved addition to the community.
• Some buildings in South Calgary are interesting; the housing diversity in that area is is an asset.

Improve conditions of transportation networks to ensure optimal flow and safety for all modes of transportation within the community, and connections to the city at large.

Proposed Bike Network

Objective 1.1: To create a bike network which is safe, well connected and linked to the greater Calgary cycle network.

Policy 1.1.1: Bike lane implementation should be informed by measurable bike usage data and analysis of needs.

Policy 1.1.2: Effectiveness and design of bike lane infrastructure shall be reviewed every 5 years to asses the usage of the route and appropriateness of the bike lane typology.

The existing bike network was found to be highly used by both residents are visitors to Marda Loop Communities. This data was made available through the "Strava" application which measures cyclist traffic on the road network. The suggested additions and upgrades to the bike network were informed by this data. Gaps in the bike network were noted along 16 Street SW, connecting 42 Ave SW across Flanders Park, and primarily, along main street (33 Ave and 34 Ave SW) crossing Crowchild Trail. As a result bike lanes are prosed for these locations. Furthermore, along busy streets such as 14 Street SW, increased protection and bike infrastructure is being recommended, such as separated bike lanes.

Proposed Additions to Bike Network

Legend:
- Two - way Bike Lane
- One - way Bike Lane
- Existing Bike Lane
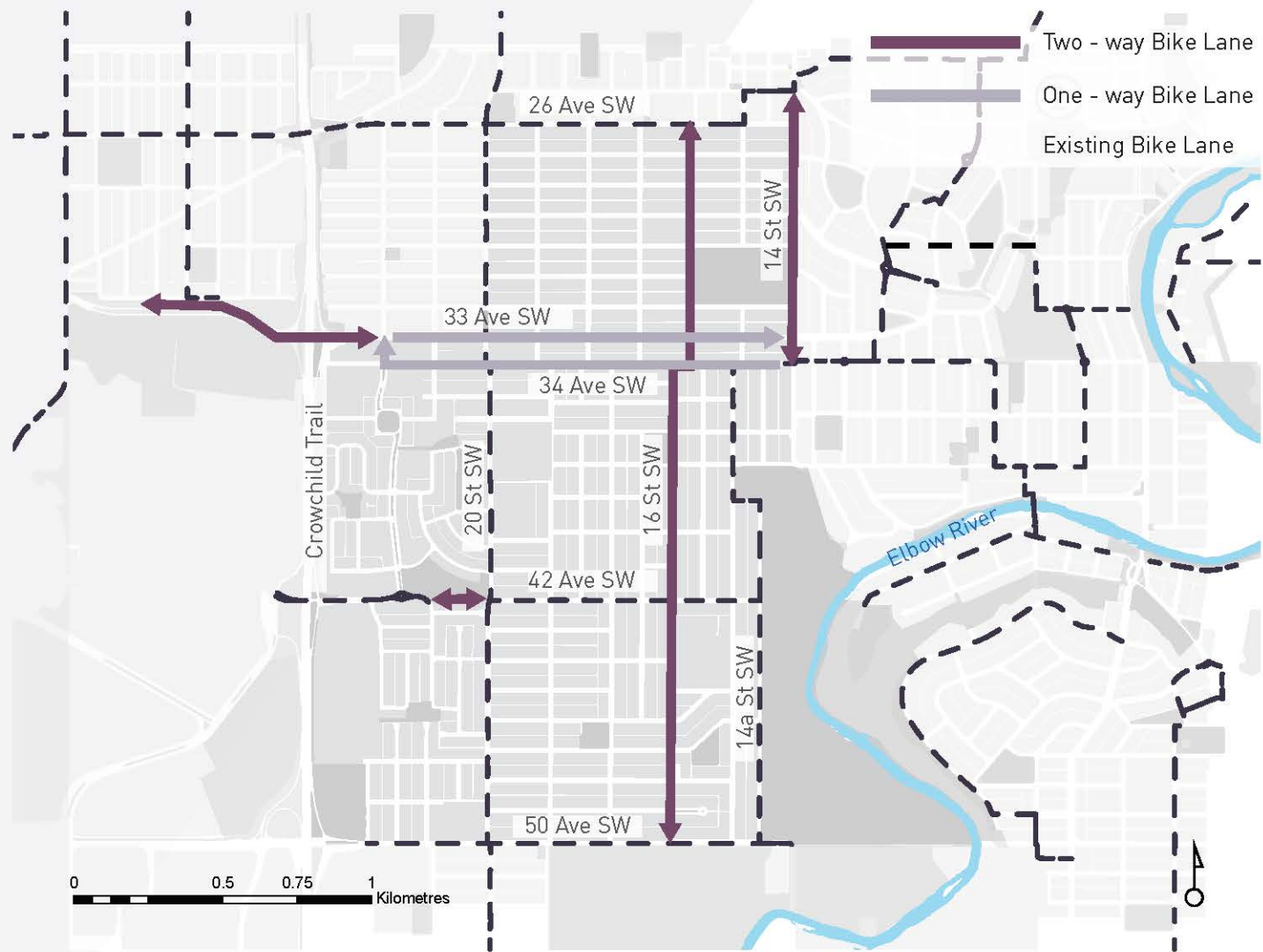
Existing Bike Usage

High Usage — Low Usage
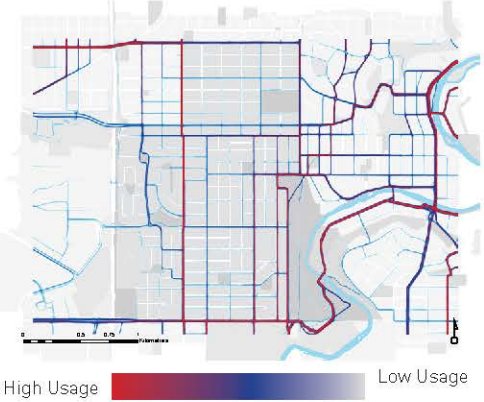
Bike Lanes in Practice

Separated Bike Lane Precedent

Potential 20th Street

Painted Bike Lane Precedent

Potential 16th Street

Shared Bike Lane Precedent

Potential 14a Street

Bike Lane Typologies in Section

Three bike lane typologies are recommended for Marda Loop; separated, designated and shared. The application of these bike lane typologies should be informed both by the current usage of the route in question, and the available space within the road allowance.

Separated Bike Lane - 20th Street

Flanders Park | 1.35 | 1.8 | 1.5 | 2.4 | 3.1 | 3.1 | 1.5 | 1.35 | Private Setback | Residential

0.4   0.4

12.4 m
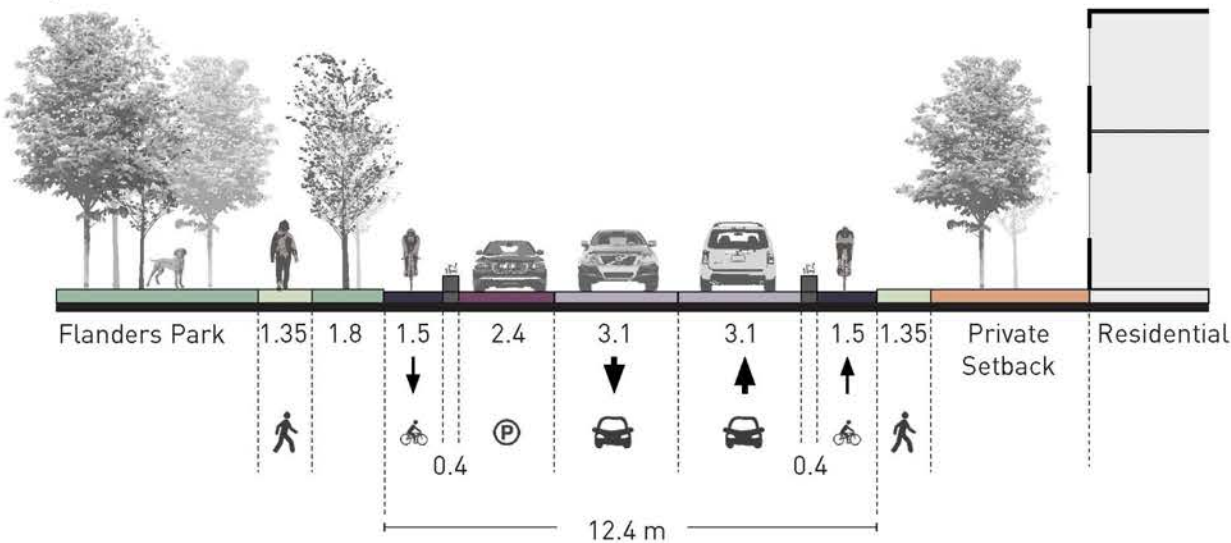
Designated Bike Lane - 16th Street

School | School Yard | 1.5 | 2.2 | 1.2 | 2.9 | 2.9 | 1.2 | 2.2 | 1.5 | Private Setback | Residential

12.6 m
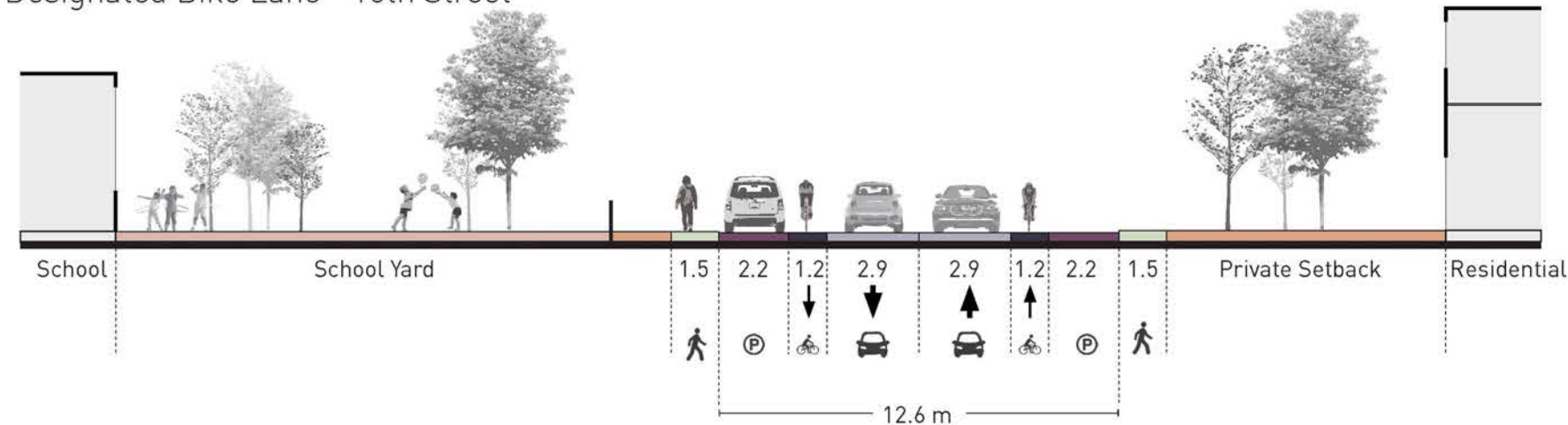
Shared Bike Lane - 14a Street

Residential | Private Setback | 1.5 | 2.0 | 3.0 | 3.0 | 2.0 | 1.5 | River Park

10 m
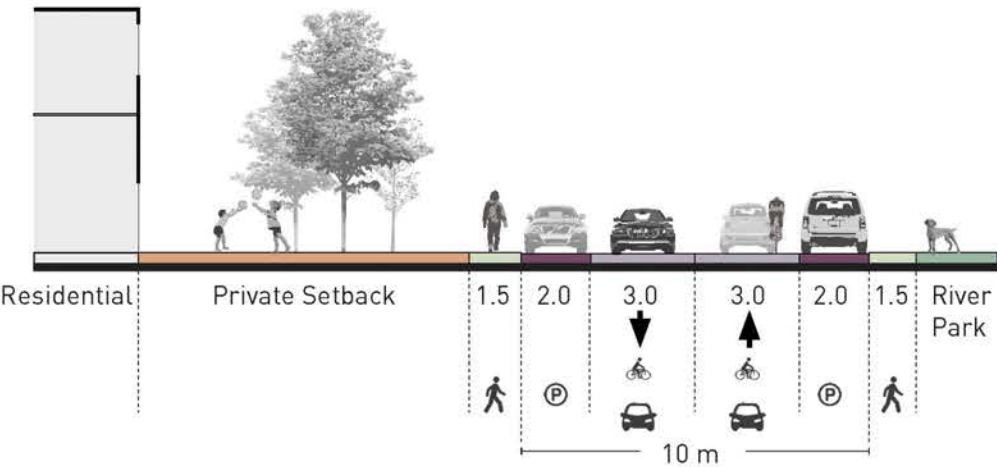
Marda Looper

Objective 1.2: To immediately provide public transportation access to all residents of Marda Loop with the addition of a new community shuttle bus.

Policy 1.2.1: Marda Looper shall run through all communities of Marda Loop, with stops placed to maximize access for areas under served by Calgary Transit.

Policy 1.2.2: Marda Looper specific bus stops should incorporate art and elements that reflect cultural and historic components of the community.

The existing public transit available to Marda Loop communities provides service along the site's perimeter and the 20 Street SW corridor. This current network leaves gaps in transportation access within the interior of the communities as well as along the western end of 33 Ave SW connecting over Crowchild Trail. In order to ensure access to public transportation for a greater number of Marda Loop residents PF Planning is proposing the addition of a community bus route which would connect the communities to the greater Calgary Transit network. This transit loop would increase access to off site amenities and services as well as provide connectivity to community nodes (Main Street, cSPACE, Community Association, Schools and local retail). Future expansion of the Marda Looper route may also be considered as off site development of the South-West BRT stop at Crowchild Trail and 33 and the Currie Barracks retail/ commercial node is developed.

Connected Nodes

① cSPACE & Community Association

② School Node

③ Local Retail Node

④ Altadore Residential

⑤ Local Retail Node

⑥ Garrison Woods Residential

⑦ Garrison Woods Retail

⑧ Future Crowchild BRT

⑨ Main Street Commercial Node

⑩ Currie Barracks

Existing and Added Public Transportation Connections

Legend:
- Marda Looper Stop
- Marda Looper Line
- Neighbourhood Connection
- Points of Interest
- Nodes

Institutional Node

Future Currie Barracks Loop

0   0.5   0.75   1 Kilometres

33 Ave SW →
← 34 Ave SW

Nodes

30 Ave SW

33 Ave SW

Garrison Blvd

16 St SW

42 Ave SW
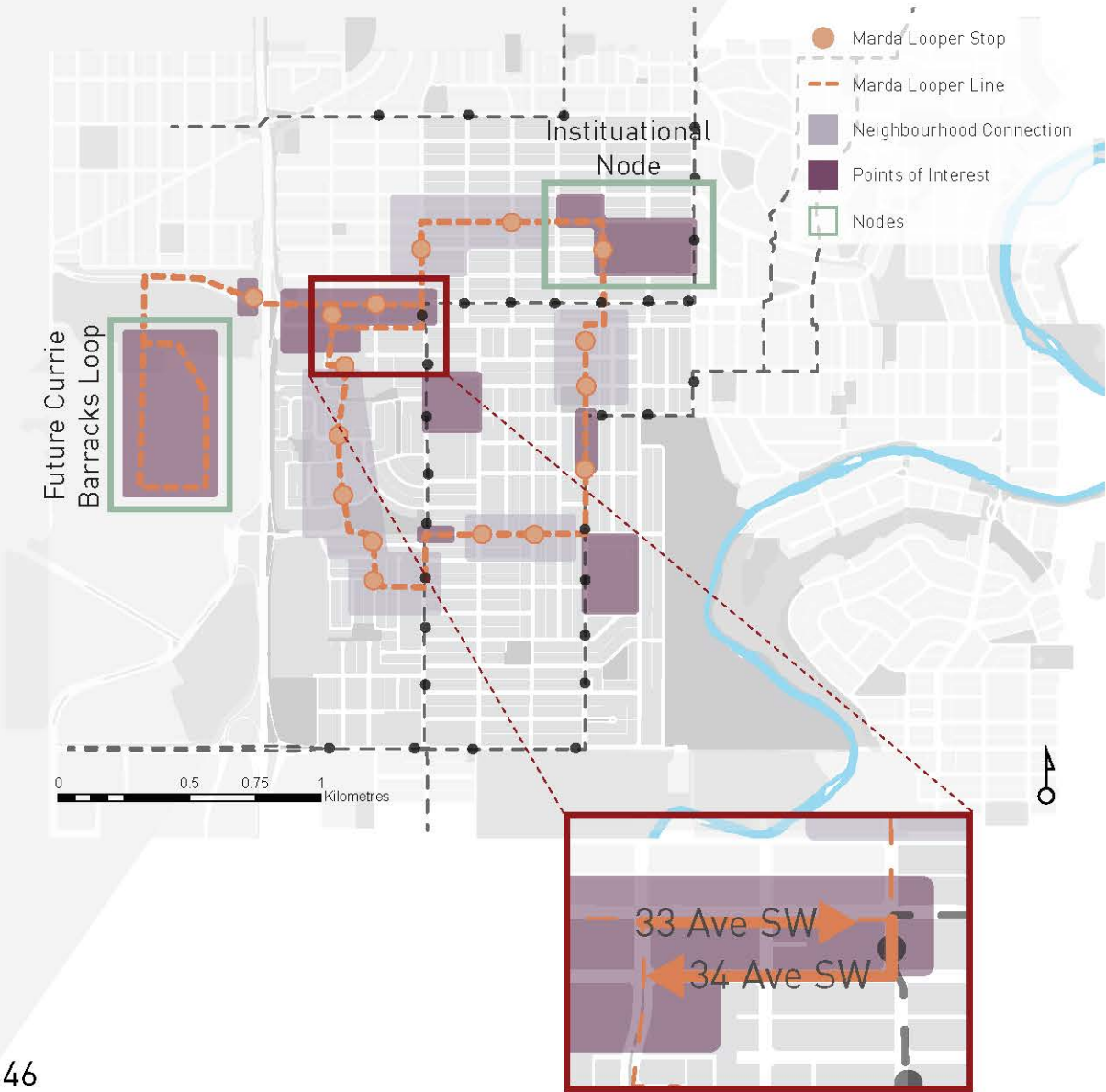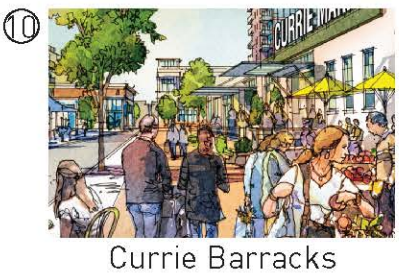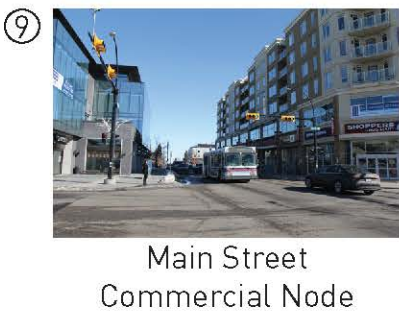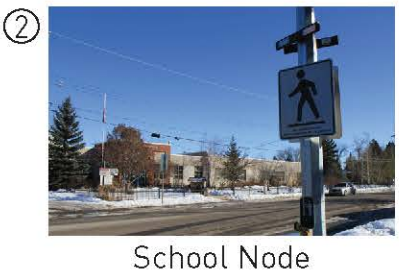
Ties to History

The installation of designated Marda Looper bus stops would provide an opportunity for Marda Loop's unique character and history to be showcased. Through the use of etched glass art work, bus stops would be used as canvases for the portrayal of different community defining events such as the Marda Theater, Street Car and original homesteads.

These art installations would serve an additional purpose of helping to mitigate vandalism through the beatification of basic transportation infrastructure.

Precedents

Art at the Bus Stop TriMet Bus Stop - Portland OR.

UBC Community Shuttle Route - Shuttle. Vancouver BC.

Pedestrian Movement

Objective 1.3: To enhance the safety and accessibility of the existing pedestrian network through the separation of transportation modes at intersections and the increase in sidewalk width.

Policy 1.3.1: Pedestrian scale upgrades should be focused in the identified pedestrian zones below, with priority being placed on the highest traffic pedestrian areas.

Marda Loop has excellent foundations for the creation of an extremely walkable and attractive public realm. The grid street network makes navigation legible, and the majority of streets have sidewalks on both sides of the road. Enhancements are recommended to occur in the highest traffic areas of the community. Namely, within the pedestrian zones identified in the map below. Pedestrian zones were identified by examining both barriers to movement in the community and points of interests which are likely to attract foot traffic. These zones along with the pedestrian network highlighted using the directional arrows make up Marda Loop's primary pedestrian network, and should be given priority when upgrading and installing new pedestrian focused infrastructure.

Pedestrian Network and Zones

Legend
- Main Street
- Corridors
- Park Interface
- Institutional Node
- ✳ Points of Interest
- Ⓧ Key Intersection

Pedestrian Accident

14 Street SW and 34 Ave SW

15 Street SW and 42 Ave SW
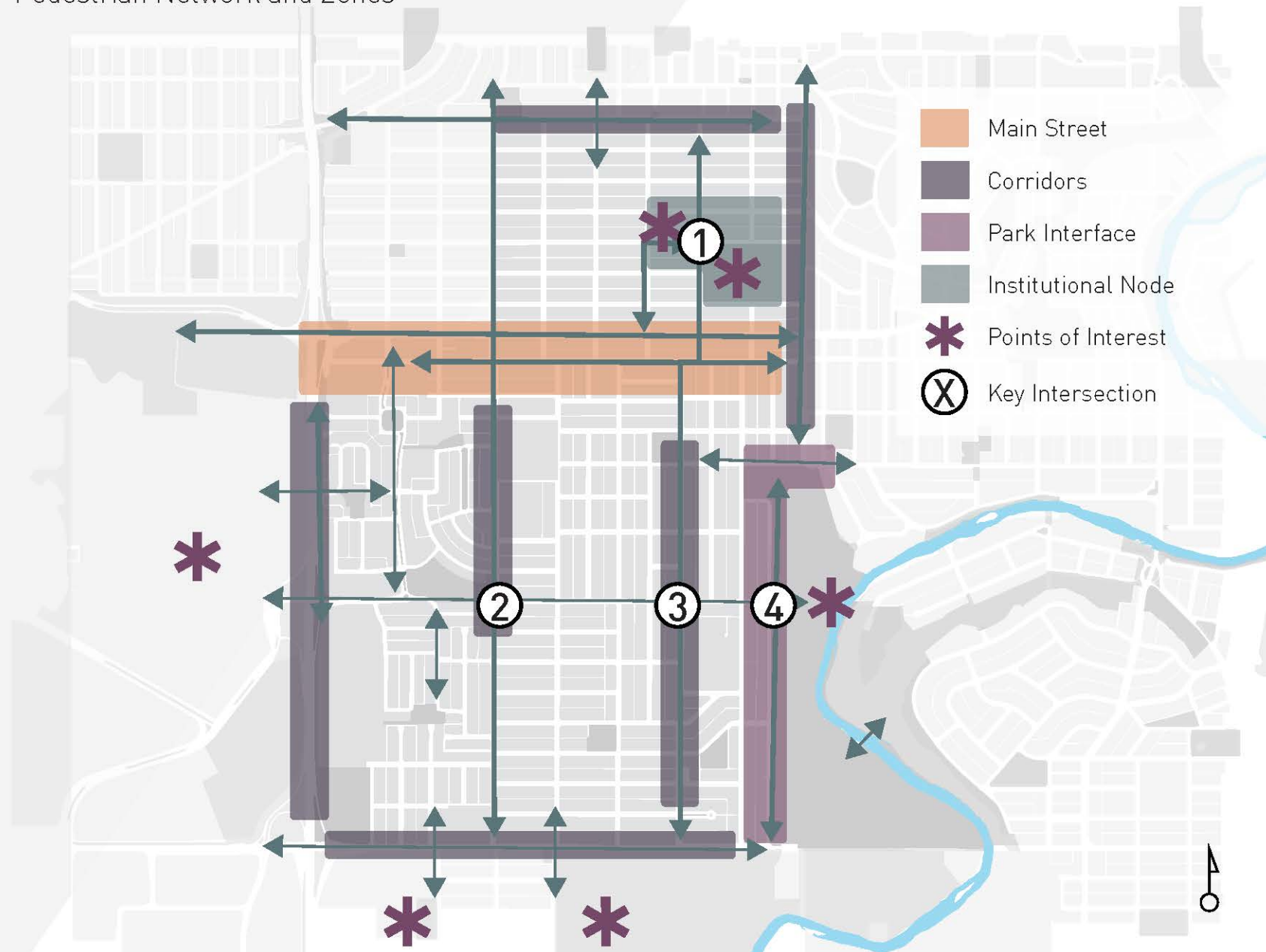
Pedestrian accidents have been noted in the above locations and should be given attention when implementing intersection upgrades.

Barriers to Flow

14 Ave SW Barrier

20 Ave SW Node Barrier
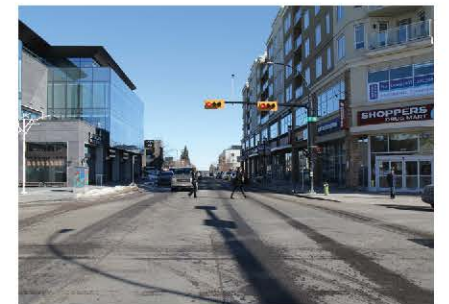
Main Street Barrier

16 Ave SW Barrier

Crowchild Barrier

Key Intersection Transportation Flows

① Institutional Node Intersection

② 20 Street Neighbourhood Commercial Node

Key intersections were identified by highlighting key pedestrian routes and points of interest. These intersections are examined as case studies for increasing pedestrian safety at the crossing of transportation modes.

Key Intersection Policies:

Policy 1.3.2: Sidewalk bump outs shall be installed at all new intersections and added to existing intersections at such time that major sidewalk maintenance or replacement is required.

Policy 1.3.3: At multi-modal intersections, biking and vehicular paths should be separated to allow for pedestrians to cross one corridor at a time.

Policy 1.3.4: Pedestrian crossings near points of interest shall be enhanced to ensure a safe walking environment for visitors.

Policy 1.3.5: To enhance the visibility of people crossing in intersections, parking shall not occur within 7 metres of an intersection.

③ 16 Street School Intersection

④ River Park 42 Ave Intersection

- Pedestrian Realm
- Street Parking
- Separated or Designated Bike Lane
- - - - Bike Lane Separation
- → Vehicle Flow
- → Bike Flow

Vehicle Flow

Objective 1.4: To minimize the congestion and flow from off site and cut through traffic through the implementation of traffic calming, road closures and strategic lane direction changes.

Policy 1.4.1: Main Street shall be converted to a one-way street upon the commencement of the City of Calgary guided main streets project.

Policy 1.4.2: North-South lane closures shall be conducted upon approval of this plan to immediately help reduce cut through traffic flows and increase neighbourhood public spaces.

Due to Marda Loop's grid street network, vehicle movement into the community by off site traffic is both legible and accessible. Consequently, congestion has been noted as an issue for residents as a result of cut through traffic using residential routes through Altadore, South Calgary, and the 33 Ave SW main street to access Crowchild Trail. In order to mitigate this congestion and reduce the appeal of the community for non-resident and visitor traffic movement, PF Planning is proposing a street closure strategy to minimize access points to the residential components of Marda Loop. This strategy would see the North/ South movement at minor intersections along 26 Ave SW, 33 Ave SW and 50 Ave SW closed, decreasing the number of access points to 33 Ave SW. Furthermore, lane direction changes along 33 and 34 Avenues are recommended to increase space available for public realm interventions, bike infrastructure, and to allow for increased parking availability to main street business visitors.

Vehicle Flow

Legend:
- ⟷ Two way flow
- → One way flow
- ⬭ Key Community Access Point
- ▬ North/South Intersection Closure
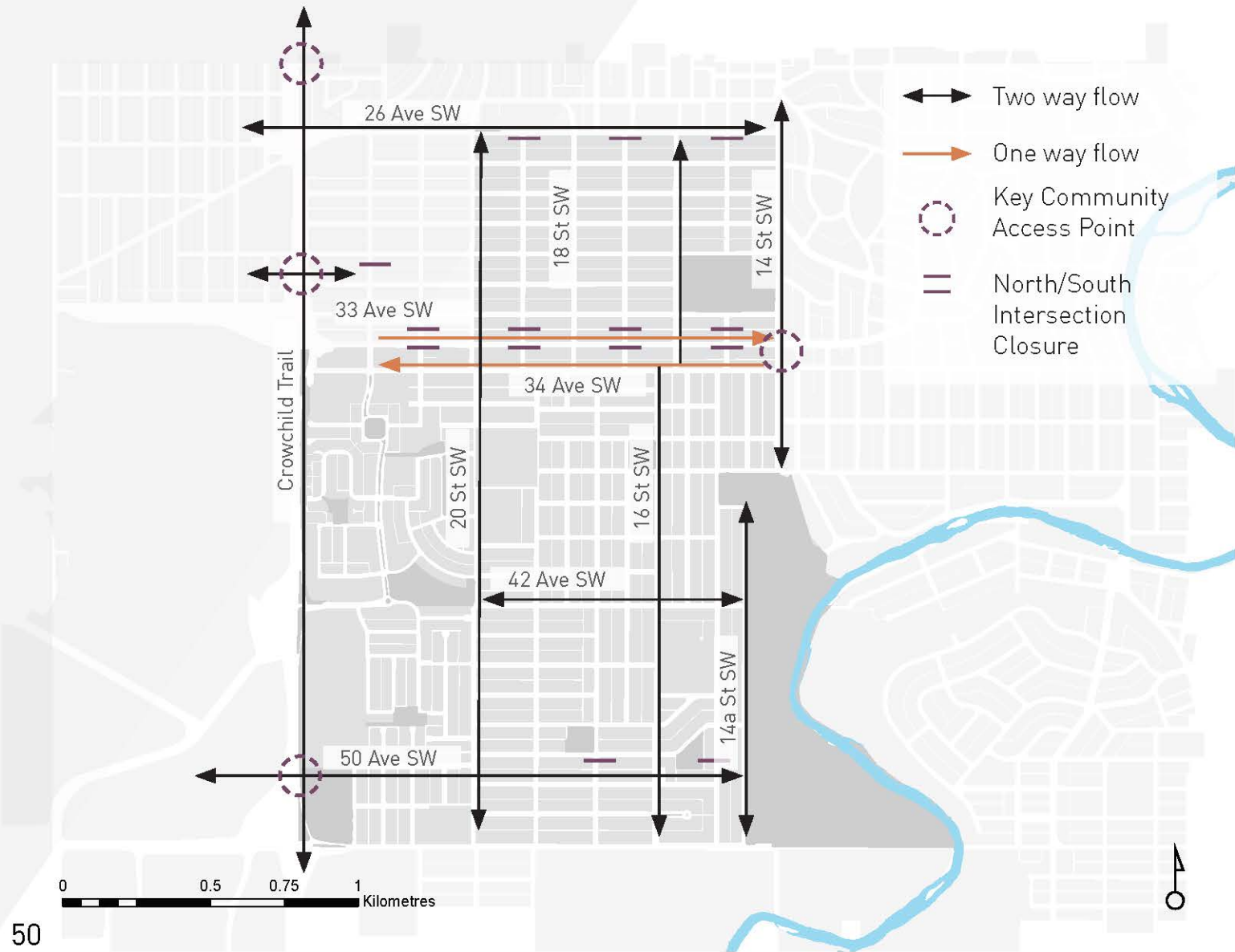
Vehicle Accident Locations

Traffic accidents have been noted along the site's main streets. These roads will require special attention when implementing traffic calming interventions and intersection upgrades.
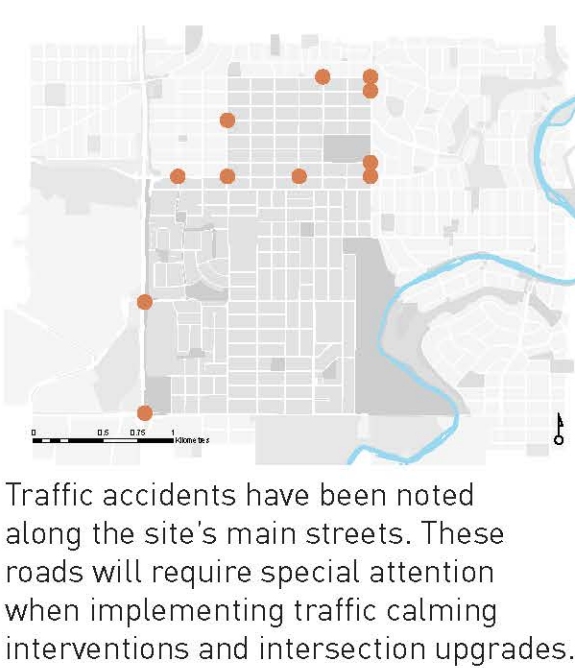
Traffic Calming Precedents

Bump Outs

Street Trees

Textured Asphalt

Separate Bike Lanes

Strategic Planters

Painted Intersections

Street Parking

Controlled Intersections

To decrease flow rates and help organically slow traffic speeds, traffic calming is recommended along Main Street. These interventions will be particularly important at pedestrian crossing points to enhance safety in these zones.

One Way Main Street

33 Ave Eastbound

34 Ave Westbound

←→ Two-way   ← One way

One-way Precedents

De Maisonneuve Cycle Path, Montreal

Portland, Maine

Rue Saint Jean, Quebec City

Intersection Closure Strategy

21 St SW   19 St SW   17 St SW   15 St SW

NEW 18 St SW   NEW 16 St SW

🔴 Light Controlled Intersection

━ Closed to North/ South Traffic
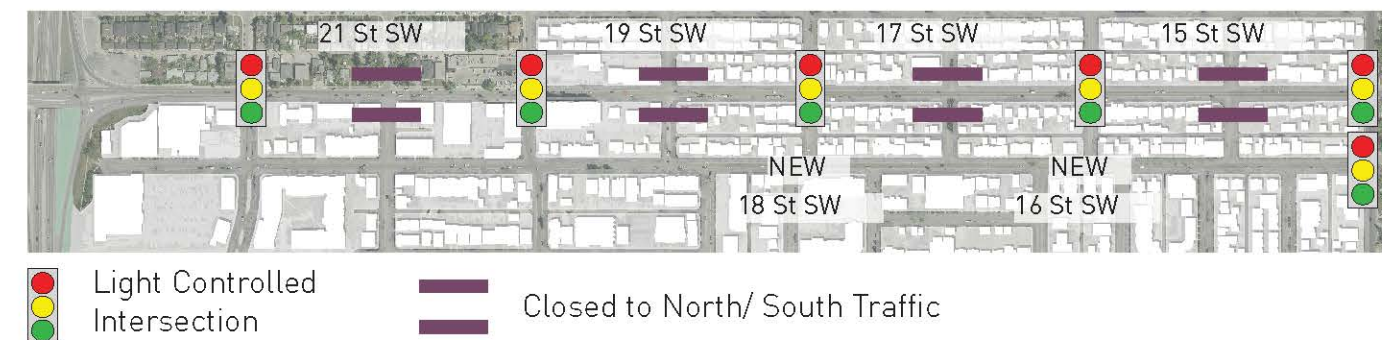
Street Closure Precedents

Kensington, Calgary

Silver Lake, Los Angeles

Oxford Street, Yarra, Australia

Main Street Flow Diagram

33 Ave Eastbound

34 Ave Westbound

22 St SW   20 St SW   18 St SW   16 St SW   14 St SW
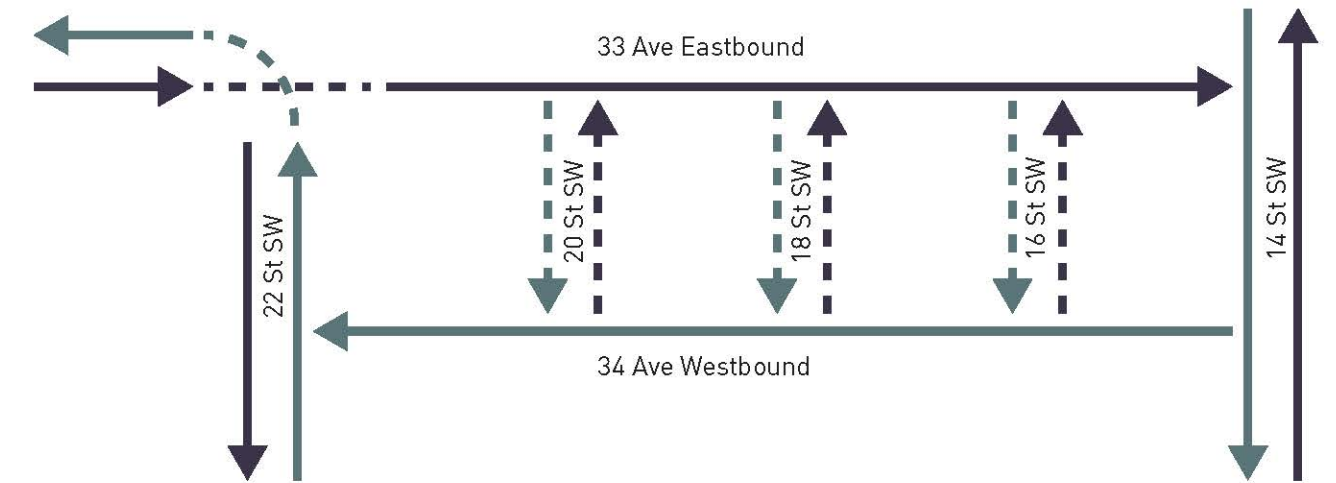
The conversion to one-way street is recommended to occur as diagrammed above.

33 Avenue SW will serve as an eastbound route, with 34 Avenue SW serving westbound traffic. The one-way will have terminus points at 22 and 14 Street SW with the opportunity for directional changes between 33 and 34 Avenue SW at 20 Street SW, 18 Street SW, and 16 Street SW.

Intersection Closure Strategy

These closed intersections (21, 19, 17, and 15 Street SW) would be enhanced as pedestrian crossing through the addition of pedestrian controlled crossing lights, urban design interventions, and street calming initiatives. Remaining intersections would be light controlled, with the aim of slowing traffic along the main street to create less traffic flow and a safer pedestrian corridor.

The resulting spaces created by these street closures provides an opportunity for the expansion of the public realm through the creation of public plaza and community spaces (to be discussed further in the Main Street section).

Ensure a diversity of housing types, commercial spaces, and institutional services.

Residential

Objective 2.1: Increase housing options by 2034 through parcel re-designation to medium density within one block of 26 Avenue, 50 Avenue, 14 Street, 16 Street, 20 Street, and within the Main Street area, between 32 Avenue and 35 Avenue and 14 Street and Crowchild Trail, while ensuring community character is retained.

Policy 2.1.1: Developments shall step down in height away from corridors and nodes.

Current Residential Land Use
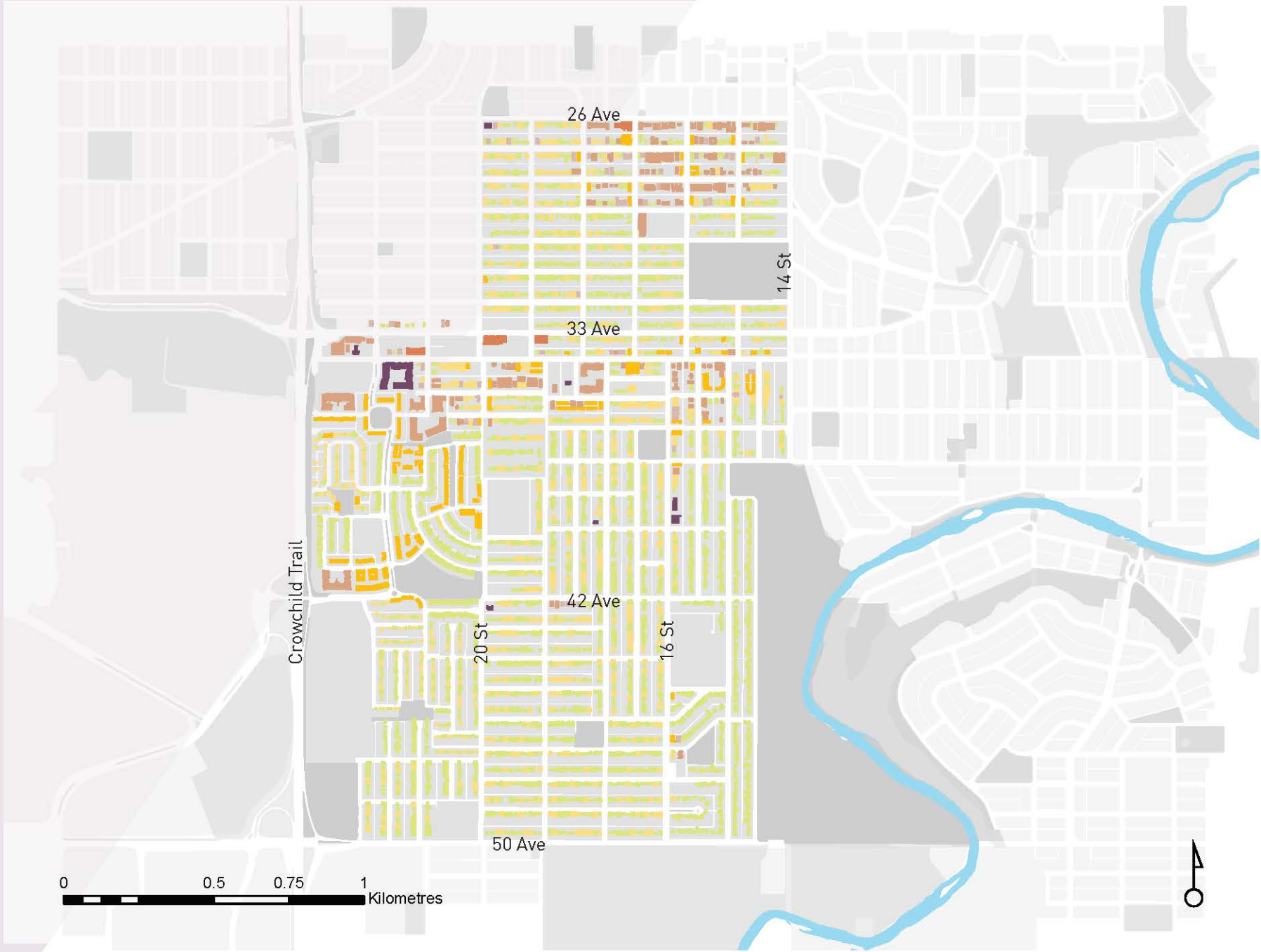
Single Family

Semi-detached

Townhouse

Fourplex

Low-rise

Mid-rise

Mixed Use

Marda Loop's current housing mix includes single family and semi-detached residences on a majority of parcels, with some medium density in Garrison Woods and South Calgary, as well as the Main Street area.

Densification should be permitted along major corridors and key nodes within the community, as seen on the Densification Zones map (left).

Housing Typologies

Townhouse

Fourplex

Low and Mid-rise Apartments

Mixed Use

Section, 33 Avenue at 20 Street, Density and Height Setbacks

| House | Garage | Garage | Townhouse | | Fourplex | Garage | Mixed Use | | Mixed Use | Mixed Use | | Apartment | Garage | Fourplex | | Townhouse | Garage | Garage | House |

32 Ave   33 Ave   34 Ave   35 Ave
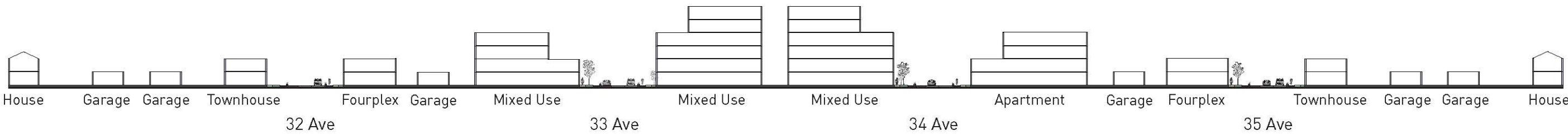
In order to create a smooth and thoughtful transition between housing typologies, a graduated transition from the high density corridors to single family housing is recommended throughout the site. In its most extreme case (Main Street), density would be recommended to transition from 6 stories to single family homes over the span on two blocks. In order to achieve this transition intrablock density changes are recommended.

Densification Zones

Section, 16 Street at 48 Avenue

| House | Garages | Townhouse | Fourplex | Garage | Apartment | Monogram Coffee | Garage | Fourplex | Townhouse | Garages | House |

17 St   16 St   15 St
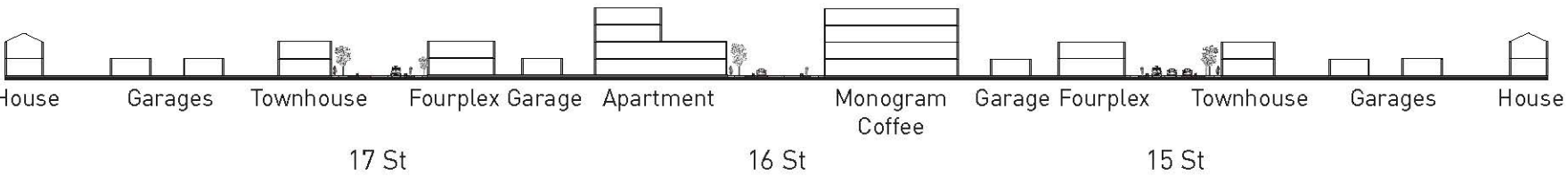
At the 16 St and 48 Ave commercial node, a neighbourhood scale density transition is shown, with four story mixed use strip mall redevelopment transitioning to single family dwellings within two blocks.

55

Laneway Homes

Objective 2.2:   Increase housing options by 2034 by allowing laneway homes as secondary suites within 200m walking distance to bus stops, while ensuring impact on neighbouring residences is minimized.

Policy 2.2.1:   Laneway homes shall follow the City of Calgary's Backyard Suite guidelines.

Laneway Housing

Legend:
- 200m Walkshed
- 200m Walkshed
- Bus Route 6
- Bus Route 7
- Bus Route 13
- Bus Route 13

Garage Conversion

Existing Garages

Laneway housing types are recommended by PF Planning to help increase the variety of housing typologies and number of rental units available in Marda Loop. Laneway homes are recommended to occur within a 200 m walkshed of transit stops to mitigate the need for private vehicle ownership by residents of these homes. In the event of the installation of the Marda Looper community bus route, the recommended area for laneway homes will expand to accommodate those new bus stops.

Laneway Home Guidelines

Laneway Home

Street

Access to shared garage

Screen views between main house and detached suite

Provide 7.5m² of private amenity space for suite

Landscape buffer between neighbours

Limit windows overlooking neighbours

Fence on lane for security and privacy

Shared parking with suite above

Lane
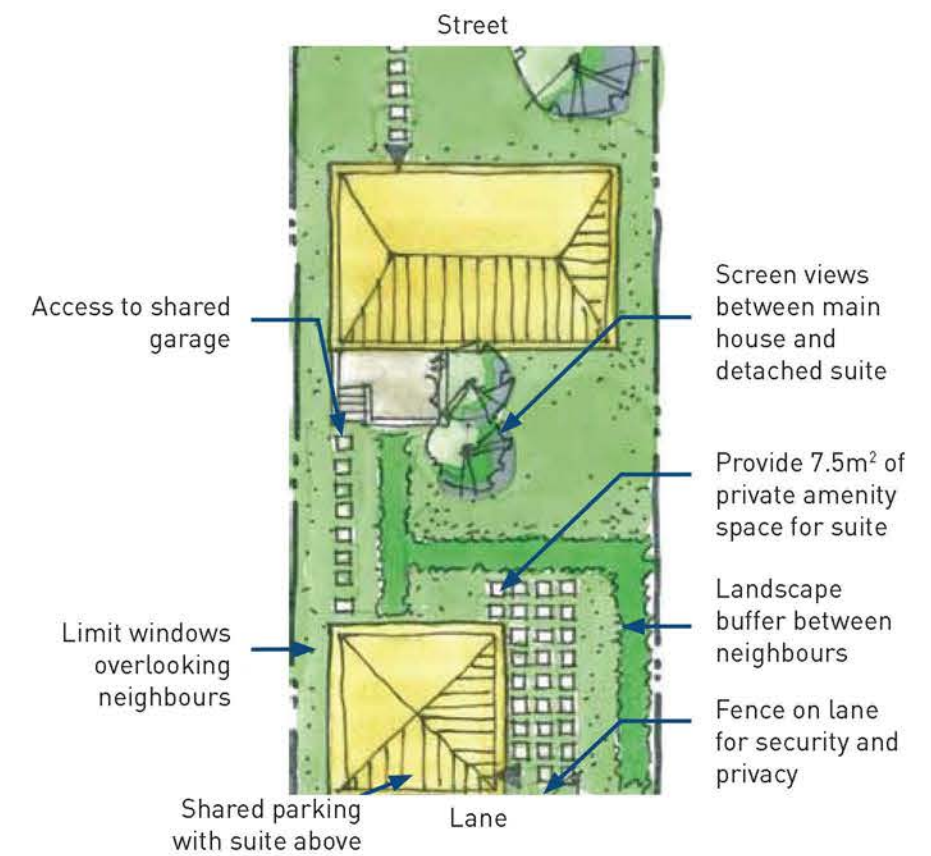
Affordable Housing

Objective 2.3:   Increase affordable housing by 50% by 2034 by encouraging affordable units within 200m walking distance to bus stops, and 800m of BRT stops.

Policy 2.3.1:   Developments that include a minimum of 20% affordable housing units should be provided incentives.
Policy 2.3.2:   Developments with affordable housing units shall provide bike parking on site.
Policy 2.3.3:   Developments with affordable housing units should provide bikeshare stations on site.
Policy 2.3.4:   Developments with affordable housing units should provide designated carshare spaces on site.

Incentives

Expedited Processes

Re-designation applications could be prioritized to shorten the approvals process. North American municipalities which employ such an incentive average a time reduction of 50%, which reduces developer borrowing cost risk.

Fee Waivers

The regular cost of application fees could be eliminated or reduced, to lessen the financial burden on developers.

Tax Abatement

Property taxes could be diverted, reduced or eliminated for a period of time.

Parking Relaxation

The regulation of 1.5 stalls per unit could be reduced to 1.0 or 0.5 to reduce construction costs.

Affordable Housing Developments

Crescent Heights, Calgary

Bankview, Calgary

Kensington, Calgary

Kingsland, Calgary

Roxbury, MA, USA

Yellowknife, NWT

Potential Affordable Housing Sites

BRT Stop

33 Avenue

34 Avenue

Safeway

Crowchild Trail

Garrison Blvd

20 Street

☐ Selected Site

☐ Potential Sites

■ 400m Walkshed

■ 600m Walkshed

■ 800m Walkshed

0   0.125   0.25 Kilometres

Low income individuals may not have access to personal vehicles, and therefore affordable housing should be located nearby other modes of transportation. Developments with affordable housing should include designated carshare spaces, bikeshare stations, bike parking, and be within 200 metres walking distance of local transit or 800m of Bus Rapid Transit (BRT). By providing alternate modes of transportation, the demand for parking is reduced.

20 Street at 35 Ave, before

Features to Offset Parking Relaxation

Designated Carshare Spaces

Proximity to Transit

Bikeshare

20 Street at 35 Ave, after

Affordable Housing

Priority Area: BRT Walkshed

Legend:
- 200 m
- 400 m
- 800 m

BRT Stop

Safeway

0   0.5   0.75   1   Kilometres

Priority Area: Transit Walksheds

Legend:
- 200 m
- Existing Bus Routes

0   0.5   0.75   1   Kilometres
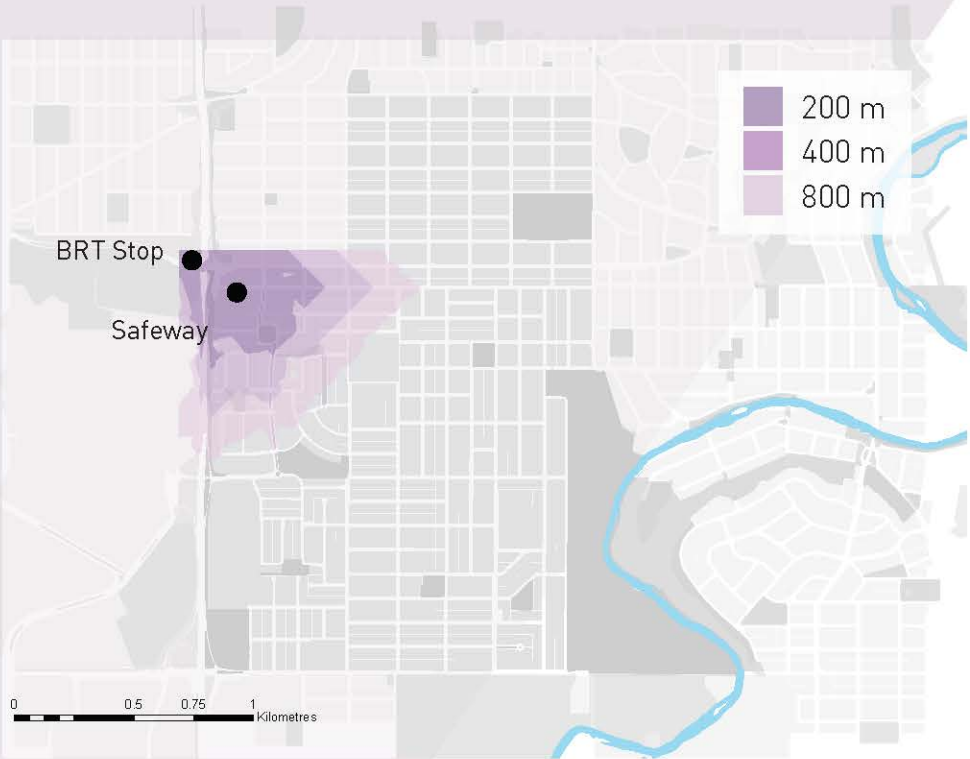
Access to Food
Being within walking distance to grocery stores is vital for low income individuals and families, who have limited disposable income for transportation costs. Locating affordable housing near the Safeway store will allow residents to walk to a source of groceries.

Access to Rapid Transit
Being able to commute to work by rapid transit is crucial for low income individuals, who may not have access to a personal vehicle. The 33 Avenue BRT stop is located at the western end of the Marda Loop Main Street area.

Access to Local Transit
The 6, 7 and 13 bus routes provide service to the community. While not as convenient as rapid transit, local buses enable low income individuals to access other areas of the city for work, shopping and socializing purposes.

Density Corridors
Density is proposed for the major corridors of 26 Ave, 33 Ave, 50 Ave, 14 St, 16 St, and 20 St. Developments along these corridors provide an opportunity to include affordable units.

Priority Area: Marda Looper Walkshed

Proposed Marda Looper

The proposed Marda Looper community bus will provide an additional bus route which connect to important nodes within the community, as well as the BRT stop. Affordable housing could therefore be developed within walking distance of Marda Looper bus stops.

Access to Amenities

Important amenities for low income individuals, such as the library and Safeway grocery store, will be accessible via the Marda Looper bus.

Affordable Housing Zone
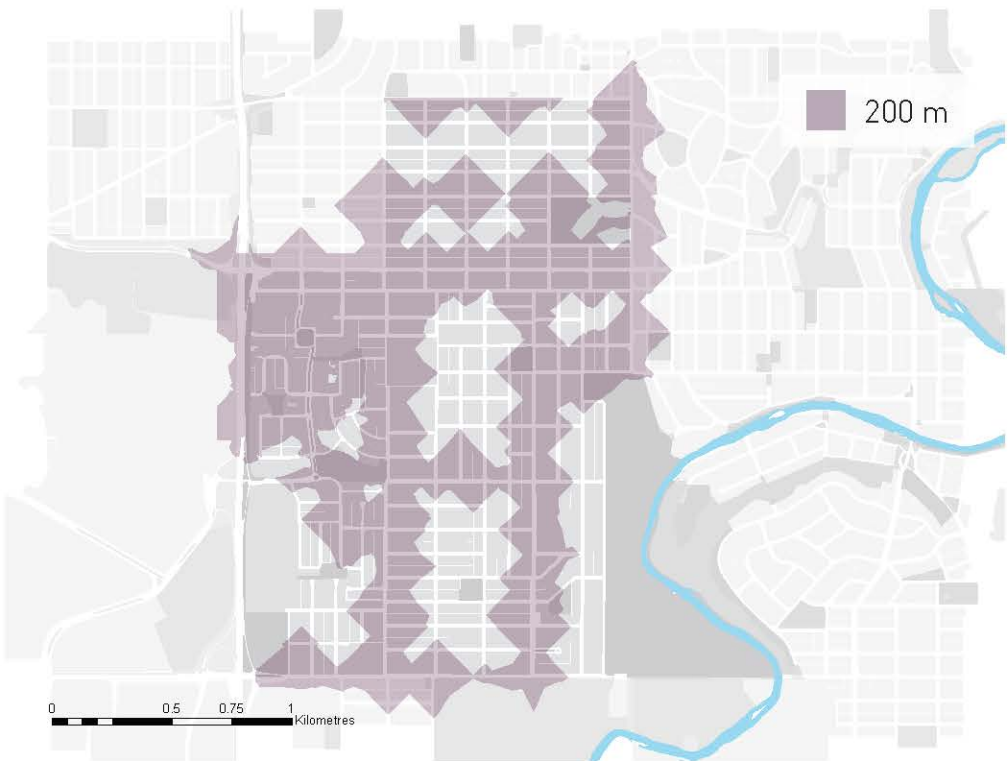
The combined BRT, local transit and Marda Looper walksheds result in the zone seen here (left), where affordable housing should be supported.

Commercial

Objective 2.4:   Increase commercial space by 20% by 2034 by enabling developments within the Main Street area and designated nodes.

Policy 2.4.1:   Commercial developments should be designed to include step backs to minimize shadowing effects.

Policy 2.4.2:   Commerical uses should be encouraged in the Main Street area and key nodes, as shown on the Commercial Nodes map.

Commercial Nodes

Legend:
- ■ Commercial
- ■ Mixed Use
- □ Main Street
- ○ Neighbourhood Node
- ○ Potential Node

Commercial sites are scattered throughout Marda Loop and range from regional hubs like Main Street to small neighbourhood commercial nodes. These commercial nodes are recommended for increased density and will step down to transition to residential portions of the community as described in the density recommendations.

Commercial Node Development

20 Street at 42 Avenue, before

20 Street at 42 Avenue, after

Commercial Nodes

20 Street at 42 Avenue

16 Street at 38 Avenue

16 Street at 48 Avenue

- High Density
- Medium Density
- Low Density

Affordable Commercial

Objective 2.5: Retain existing small businesses within the community by enabling the provision of sufficient and affordable commercial space.

Policy 2.5.1: Developments which provide 20% of lease space at below market rates should be provided incentives.

Incentives

Expedited Processes

Re-designation applications could be prioritized to shorten the approvals process. North American municipalities which employ such an incentive average a time reduction of 50%, which reduces developer borrowing cost risk.

Fee Waivers

The regular cost of application fees could be eliminated or reduced, to lessen the financial burden on developers.

Tax Abatement

Property taxes could be diverted, reduced or eliminated for a period of time.

Parking Relaxation

The regulation of 1.5 stalls per unit could be reduced to 1.0 or 0.5 to reduce construction costs.

Affordable Commercial Zone

33 Ave

In order to retain independently owned businesses within the community, an affordable commercial strategy should be implemented. Developments in the Main Street area that include at least 20% of their commercial lease space at below market rates should be provided with incentives.

Affordable Commercial

Independently Owned Businesses

PF Planning is recommending incentives be applied in the community for affordable commercial units. With the increasing popularity of Marda Loop communities, the City of Calgary Main Streets Project, and proposed urban design intervention from this Concept Plan, cost of commercial spaces within the community are likely to rise with the anticipated demand for space. In order to maintain small businesses with small profit margins, developer incentives are recommended to maintain these businesses within the community and the character they bring.

New Commercial Developments
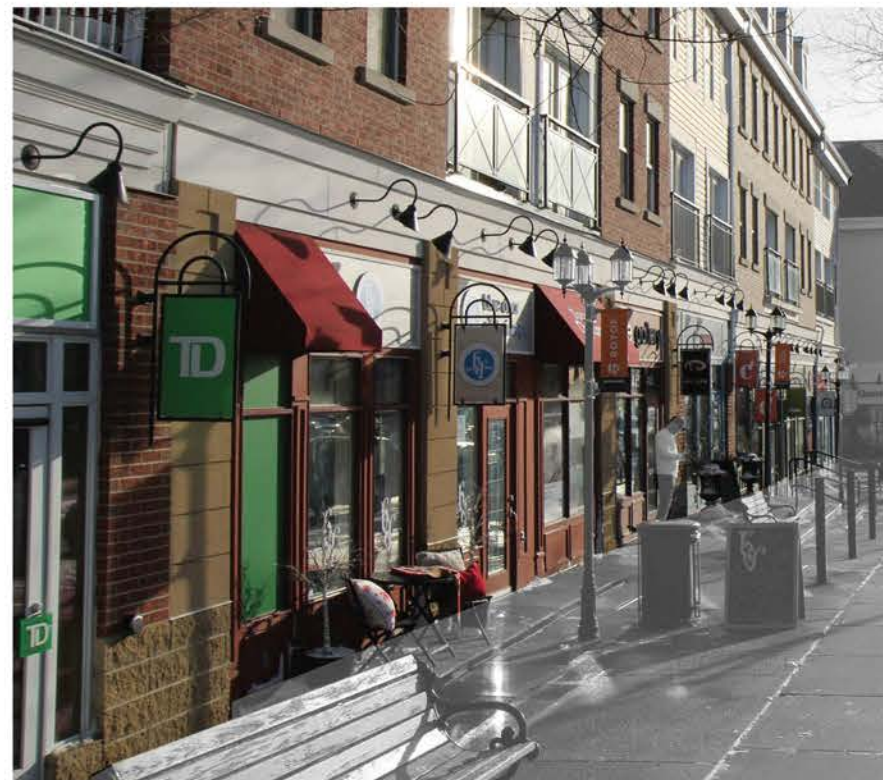
Heritage Commercial

Objective 2.6: Preserve 10% of community's heritage buildings by 2034 by permitting re-designation of pre-1933 homes in the Main Street area to commercial use.

Policy 2.6.1: Heritage buildings which are re-designated for commercial use shall preserve their architectural character.

Heritage Homes

0   0.5   0.75   1
Kilometres
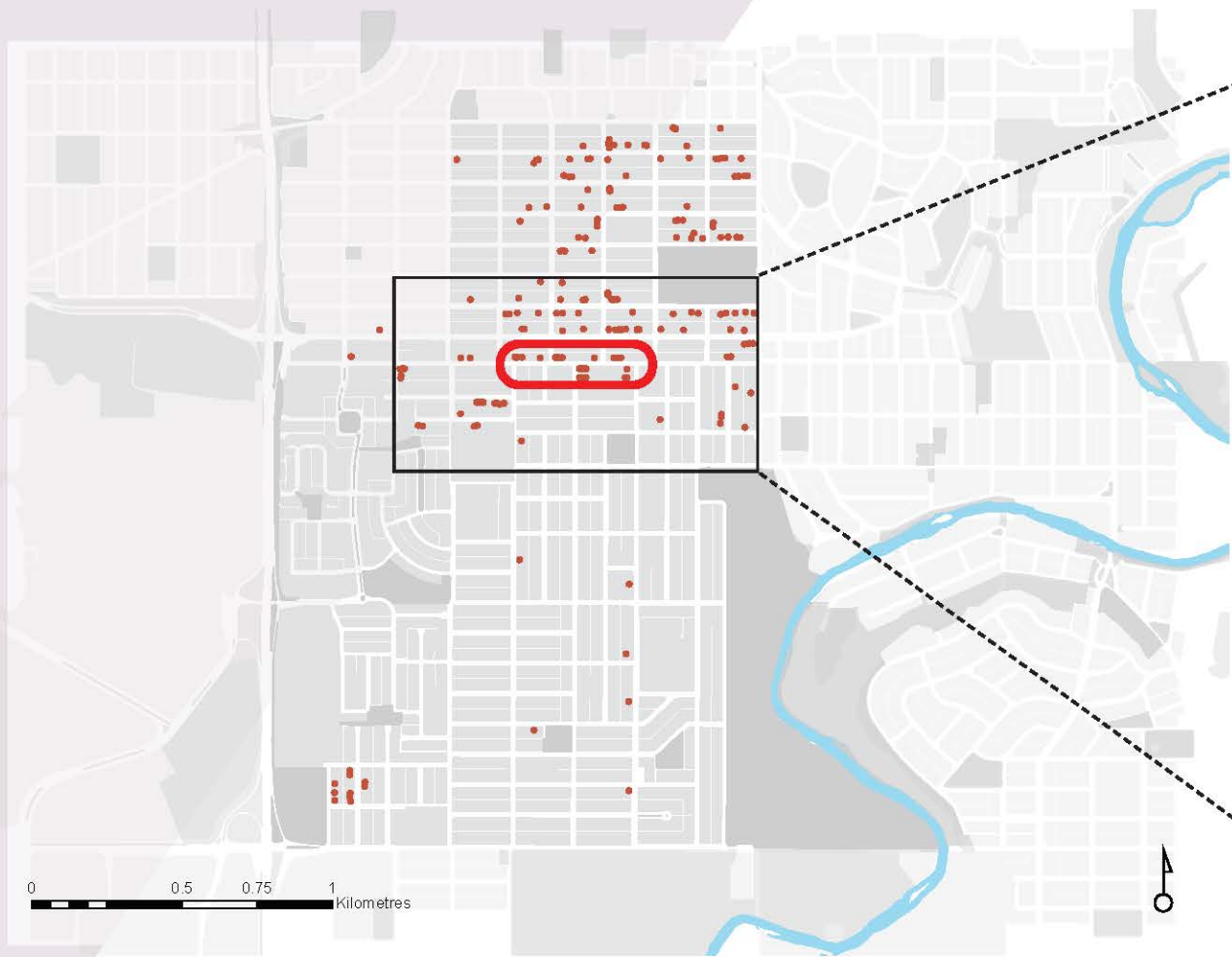
■ 1907-1933   ▭ Concentration

Commercial Conversion

34 Ave
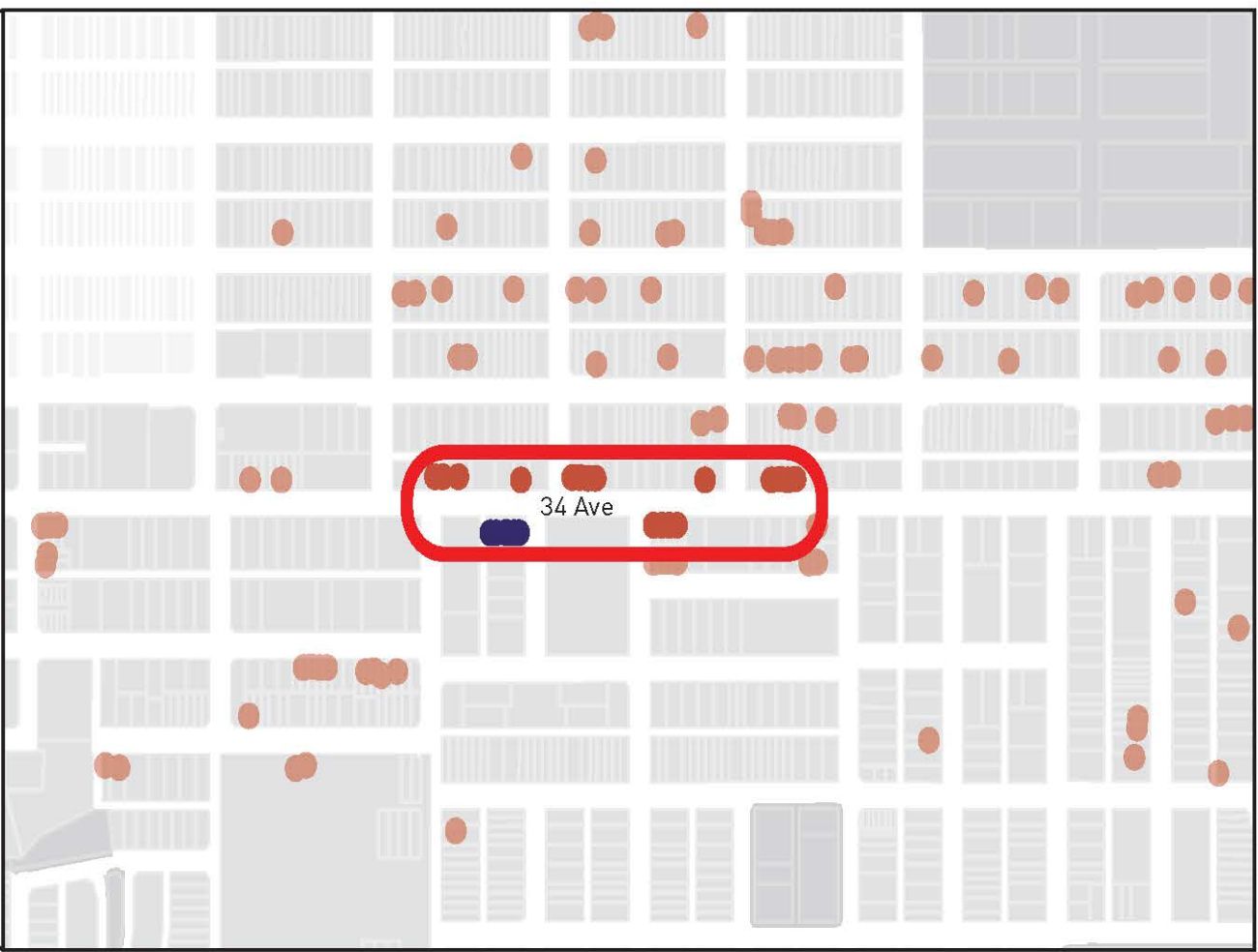
The Main Street area has numerous heritage homes, which are under threat of demolition for new development construction. Residents and developers should be encouraged to preserve these buildings, due to their historical and architectural significance.

One method of preservation is to allow for the re-designation of these parcels to commercial use, so the buildings can be converted to shops, cafes and other businesses, while maintaining the physical appearance of the buildings.

Heritage House Conversion

Heritage Homes as Residential

Heritage Homes Converted to Commercial

Institutional

Objective 2.7:   Ensure the provision of institutional services through retention of all existing institutional sites.

Policy 2.7.1:   Institutional lands in the community should be maintained as institutional spaces and be made available to the public.

Current Institutional Sites

Legend:
- Institutional
- Node

Map labels: 26 Ave, 14 St, 33 Ave, Crowchild Trail, 42 Ave, 20 St, 16 St, 50 Ave, 0, 0.5, 0.75, 1, Kilometres

Marda Loop is rich with institutional facilities, which offer residents a variety of services. Two major nodes exist, with museums and sports facilities in the southwest, and a cultural and recreational node in the northeast.

68
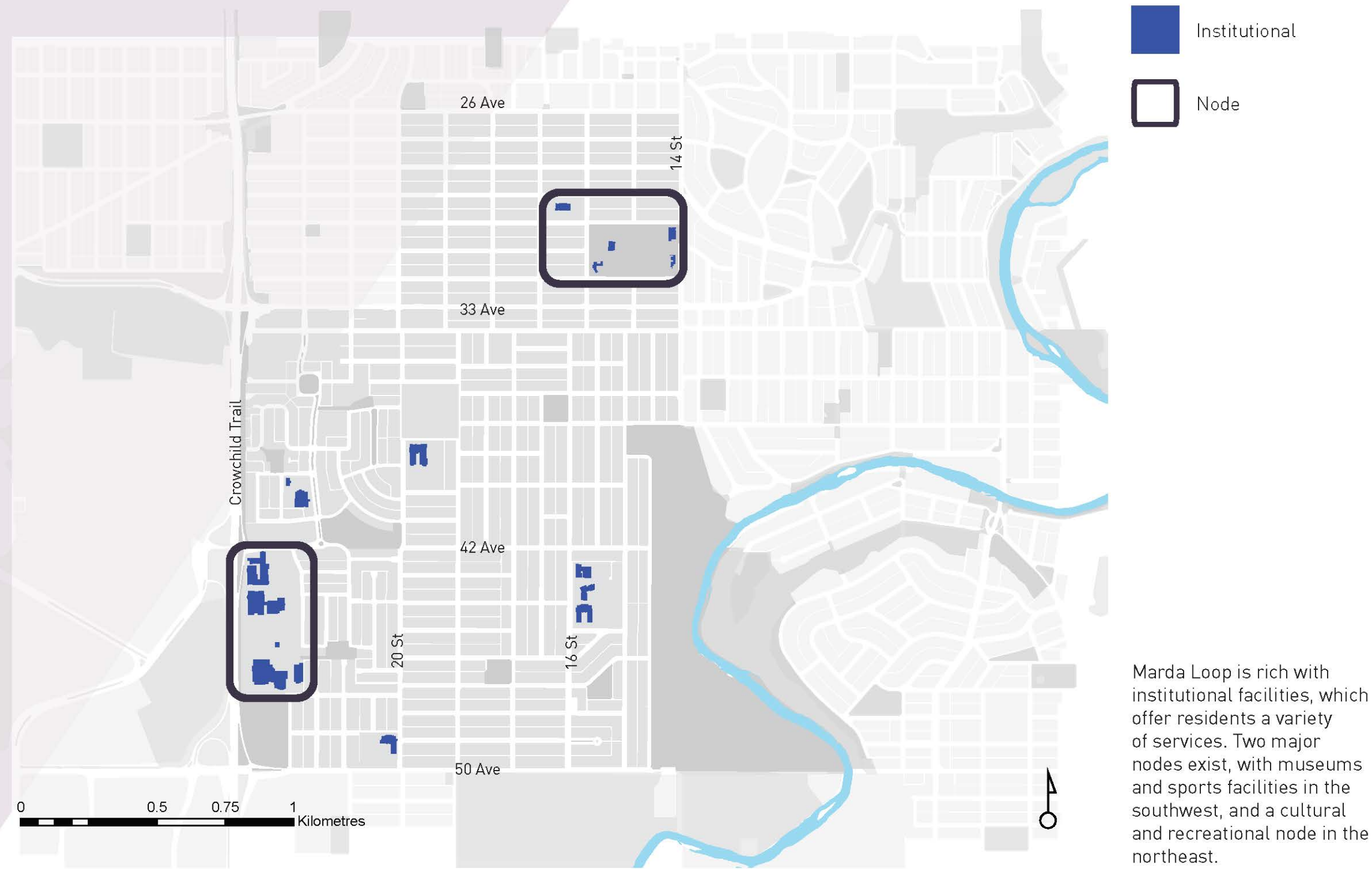
Current Institutional Sites

Military Museums

Altadore School

cSPACE

Library Redevelopment

Objective 2.8: Encourage redevelopment of the library before 2034 to create a multi-use facility with retail and affordable housing.

Policy 2.8.1: The Community Association building and Library shall be combined and housed in one larger facility when one of the buildings comes due for redevelopment.

Library Expansion

30 Ave

16 St

14 St

32 Ave

▨ Proposed Joint Development Site

Current Library Site

With the growing population in Marda Loop, and the outdated library facilities, there is a need to upgrade the community library. As the library is located on community association land, there is an opportunity to create a new multi-use facility, which would include a larger library, new community centre, retail, and affordable housing units.

Library Redevelopment

Sunset Park Library, Brooklyn, before

Proposed Sunset Park Library Redevelopment

Meadowvale Library, Mississauga

Meadowvale Redevelopment

King Library, Milwaukee

Proposed King Library Redevelopment

Proposed Land Use

Current Land Use

Legend:
- Single Family
- Semi-detached
- Townhouse
- Fourplex
- Low-rise
- Mid-rise
- Mixed Use
- Commercial
- Institutional
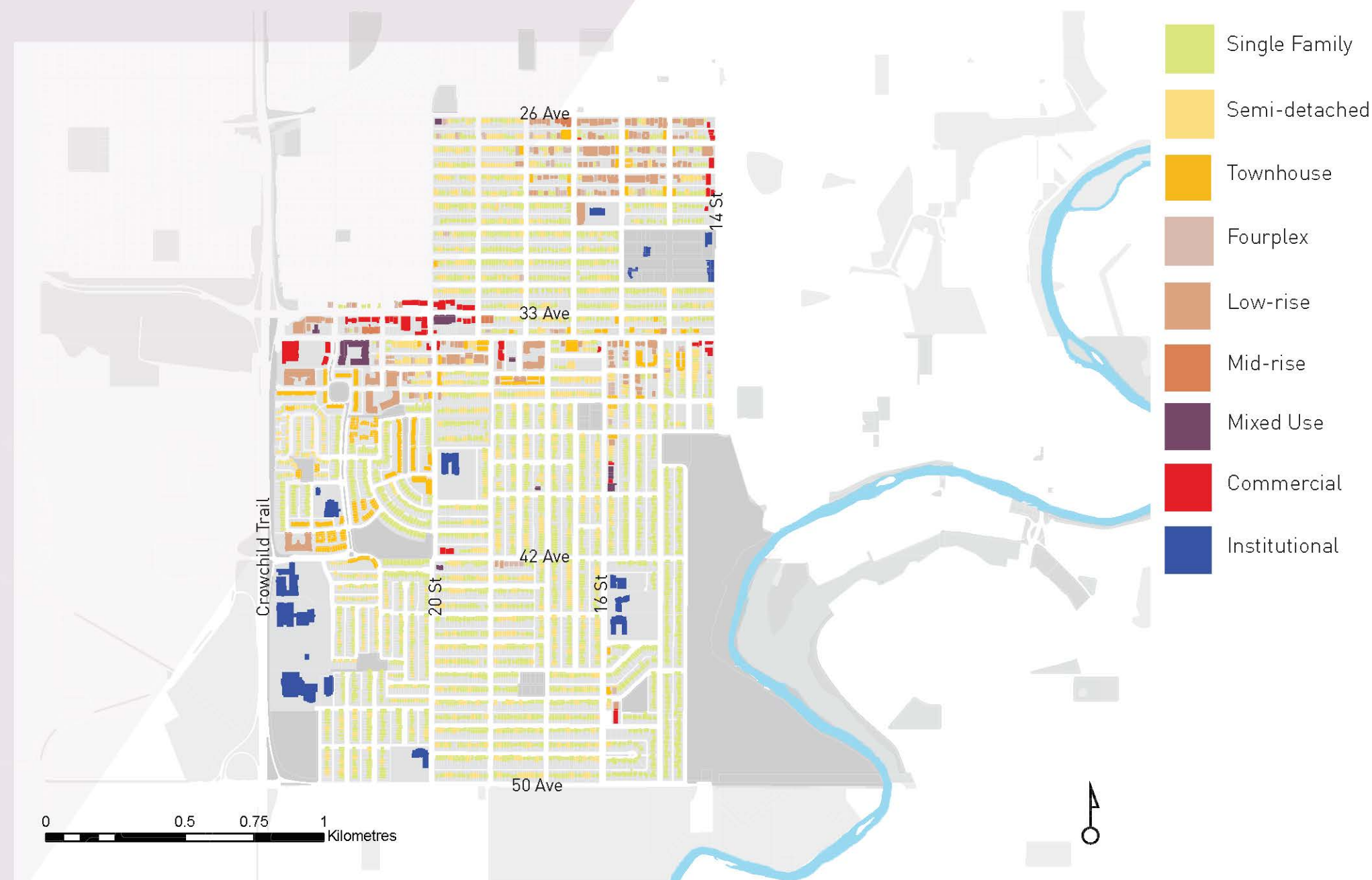
Marda Loop's existing land use consists of a large percentage of low density single family and semi-detached units, with pockets of medium density in Garrison Woods, South Calgary, and in the Main Street area.

Current Typologies

Single Family

Semi-detached

Townhouse

Low-rise Apartment

Potential Land Use

①	Main Street
②	Affordable Housing
③	Neighbourhood Node Density
④	Corridor Density
⑤	Expanded Library

Single family

Semi-detached

Townhouse

Fourplex

Low-rise

Mid-rise

Mixed Use

Commercial

Institutional

0   0.5   0.75   1
Kilometres
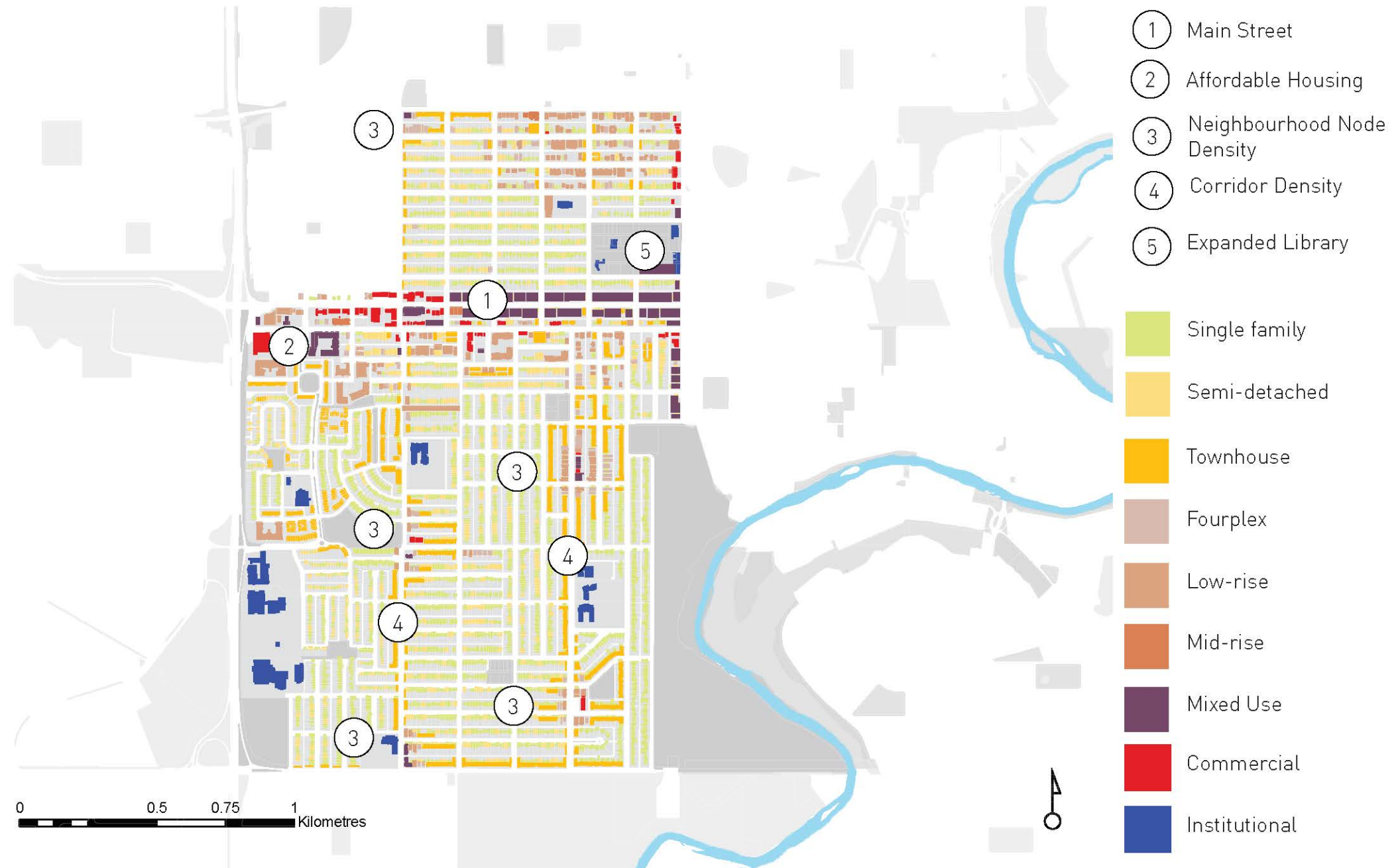
With the proposed changes to residential, commercial, and institutional land use, the resulting built form would resemble that of the Potential Land Use map (above).

Future Typologies

Townhouse

Low-rise Apartment

Mid-rise Apartment
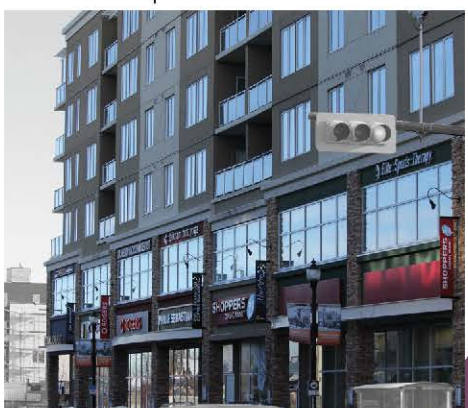
Mixed Use

Increase the quality, connectivity, and accessibility of open space and parks.

Open Space Enhancements

Objective 3.1: Increase the quality, connectivity, and accessibility of Marda Loop's open space and parks with policy and physical upgrades.

Policy 3.1.1: To increase formal recreation space, school and institutional sites with underused recreation fields and courts should enter joint use agreements with the City that could see their assets used by community members outside regular working hours.

Policy 3.1.2: Neighborhood park assets that have been identified via public consultation should receive physical upgrades designed to increase their usability and year round functionality.

Joint Use and Park Spaces

The communities of Marda Loop are generally well served with their existing supply of parks and open space. South Calgary is the least well served if limited to the confines of the community boundary, however residents did not seem to express any desire for additional space as there are ample parks just outside the community boundary. Altadore residents were the most vocal regarding upgrades to their local parks with several upgrade suggestions listed below.

PF Planning has identified an opportunity to expand the existing recreational assets by enabling community use of school property after school use. This would require joint use agreements between the City of Calgary and the participating schools.

Sports Facilities

- Basketball Nets
- Soccer Goal Posts
- Baseball Diamond

Altadore & Rundle

Dr. Oakley

Lycée Louis Pasteur

Park Upgrades

1. Nature Play
2. Multi Use Field
3. Winter Skating
4. Public Restroom

The public engagement process identified two Altadore based parks that could benefit from immediate site specific upgrades. Kiwanis Park, located in the centre of the community, and a yet to be named park at 46 Ave could benefit from permanent installation of more facilities. Kiwanis park is particularly popular with children and PF Planning believes the installation of a nature play park and multi use filed would benefit the community. The park at 46 Ave could benefit from a public naming contest, along with an enhanced winter ice skating facility with lighting and neighbourhood public washroom.

Kiwanis Park

Located at 16 St SW and 38 Ave SW, Kiwanis park was identified during the public engagement session as lacking in recreational amenities.

46 Ave Park

Located at 17 St SW and 46 Ave SW, this park was identified as a possible site for local upgrades. Including winter skating upgrades and a public washroom.

River Park Upgrades

During the public engagement process we heard from many of the residents how they loved and cherished River Park. This large park is situated at the south east corner of Marda Loop and is a draw for many of the surrounding communities. The off leash dog park is particularly loved. A few site specific improvements were recommended which we believe would have a positive impact with this beloved asset.

1) A paved sidewalk along 14a St with curb cuts was requested by those with mobility issues. 2) A fenced dog area was recommended for those with smaller or less well behaved dogs as some people did not feel safe letting their dogs off leash. 3) The snow fence is reportedly causing mobility issues and may be poorly situated. 4) Shrub removal to eliminate some of the blind corners would be appreciated in the trail section for safety concerns. 5) The roadway to the parking lot is in poor condition.

① Paved Sidewalk Path

② Fenced Dog Area

③ Snow Fence Removal

④ Blind Corners

⑤ Road Improvement

River Park is located at 4500 14a St SW, on the ridge above Sandy Beach. The park boasts a large off leash dog area and is approximately 21 hectares in size (City of Calgary)

Improve public realm quality through enhancement of the streetscape, urban elements, and landscape features.

Streetscape

Objective 4.1: To improve the quality of public realm in both commercial and residential areas, to enhance the safety, aesthetic quality and character of Marda Loop Communities.

Policy 4.1.1: Urban design interventions shall be implemented based on the volume of pedestrian traffic in the given zone, with priority being placed on high use zones such as Main Street.

Policy 4.1.2: Urban design interventions should be prioritized based on the qualities they bring to a zone. Safety should be first priority followed equally by character and aesthetic value.

Streetscape Priority Areas

Main Street

33 and 34 Avenue. High volume of people with mixed use and higher density. This area should be the first phase of a public realm improvement strategy. Opportunity exists for historical and cultural branding.

Special Places

Parks and cultural spaces that were identified during public engagement and site analysis.

Commercial Nodes

Neighbourhood pockets of commercial uses. These are key destinations within the community. Higher use and visibility warrants increased investment in streetscape features.

Corridors

High volume mixed mode corridors. Providing connectivity for people who drive, walk, and cycle. These corridors link and facilitate movement and are priority areas for urban realm improvements.

Streetscape Priority Areas & Strategy

People First Planning performed an analysis of the urban design of Marda Loop and identified eight streetscape interventions that would increase the quality of the public realm. These interventions are colour coded according to their spatial location within the community. Our recommendation is a phased strategy that starts with the Main Street area identified on the previous page, and then areas with overlapping zones. We recommend further public engagement to identify any specific needs that may have been missed during this process.
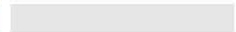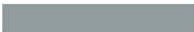
Lighting Hierarchy
Ornate Historical   Pedestrian   Standard

Three different lighting types are recommended for the community. Historical inspired pedestrian centered lighting for the main street, pedestrian and street lighting for the other identified areas, and regular lighting in the rest of the community.

Transit Shelters
Branded (BIA/Node)   Enhanced Art/Culture
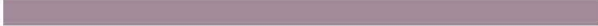
Opportunity for enhanced branding of community and local business through the use of BIA/Transit partnerships. Partnerships with local schools and art groups to transform community bus shelters.

Sidewalks
Branded   Enhanced

Branding, public realm improvements, placemaking and pedestrian safety with the use of painted sidewalks.

Washrooms
Park Full-Size   Urban Compact

Our analysis found a shortage of public washrooms in the local parks and corridors. These are important public realm improvements that lead to increased comfort for the community.

Water Fountains
Stand Alone   Attached to Washroom

Water fountains are important features in any city. We recommend additional fountains be installed along high use and traffic areas. Due to the popularity of dogs in the community, pet friendly fountains (pictured left) are recommended.

Bike Racks
Scalable / Secure Parking Options

Safe, secure, and convenient bicycle racks and storage are an important part in multi modal transportation strategy. Marda Loop's existing bicycle racks are inconsistently located.
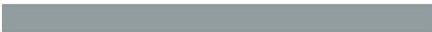
Benches
Sit and Stay Design

Benches and sitting options that will encourage residents and visitors to sit and stay are important for placemaking and the elderly.

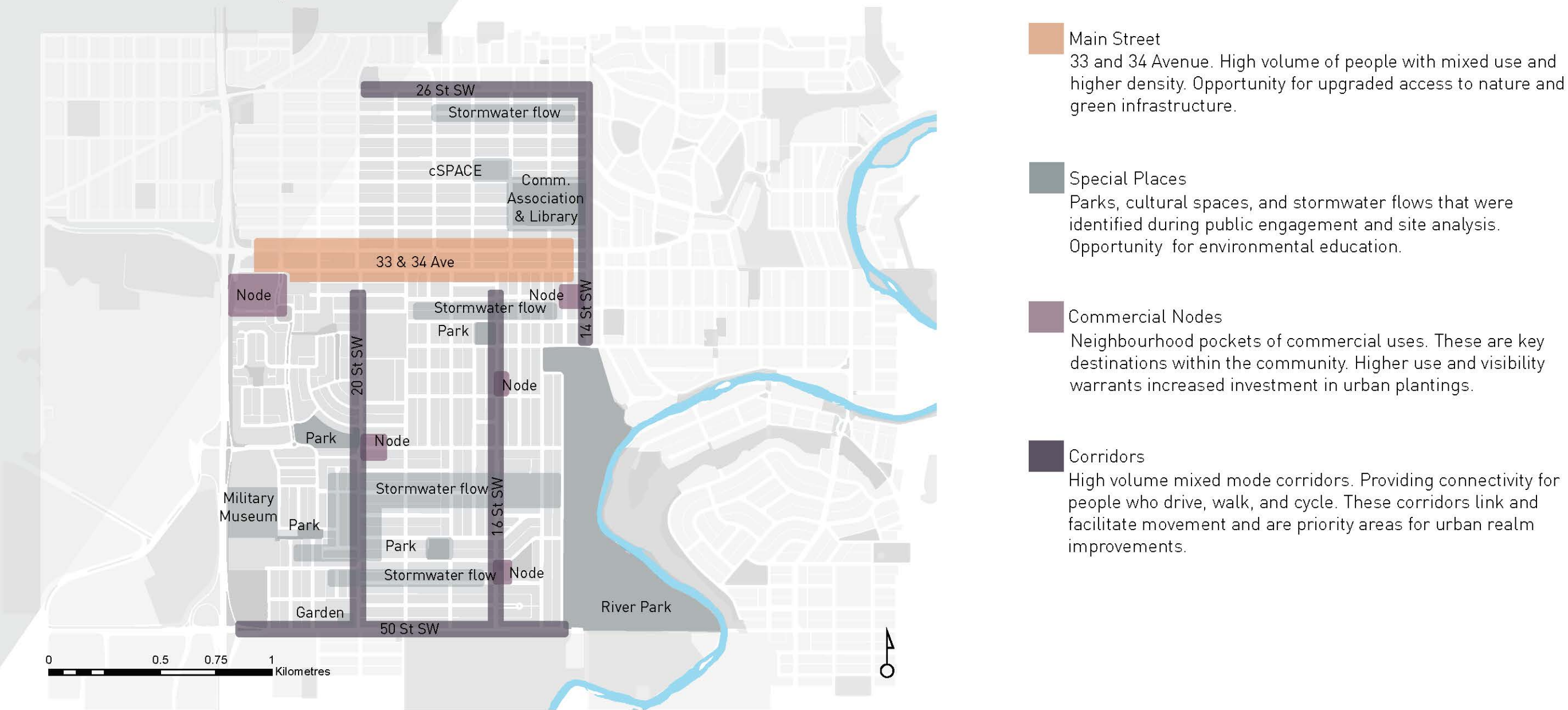## Waste
Combination   Stand-alone

Keeping the public realm clean is important. An increased number of waste receptacles would benefit the community.

Green Elements

Objective 4.2: To enhance the communities of Marda Loop's natural features and elements through the introduction and development of green and sustainability programs.

Policy 4.2.1: Surface water flows should be managed using greenscape elements such as bioswales and xeriscaping.

Policy 4.2.2: Street trees should be preserved during redevelopment of residential and commercial lots.
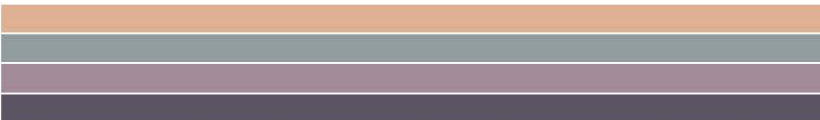
Green Elements Priority Areas

Main Street
33 and 34 Avenue. High volume of people with mixed use and higher density. Opportunity for upgraded access to nature and green infrastructure.

Special Places
Parks, cultural spaces, and stormwater flows that were identified during public engagement and site analysis. Opportunity for environmental education.

Commercial Nodes
Neighbourhood pockets of commercial uses. These are key destinations within the community. Higher use and visibility warrants increased investment in urban plantings.

Corridors
High volume mixed mode corridors. Providing connectivity for people who drive, walk, and cycle. These corridors link and facilitate movement and are priority areas for urban realm improvements.

Green Elements Priority Areas & Strategy

People First Planning performed an analysis of the green elements within Marda Loop and identified four green interventions that would increase the quality of the public realm. These interventions are colour coded according to their spatial location within the community. Our recommendation is a phased strategy that starts with the Main Street area identified on the previous page, and then areas with overlapping zones. We recommend further public engagement to identify any specific needs that may have been missed during this process.

Street Tree Strategy
Ecosystem Services and Traffic Calming
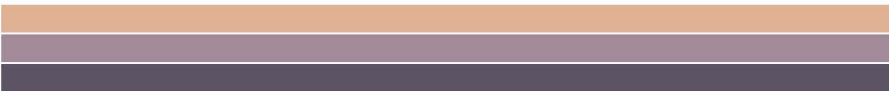
Street trees provide valuable ecosystem services including habitat, shade and other benefits. Key priority areas for street tree improvement have been identified.

Bioswale Opportunities
Stormwater and Access to Nature
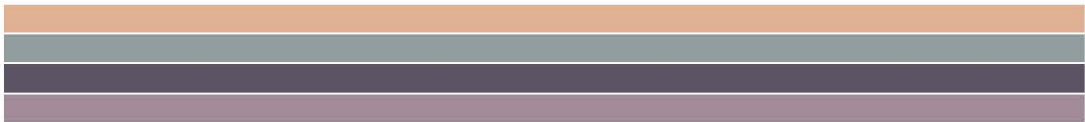
Opportunities to incorporate LID features to reduce the demand on the existing storm sewer system, and increase urban access to nature. Bioswale installations may also be used in conjunction with an education program to assist with environmental awareness and knowledge.

Boulevard Improvements
Street Narrowing to Reduce Traffic Speeds

Boulevard examples for residential, corridor, and urban streets. Boulevards and street narrowing will be used to reduce traffic speeds.

Planters
Buffering People From Traffic
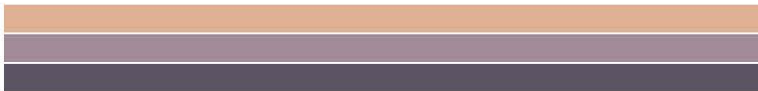
Planters and street narrowing will be used to reduce traffic speeds and provide a buffer from different road uses.

Blue Spruce
Picea pungens

Balsam Poplar
Populus balsamifera
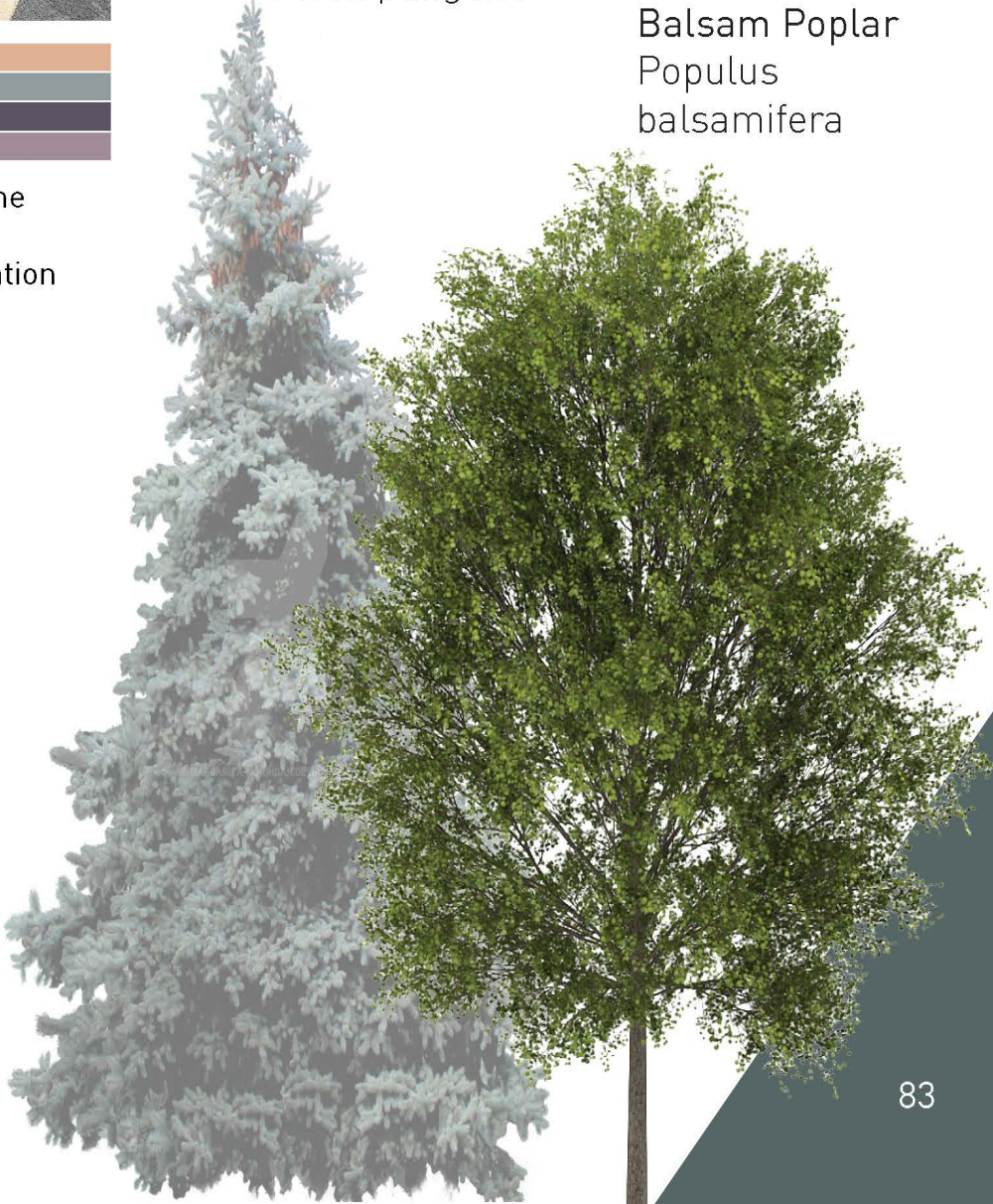
Urban Interventions

Objective 4.3: To add character and sense of place through tactical urbanism and community lead initiatives.

Policy 4.3.1: Parking spaces should be used for parklet development on main streets and near commercial nodes.

Policy 4.3.2: Local artwork should be showcased along the 17 street art walk.

Policy 4.3.3: The community association should encourage and guide tactical urbanism interventions, such as painted crosswalks, within their community.

Intervention Priority Areas
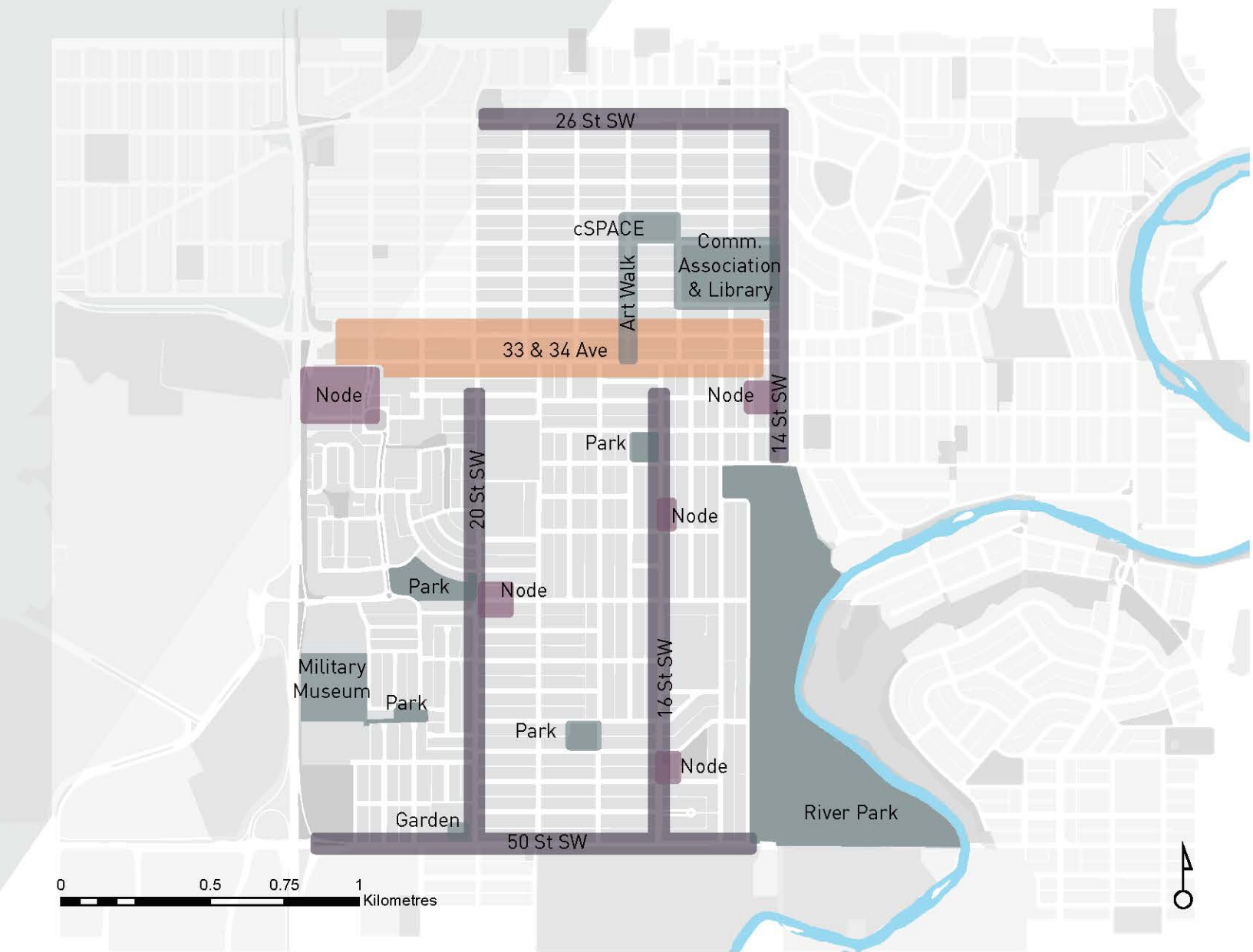
Main Street
33 and 34 Avenue. High volume of people with mixed use and higher density. Opportunity for branding and placemaking.

Special Places
Parks and cultural spaces that were identified during public engagement. These places combine nature, art, and community.

Commercial Nodes
Neighbourhood pockets of commercial uses. These are key destinations within the community. Opportunity for strategic commercial partnerships.

Corridors
Providing connectivity for people who drive, walk, and cycle. Highly visible areas that can enhance community character and identity. Interventions may assist with placemaking and improved street function and safety.

Urban Intervention Priority Areas

People First Planning performed an analysis of possible urban interventions within Marda Loop and identified four interventions that would increase the quality of the public realm. These interventions are colour coded according to their spatial location within the community. Our recommendation is a phased strategy that starts with the Main Street area identified on the previous page, and then areas with overlapping zones. We recommend further public engagement to identify any specific needs that may have been missed during this process.

Public Art
Incorporating public art within the community
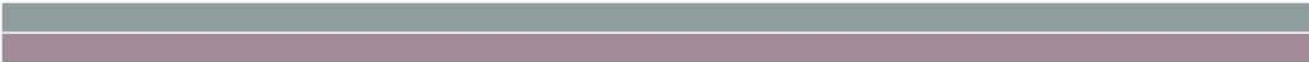
Building off the success and proximity of cSPACE, the community has an opportunity to promote itself as a cultural hub. An opportunity exists to create an artwalk connecting main street Marda Loop with cSPACE.

Tactical Urbanism & Street Interventions
Placemaking and traffic calming

Everywhere in Marda Loop

Tactical urbanism and street interventions are a way to increase community spirit and help pedestrian safety. A program that makes it easy for residents to intervene in their neighbourhood should be considered and embraced by the City and Communities Association.

Wayfinding Upgrades
For people who walk, drive, and cycle

Wayfinding upgrades within the entire community would assist both with practical needs of movement, but would also benefit the community from a placemaking and identity standpoint. Wayfinding upgrades should be used with pedestrian and cycling movement maps to determine priority placement.

Main Street Parklet Project
Pilot Project

Parklets on 33 Ave and 34 Ave should be encouraged. We recommend the City actively engage with the BIA and local merchants to construct parklets as part of the main streets initiative.

Little Free Library
Garrison Woods

Spot Improvements at 20 Street & 42 Avenue

Rendering of spot improvements along 20 Street and 42 Avenue outside My Favorite Ice Cream Shoppe and Flanders Park. People First Planning has identified this location as both a node and a corridor and is a high priority for urban design interventions. Examples of streetscape, green improvements, and urban interventions can be seen in this render. Where multiple priority areas overlap, urban design interventions should be prioritized.

Through the assessment of public realm quality in the urban realm inventory, PF Planning found Garrison Woods, and its commercial area, to be an excellent precedent for good urban design in Marda Loop. Features such as wider sidewalks, pedestrian scale lighting, and treed boulevards should be features maintained throughout Marda Loop communities, particularly in high uses areas like Main Street and the neighbourhood commercial nodes. Urban design features like those in Garrison Woods are recommended for use throughout Marda Loop to ensure the organic slowing of traffic and developing the character of the public realm.

Create a vibrant Main Street through public realm enhancements, increased density, and the ability to walk, bike and access transit.

33 and 34 Avenue - Main Street

Main Street Changes To Traffic Flow - Schematic

Main street traffic will be routed to follow the schematic to the right.

Traffic coming into the community off Crowchild Trail will continue eastbound along 33 Avenue SW granting easy access to local businesses and services.

Even numbered streets will remain open and controlled by traffic signals, allowing for regulated vehicular flow within the community.

To Crowchild

33 Avenue SW

34 Avenue SW

22 Street SW
20 Street SW
18 Street SW
16 Street SW
14 Street SW
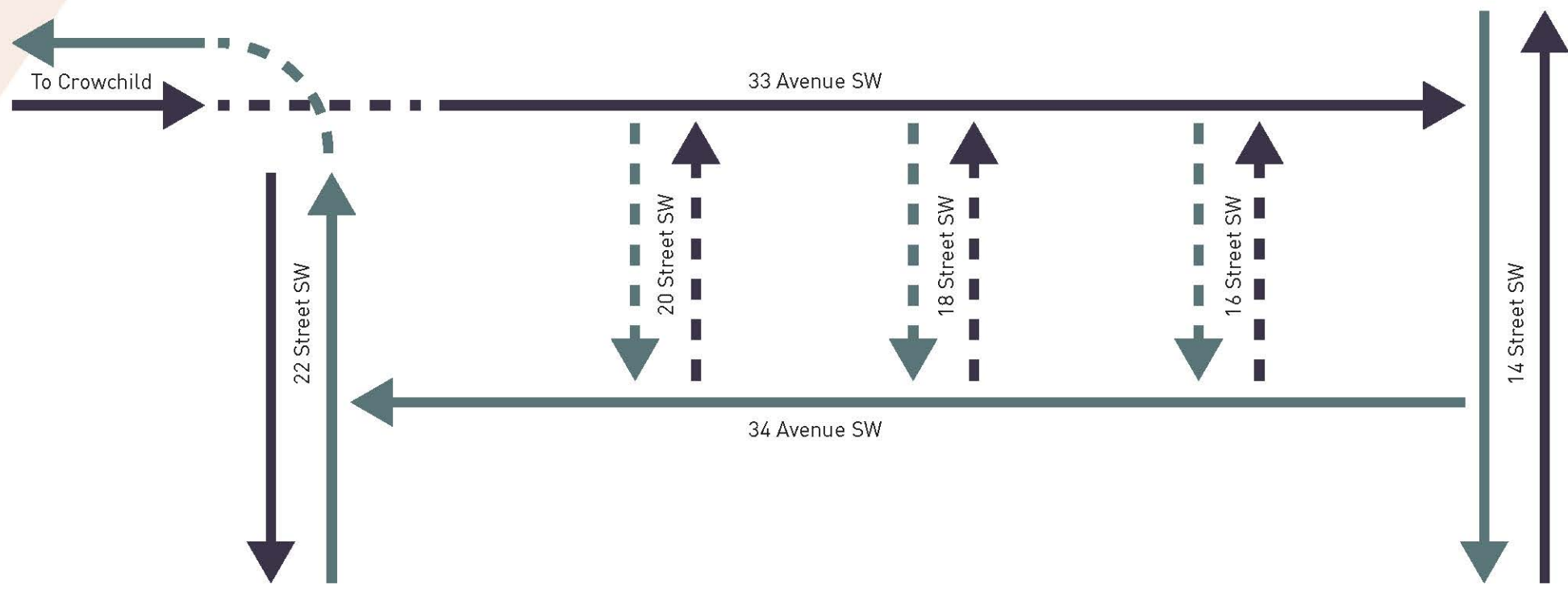
Main Street Key Intersections & Community Gathering Plazas

The main street key intersections with closed streets and plazas are illustrated on the figure to the right. Intersections labeled 1-4 are examined in greater detail within the Main Street chapter.

Recommended plazas are noted with either an orange or purple colouring and represent either an Urban or Neighbourhood model of plaza space.

Urban models are for high activity, dense commercial areas and intended to offer places for people to enjoy a higher level of vibrancy in their public space. Neighbourhood models are intended to offer residents and visitors a place of solace where they can sit and stay.

33 Avenue SW

34 Avenue SW

① ② ③ ④

Crowchild Trail

22 Street SW

21 Street SW

Merchants Plaza

19 Street SW

17 Street SW

15 Street SW

14 Street SW

⬤ Urban Model   ⬤ Neighbourhood Model   ▢ Key Intersection

Density Increase Along Main Street

Main Street, Current

Main Street, Proposed

Denisty Legend (Maximum Storeys)

Highest Density (6)

Medium Density (4)

Lowest Density (2)
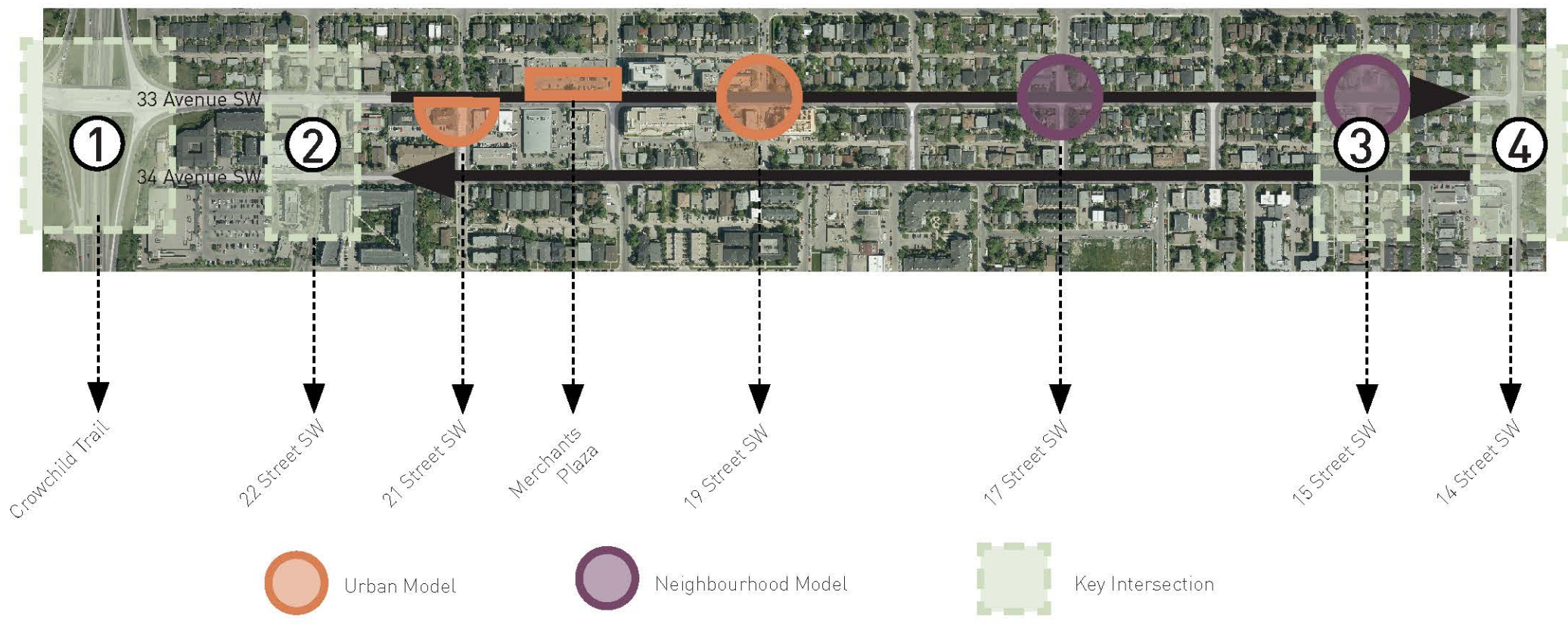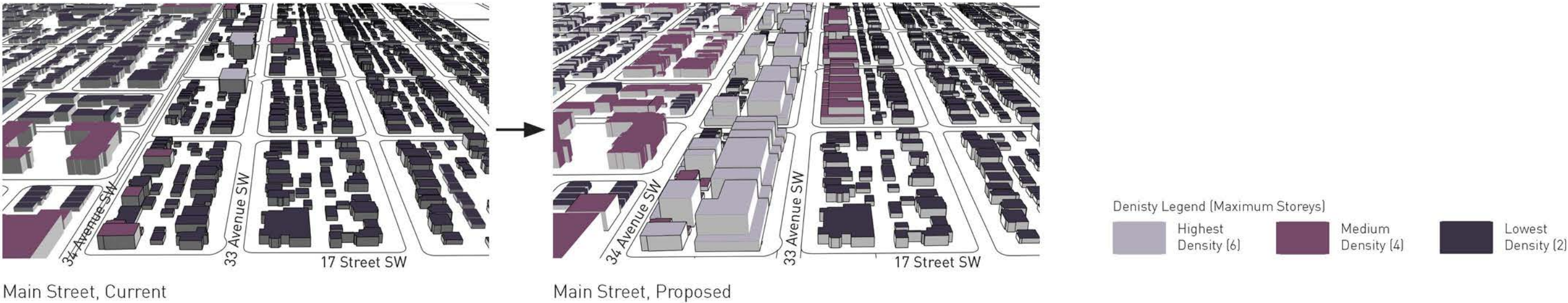
Section, 33 Ave at 20 Street, Density and Height Setbacks

House Garage Garage Townhouse Fourplex Garage Mixed Use Mixed Use Mixed Use Apartment Garage Fourplex Townhouse Garage Garage House

32 Ave   33 Ave   34 Ave   35 Ave
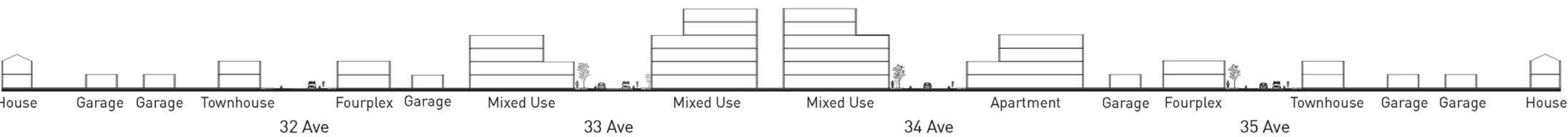
During the public engagement sessions, many residents expressed negative feelings and general concern for tall buildings and higher density within the residential parts of the community. This concern was not as strong for the main street area, with some people strongly encouraging and supportive of increased density and a diversity of uses along this corridor. There was a general acceptance of increased heights and density along 33 and 34 Avenue and PF Planning recommends a gradual transition between 6 story mixed use buildings down to 2 story residential buildings over the northern and sourthern 2 blocks.

33 Avenue at Crowchild Trail Proposed Changes - Plan View
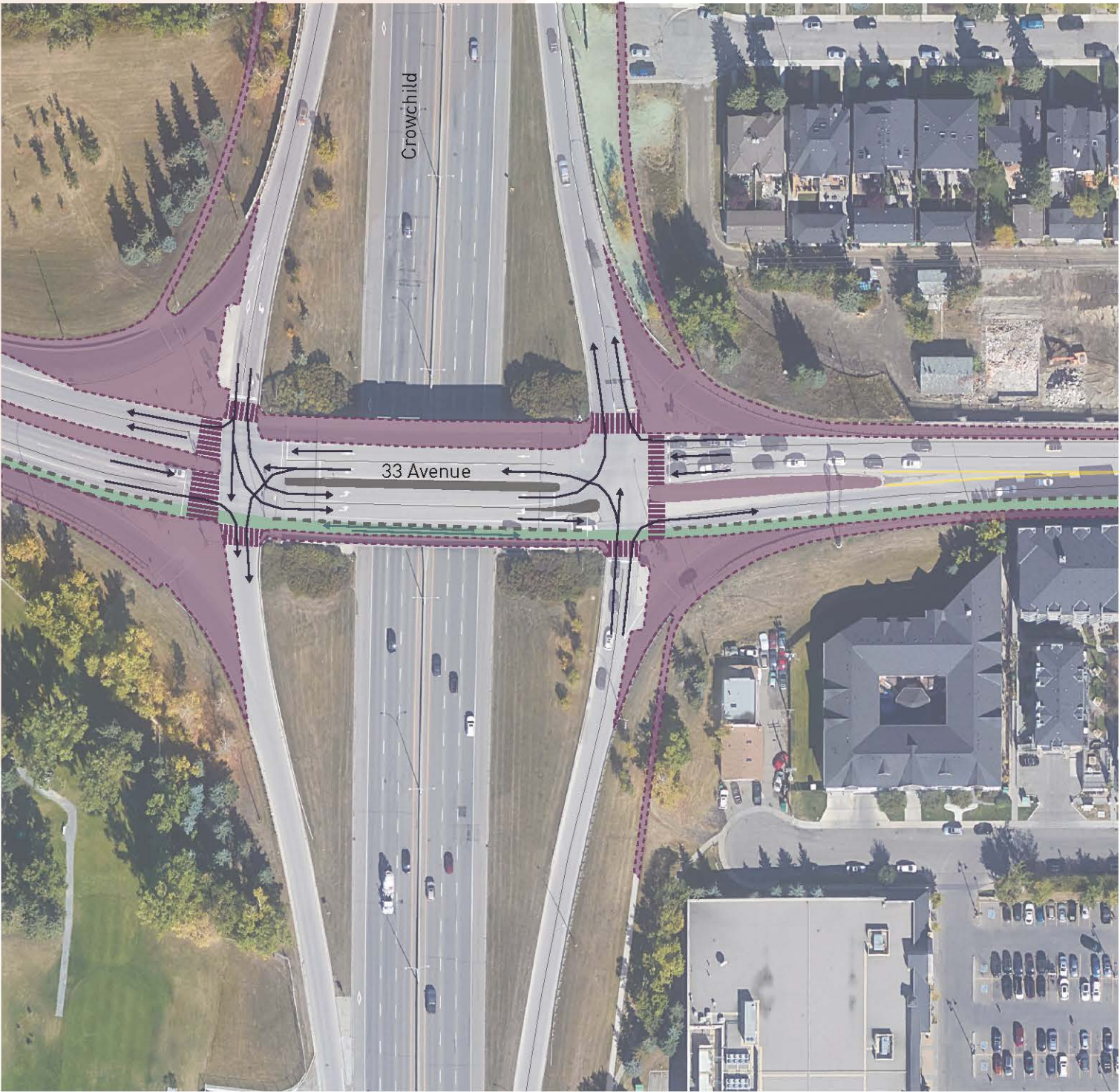
Crowchild - Modes of Transportation and Flow.

Crowchild Strategy

As the site of the future Bus Rapid Transit station (BRT), this location is prime for pedestrian and urban realm upgrades. The current system of flyovers and ramps produces a space that is hostile to people who walk and cycle.

Recommended upgrades include converting the sweeping ramps into pedestrian realm space, adding a dedicated bike lane, and upgrading the sidewalks to make the space more comfortable for pedestrians and those with mobility challenges.

Pedestrian Realm

Street Parking

Separated or Designated Bike Lane

Bike Lane Separation

Vehicle Flow

Bike Flow

Density Increase Along Main Street
Affordable Housing

33 Avenue at Crowchild

Underutilized space along the intersection of 33 Avenue and Crowchild has been identified as a possible site for increased density and affordable housing.
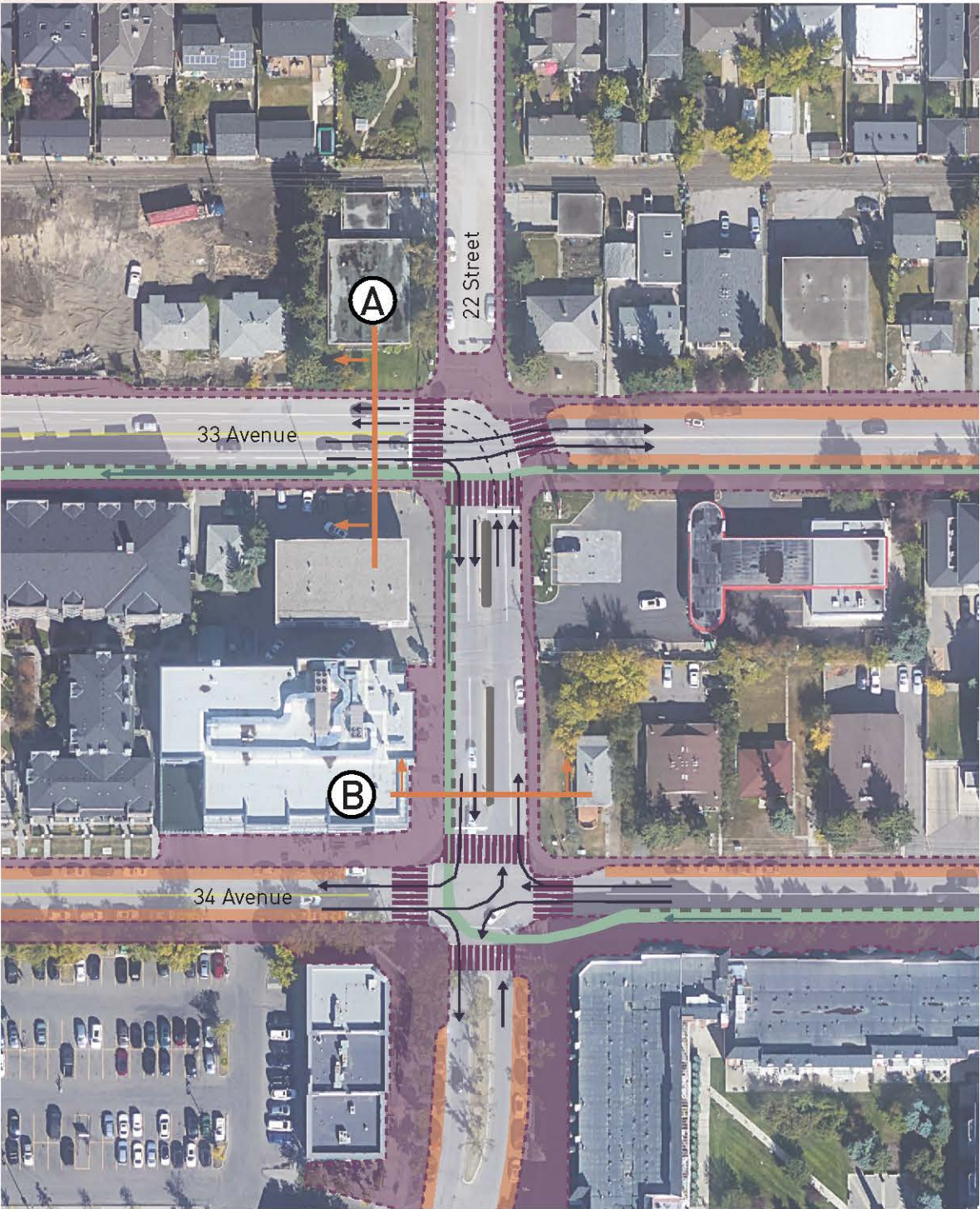
This site is well located to access public transit (BRT stop) and food.

Potential Affordable Housing Development
33 Avenue at Crowchild

Potential Affordable Housing Development - Plan View (Context)
33 Avenue at Crowchild

33 Avenue at 22 Street SW Proposed Changes - Plan View

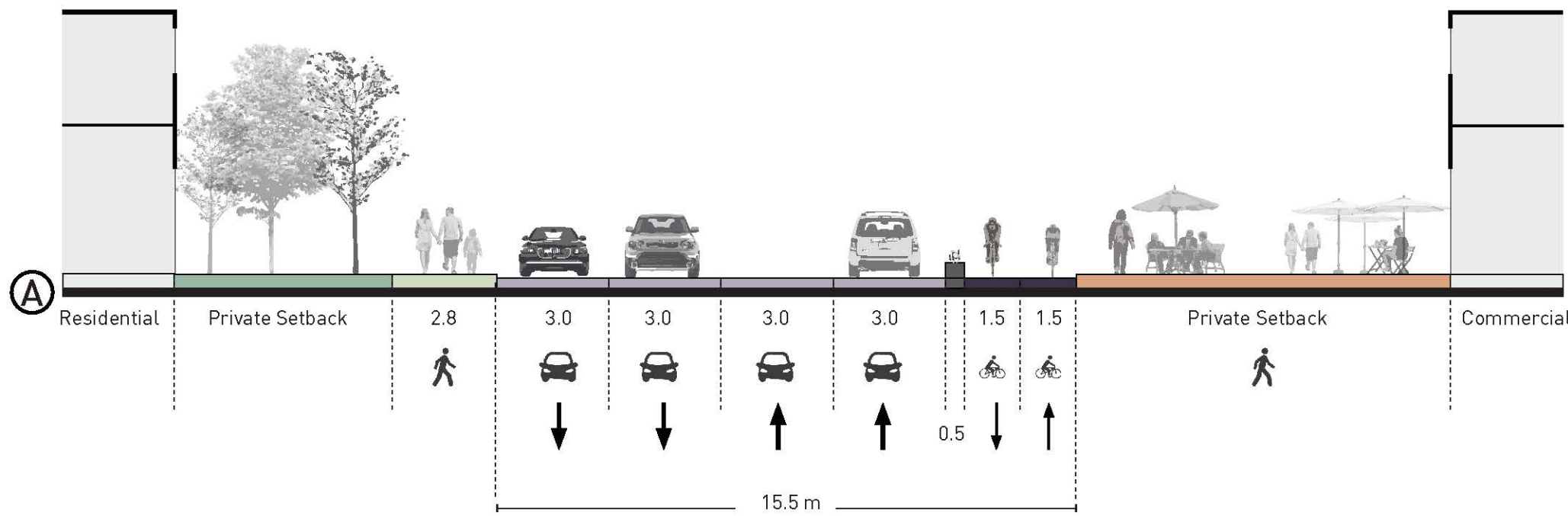22 Street - Modes of Transportation and Flow.

22 Street Strategy

At the 22 Street SW intersection Main Street converts from two-way to one-way traffic. This transition is marked by a narrowing of the lane widths and the road allowance. This narrowing acts as a visual cue for the slowing of traffic without need for additional signage. Additionally, parking is allotted on either side of 33 Ave SW one-way and on one side of 34 Ave SW one-way. This visually narrows the road and organically slowing traffic further.
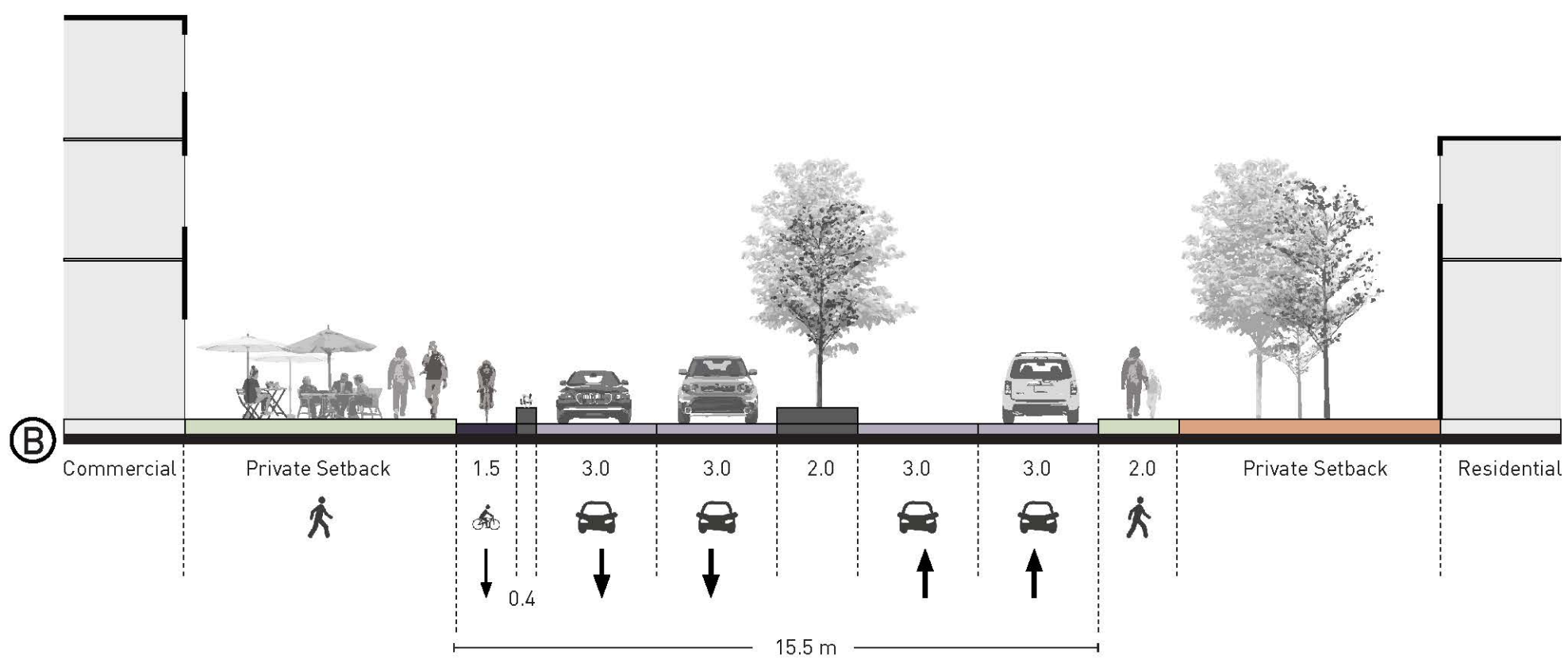
Narrowing the car lanes creates additional space for the installation of separated bike lanes along both 33 and 34 Ave SW. These bike lanes provide cyclists protection along this busy main street, as well as security for pedestrians from cyclists using the widened sidewalks.

Pedestrian Realm

Street Parking

Separated or Designated Bike Lane

- - - - Bike Lane Separation

→ Vehicle Flow

→ Bike Flow

22 Street @ Main Street

33 Avenue Two-way Flow

| Residential | Private Setback | 2.8 | 3.0 | 3.0 | 3.0 | 3.0 | 1.5 | 1.5 | Private Setback | Commercial |

0.5

15.5 m

22 Street Connection

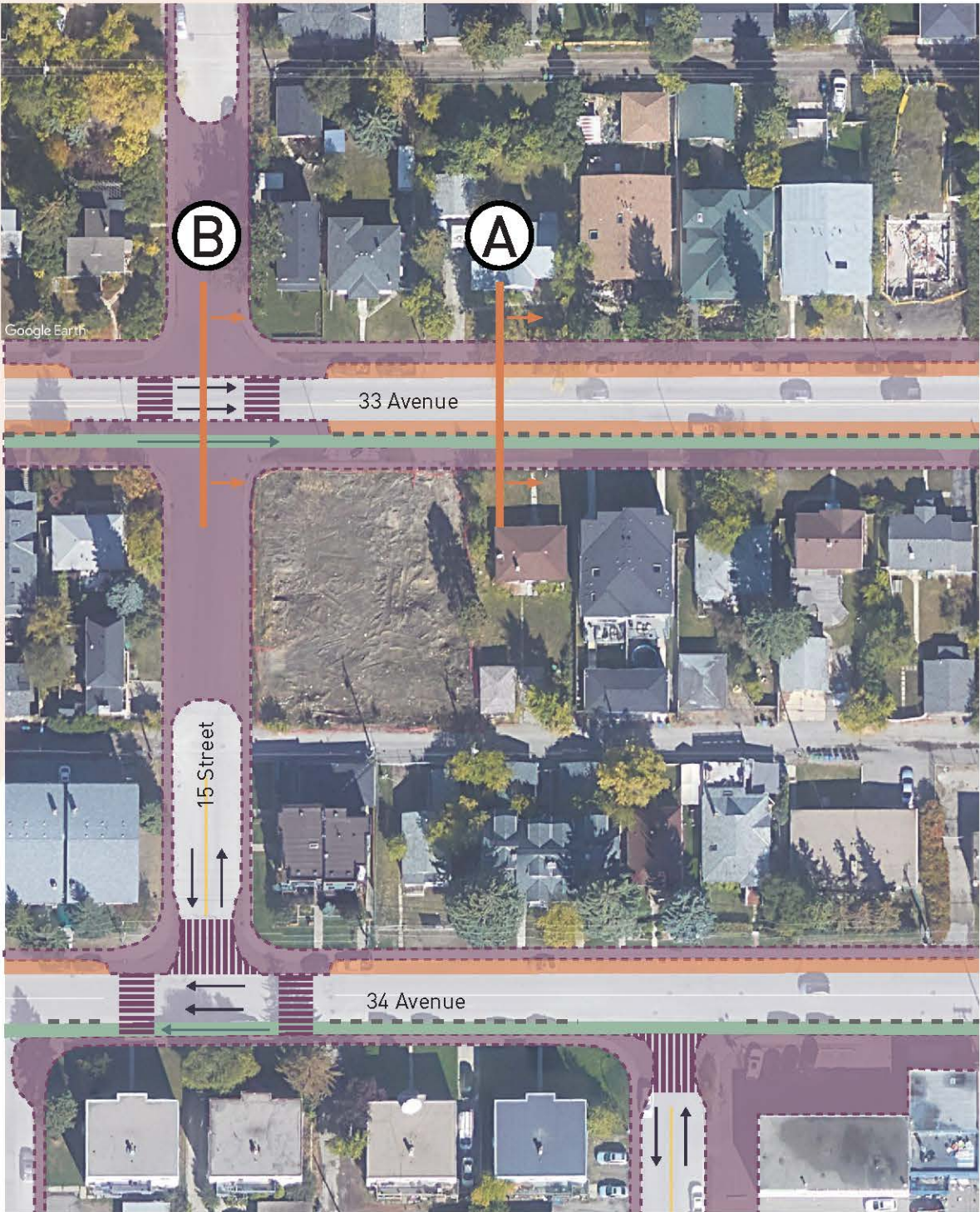| Commercial | Private Setback | 1.5 | 3.0 | 3.0 | 2.0 | 3.0 | 3.0 | 2.0 | Private Setback | Residential |

0.4

15.5 m

33 Avenue at 15 Street ③

33 Avenue at 15 Street SW Proposed Changes - Plan View

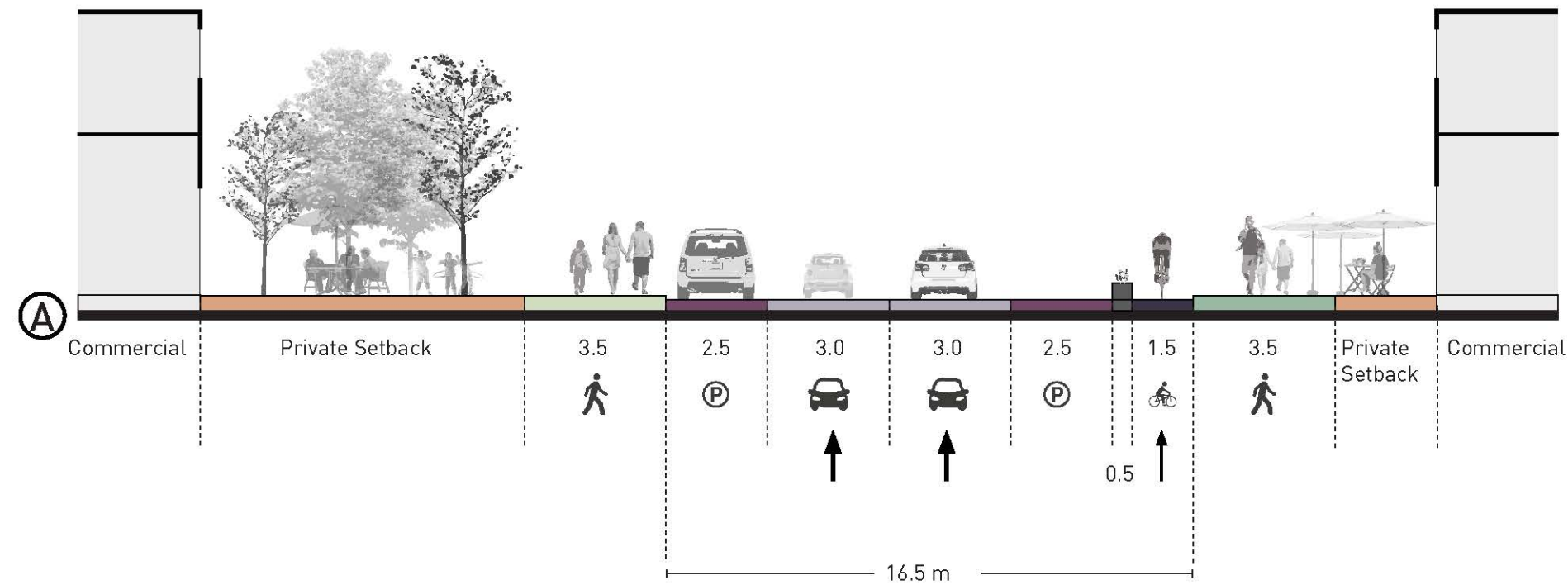15 Street - Modes of Transportation and Flow.

15 Street Strategy

15 Street SW exemplifies intersection closures which occur along the length of 33 Ave SW. These closed intersections see the North-South axes of the street closed allowing for the creation of increased public realm. This space extends to the north and south from 33 Ave SW up to the laneways for each block respectively, allowing for locals to access laneway garages and dwellings.
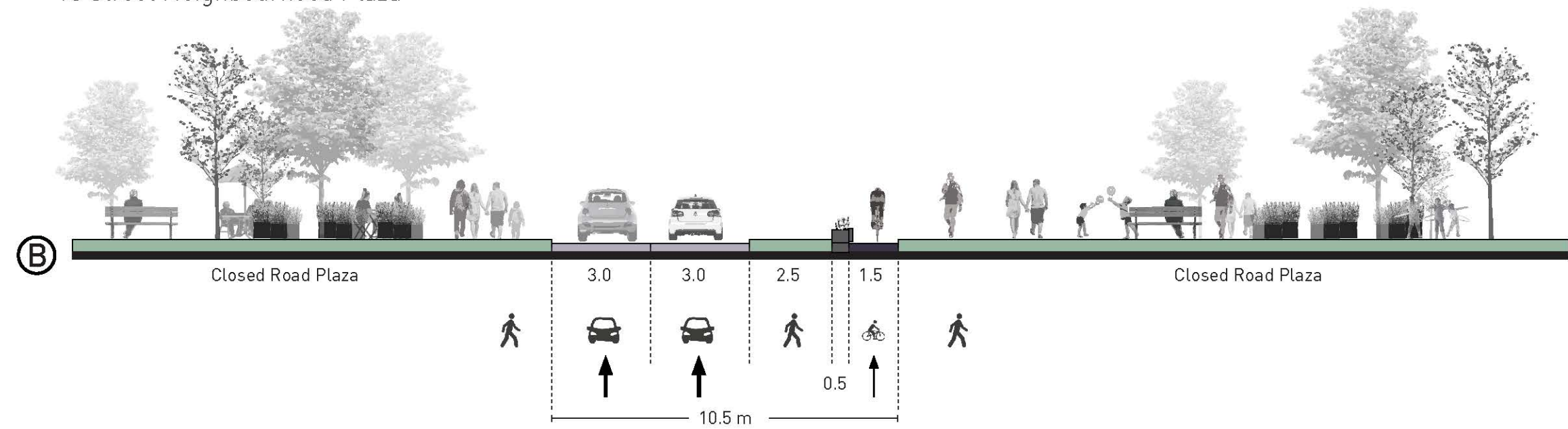
Legend:

- ▦ Pedestrian Realm
- ▦ Street Parking
- ▦ Separated or Designated Bike Lane
- ---- Bike Lane Separation
- → Vehicle Flow
- → Bike Flow

15 Street @ Main Street

33 Avenue One-way Flow

Commercial	Private Setback	3.5	2.5	3.0	3.0	2.5	1.5	3.5	Private Setback	Commercial
		🚶	Ⓟ	🚗	🚗	Ⓟ	🚲	🚶		

0.5

16.5 m

15 Street Neighbourhood Plaza

Closed Road Plaza	3.0	3.0	2.5	1.5	Closed Road Plaza
🚶	🚗	🚗	🚶	🚲	🚶

0.5

10.5 m

Closed Streets, Art Walk & Plazas

Public Plaza Programming - Urban Flex Model

20 Street - Urban Flex
Temporary re-purposing of existing hardscape assets for large to medium festivals and activities. Site may be upgraded with power and water for event servicing.

Adaptable Flexible Hardscape

Festivals & Community Events

Very high volume & intensity

Temporary street closure precedent - Calgary. Above: Marda Gras Street Festival (CBC).

Public Plaza Programming - Urban Model

19 Street - Urban
Permanent street closure in high activity centre. Includes movable street furniture and flexible sitting for a variety of human scale uses.

Street closure precedents - Vancouver. Left: Robson at Bute. Temporary street closure for trial plaza (CoV). Right: Davie at Bute, Jim Deva Plaza. Permanent street closure (VPSN).

Artwalk & Community Gateway Plaza
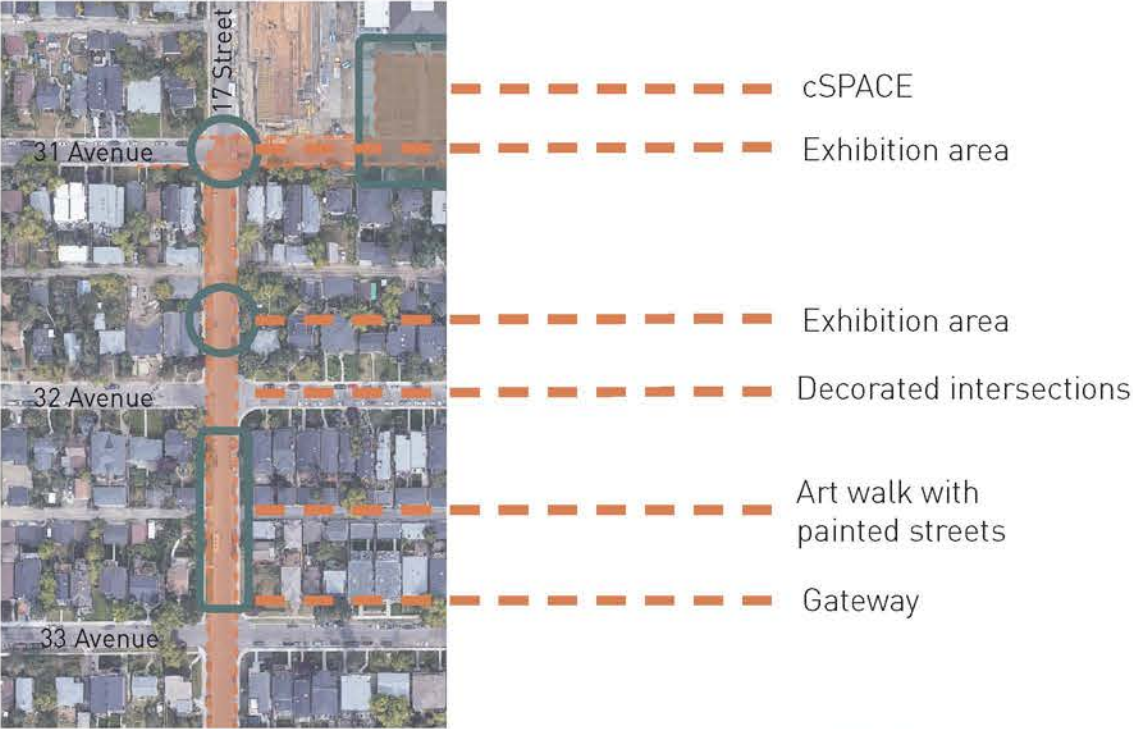
17 Street & 33 Avenue - Art Walk connecting 33 Avenue to cSPACE
Art walk and community gateway plan view. connecting 33 Avenue with cSPACE and community centre via art walk along 17 Street. (Painted streets, art, & exhibition space.)

Culture and community art walk precedents. Left: Public park in Boulogne-sur-Mer, France. Right: Second Street Sidewalk Mosaic, Austin Texas.
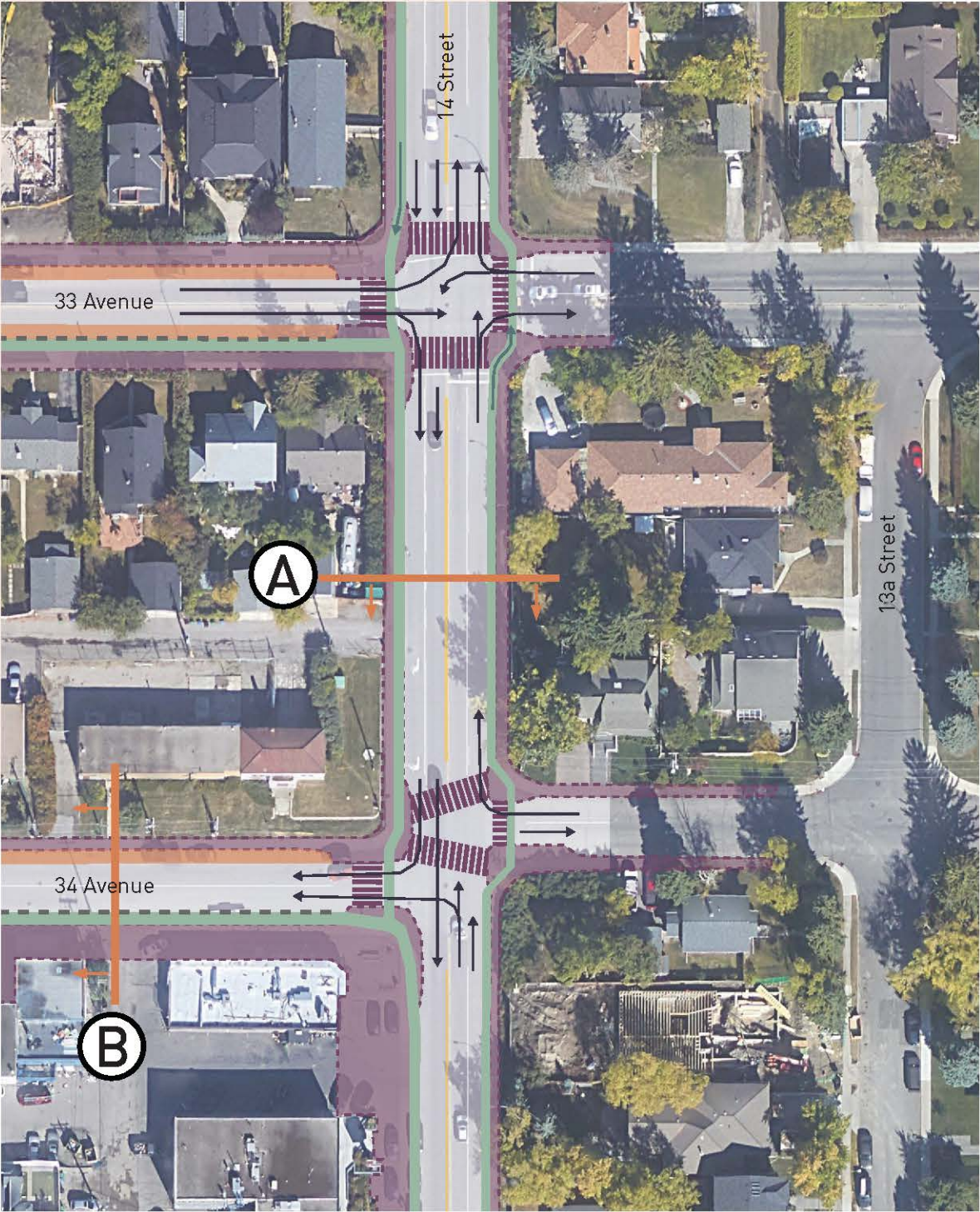

17 Street - Neighbourhood Model with connecting Art Walk
Permanent street closure in low activity centre. Includes permanent seating, art, and community gardening planters. Art walk gateway shown in this render.

Street to pedestrian plaza precedent. Typical street to pedestrian plaza closure - Vancouver.

33 Avenue at 14 Street SW Proposed Changes - Plan View

14 Street - Modes of Transportation and Flow.

14 Street Strategy

FThe one-way Main Street ends at 14 Street SW. Vehicles moving along 33 Ave SW that wish to travel west may loop along 14 Street SW to re-enter the main street corridor along 34 Ave SW. The bike lanes found on main street continue seamlessly along 14 Street, allowing for connection to the greater Calgary cycle system.

Legend:

- ▦ Pedestrian Realm
- ▭ Street Parking
- ▭ Separated or Designated Bike Lane
- - - - - Bike Lane Separation
- → Vehicle Flow
- → Bike Flow

14 Street @ Main Street

14 Street Bike Lane Additions

| Residential | Private Setback | 1.5 🚶 | 1.2 | 1.5 🚲 | 2.9 🚗 | 2.9 🚗 | 2.9 🚗 | 2.9 🚗 | 1.5 🚲 | 1.2 | 1.5 🚶 | Private Setback | Residential |

14.5 m

34 Avenue One-way

| Commercial | 5.5 🚶 | 1.5 🚲 | 3.0 🚗 | 3.0 🚗 | 2.5 ℗ | 2.5 🚶 | Private Setback | Residential |

0.5

10.5 m
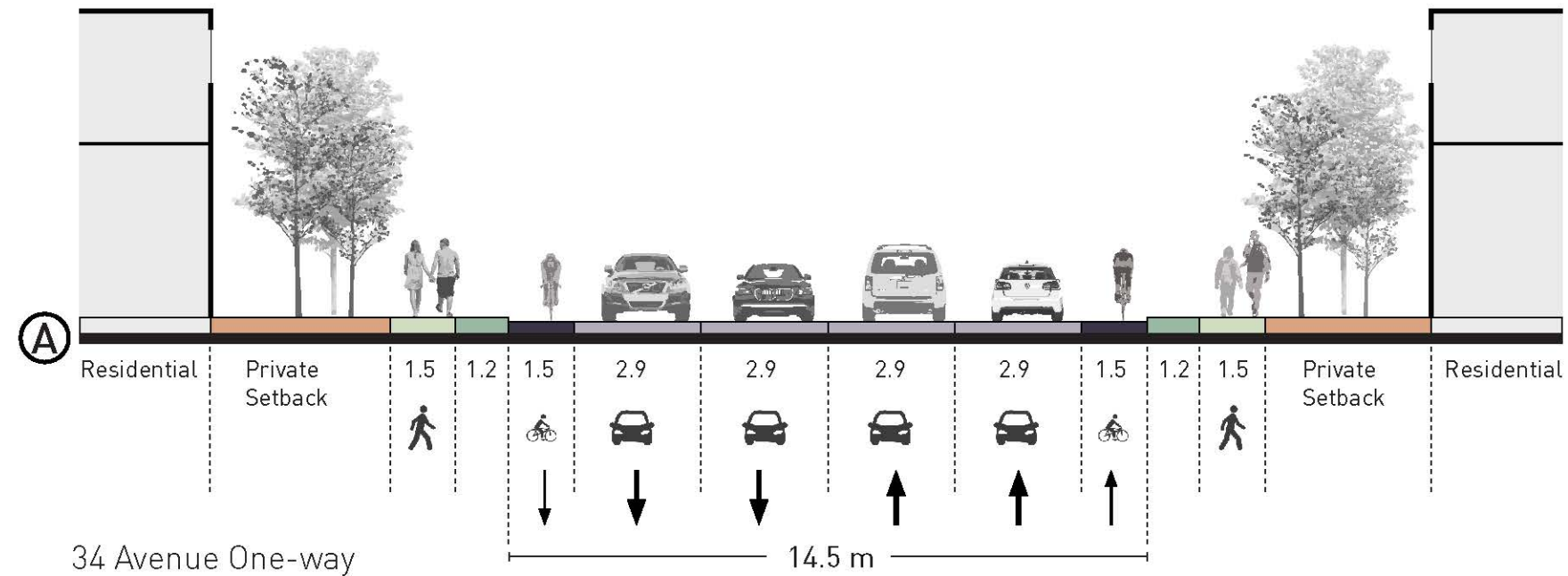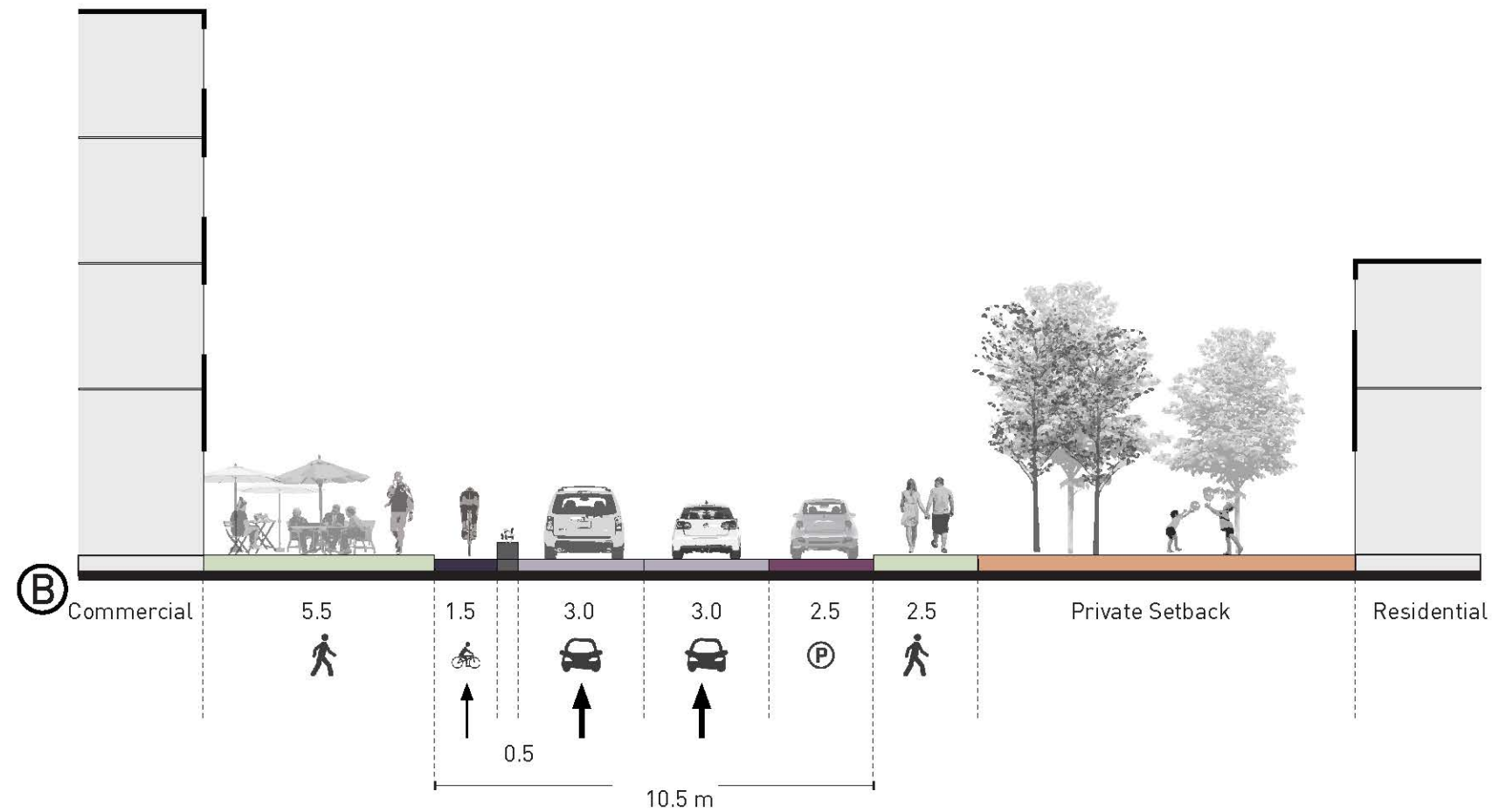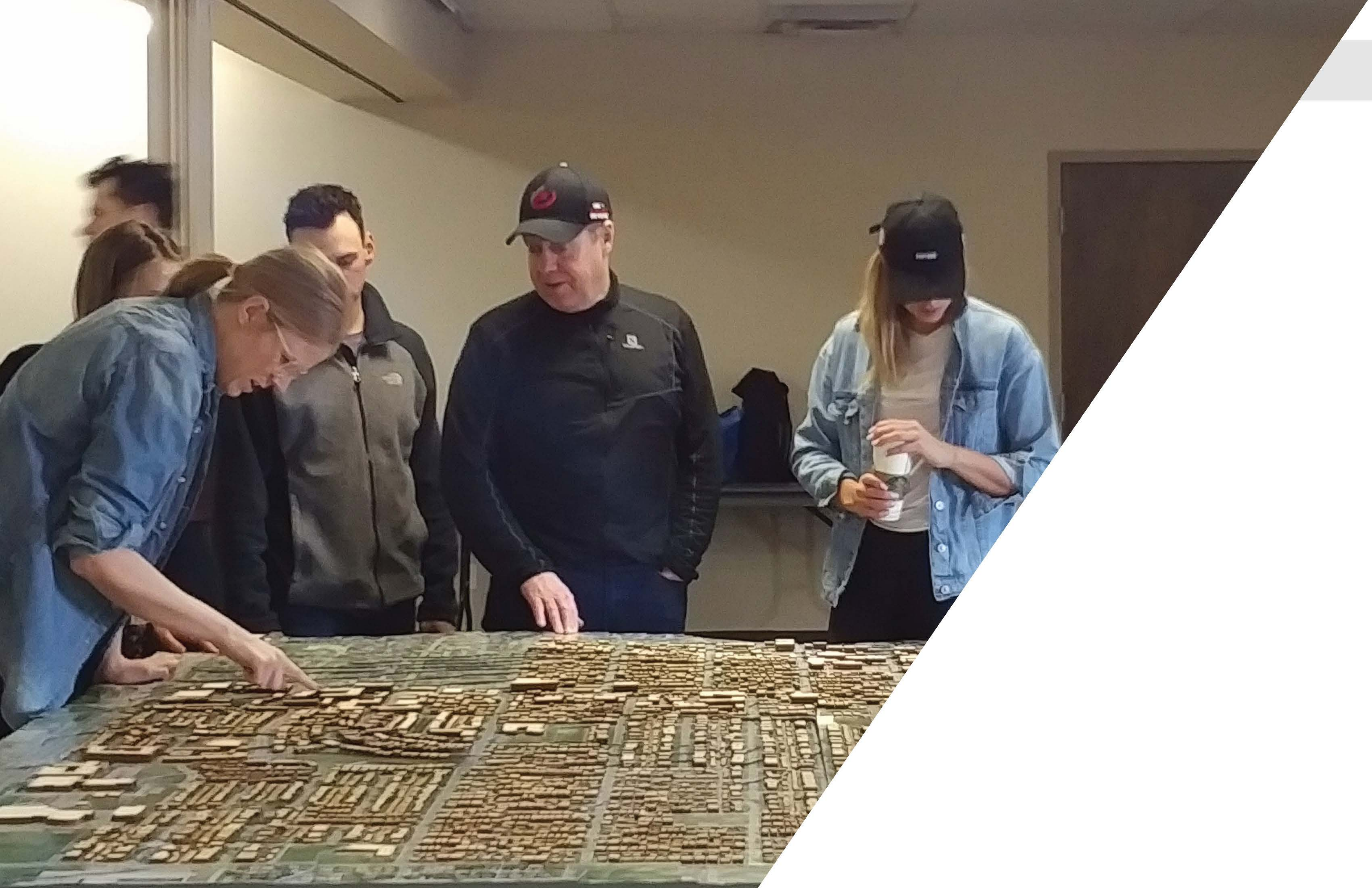
References

Introduction

South Saskatchewan Regional Plan
Province of Alberta
https://landuse.alberta.ca/LandUse%20Documents/South%20Saskatchewan%20Regional%20
Plan%202014-2024%20-%20February%202017.pdf

Calgary Metropolitan Plan
City of Calgary
http://www.calgary.ca/ca/cmo/documents/cmo-documents/a_new_plan_for_calgary_region.
pdf?noredirect=1

Calgary Municipal Development Plan
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Municipal-Development-Plan/Municipal-Development-Plan-
MDP.aspx

Calgary Transportation Plan
City of Calgary
http://www.calgary.ca/Transportation/TP/Pages/Planning/Calgary-Transportation-Plan/Calgary-
Transportation-Plan-(CTP).aspx

Low Density Residential Housing Guidelines for Established Communities
City of Calgary
https://cityonline.calgary.ca/Pages/Product.aspx?category=Manuals&cat=CITYonlineDefault&
id=0001-11474-14280-00005-PA

Location Criteria for Multi-residential Infill
City of Calgary
https://pub-calgary.escribemeetings.com/filestream.ashx?DocumentId=8368

Main Streets Initiative
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Main-Streets/Default.aspx?redirect=/mainstreets

Main Street 33 Ave SW Key Findings
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Main-Streets/yyc-Main-Streets/N-thirty-third-ave-sw.aspx

Complete Streets Policy and Guide
City of Calgary
http://www.calgary.ca/Transportation/TP/Pages/Planning/Calgary-Transportation-Plan/Complete-
Streets.aspx

Marda Loop Area Redevelopment Plan (33 Ave)
City of Calgary
http://www.calgary.ca/PDA/pd/Documents/arp-asp/arp/marda-loop-arp.pdf

South Calgary / Altadore Area Redevelopment Plan
City of Calgary
http://www.calgary.ca/PDA/pd/Documents/arp-asp/arp/south-calgary-altadore-arp.pdf

CFB East Community Plan
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Planning-and-development-resource-library/Publications.
aspx

Images

South Saskatchewan Regional Plan Cover.
Province of Alberta
https://landuse.alberta.ca/LandUse%20Documents/South%20Saskatchewan%20Regional%20
Plan%202014-2024%20-%20February%202017.pdf

Calgary Metropolitan Plan Cover.
City of Calgary
http://www.calgary.ca/ca/cmo/documents/cmo-documents/a_new_plan_for_calgary_region.
pdf?noredirect=1

Calgary Municipal Development Plan Cover.
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Municipal-Development-Plan/Municipal-Development-Plan-
MDP.aspx

Calgary Transportation Plan Cover.
City of Calgary
http://www.calgary.ca/Transportation/TP/Pages/Planning/Calgary-Transportation-Plan/Calgary-
Transportation-Plan-(CTP).aspx

Low Density Residential Housing Guidelines for Established Communities Cover.
City of Calgary
https://cityonline.calgary.ca/Pages/Product.aspx?category=Manuals&cat=CITYonlineDefault&
id=0001-11474-14280-00005-PA

Location Criteria for Multi-residential Infill Cover.
City of Calgary
https://pub-calgary.escribemeetings.com/filestream.ashx?DocumentId=8368

References

Main Streets Initiative Cover.
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Main-Streets/Default.aspx?redirect=/mainstreets

Main Street 33 Ave SW Key Findings Cover.
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Main-Streets/yyc-Main-Streets/N-thirty-third-ave-sw.aspx

Complete Streets Policy and Guide Cover.
City of Calgary
http://www.calgary.ca/Transportation/TP/Pages/Planning/Calgary-Transportation-Plan/Complete-Streets.aspx

Marda Loop Area Redevelopment Plan (33 Ave) Cover.
City of Calgary
http://www.calgary.ca/PDA/pd/Documents/arp-asp/arp/marda-loop-arp.pdf

South Calgary / Altadore Area Redevelopment Plan Cover.
City of Calgary
http://www.calgary.ca/PDA/pd/Documents/arp-asp/arp/south-calgary-altadore-arp.pdf

CFB East Community Plan Cover.
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Planning-and-development-resource-library/Publications.aspx

Site Analysis

Images

1924 Map.
Spatial & Numeric Data Services, University of Calgary
https://library.ucalgary.ca/sands/

1950 Map.
Spatial & Numeric Data Services, University of Calgary
https://library.ucalgary.ca/sands/

1993 Map.
Spatial & Numeric Data Services, University of Calgary
https://library.ucalgary.ca/sands/

2017 Map.
Spatial & Numeric Data Services, University of Calgary
https://library.ucalgary.ca/sands/

Streetcar.
The Canadian Encyclopedia
http://www.thecanadianencyclopedia.ca/en/exhibit/urban-transit/

Currie Barracks 1933.
QOR Museum
https://qormuseum.org/author/johnmichaelstephens/page/2/

Marda Theatre 1953.
Glenbow Museum Archives
http://www.glenbow.org/collections/archives/

CFB Airstrip.
Bomber Command Museum of Canada
http://www.bombercommandmuseum.ca/bcatpcalgary.html

CFB East Community Plan Cover.
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Planning-and-development-resource-library/Publications.aspx

Treo.
Cidex Group
http://www.cidexgroup.com/marda-loop

cSPACE.
Avenue Calgary
http://www.avenuecalgary.com/City-Life/New-Things-Coming-to-Calgary-in-2017/

Bioswale.
Los Angeles Times
http://latimesblogs.latimes.com/home_blog/2010/07/elmer-avenue-sun-valley.html?fb_comment_id=423014601032_101546856746260033

Mobility

Calgary Transportation Plan
City of Calgary
http://www.calgary.ca/Transportation/TP/Pages/Planning/Calgary-Transportation-Plan/Calgary-Transportation-Plan-(CTP).aspx

104

Images

Separated Bike Lane.
Small Town and Rural Design Guide
http://ruraldesignguide.com/physically-separated/separated-bike-lane

Painted Bike Lane.
San Francisco Streetsblog
https://sf.streetsblog.org/2011/05/19/bike-advocates-seek-to-reform-obscure-caltrans-committee/

Shared Bike Lane.
National Association of City Transportation Officials
https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/shared-lane-markings/

BRT Bus.
Calgary Transit
http://www.calgarytransit.com/getting-around

Currie Barracks.
Urban Design Associates
http://www.urbandesignassociates.com/homestead-preserve-pattern-book/

Art at the Bus Stop.
Tri Met
https://trimet.org/publicart/busshelters.htm

UBC Community Shuttle.
Translink
http://buzzer.translink.ca/2016/08/c9-community-shuttle-takes-a-temporary-detour/

Bump Outs.
Downtown on the Range Blog
http://downtownontherange.blogspot.ca/2012/06/

Textured Asphalt.
StreetScapes
http://www.streetscapestn.com/

Separate Bike Lanes.
Vox
https://www.vox.com/science-and-health/2016/12/9/13897078/walkable-vancouver-video

Strategic Planters.
National Association of City Transportation Officials
https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/chicane/

Painted Intersections.
City of Fort Lauderdale
http://www.fortlauderdale.gov/departments/transportation-and-mobility/transportation-division/building-community-today

De Maisonneuve Cycle Path.
All Things Environmental Blog
https://enviropaul.wordpress.com/tag/one-way-streets-maisonneuve-ste-catherine-dunsmuir-broadway-commercial-drive-bike-path-walkabilitys/

Portland, Maine.
Growler Fills Blog
http://growlerfills.beer/2013/07/the-other-portland/

Rue Saint Jean, Quebec City.
Radio Canada
https://ici.radio-canada.ca/premiere/emissions/premiere-heure/episodes/402722/audio-fil-du-jeudi-15-mars-2018

Kensington, Calgary.
Tripadvisor
https://www.tripadvisor.ca/LocationPhotoDirectLink-g154913-d184622-i137062569-Kensington-Calgary_Alberta.html

Oxford Street, Yarra
Architecture AU
https://architectureau.com/articles/converting-roads-to-parks/

Land Use

Secondary Suites: A Guide for Homeowners
City of Calgary
https://www.calgary.ca/CS/OLSH/Documents/Affordable-housing/Enterprise-Housing-Program/Secondary-suites/ssuites_homeowners_guide.pdf?noredirect=1

Foundations for Home: Calgary's Corporate Affordable Housing Strategy 2016-2025
City of Calgary
http://www.calgary.ca/CS/OLSH/Documents/Affordable-housing/Corporate-Affordable-Housing-Strategy.pdf

References

Images

Family.
Community Access Center
http://www.cacfl.org/about.html

Crescent Heights, Calgary.
City of Calgary
http://www.calgary.ca/CS/OLSH/Pages/Affordable-housing/Crescent-Heights.aspx

Bankview, Calgary.
City of Calgary
https://newsroom.calgary.ca/bankview-26-unit-affordable-housing-redevelopment-celebration/

Kensington, Calgary.
Centron Group
http://www.centrongroup.com/properties-for-lease

Kingsland, Calgary.
City of Calgary
http://www.calgary.ca/CS/OLSH/Pages/Affordable-housing/Kingsland.aspx

Roxbury, MA.
IS Architects
http://www.is-architects.com/roxbury-e/

Yellowknife, NWT.
Inhabitat
https://inhabitat.com/smplymod-prefab-duplex-harnesses-energy-efficient-design-in-canadas-cold-northwest-territories/

Designated Carshare Spaces.
Miami Today
http://www.miamitodaynews.com/2016/02/16/car2go-pullout-shocked-city-partner/

Proximity to Transit.
Barp.ca
http://www.barp.ca/bus/alberta/ct/newflyer/ct2014xd60/ct2014xd60.html

Bikeshare.
Capital Bikeshare
https://www.capitalbikeshare.com/

Access to Food.
3BL Media
https://3blmedia.com/News/Campaign/Walmart-Enhancing-Sustainability

Proposed Marda Looper.
Crestline
http://crestlinecoach.com/vehicles/buses/health-care/spirit-freedom/

Family.
Re-Focus Property Solutions
http://re-focus.ca/

Woman Shopping.
So Stylish Outlet
http://www.sostylishoutlet.com/

Elderly Couple.
Cosas Para PhotoScape
http://lascosasdejuampa1.blogspot.ca/2016/09/imagenes-para-photoscapephotoshop-y.html?m=1

Sunset Park Library, Brooklyn, before
Brooklyn's Lifestyle
http://www.brooklynslifestyle.com/category/real-estate/

Proposed Sunset Park Library Redevelopment
New York YIMBY
https://newyorkyimby.com/2016/11/revealed-eight-story-49-unit-library-residential-project-proposed-at-5108-fourth-avenue-sunset-park.html

Meadowvale Library, Mississauga.
The Village Guru
https://thevillageguru.com/the-meadowvale-community-centre/

Meadowvale Redevelopment.
Mississauga.com
https://www.mississauga.com/community-story/4597794-meadowvale-community-centre-closes-for-renovation/

King Library, Milwaukee.
On Milwaukee
https://onmilwaukee.com/buzz/articles/mplmlkbranchrfp.html

Proposed King Library Redevelopment
On Milwaukee
https://onmilwaukee.com/buzz/articles/mpl-selects-young-plan-king-library.html

Person Reading.
Skal Gubbar
http://skalgubbar.se/

Open Space & Parks

Images

Nature Play.
Design Museum Portland
https://designmuseumfoundation.org/portland/blog/2018/02/09/design-museum-mornings-na-
ture-play-city/

Multi Use Field.
Vancouver Sun
http://www.vancouversun.com/Neighborhood+children+Colonel+Walker+area+Inglewood+play+soc-
cer+park+regular+occurrence+after+school+Thursday+November+2011/6343532/story.html

Winter Skating.
Calgary Playgrounds
https://calgaryplaygroundreview.com/things-to-do-with-kids-in-calgary-winter/

Public Restroom.
westco construction
http://westcoconstruction.ca/project/nanton-centennial-park-washroom/

Fenced Dog Area.
Bring Fido Blog
https://www.bringfido.com/attraction/13311

Snow Fence Removal.
Love Home Designs
http://lovehomedesigns.com/fence-designs/

Blind Corners
Tripadvisor
https://www.tripadvisor.ca/Attraction_Review-g154913-d3513391-Reviews-Calgary_Sandy_Beach_
Park-Calgary_Alberta.html

Urban Design

Parklet Manual
City of Vancouver
http://vancouver.ca/images/web/pdf/parklet-design-construction-manual.pdf

Images

Lighting Hierarchy - Ornate Historical.
San Francisco Better Streets
https://www.sfbetterstreets.org/design-guidelines/streetscape-layout/

Lighting Hierarchy - Pedestrian.
Bluemap Design
http://bluemapdesign.com/index.php/portfolio/new-york-city-street-light/

Transit Shelters - Branded (BIA/Node).
Tri Met
https://trimet.org/publicart/busshelters.htm

Transit Shelters - Enhanced Art/Culture.
Tri-Valley Wheels
https://www.wheelsbus.com/rider-information/bus-shelter-art-project/

Sidewalks - Branded.
Russel Ray Photos
https://russelrayphotos2.com/2015/11/04/crosswalks-dont-have-to-be-ugly/

Sidewalks - Enhanced.
My Modern Met
https://mymodernmet.com/graham-coreil-allen-hopscotch-crosswalks/

Washrooms - Park Full-size.
Mission Group
http://www.missiongroup.ca/commercial/past-projects/kelowna-city-park-washroom/

Washrooms - Urban Compact.
Times Colonist
http://www.timescolonist.com/opinion/a-guide-to-public-toilets-in-downtown-victoria-1.2179991

Water Fountains - Stand Alone.
Murdock Manufacturing
https://www.murdockmfg.com/fountain-hydrant-history

References

Water Fountains - Attached to Washroom.
Pennsylvania State University
https://sites.psu.edu/siowfa15/2015/09/17/are-drinking-fountains-safe-to-drink-out-of/

Bike Racks - Scalable / Secure Parking Options.
San Francisco Bicycle Coalition
http://www.sfbike.org/news/were-hiring-bicycle-parking-coordinator/

Benches - Sit and Stay Design.
Maglin Site Furniture
http://www.maglin.com/products/bench/mlb1050series.html

Waste - Combination.
Michel Ina Design Development
http://www.michel-ina.com/x-2c.html

Waste - Stand-alone.
Sino Concept Blog
http://www.sinoconcept.fr/blog/top-10-du-mobilier-urbain-interactif/

Street Trees.
San Francisco Better Streets
https://www.sfbetterstreets.org/design-guidelines/streetscape-layout/

Street Trees With Cyclist.
King Garden Designs
http://www.kinggardendesigns.com/street-trees/

Bioswale Maintenance.
Georgia Arborist Association
https://georgiaarborist.org/event-2443467

Bioswale Boulevard.
My Ballard Blog
http://www.myballard.com/2009/05/14/green-streets-project-proposed-for-ballard/

Bioswale Crosswalk.
Le Raquet Blog
http://www.leraquet.fr/quest-ce-quun-ecoquartier/la-gestion-de-leau-de-pluie/

Grass Boulevard.
City of Calgary
https://www.engage.calgary.ca/greenline/UndergroundStations

13 Street Greenway.
City of Calgary
https://www.engage.calgary.ca/greenline/UndergroundStations

Permeable Pavers.
City of Calgary
https://www.engage.calgary.ca/greenline/UndergroundStations

Patio Planter.
Santacole
http://www.santacole.com/en/catalogo/jardineras/tram

Sidewalk Planter.
Santacole
http://www.santacole.com/en/catalogo/jardineras/tram

Art on Bus Shelter.
Livermore Amador Valley Transit Authority.
https://www.wheelsbus.com/rider-information/bus-shelter-art-project/

Regent Park Murals.
City of Toronto
https://www.toronto.ca/explore-enjoy/history-art-culture/public-art/city-owned-public-art/

cSPACE.
Avenue Calgary
http://www.avenuecalgary.com/City-Life/New-Things-Coming-to-Calgary-in-2017/

Wayfinding - Beltline.
Beltline Community Association
http://beltline.ca/node/6576

Wayfinding – City Hall.
Beltline Community Association
http://beltline.ca/node/6576

Wayfinding – Night.
Twin Cities Public Art Archive
https://www.tcpaarchive.org/visit/

Street Painting.
Planners Web Blog
http://plannersweb.com/2013/08/can-intersections/

Street Painting 2.
Planners Web Blog
http://plannersweb.com/2013/08/can-intersections/

Tactical Urbanism.
City of Bogota
http://www.bogota.gov.co/localidades/ciudad-bolivar/en-ciudad-bolivar-se-fortalece-la-seguridad-vial

Parklet.
Next City Blog
https://nextcity.org/daily/entry/hacking-public-space-designers-parking-day

Parklet 2.
Ciudad Propuesta CDMX Blog
http://ciudadpropuestacdmx.mejoratubarrio.com/reporte/66-pmbyc2017-park-lets-comunitarios-con-participacion-social

Main Street

Main Street 33 Ave SW Key Findings
City of Calgary
http://www.calgary.ca/PDA/pd/Pages/Main-Streets/yyc-Main-Streets/N-thirty-third-ave-sw.aspx

Complete Streets Policy and Guide
City of Calgary
http://www.calgary.ca/Transportation/TP/Pages/Planning/Calgary-Transportation-Plan/Complete-Streets.aspx

Images

Temporary Street Closure – Marda Gras.
CBC
http://www.cbc.ca/news/canada/calgary/marda-gras-street-festival-heats-up-in-marda-loop-1.3184938

Street Closure - Jim Deva Plaza.
West End BIA
http://westendbia.com/neighbourhood/jim-deva-plaza/

Public Park in Boulogne-Sur-Mer.
Wonderful World Blog
http://worldscolour.blogspot.ca/2015/07/flowing-flowers-that-can-be-made-into.html

PEOPLE
FIRST
PLANNING

it's about people.

Don **McArthur**   Rob **Nordrum**   Lauren **Whitney**

EVDP 644 Advanced Professional Planning Studio 2018