

UNLOCKING THE POTENTIAL OF CATWALKS FOR ACTIVE USE

WHAT WE HEARD FROM OUR OPEN HOUSE

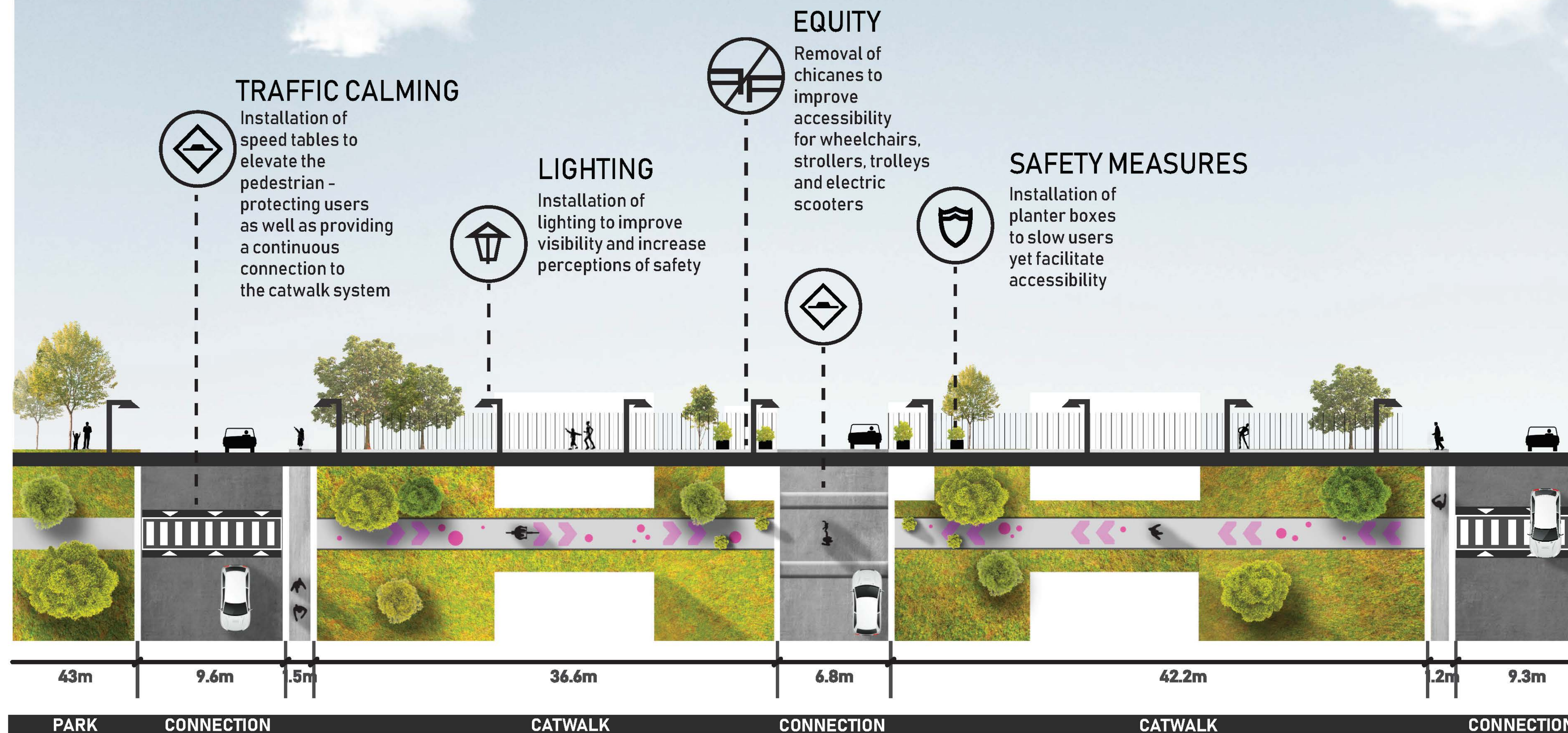
- i Pathways require **maintenance**
- snow clearing + overgrown vegetation
- ii Chicanes pose **accessibility issues**
for strollers, trolleys, wheelchairs and electric scooters
- iii Catwalks are **dark** because they are unlit - creating **safety** issues due to poor visibility and unclear sight lines
- iv Catwalks are **dull, uninteresting** and **boring** spaces, making residents not want to use them

Strategies for improving ALL Catwalks

- S** Standard features for every catwalk
- MAINTENANCE**
- TRAFFIC CALMING**
- LIGHTING**
- SIGNAGE**
- SAFETY MEASURES**



DESIGN INTERVENTIONS APPLIED



(A) PLAY



(C) LEARN



(E) REST



(F) IDENTIFY

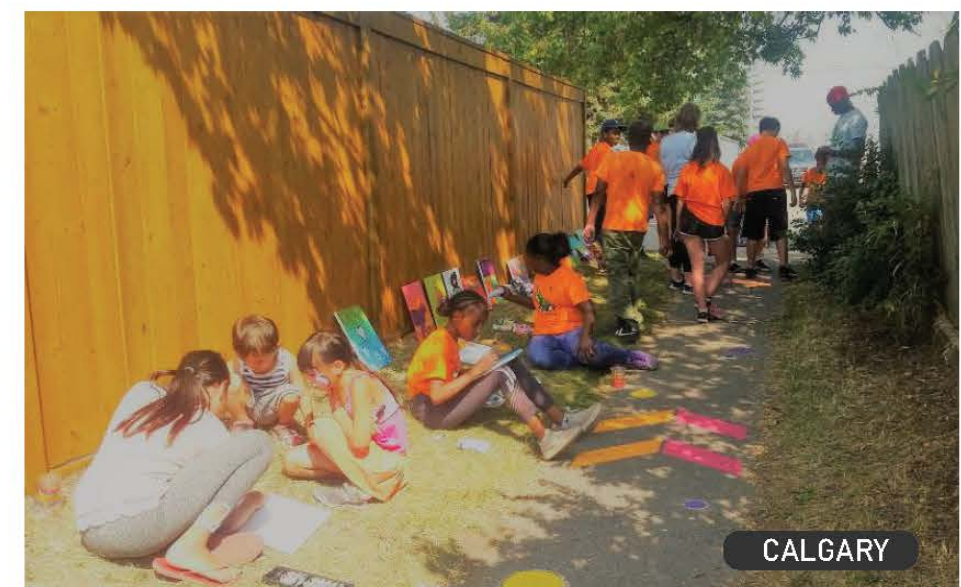


(B) CREATE

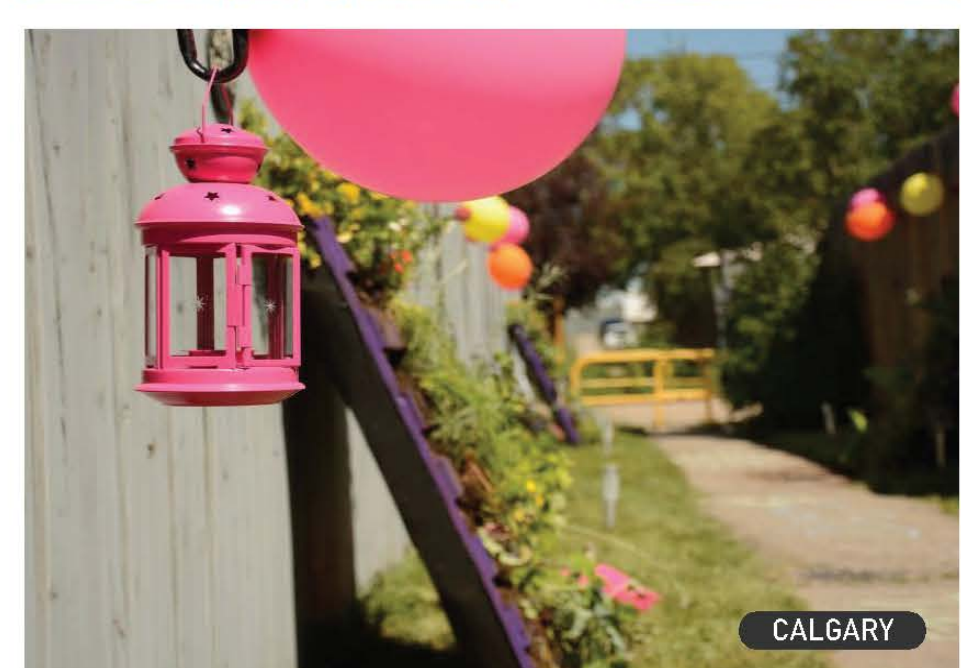


Michelle Cavanagh
@Cimelle

@SustainableYYC I purposely take a longer route home, just to walk through this amazing Catwalk.



(D) GROW

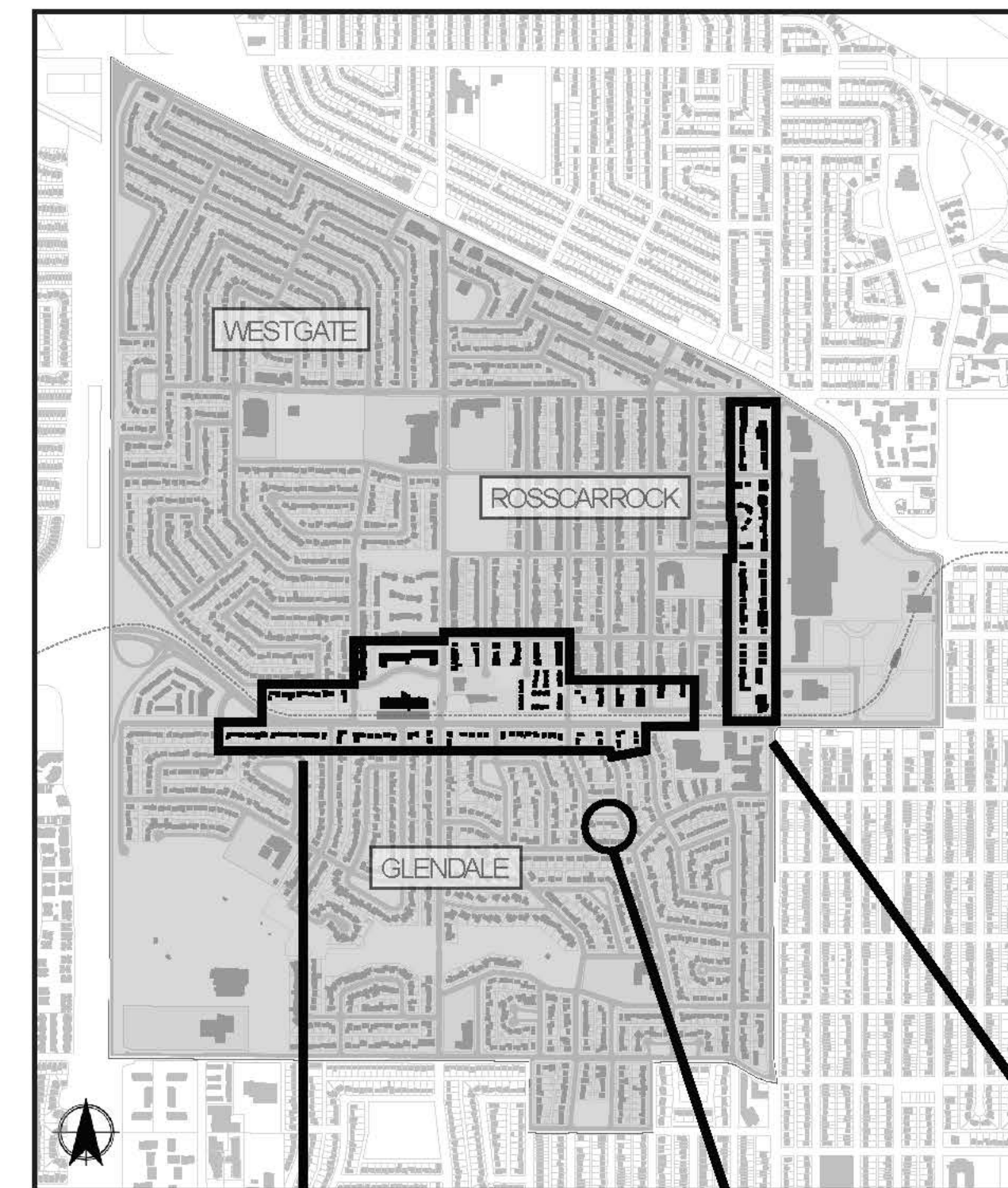


What we Heard:

BASED ON FEEDBACK FROM RESIDENTS DURING THE COMMUNITY WORKSHOP, IT WAS INDICATED THAT:

- i The character of community must be maintained.
- ii Towers are not an appropriate form of development.
- iii Future development is most sensible along 17 Ave SW and 37 St SW.

What we are doing: THREE LAND USE STRATEGIES



New Zoning Map

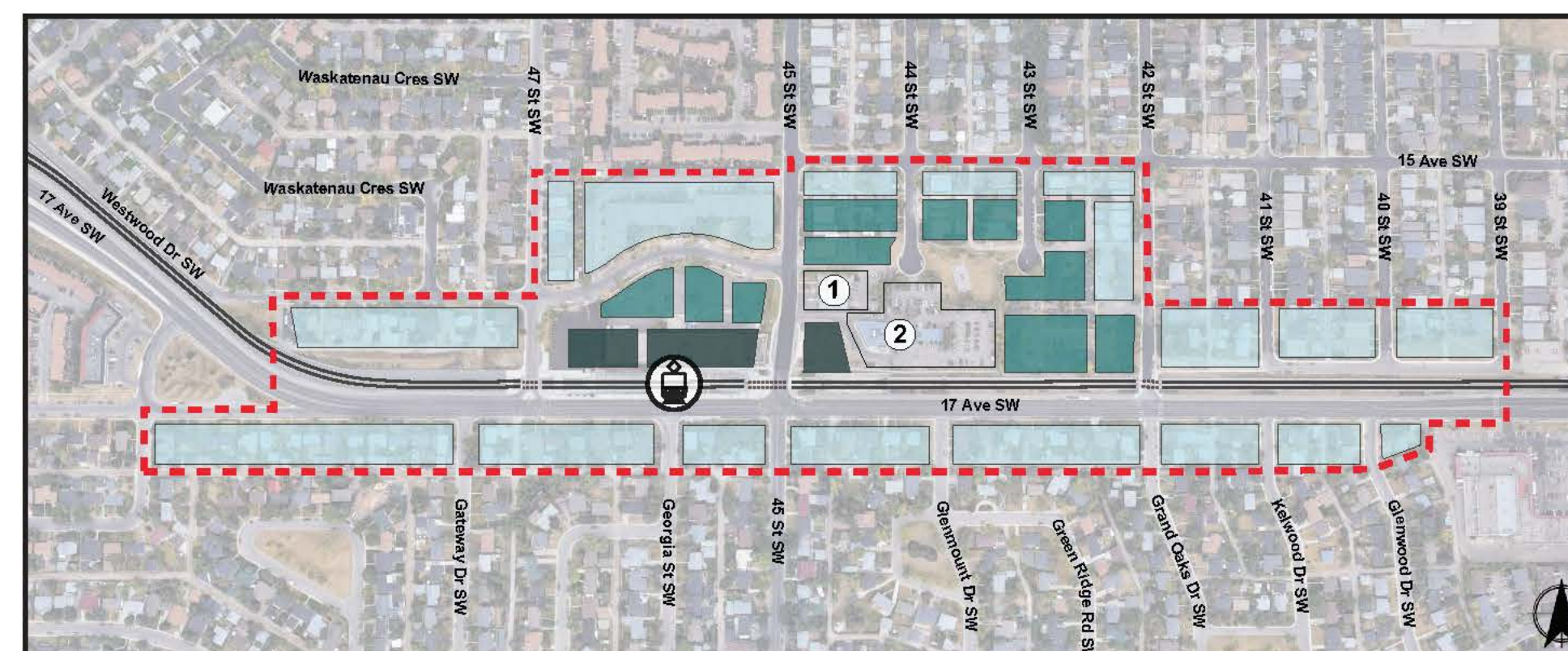


- Mixed Use
- Commercial
- Institutional
- Parks / Open Space
- Residential - Existing Low Density
- Proposed Zoning Change Area
- Residential - 6 Stories Max
- Residential - 5 Stories Max
- Residential - 4 Stories Max

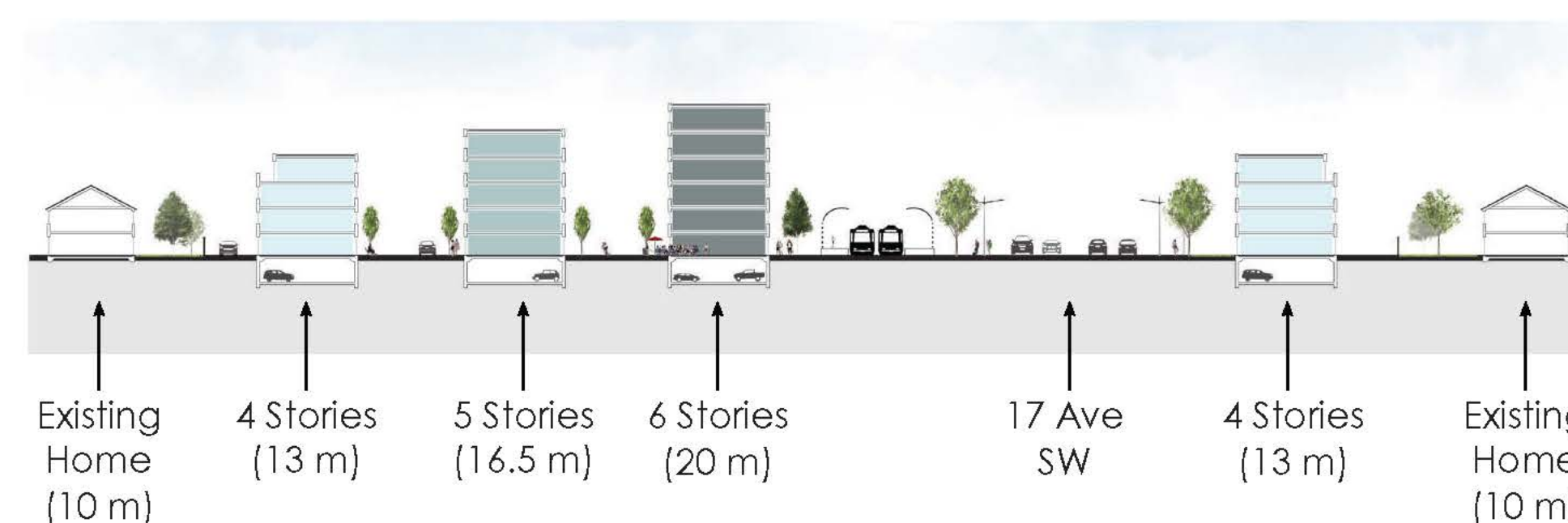
STRATEGY #1

Intensification on 17 Ave SW

We propose that the current zoning along 17 Ave SW (mostly RC-1, which permits residential buildings up to 10 metres tall) be changed to a new zoning that would permit multi unit residential buildings up to a maximum of 6 stories (20 metres) in height.



- LRT Station
- 1 Fire Station
- 2 Police Station
- 4 Stories (13 Metres)
- 5 Stories (16.5 Metres)
- 6 Stories (20 Metres)



STRATEGY #2

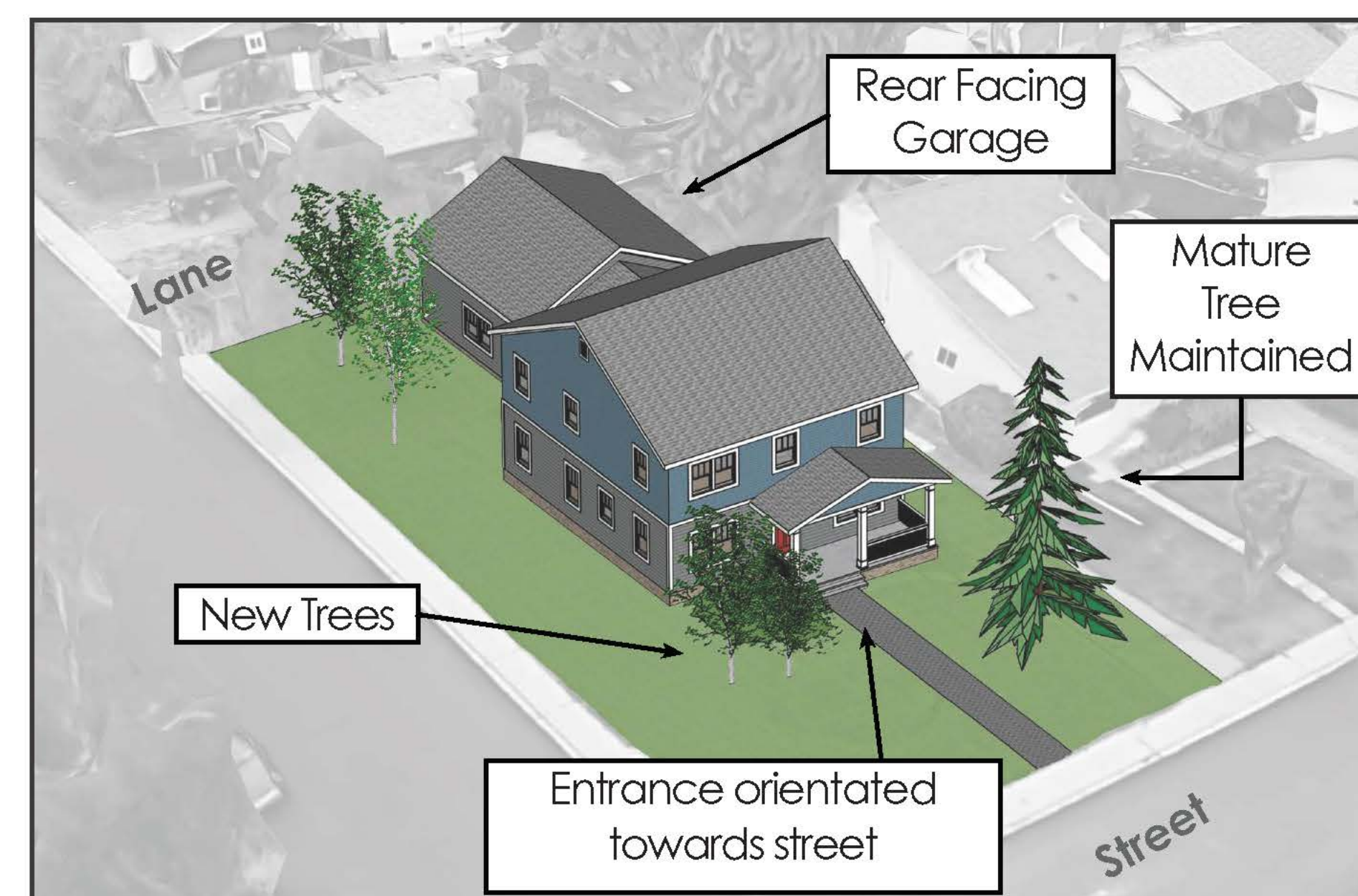
Residential Infill Guidelines

(Community Wide Strategy)

During the Community Workshop, it was suggested that new residential infills can sometimes be harmful to the existing character of the community (right). We propose new residential infill guidelines that protect the existing character by advocating for rear facing garages (where properties are accessible by laneway) and for the protection of trees.



Example of Infill that follows new Guidelines:



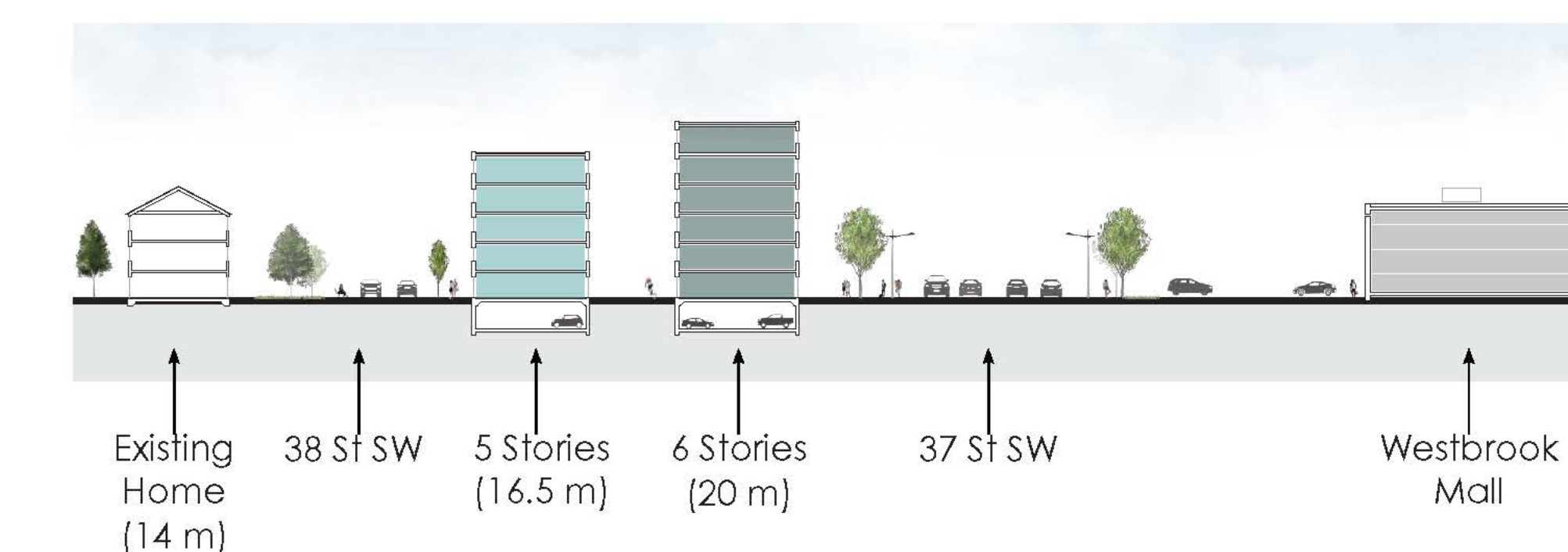
STRATEGY #3

Intensification on 37 St SW

Current zoning bylaws permit buildings anywhere from 46 metres to 14 metres (dependent on specific parcel) within the area marked in red (below). This plan simplifies the zoning by only permitting multiunit residential buildings 5 stories (16.5 metres) tall on properties fronting 37 St SW; it also permits multiunit residential buildings 5 stories (16.5 metres) for properties fronting 38 St SW. The purpose of the height restriction is make new development more compatible with the existing neighborhood.

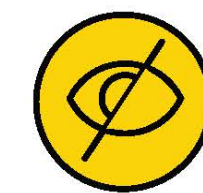


- 4 Stories (13 Metres)
- 5 Stories (16.5 Metres)

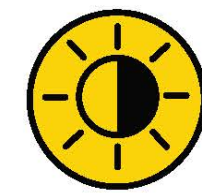


LANEWAY HOUSING

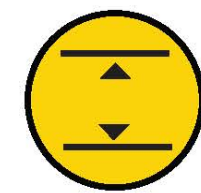
WHAT WE HEARD FROM OUR OPEN HOUSE



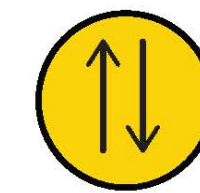
1. Privacy



2. Shadowing



3. Respecting Existing Densities



4. Increased Laneway Traffic

ARRANGEMENT CATALOGUE



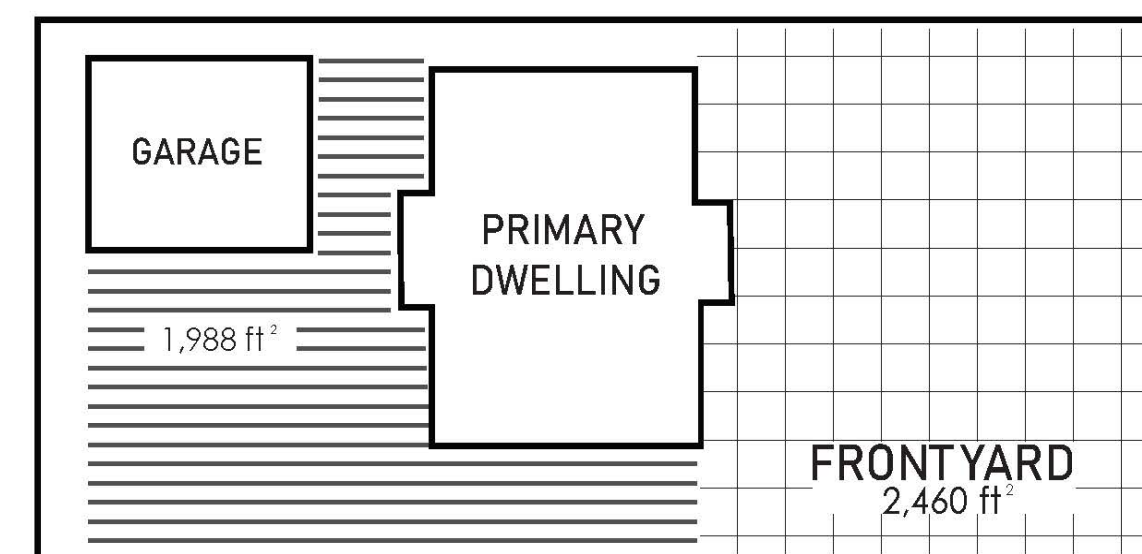
Front Yard



Green/Shared Space

LWH = Laneway Housing

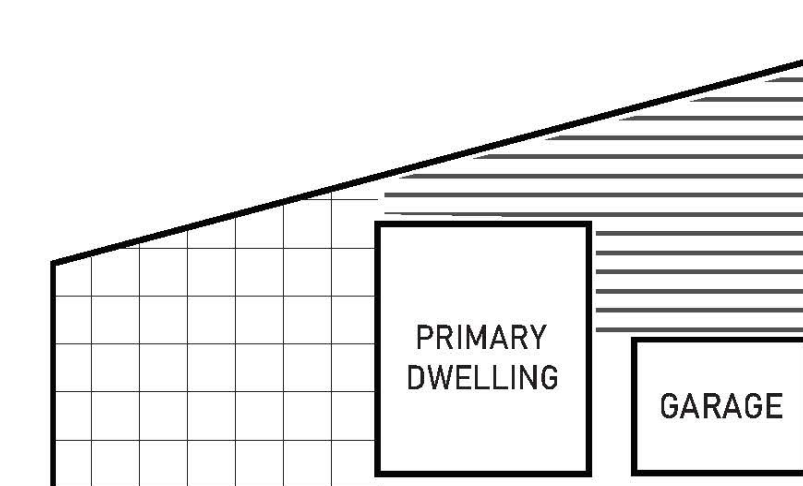
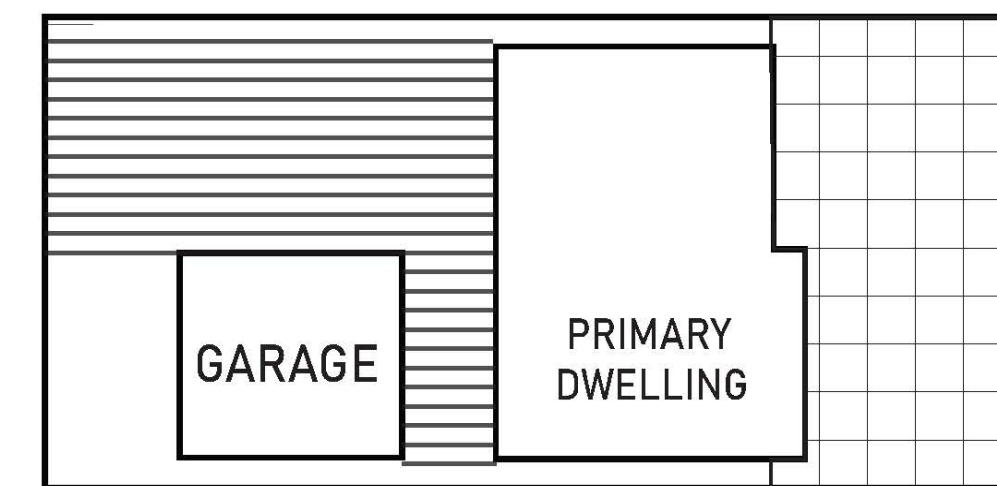
Existing Lot Arrangement



WHY REDUCE THE FRONT YARD?

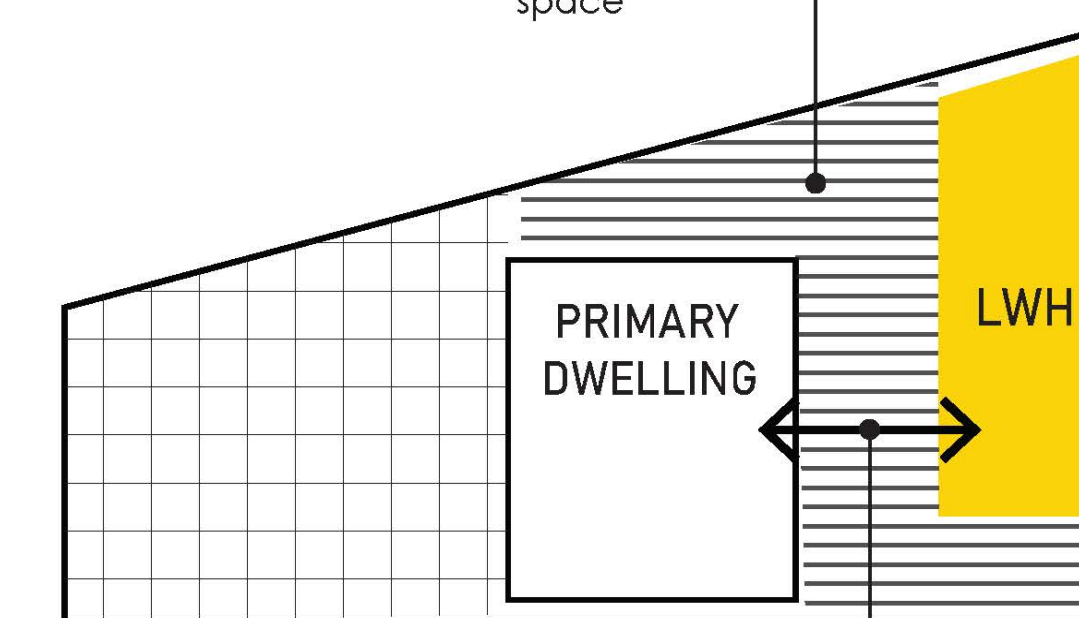
Residents shared that larger front yards required **more maintenance** effort and are largely **underutilized** spaces.

Predominant Existing Lot Arrangement



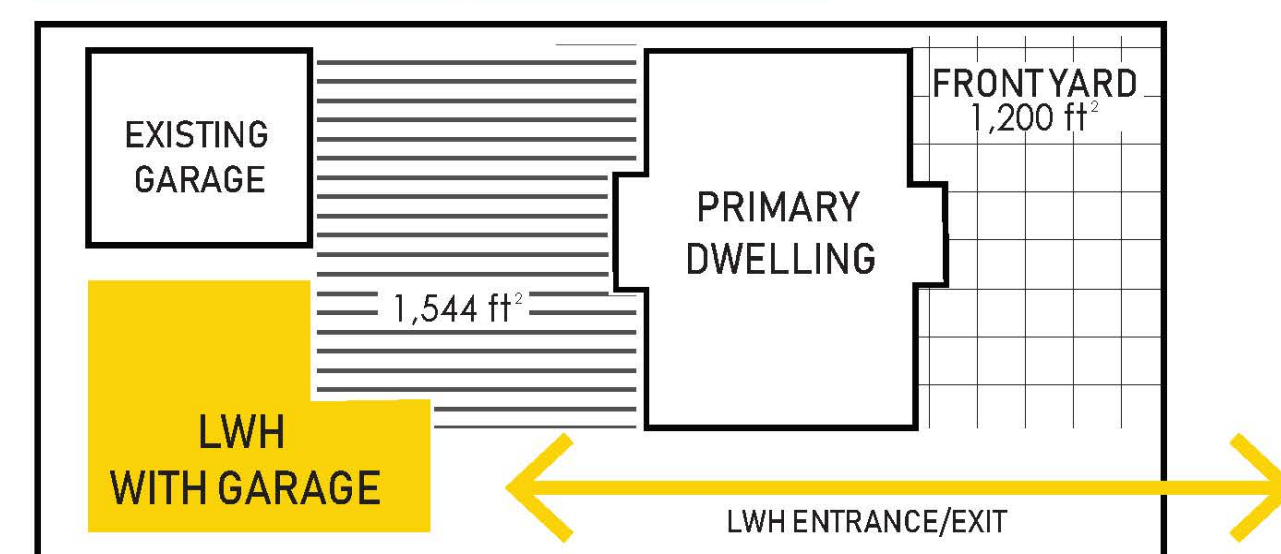
Existing Angular Lot Arrangement

Maintained sqft of green/shared space

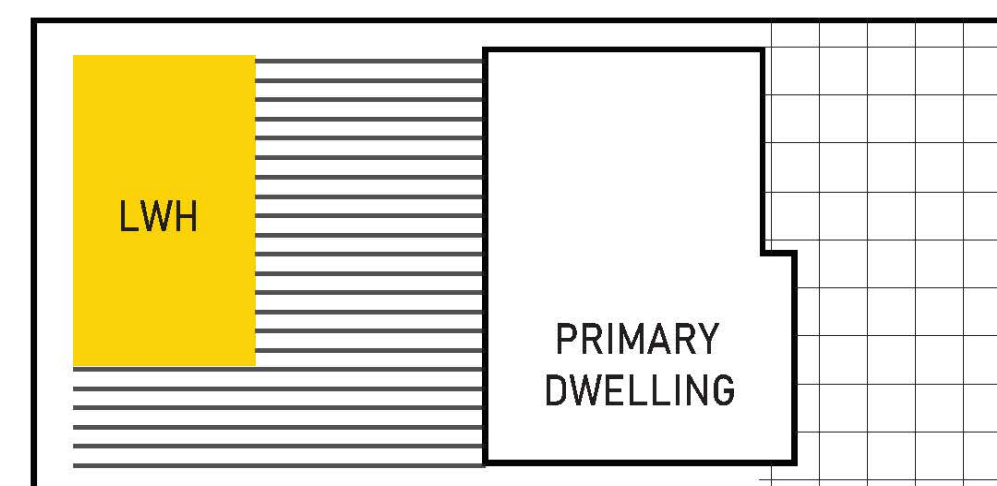


Distance between LWH and Primary Dwelling

Adjusted Property Line Setback



Proposed LWH Assuming Primary Dwelling Remains As Is

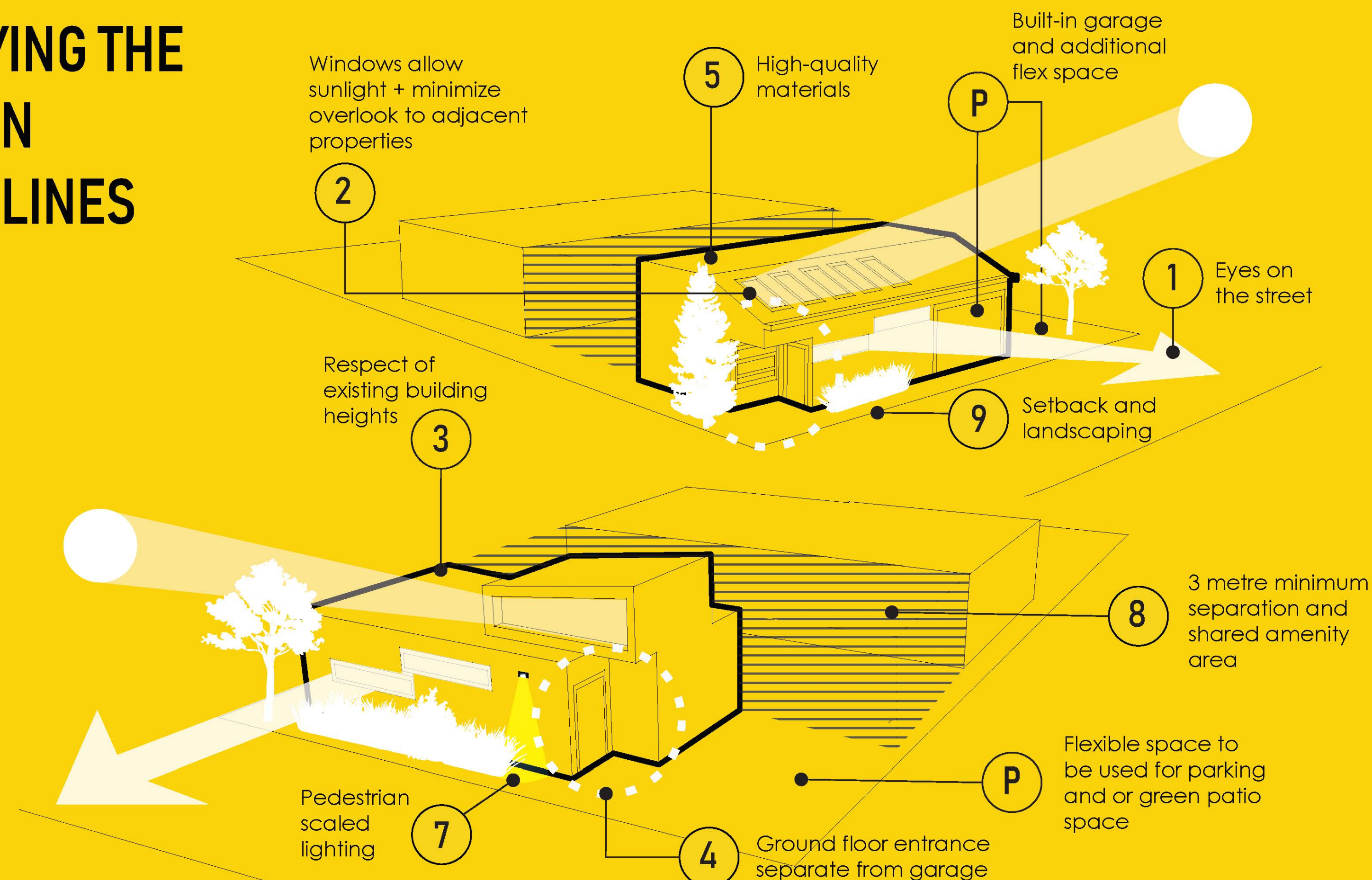


Proposed Arrangement
Assuming the setback stays as is, a housing style can be proposed which fits a guideline for green/shared space

WHERE WE ARE PROPOSING LWH



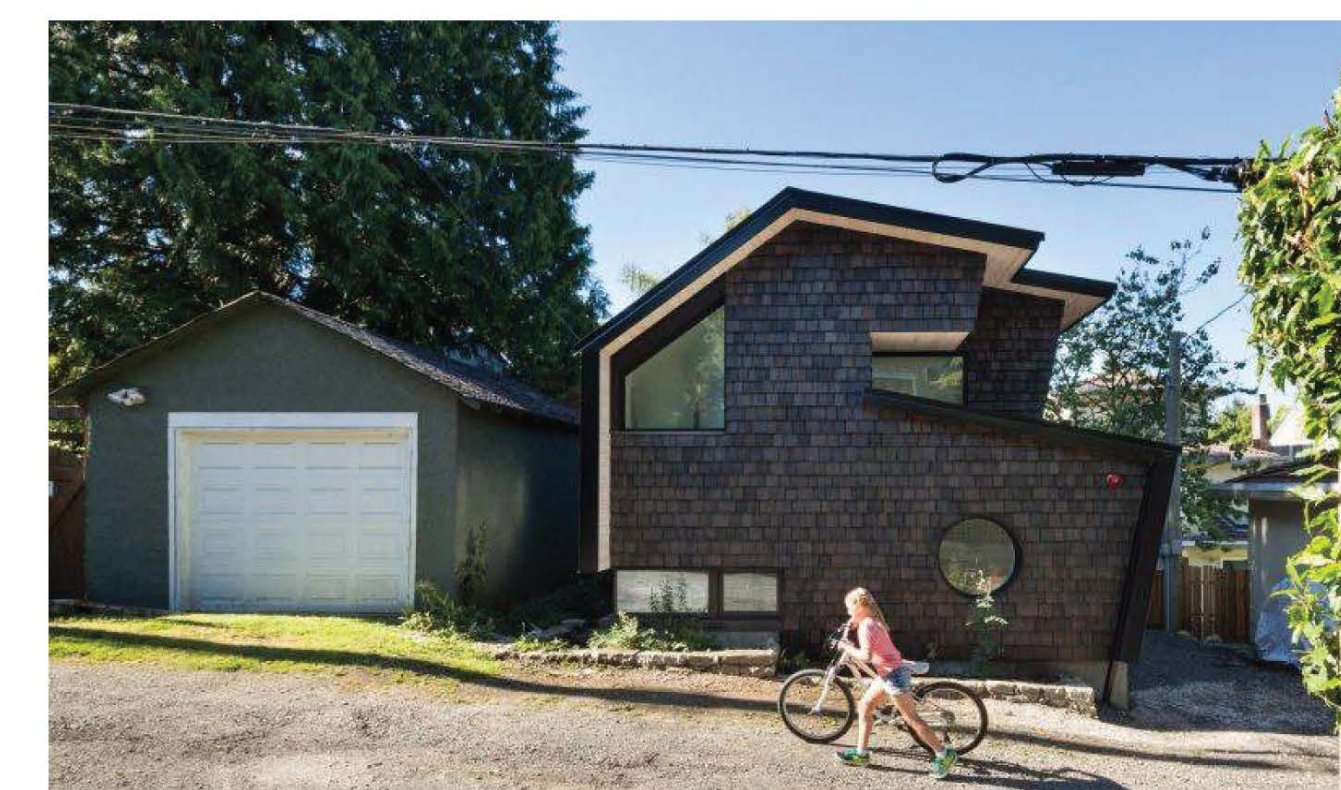
APPLYING THE DESIGN GUIDELINES



GUIDELINES

1. "Eyes on the street": Maintains windows facing the laneway.
2. Minimizes overlook and loss of privacy on adjacent properties.
3. Respects existing building heights.
4. Suite shall have entrance separate from garage door on the same level.
5. Laneway and garden suites shall incorporate a palette of high quality materials.
6. Balconies should face laneway or flanking street.
7. Pedestrian scaled lighting that does not spill over to neighboring properties yet makes the lane feel safe and welcoming.
8. Laneway home and or secondary unit must maintain a distance of 3m from the primary dwelling allowing for an amenity area.
9. Additional unit shall be setback a minimum of 2m from the laneway, allowing for front facing landscaping and vegetation.

SMALL DISCRETE DESIGNS

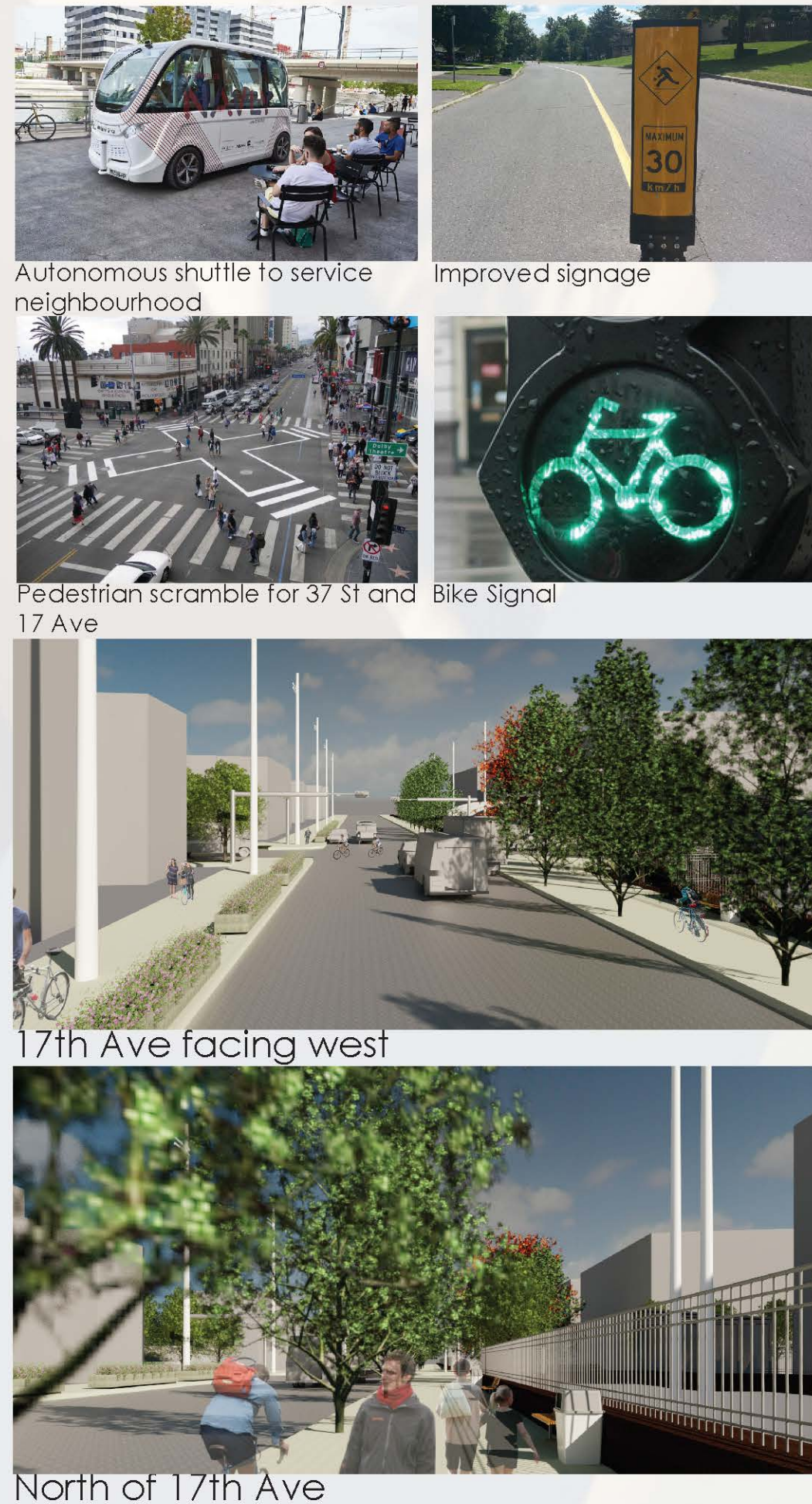


WHAT WE HEARD FROM OUR OPEN HOUSE

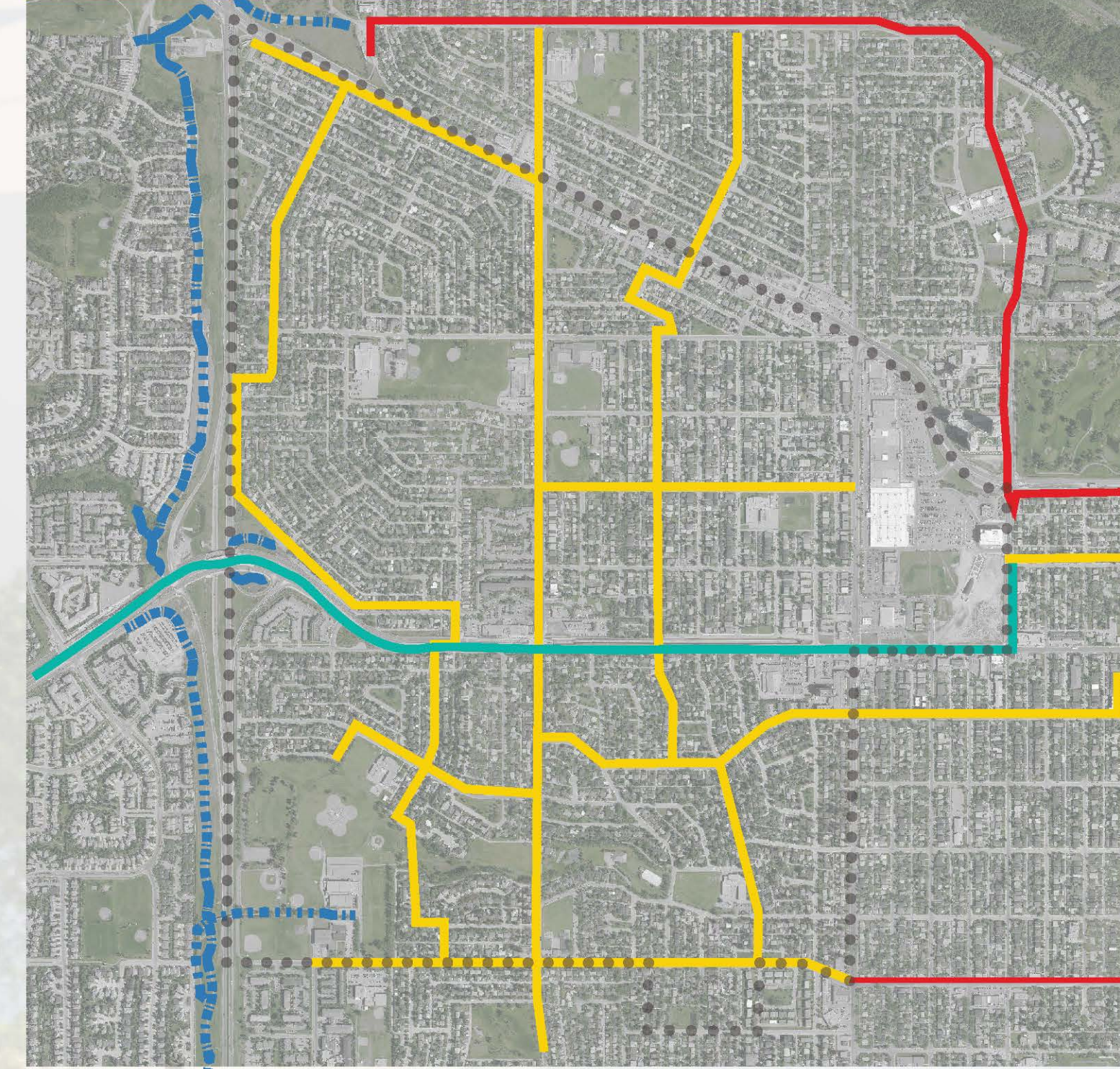
- i Intersections are unsafe for pedestrians and cyclists, can use improvements
- ii Motorists do not follow speed limits on 45th Street
- iii Lack of bus service in parts of the neighbourhood to provide first and last mile trips
- iv Need for north-south, east-west bike lanes to improve connectivity to key destinations
- v Improve streetscape and walkability especially on 17th Avenue which is unkempt and not a pleasant place to walk

STRATEGIES

- i **Widening sidewalks, using trees and planters as buffers, pedestrian scramble, improved signage, street markings, bike signals**
- ii **Raised pedestrian crosswalk, flashing lights**
- iii **Autonomous shuttle to provide first and last mile trip which is less expensive to operate and makes sense in low ridership areas**
- iv **Bike lanes on direct route streets and proposed shared pathways**
- v **Widened pedestrian walkways, plants trees, install planters, benches, garbage cans**

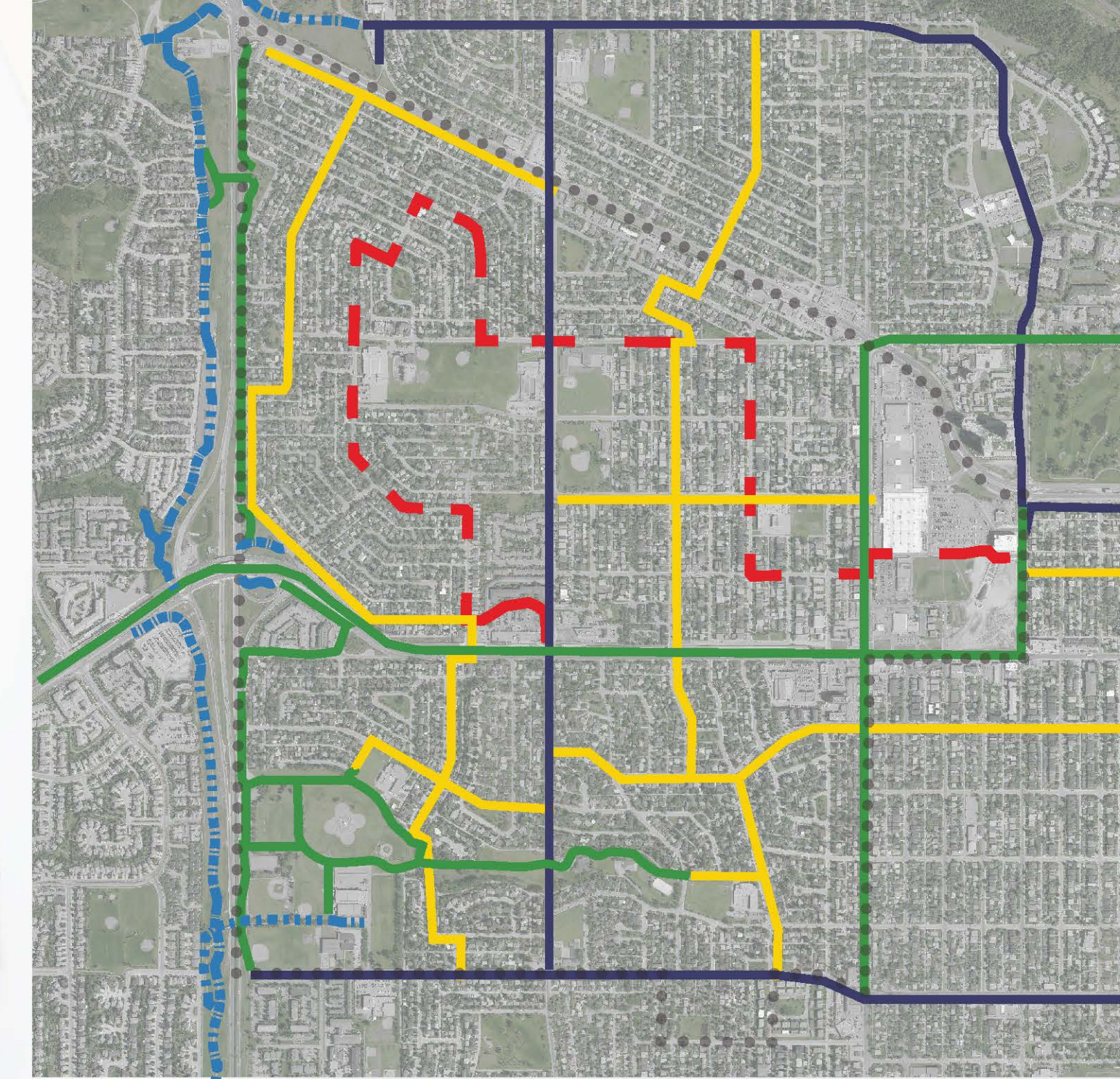


Existing Bike and Pedestrian Connectivity



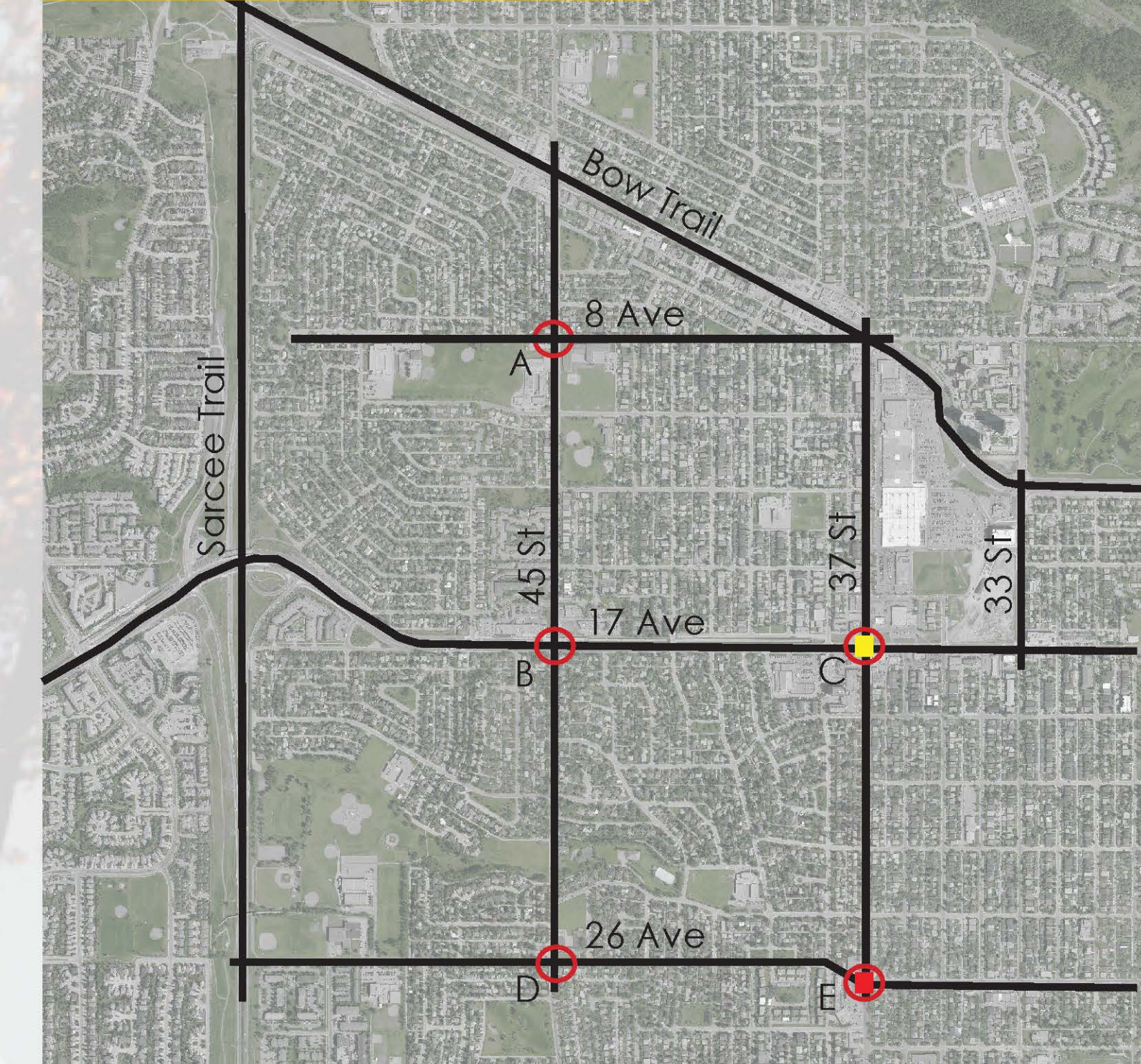
Rotary/Mattamuy Greenway Path Regional Pathway Study Area
Signed Bike Route Bike Lanes

Proposed Bike and Pedestrian Connectivity

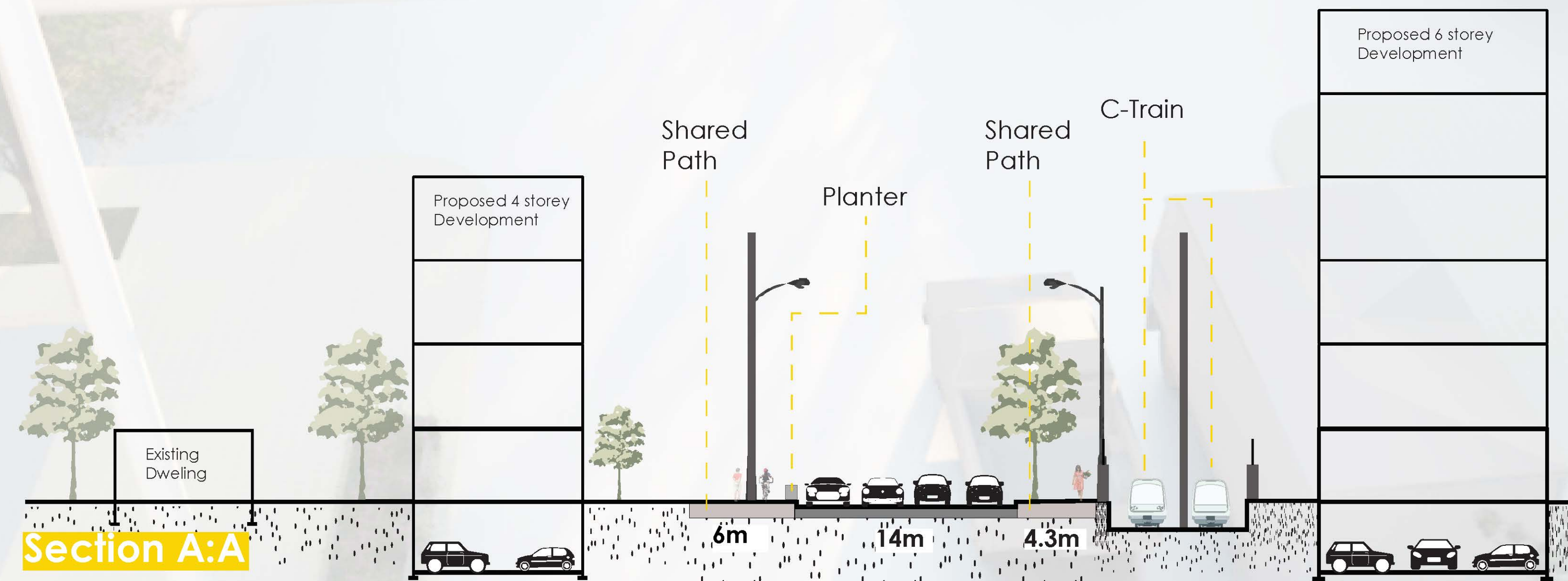


Autonomous Shuttle Route Shared Pathway
Bike Lanes

Intersections and Traffic Calming



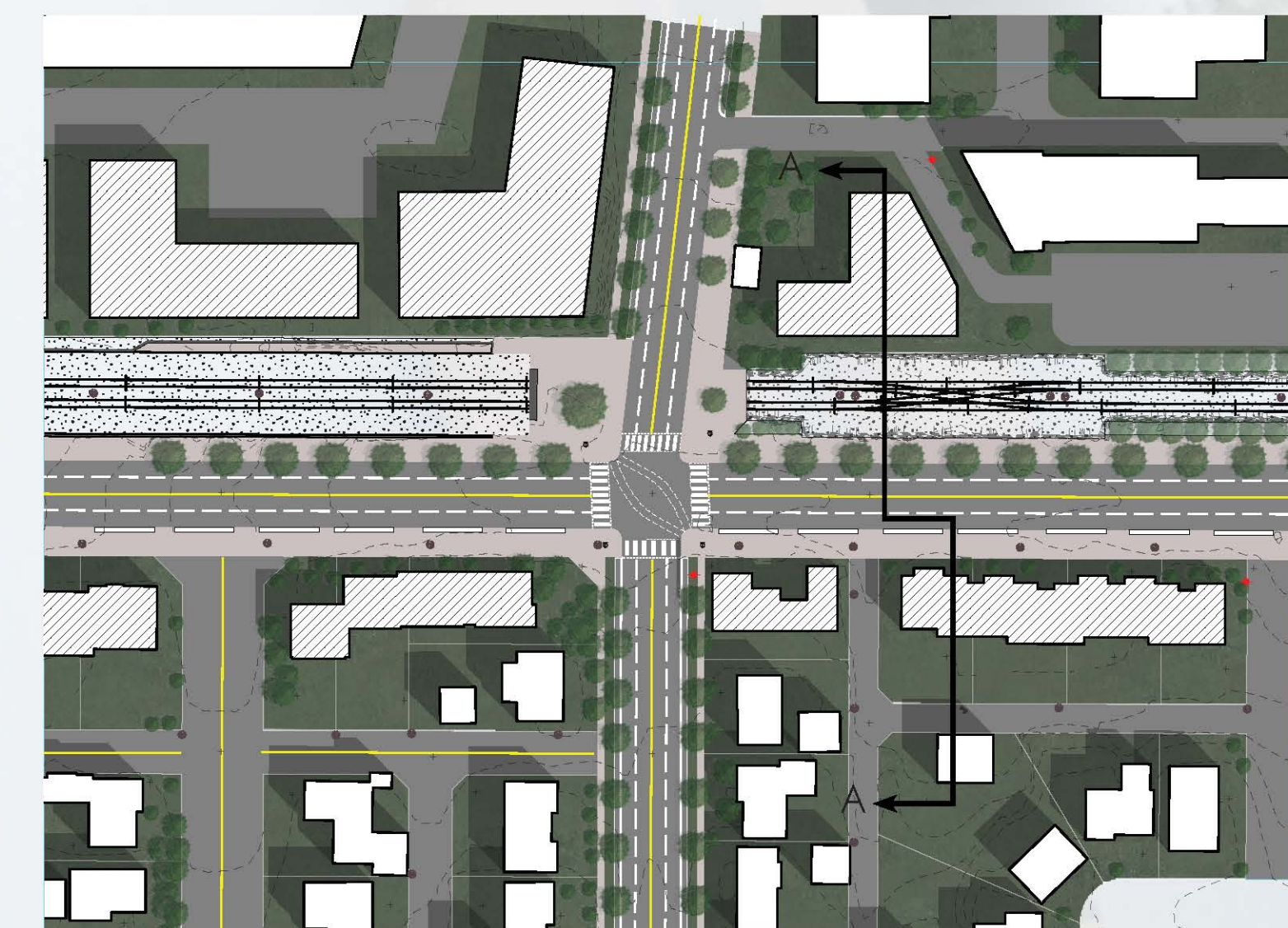
Intersection C 24 accidents 3 major injuries 17 minor injuries 1 death	Intersection E 6 accidents 2 major injuries 4 minor injuries
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A 45 Street and 8 Avenue



B 45 Street and 17 Avenue



C 37 Street and 17 Avenue



What we Heard

BASED ON FEEDBACK FROM RESIDENTS DURING THE COMMUNITY WORKSHOP, IT WAS INDICATED THAT:

Parks and open spaces are highly valued in the community; however, many spaces lack amenities and interesting features.

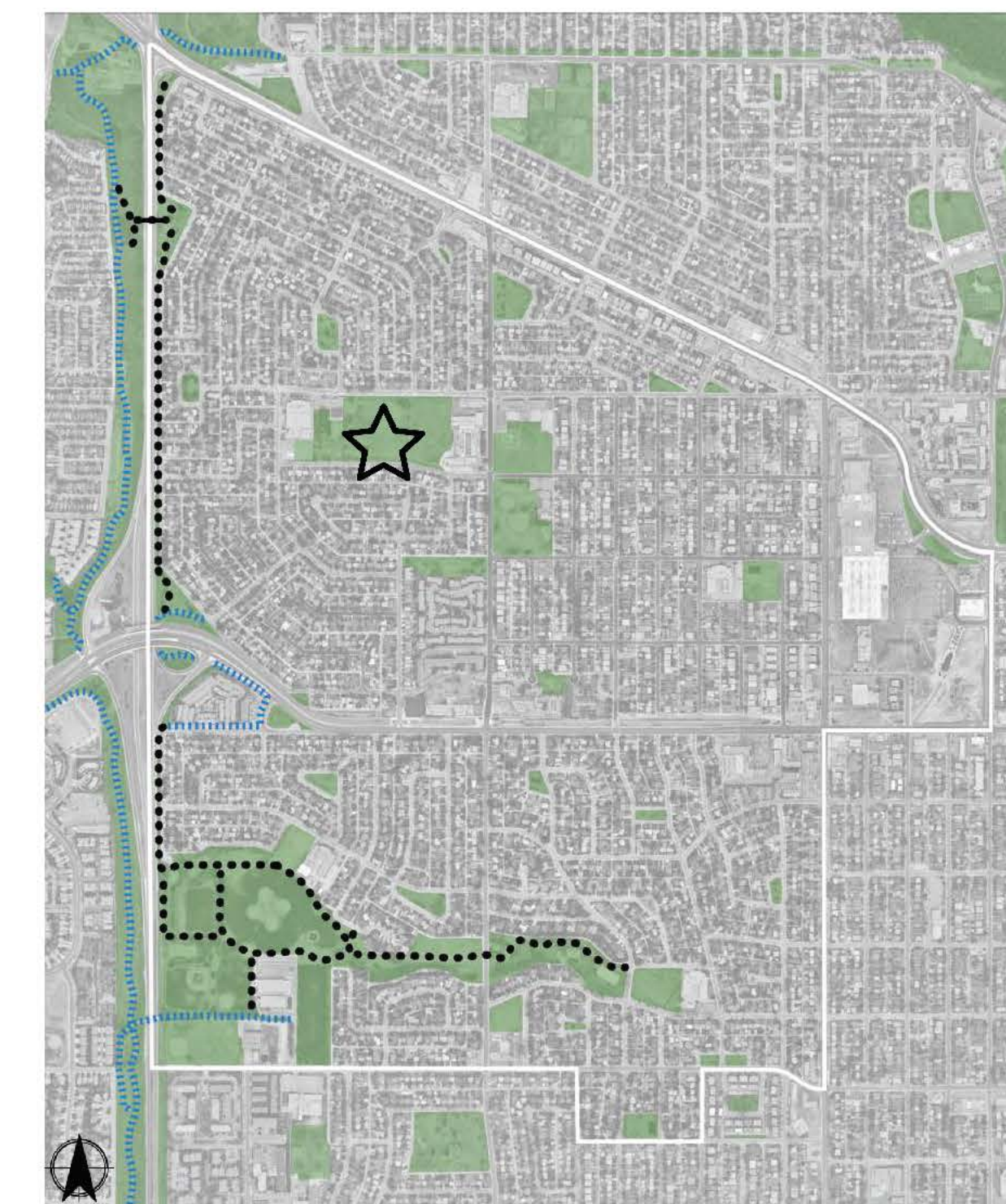


What we are doing

We propose to increase park amenities by introducing the following three features:

- A** Multiuse Park Pathway
- B** Multiuse Park
- C** Pocket Park Improvements

A Multiuse Pathway

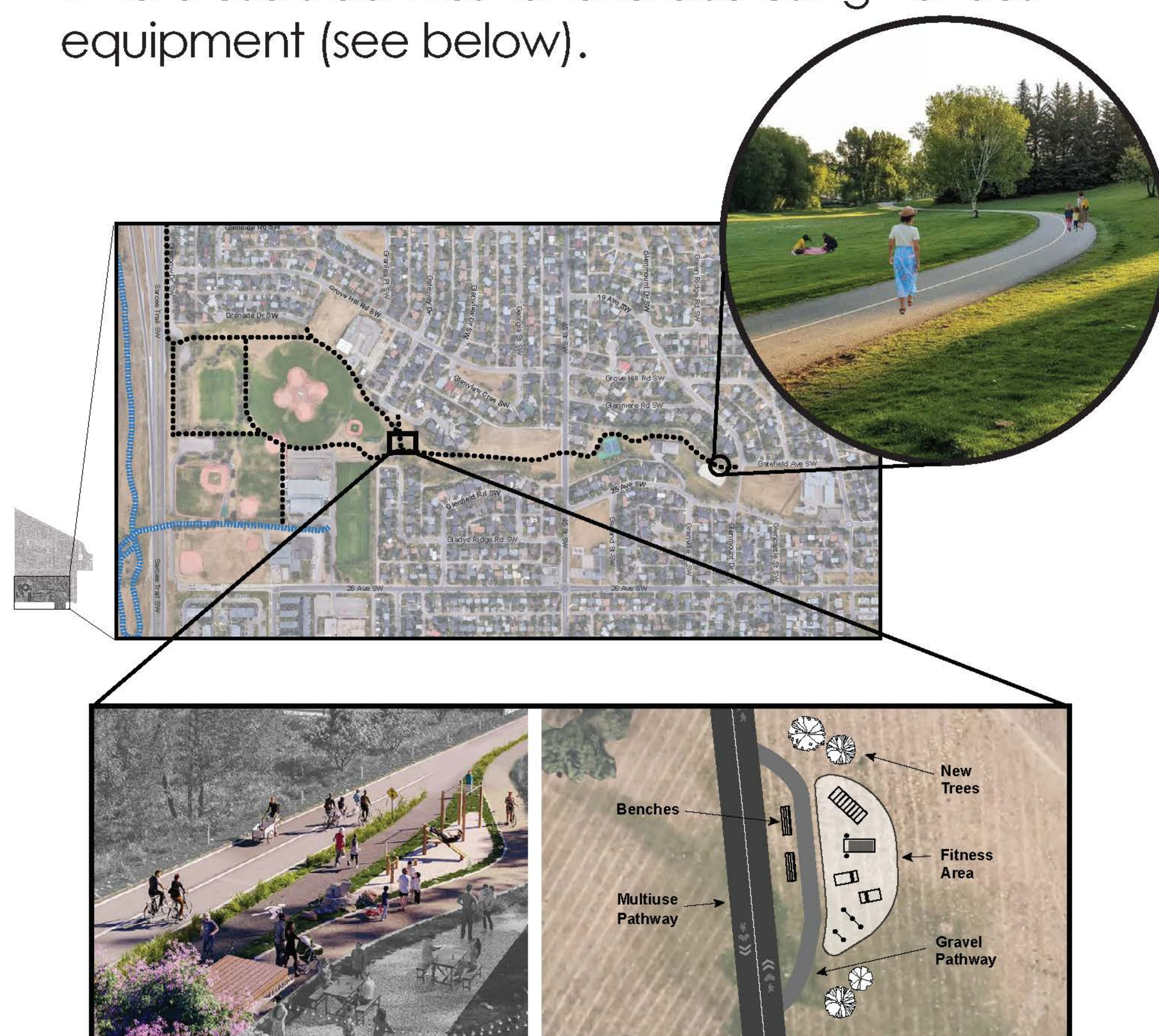


We propose creating a paved pathway in the community that will accommodate bikers and walkers.

- Proposed Pathway
- ||||| Existing Pathway or Sidewalk
- Park / Open Space
- ☆ Location of Multiuse Park

A Features Multiuse Pathway

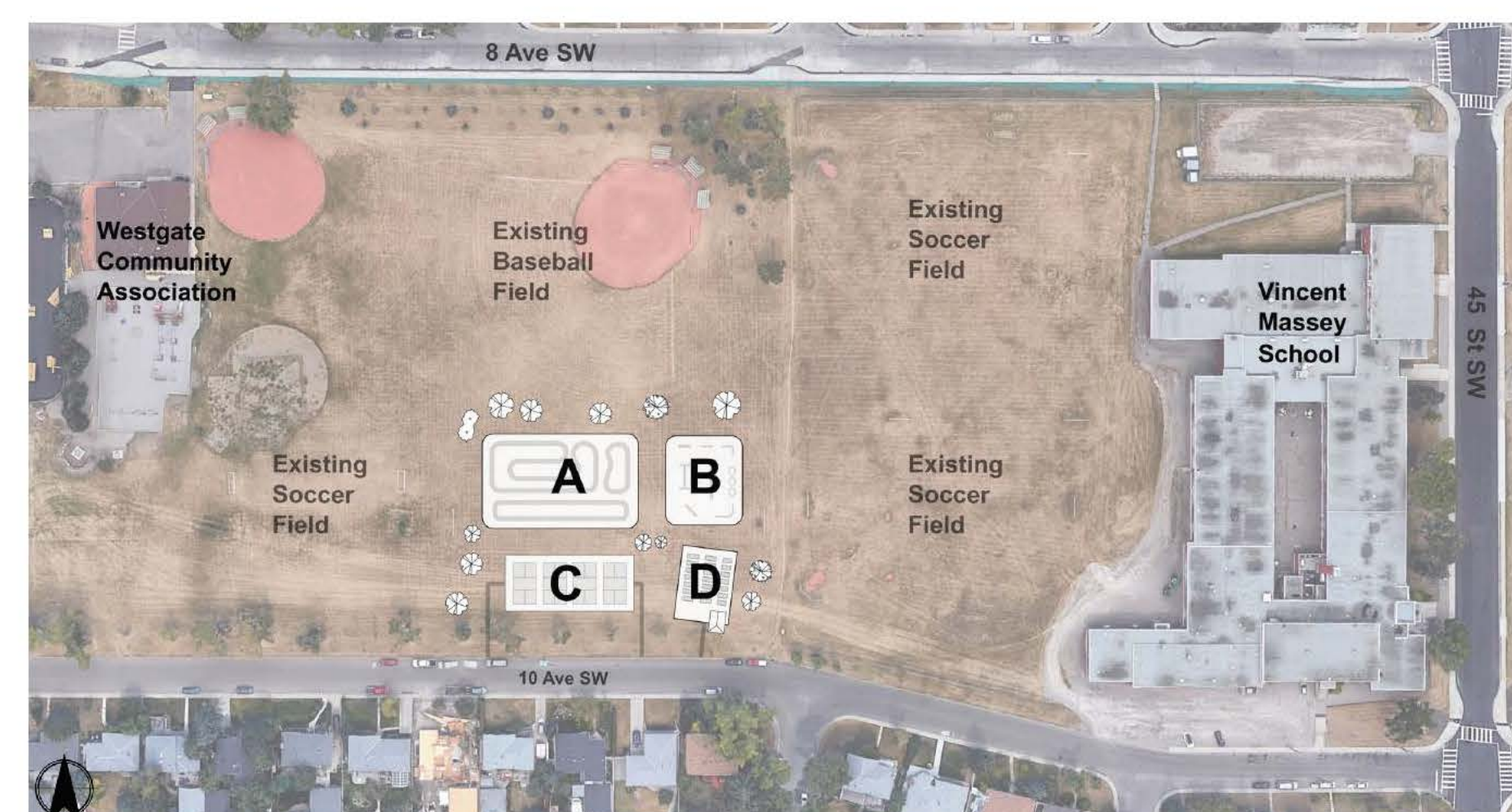
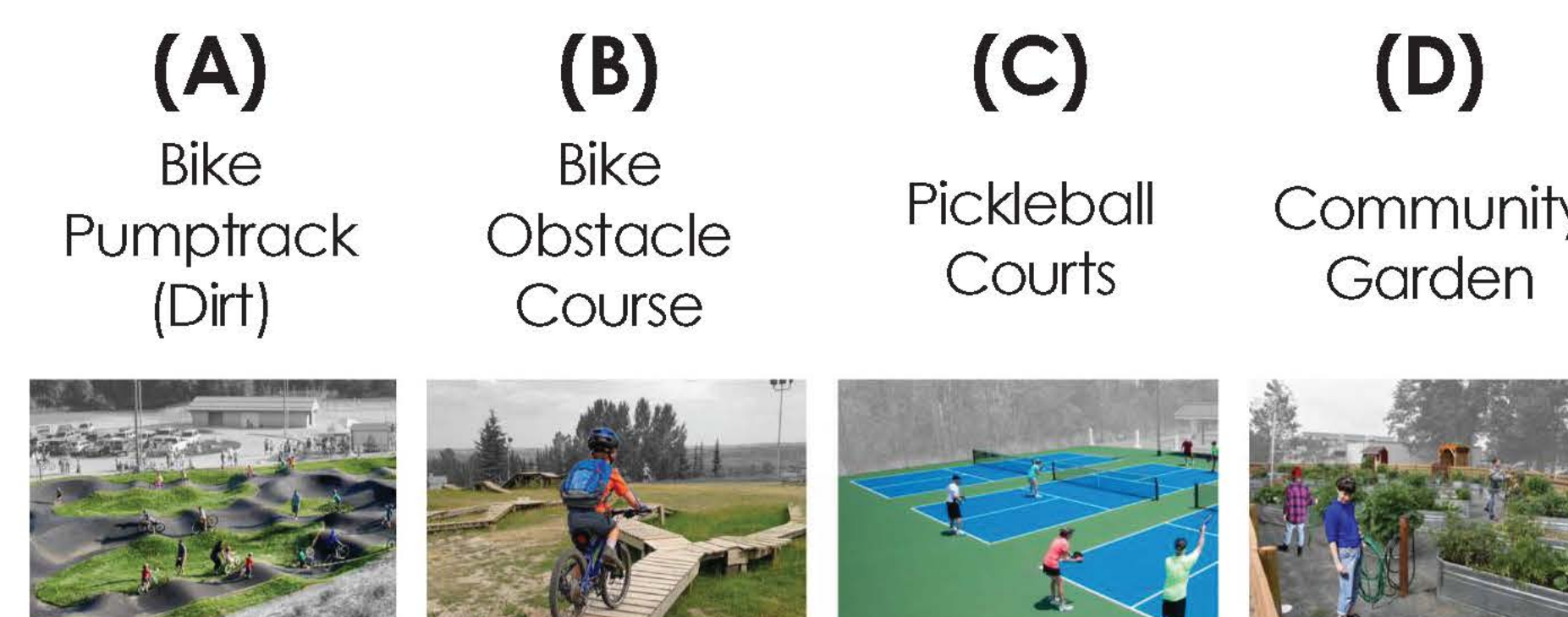
The Multiuse Pathway will feature fitness stops where users can rest or exercise using various equipment (see below).



Above: An example of a fitness stop along the pathway.

B Multiuse Park

It was noted that most large open spaces in the community are single use (usually occupied by soccer fields). We propose converting a portion of the space West of Vincent Massey School into a multiuse area, with the following features:



C Pocket Park Improvements

Many of the community's pocket parks offer very few amenities (some do not even have benches). Therefore we suggest improving pocket parks by implementing a combination of the following strategies:

Strategies:

- | | | |
|--------------------|-------------------------|---------------|
| 1. 🚧 Signage | 4. 🚶 Pathway / Sidewalk | 7. 🐕 Dog Park |
| 2. 🪑 Seating | 5. 🌳 Natural Playground | |
| 3. 🌲 New Plantings | 6. 🌱 Community Gardens | |

Example: The pocket park at Westwood Dr SW and Wheatland Ave SW will receive strategies: 1,2,3,4, and 5; meaning new signage, seating, plantings, pathways and a natural playground

