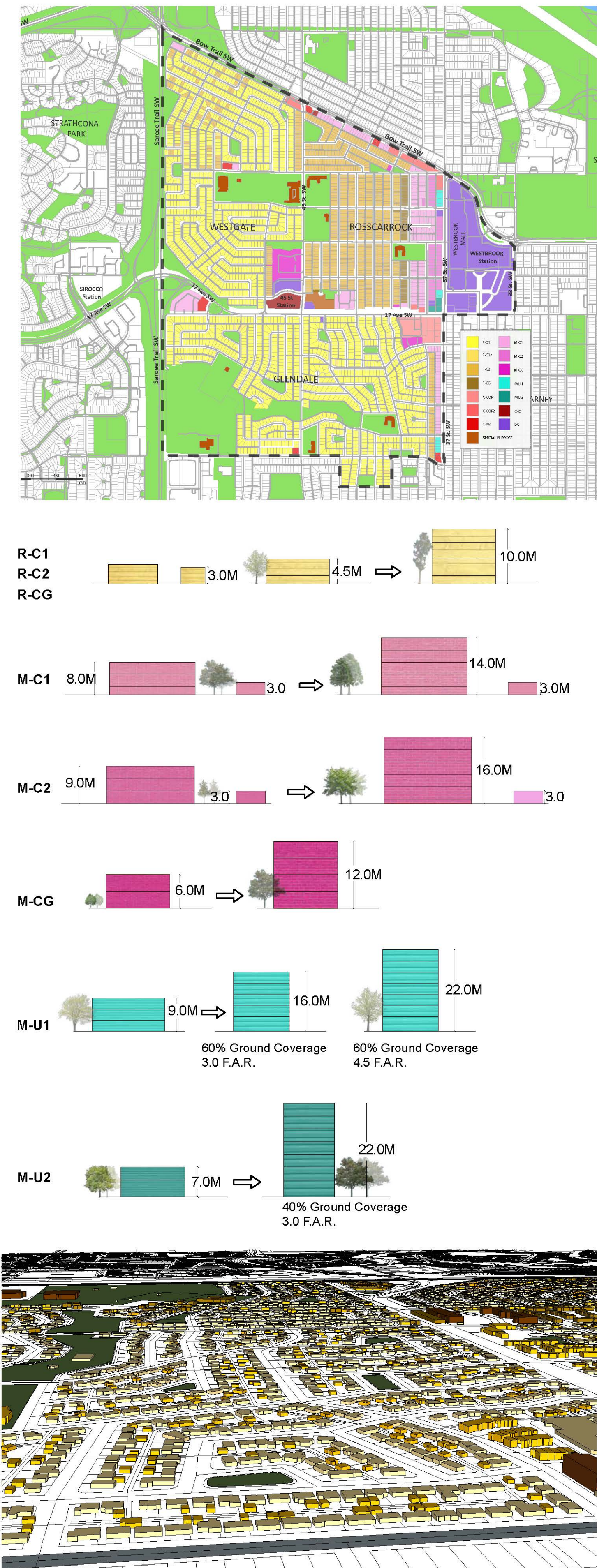
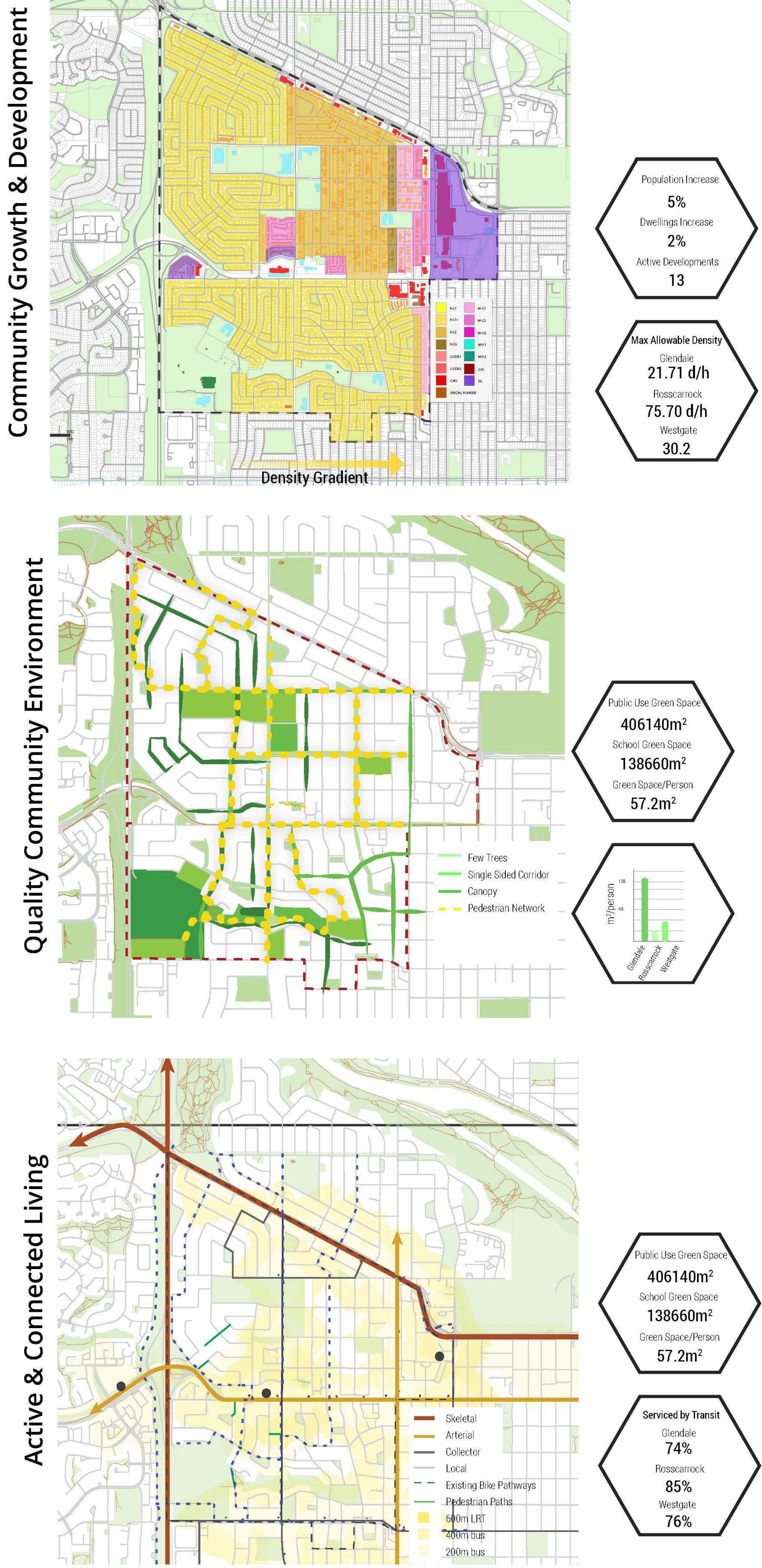
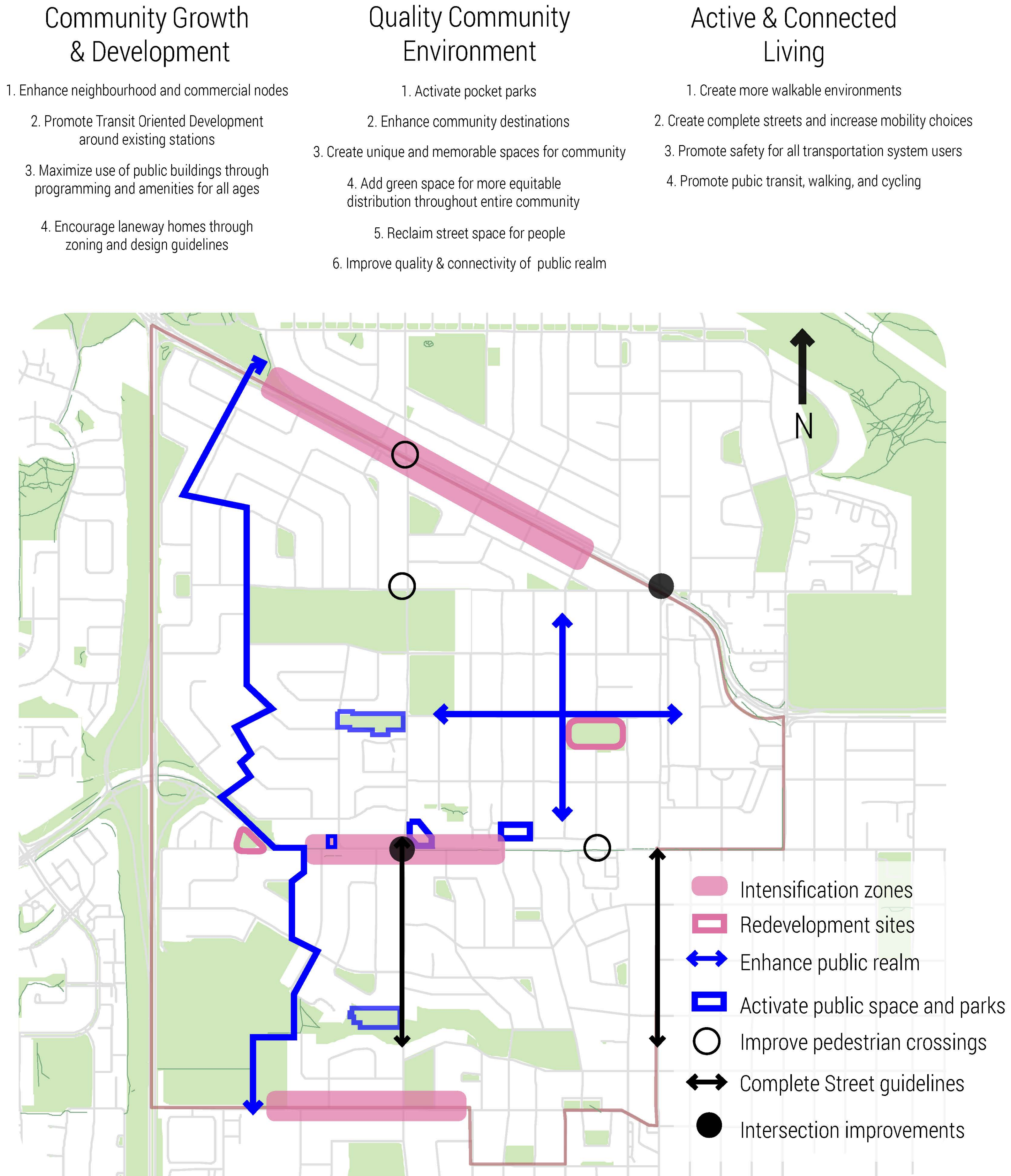


INTRODUCTION

ANALYSIS SUMMARY

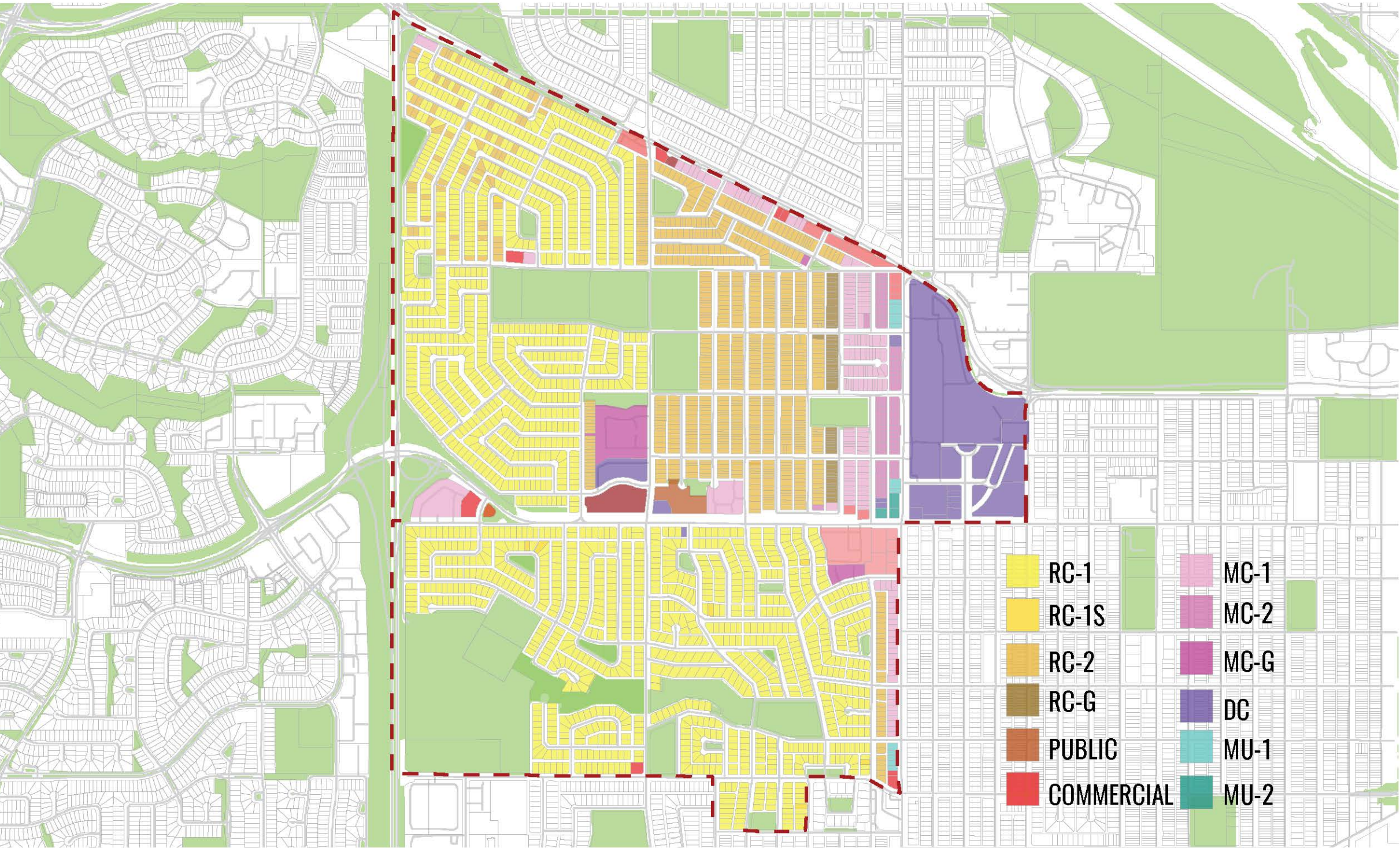


POLICY & PROPOSED INTERVENTIONS

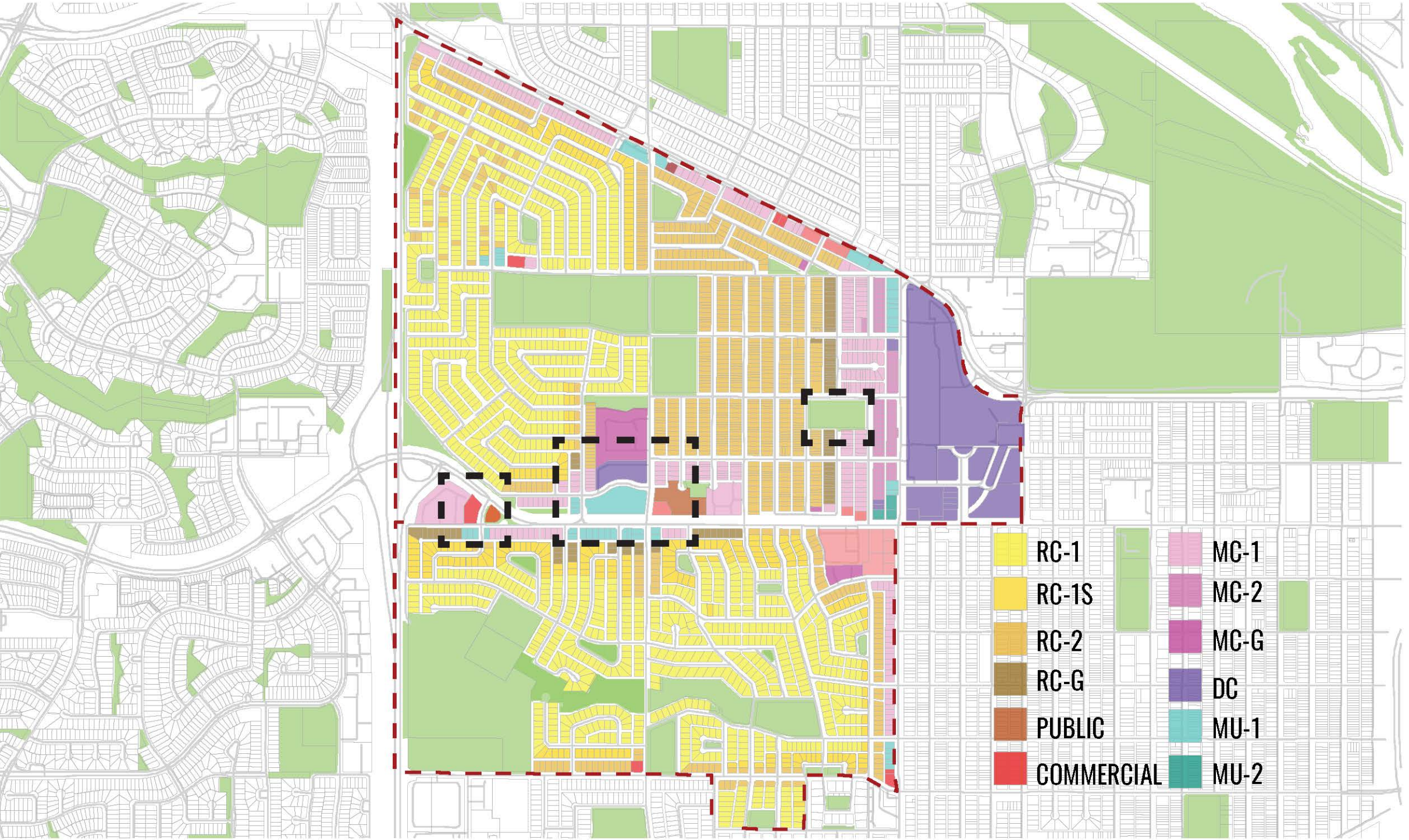


LAND USE & DEVELOPMENT

CURRENT LAND USE

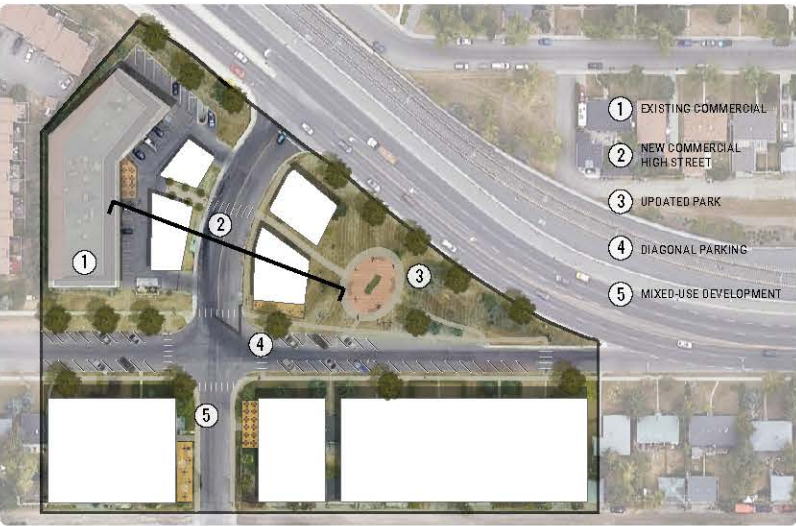


PROPOSED LAND USE CHANGES



DESIGN INTERVENTIONS & POLICY: SITE 1

The new NW Glendale (Westgate) commercial site will act as a new neighbourhood commercial for the community. Additional commercial will be placed on both sides of Glenside Dr SW. This will create a Main Street for the area and can be serviced by current residents in Glendale, as well as new residents in proposed development along 17th ave.



DESIGN INTERVENTIONS & POLICY: SITE 3

The Rosscarrock School only has around 90 students, and there is a lot of potential to retrofit the space for more uses. While maintaining regular school hours, the space could also be shared as a community hub. This could include adult classes or courses and a neighbourhood recreation centre fit with a gymnasium and fitness centres. Recreation could also be included outside, while included picnic tables.



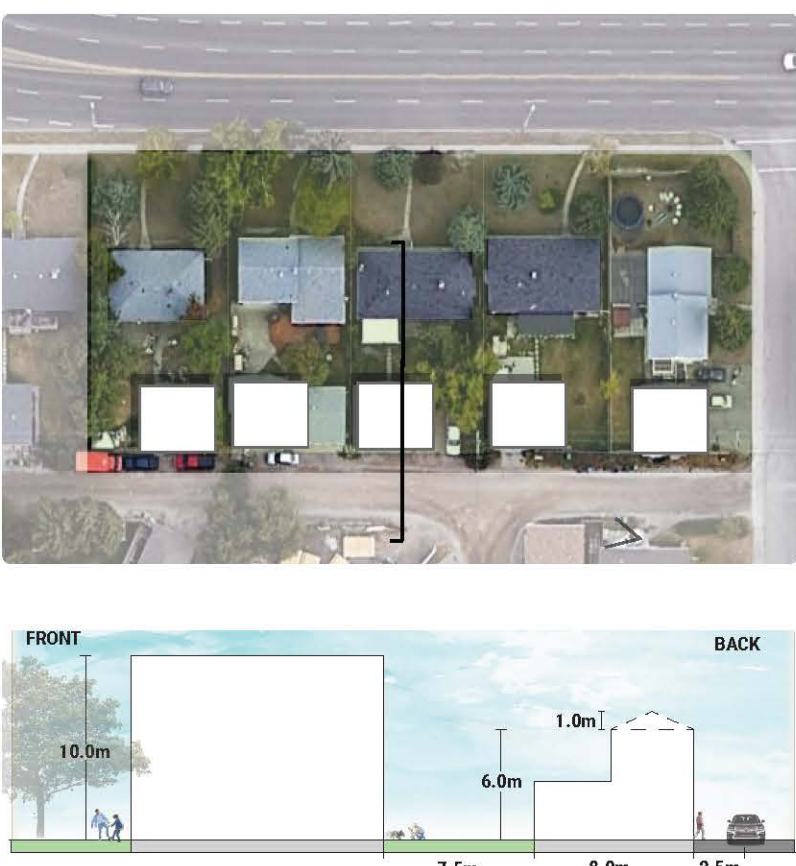
DESIGN INTERVENTIONS & POLICY: SITE 2

45 Station would become a new transit-oriented development 'village'. Increasing density in the area and increasing commercial uses would help bring the LRT station to life. Parks and plazas in the area can also be improved the station area for passengers. The development along 17th Ave would be built terracing into communities, respecting heights in the community.

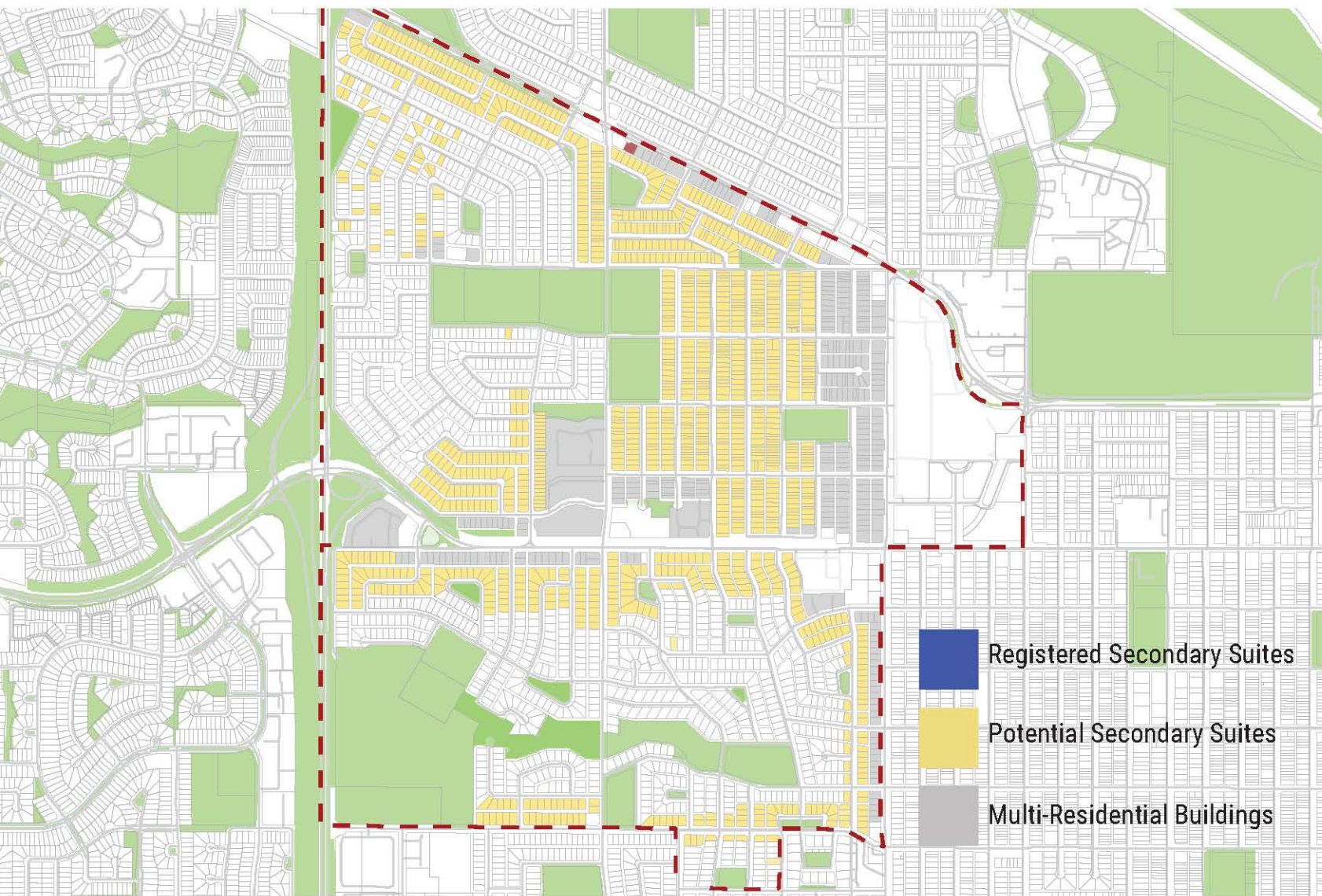
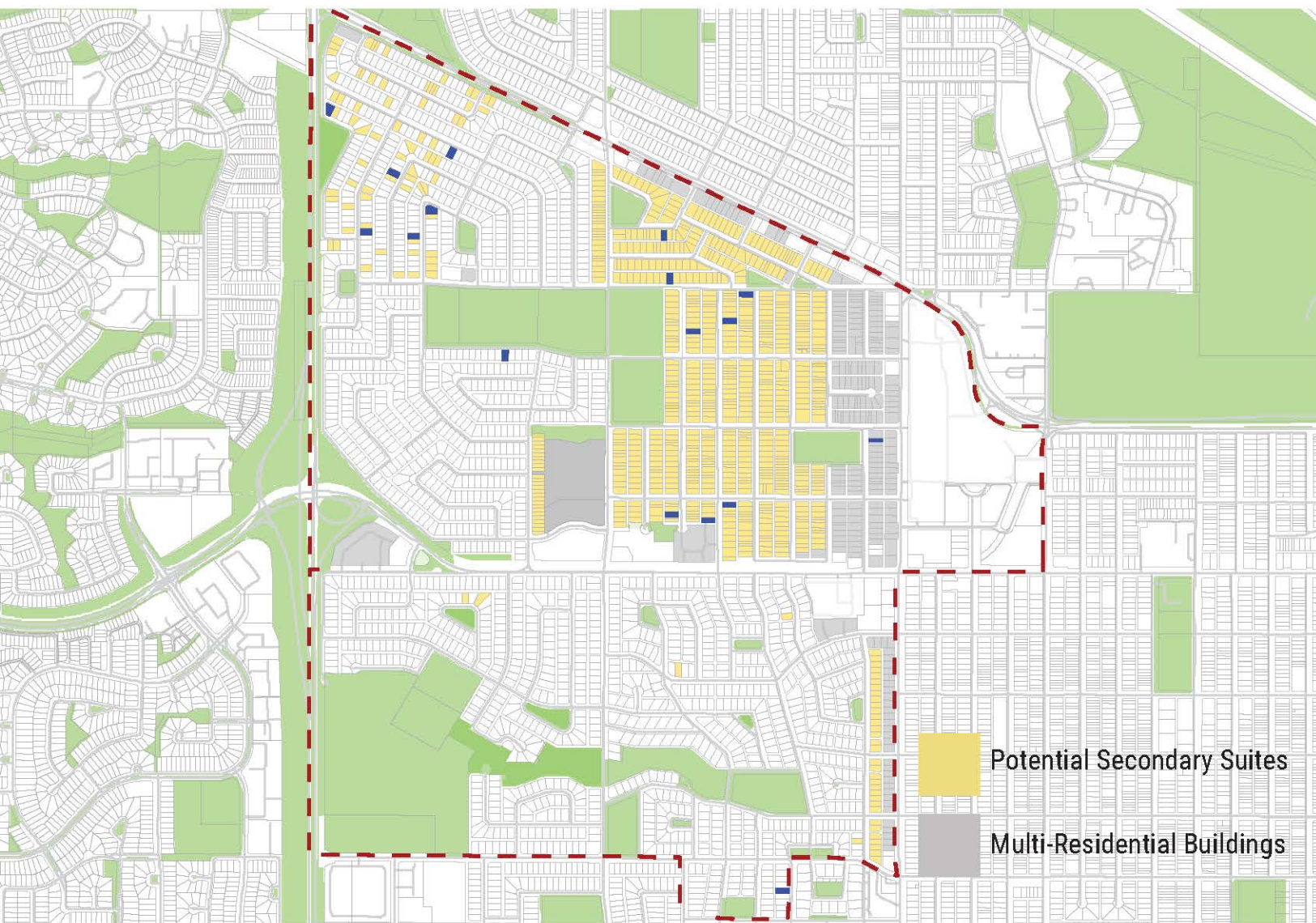


DESIGN INTERVENTIONS & POLICY FOR LANE WAY HOMES

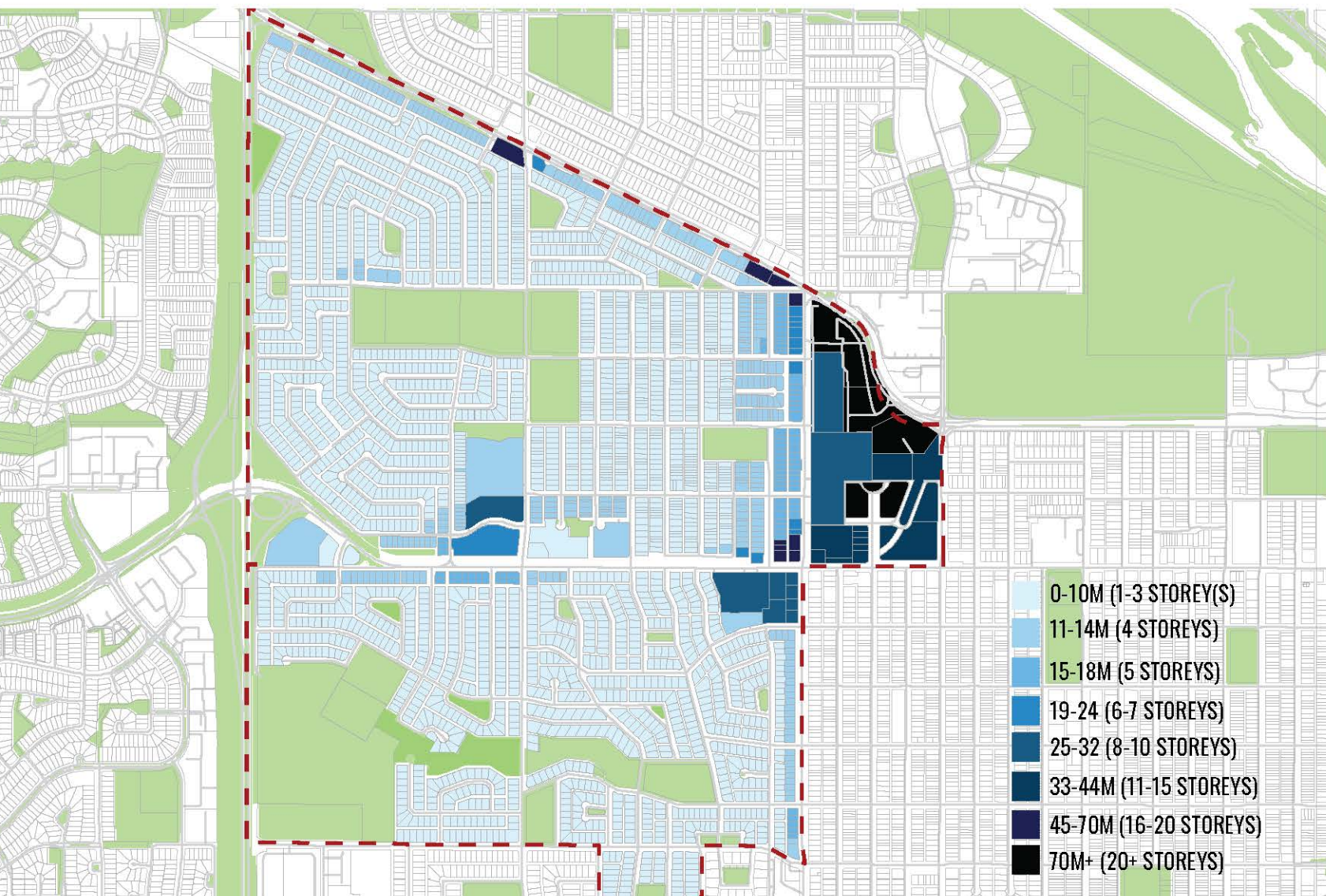
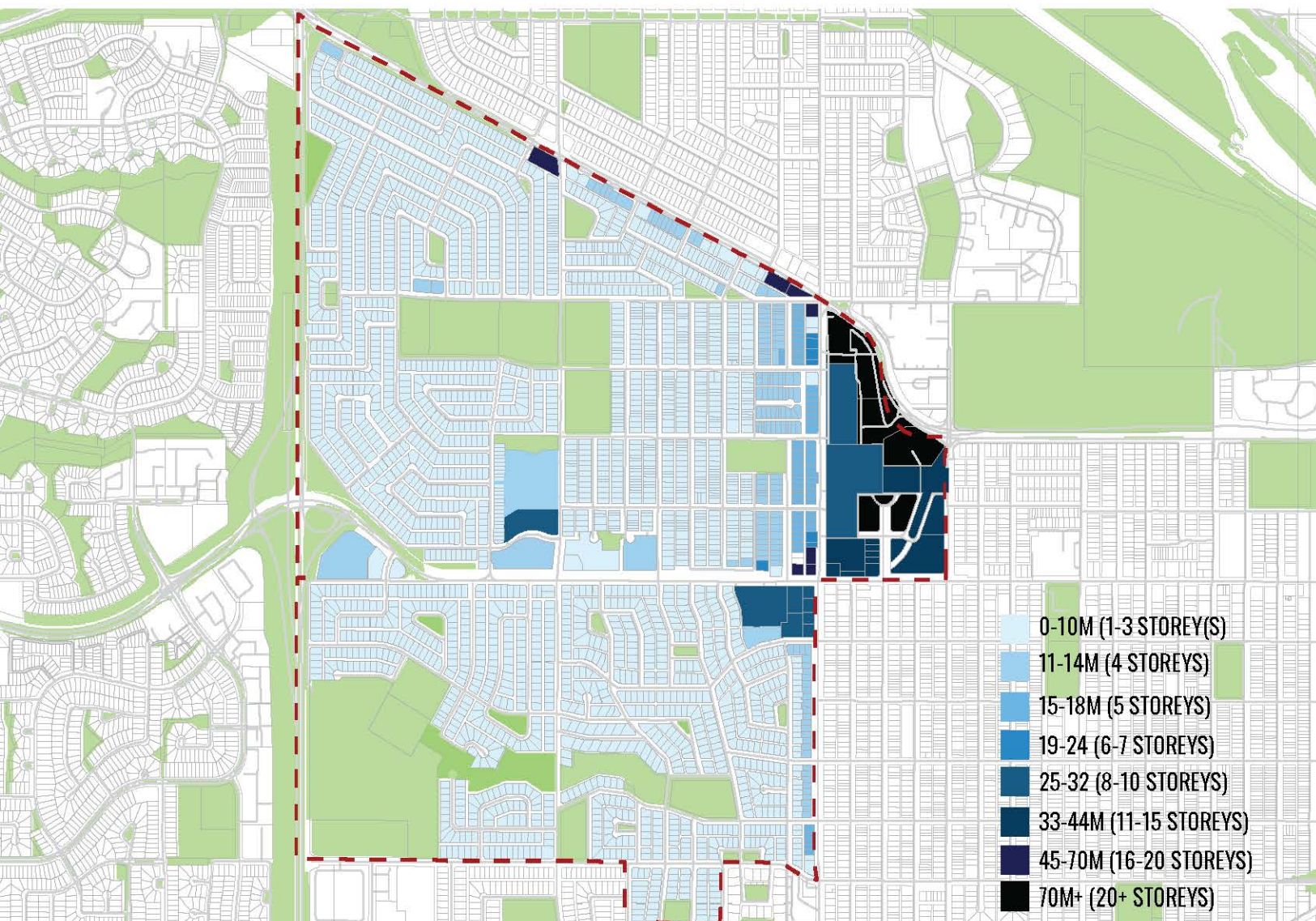
Lane way homes will act as some increased development in low-density neighbourhoods. Creating both guidelines in size and setbacks, but also in design would help these homes fit into the community. Adding a height of 6m, (with 1m for additions), 8m lengths, and 2.5m setback from center line in lane. This would maintain neighbourhood character and respect privacy for the surrounding.



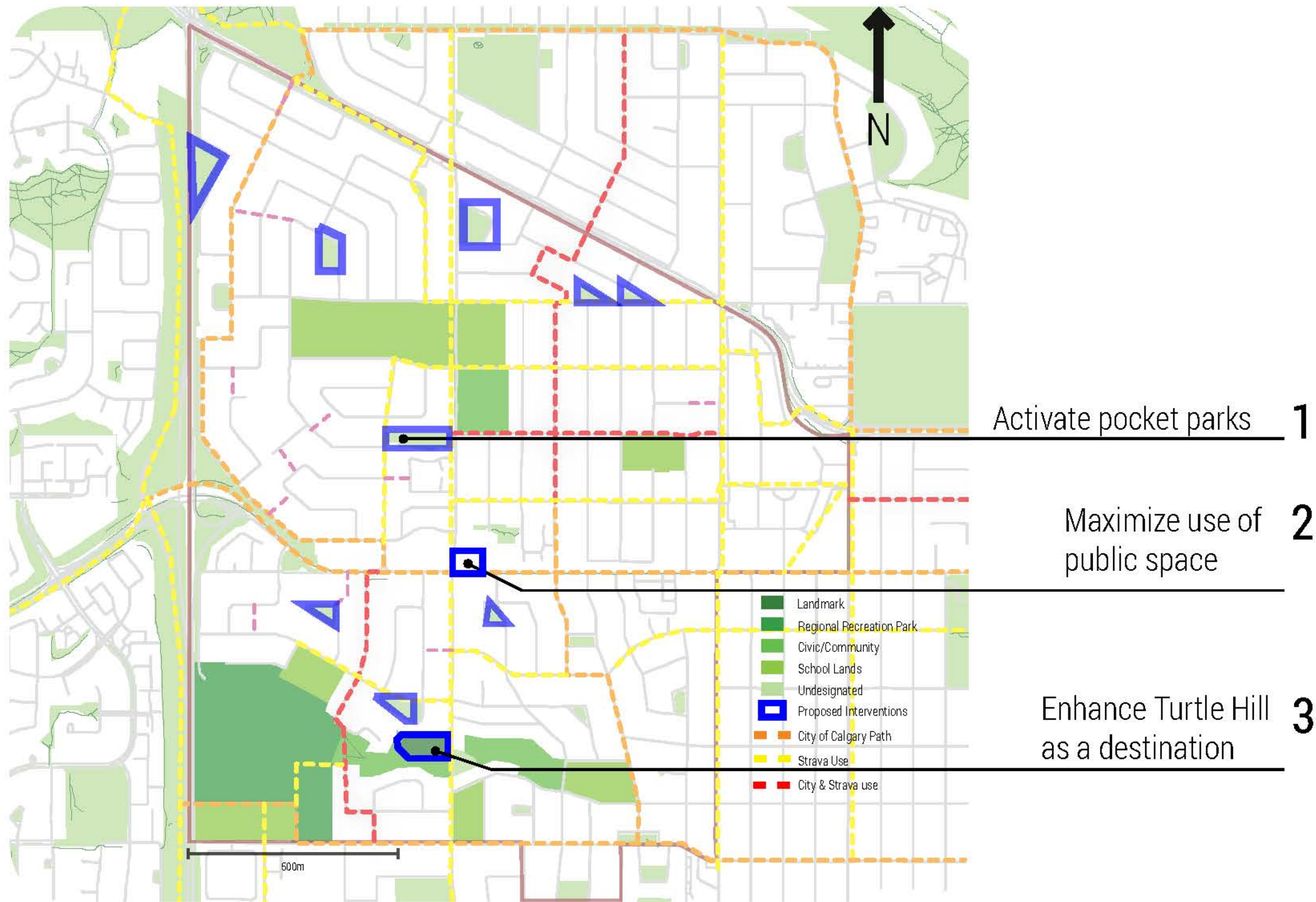
SECONDARY SUITES AND LANE WAY HOMES



HEIGHTS AND PROPOSED HEIGHT CHANGES



PARKS & OPEN SPACES



1 Activate pocket parks

- Program pocket parks to provide diverse opportunities
- Create lively, connected parks that are part of the pathway system to act as a reprieve as well as a destination.



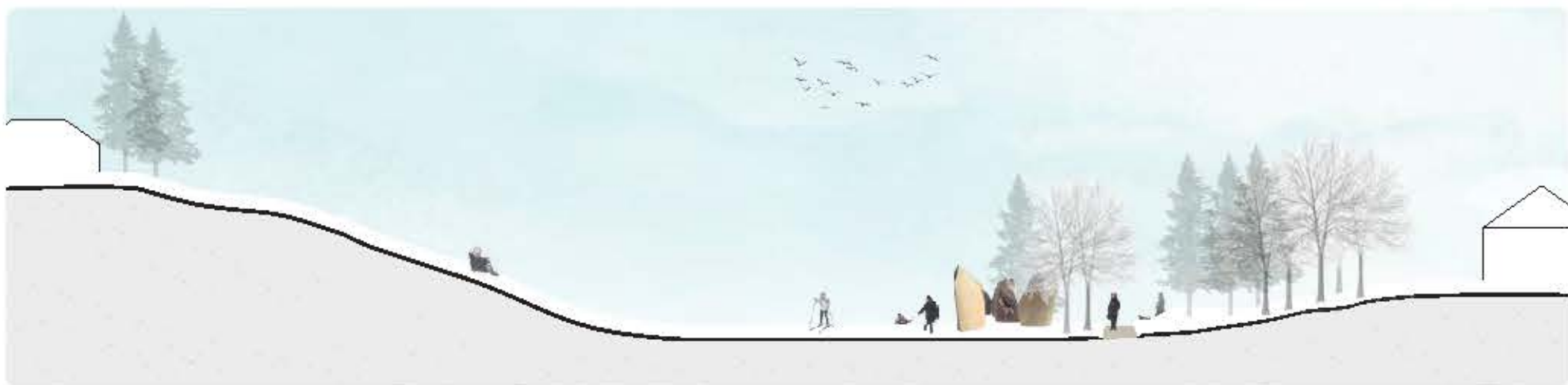
2 Maximize public spaces

- Program underutilized space to revitalize public areas and create community destinations.
- Provide temporary, flexible uses that respond to the needs of the community and can be used year-round.

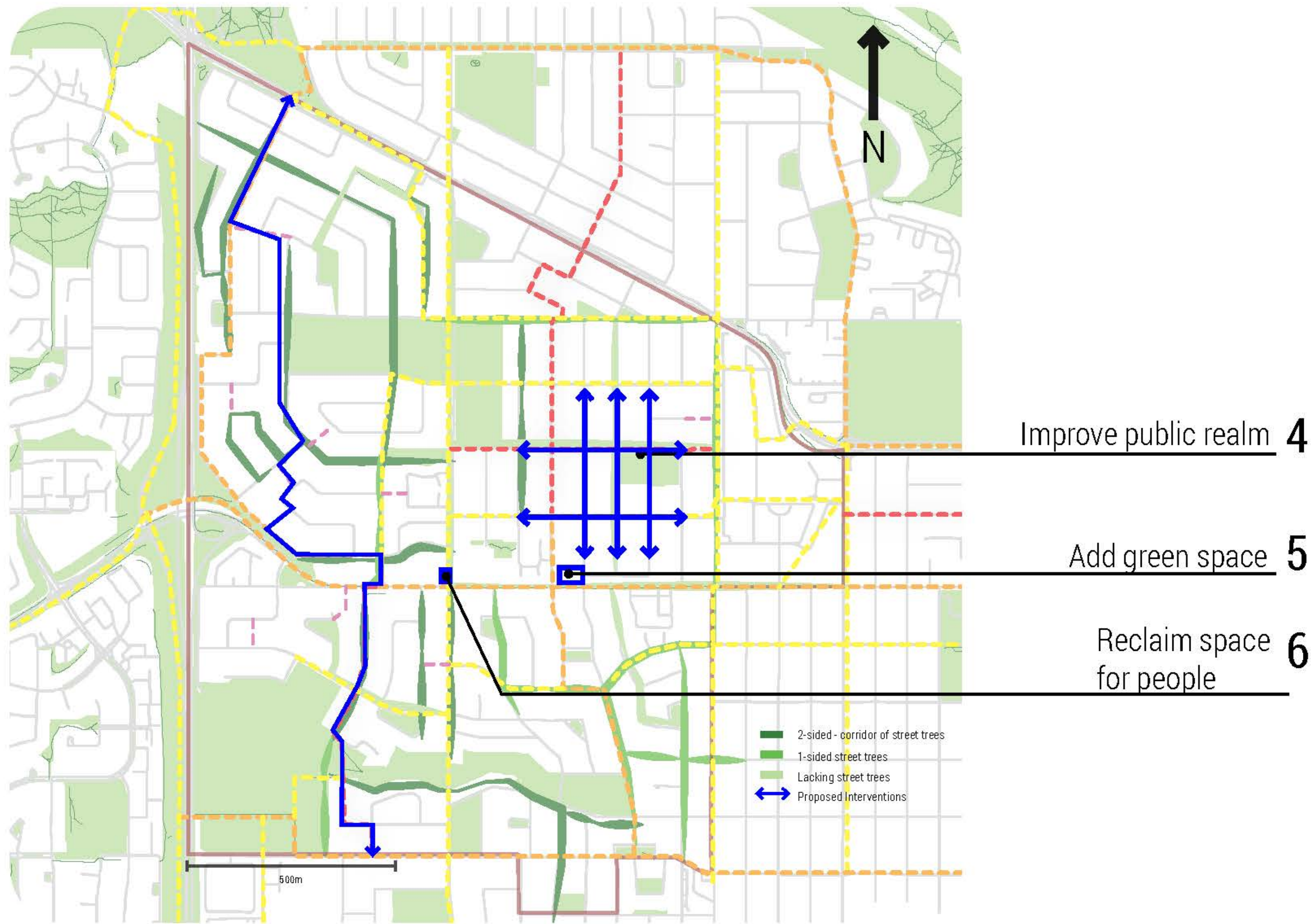


3 Enhance community destinations

- Enhance current community destinations to encourage use.
- Implement small scale interventions that capitalize on current opportunities.



PUBLIC REALM



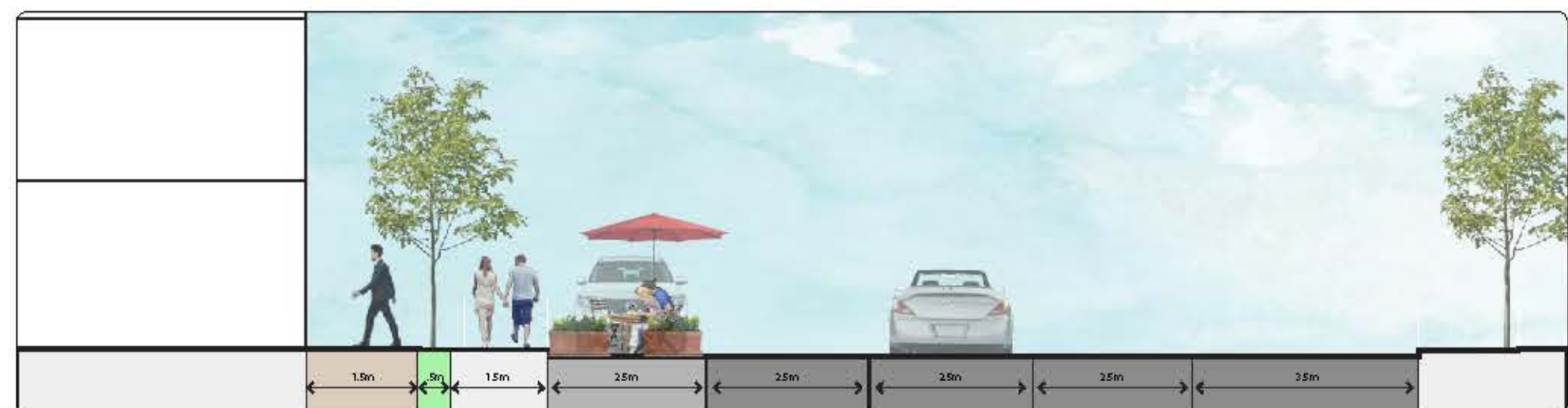
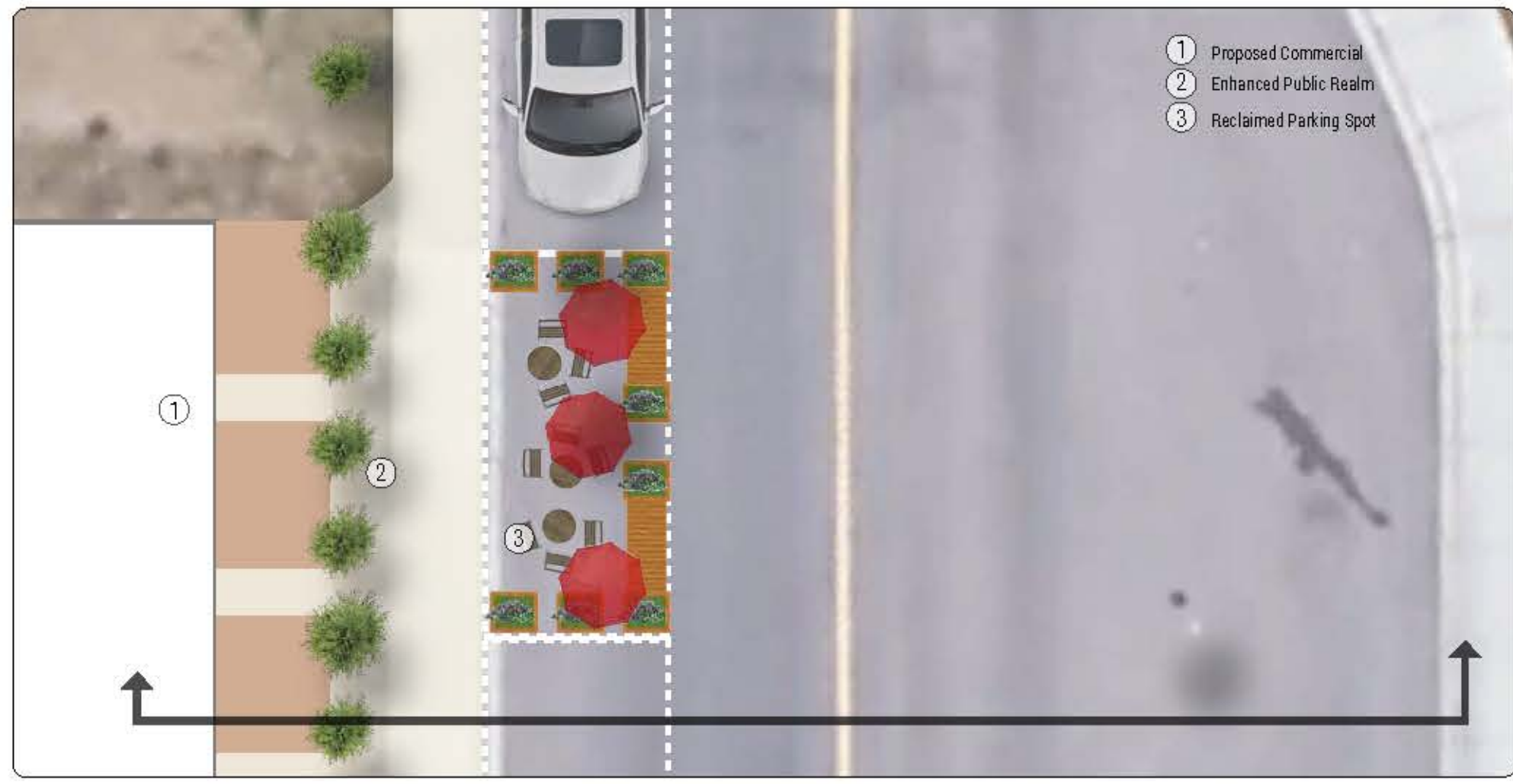
4 Improve quality and connectivity of public realm

- Create an attractive and cohesive public realm network that enhances the community and encourages use.
- Incorporate green infrastructure to improve public realm and contribute to city-wide stormwater management.



5 Add green space for more equitable distribution throughout community

- Create neighbourhood scale destinations throughout community.
- Revitalize underutilized spaces to enhance public realm.
- Create functional, diverse spaces through innovative programming.



6 Reclaim Space for People

- Make the pedestrian realm the priority to create a more enjoyable and accessible public experience.
- Create destinations adjacent to commercial land-uses to encourage gathering and support business.



MULTI-MODAL TRANSPORTATION STRATEGIES

DESIGN INTERVENTIONS & POLICY



Proposed Pedestrian overpass, Bow Trail-45 St. Intersection



Raised pedestrian crossing, St. Michael School on 45 St



Proposed speed calming methods on 45 St.



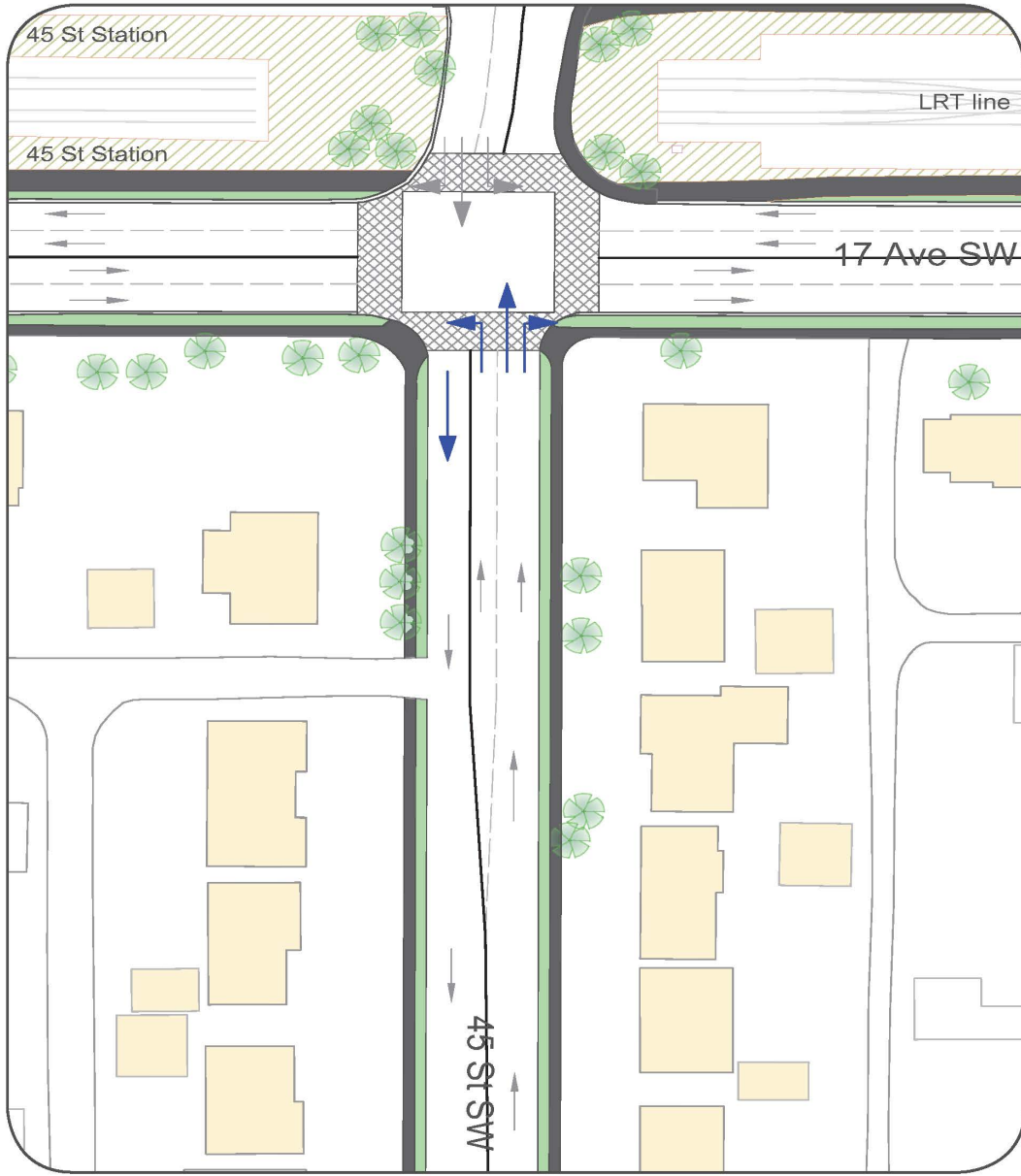
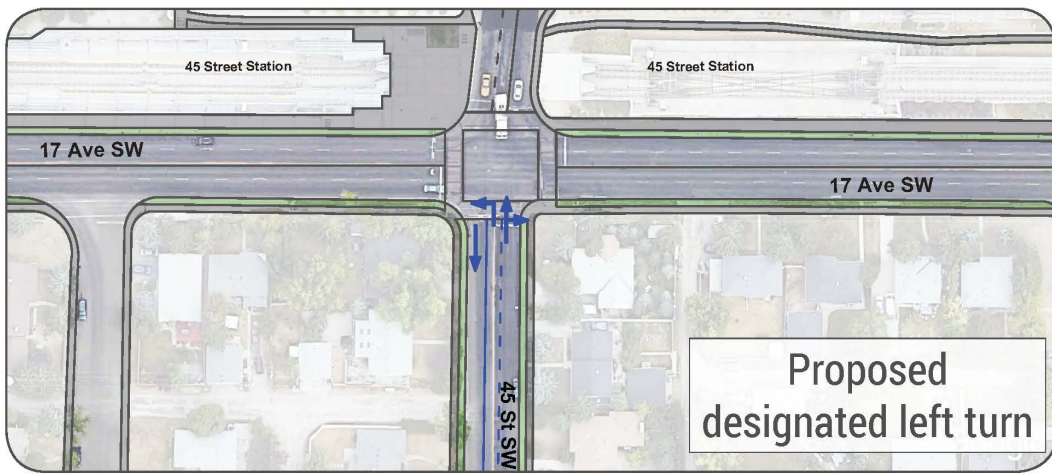
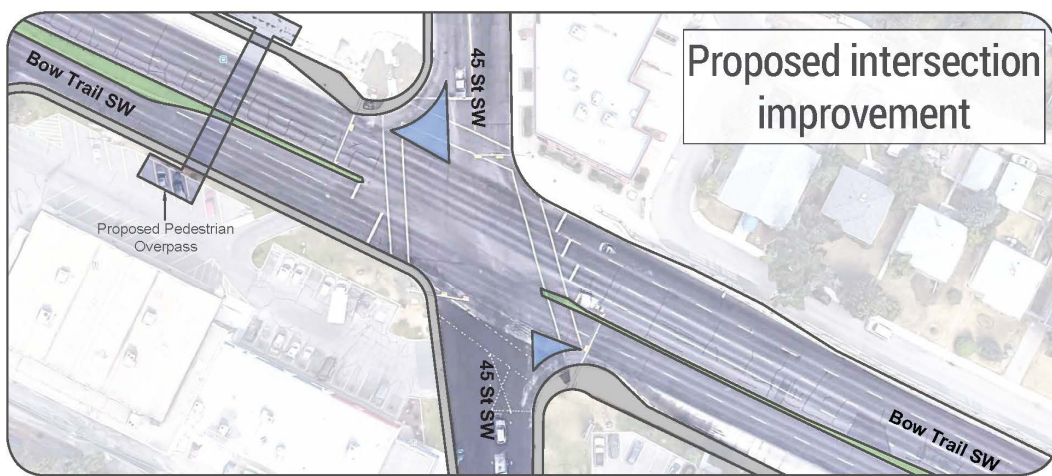
Proposed speed calming and raised intersection on 17 Ave.



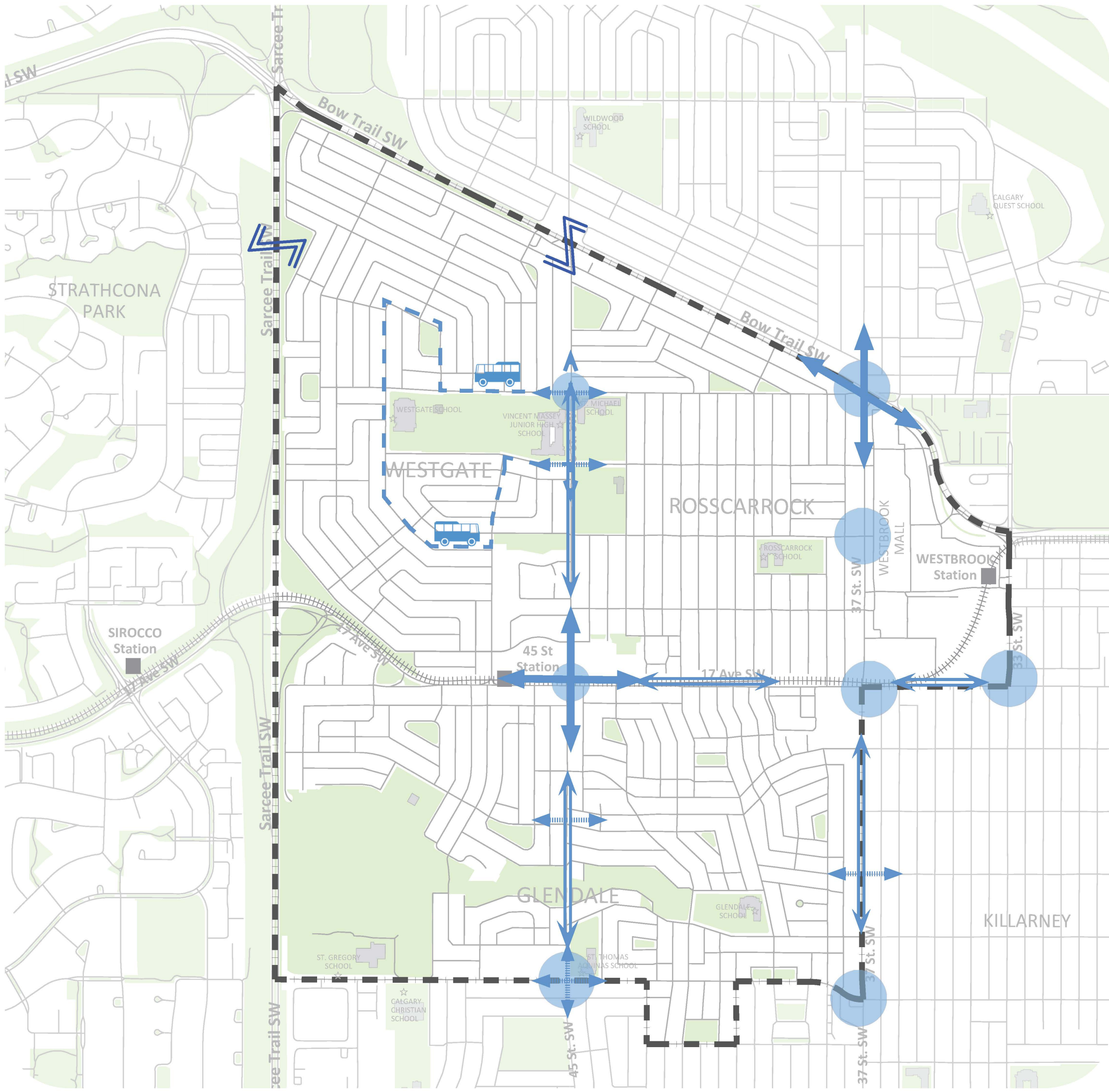
Proposed raised pedestrian crossing, near Westbrook mall



Cross-section improvement, with bike lanes on 37 St



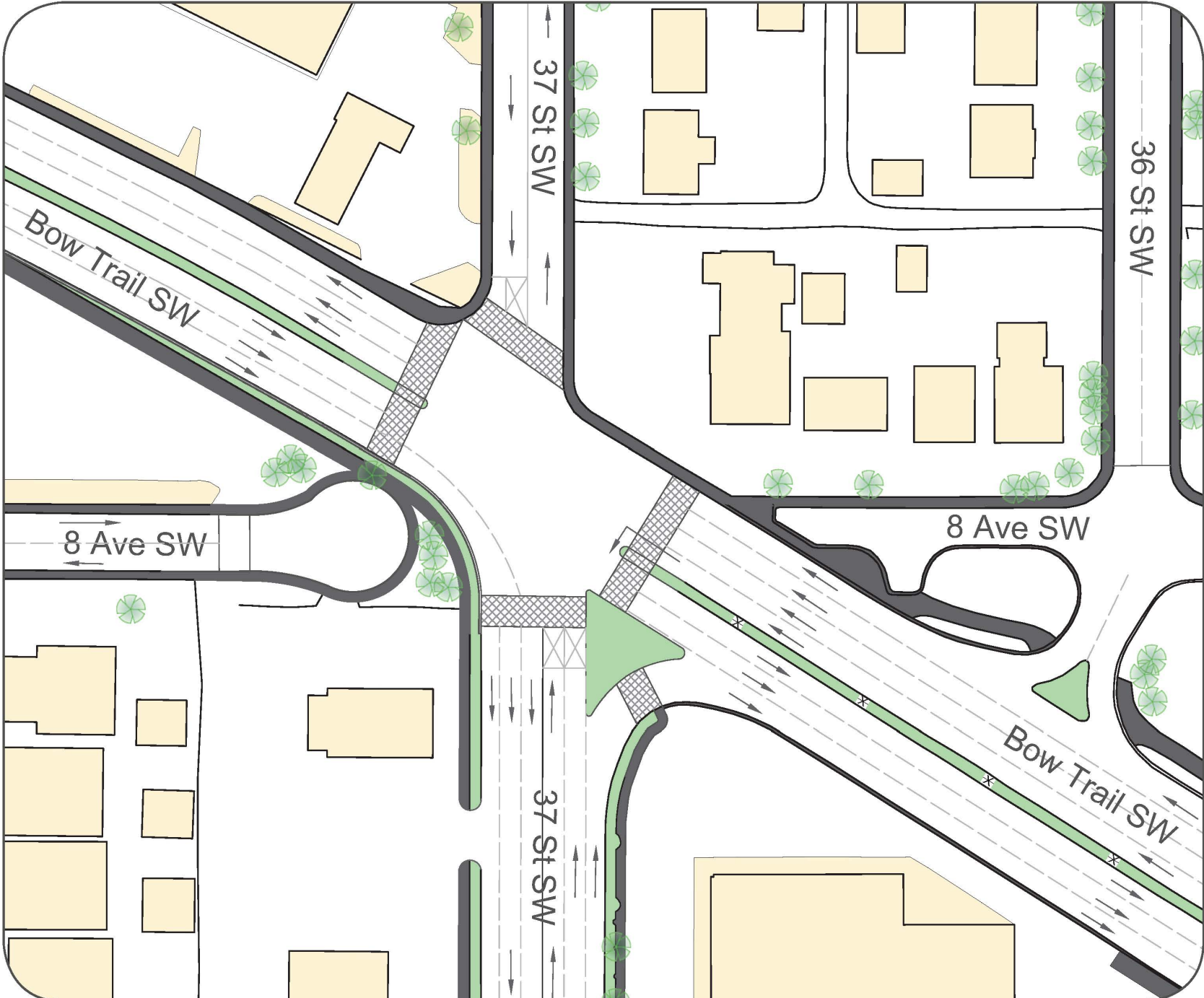
Designated left-turn on 45 St. & 17 Ave intersection



- Create walkable environments & provide a variety of transportation options.
- Create Complete Streets & Increase mobility choices.
- Promote safety for all transportation system users.

POLICIES

- The highest priority should be given for improvement of the Primary Transit Network and supporting infrastructure that promotes walking and cycling within communities.
- Pedestrians and cyclists should be given the highest priority in the planning, design, operation and maintenance of transportation infrastructure within communities



Intersection improvement with closure of 8th Ave, Bow Trail Intersection

