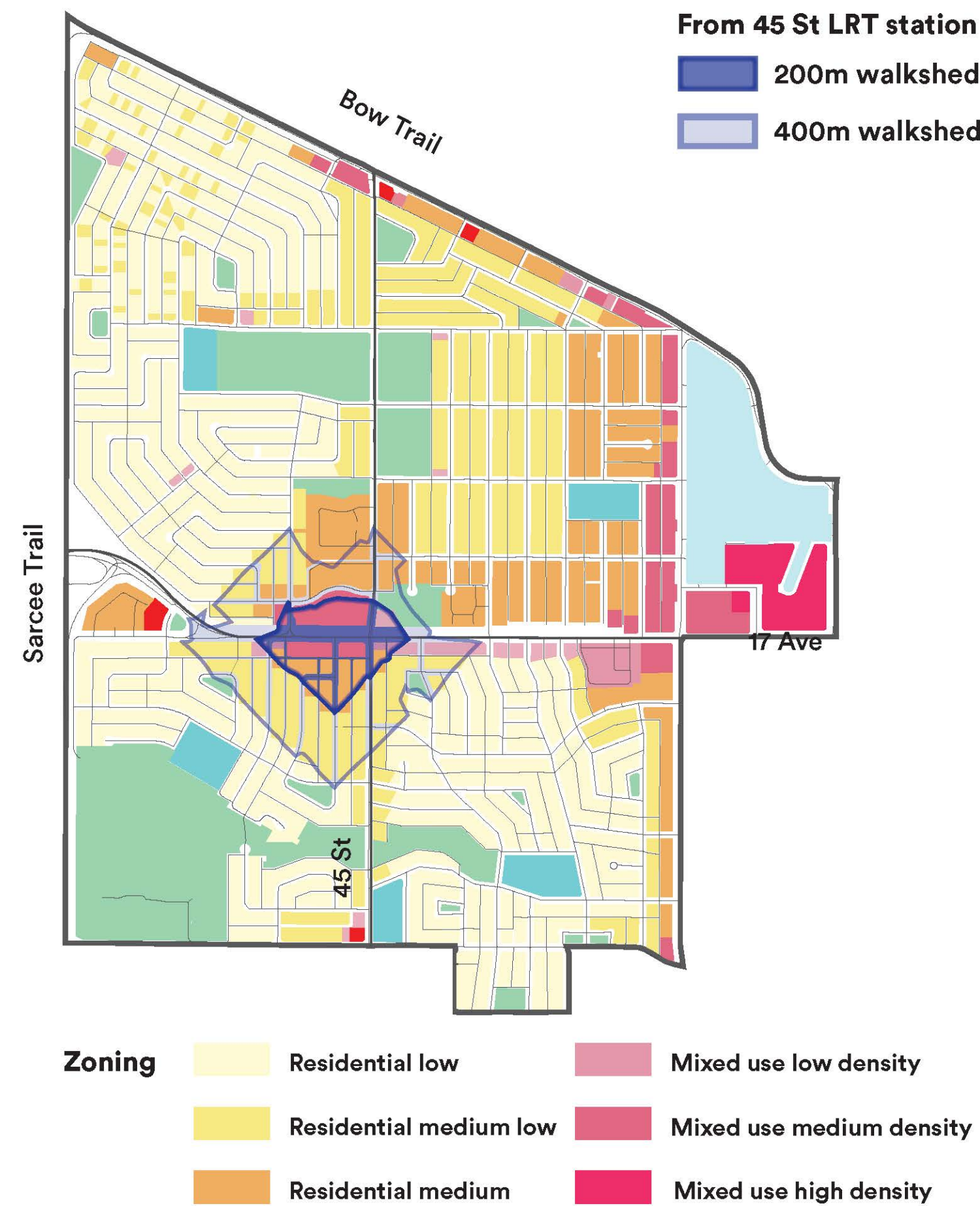


STRATEGIC GROWTH

Proposed land use map



Mobile commercial use

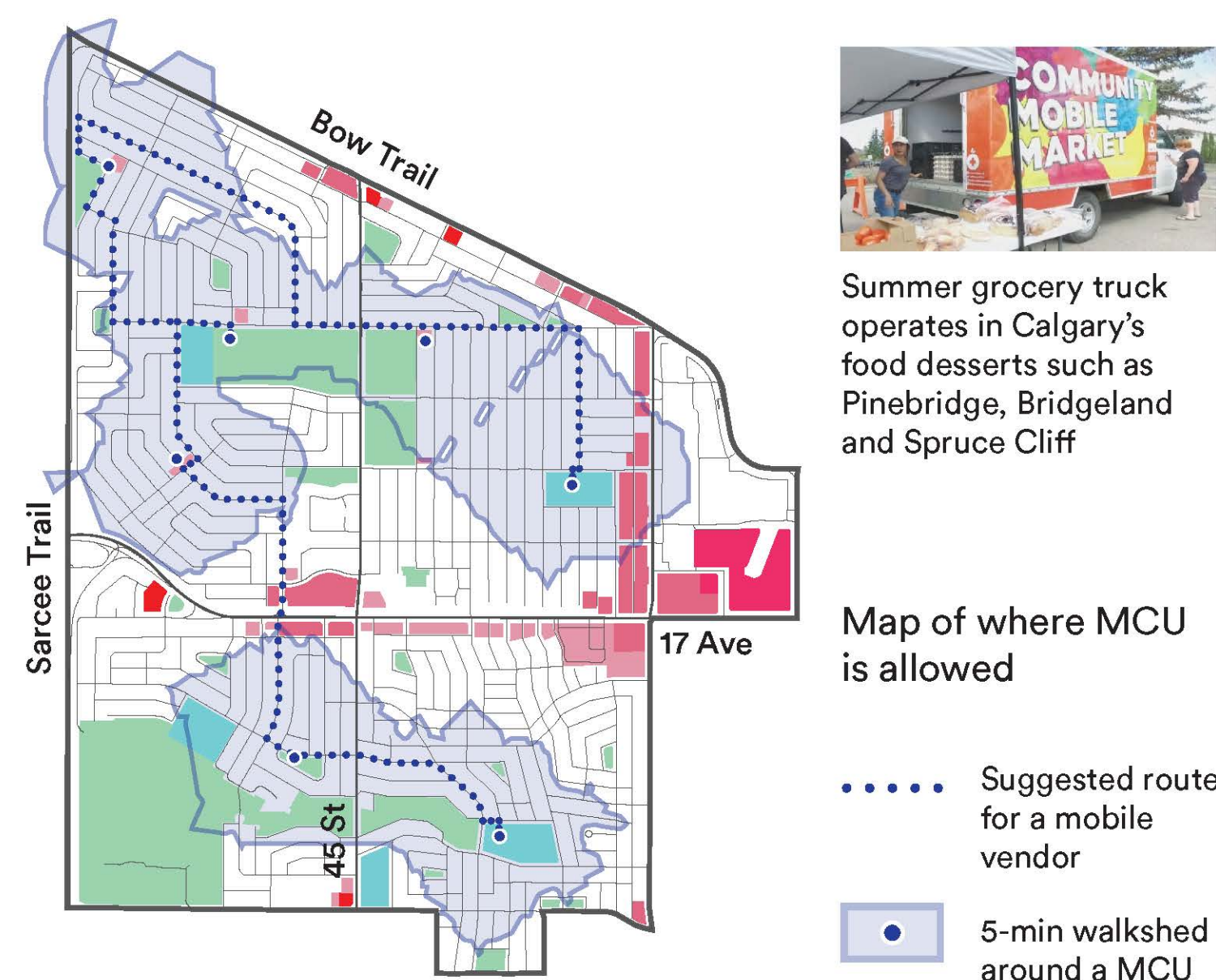
MCU ranges from food trucks to grocery stores based on community's demands & operates on underutilized parking lots



A mobile grocery truck in a park (Atlanta, GA)



Summer grocery truck operates in Calgary's food desserts such as Pinebridge, Bridgeland and Spruce Cliff



Future development principles

Respect and enhance community character

Encourage development of local businesses for economic prosperity

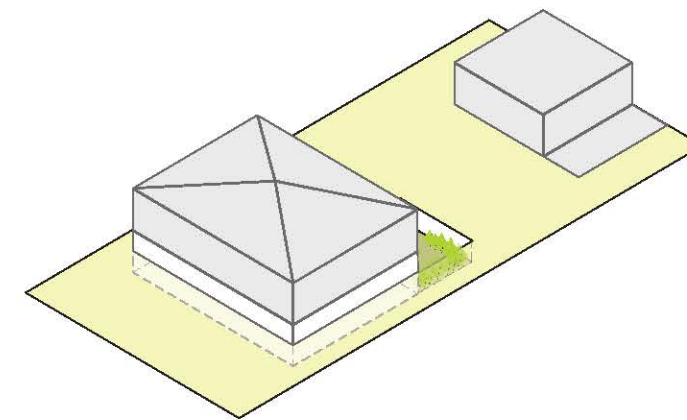
Designed for longevity and inclusivity

Contribute to a pedestrian-oriented, safe and attractive public realm

Housing typology

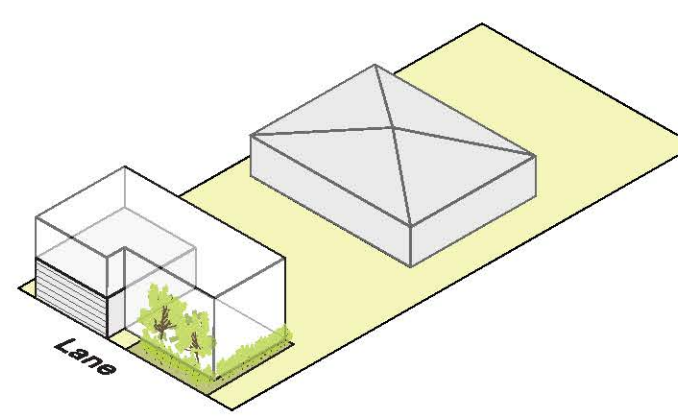
Residential Low

Secondary suite



- Private outdoor space
- Extra parking space
- Separate entrance and outdoor space for suite

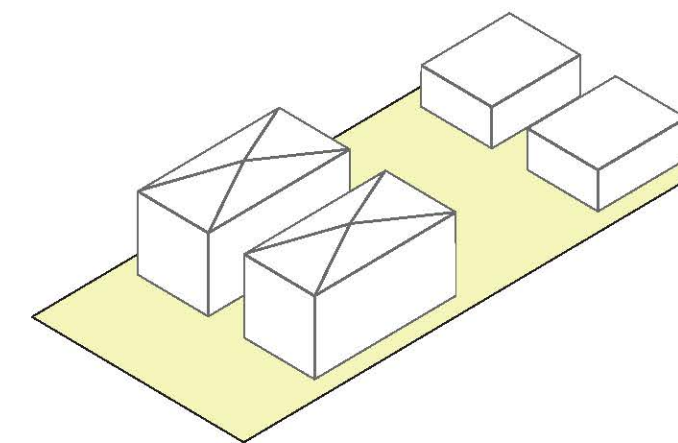
Laneway house



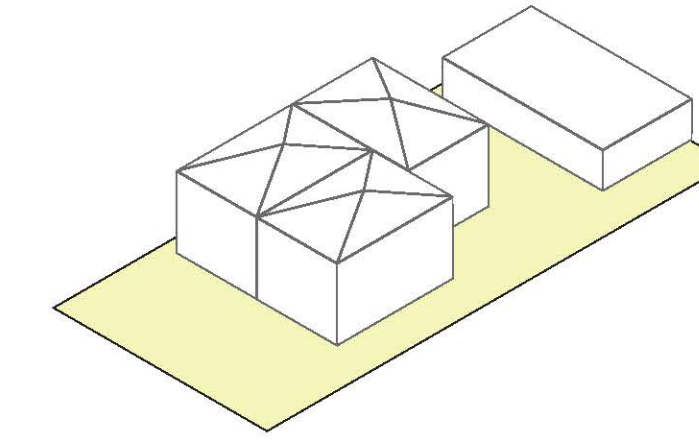
- At-grade living space for unit
- Landscaping between unit and lane
- Extra parking space

Residential Medium Low

Duplex



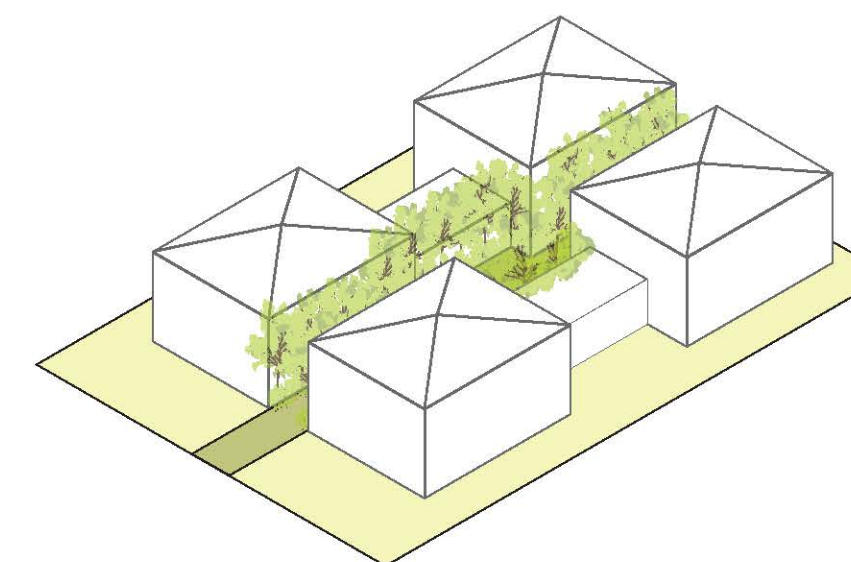
Triplex



Cottage cluster



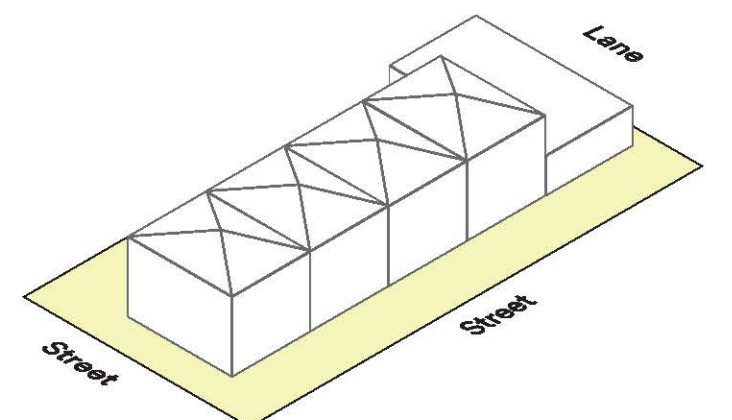
Cully Grove (Portland, OR)



Residential Medium

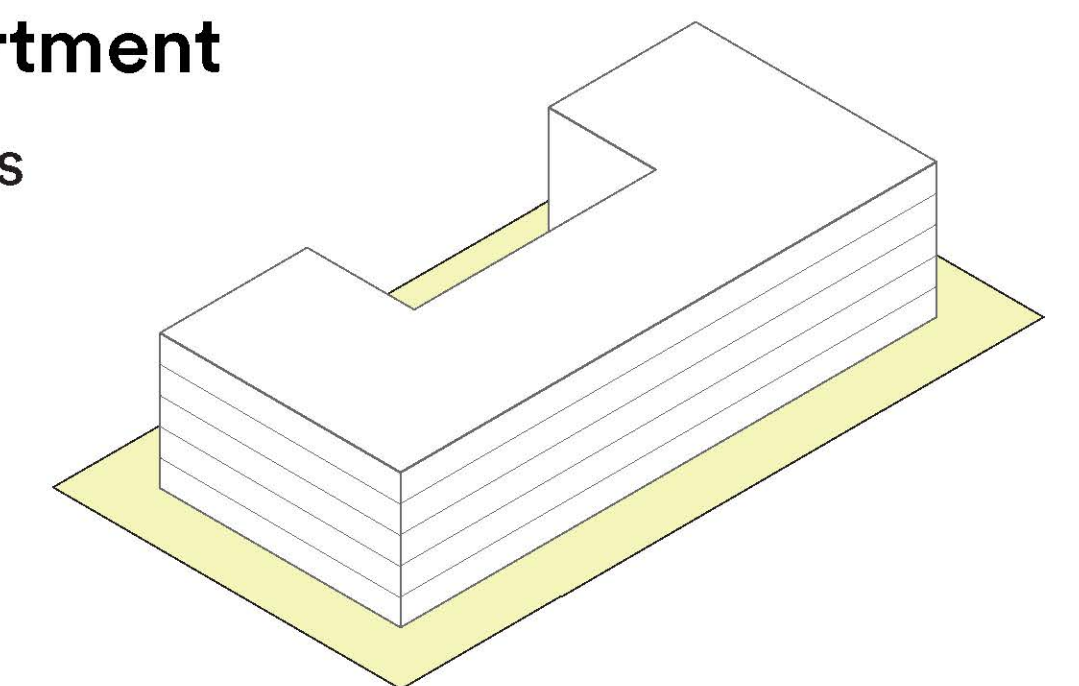
Rowhouse

- No front-facing garage
- Preferably on corner lots



Midrise apartment

- 3 to 5 storeys
- Similar front setback to other buildings along the street

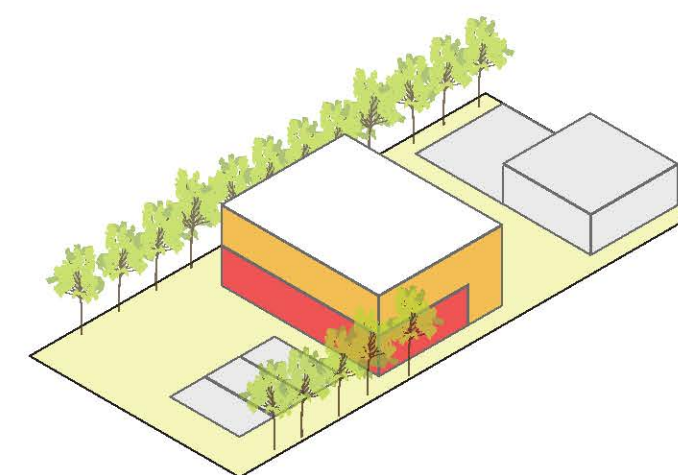


Mixed use development typology

Mixed Use Low

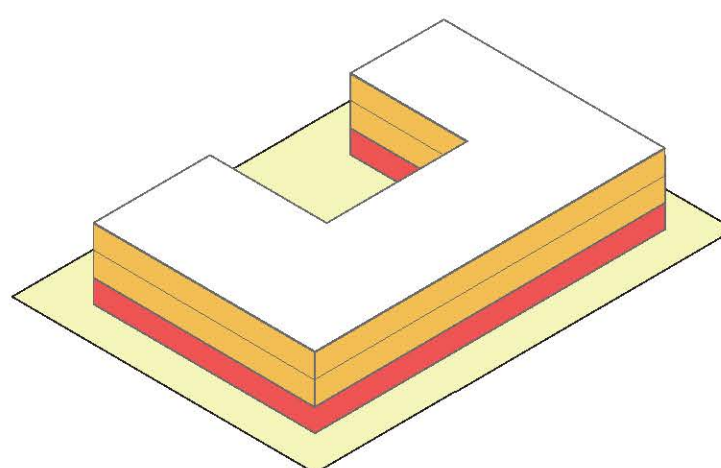
Neighbourhood mixed use

- Commercial uses - personal & professional services, retail, food
- Extra parking and loading bay



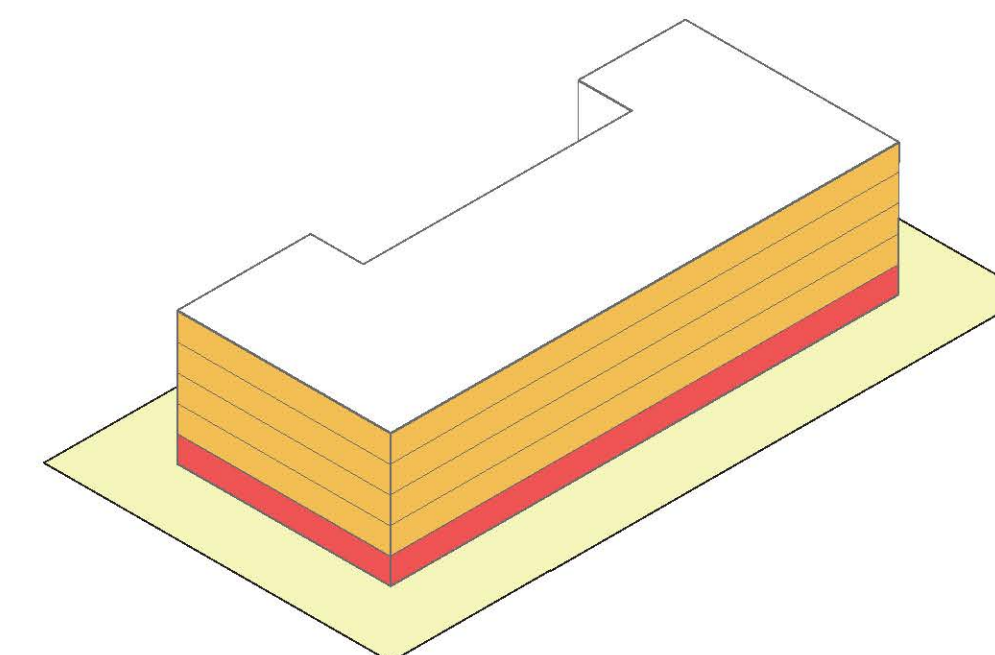
Main street & around transit

- Underground parking
- Approximately 18 apartment units



Mixed Use Medium

- First floor of commercial use and upper floors of residential use
- Approximately 40 apartment units
- Residential units to be mixed income with diverse range of unit sizes
- Around 45 Street station and along 37 Street

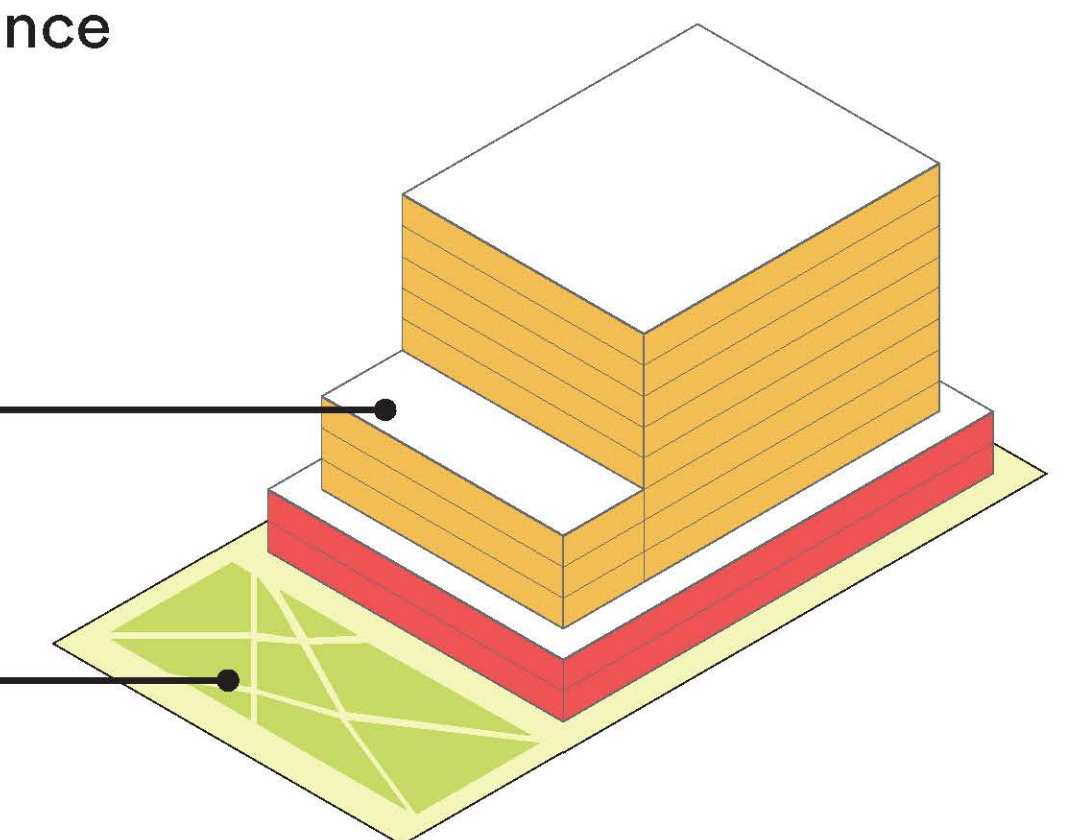


Mixed Use High

- First 2 floors of commercial use and upper floors of residential use
- Approximately 70 apartment units
- Public plaza integrated with Westbrook LRT station entrance

Building setbacks

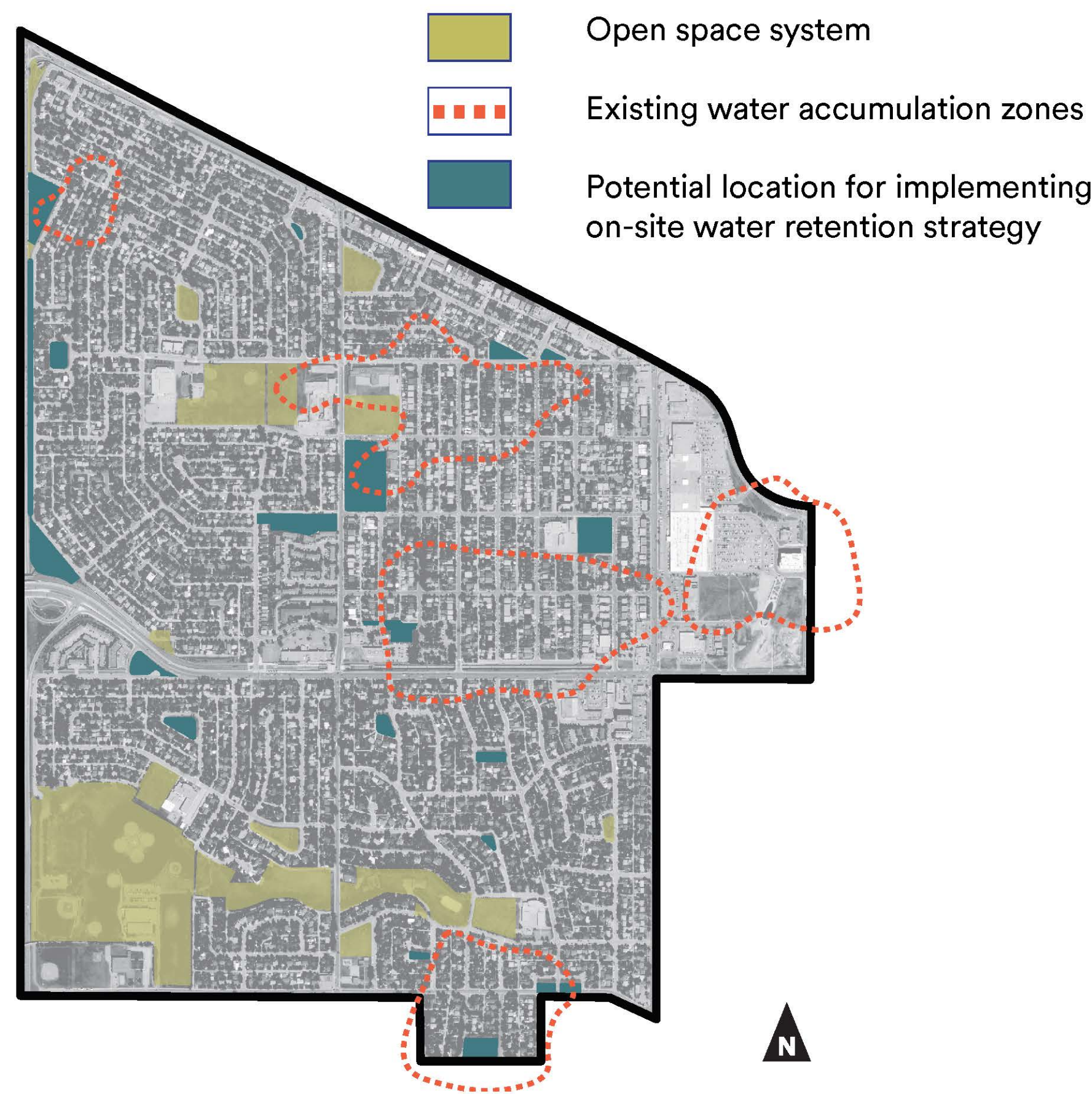
Public plaza



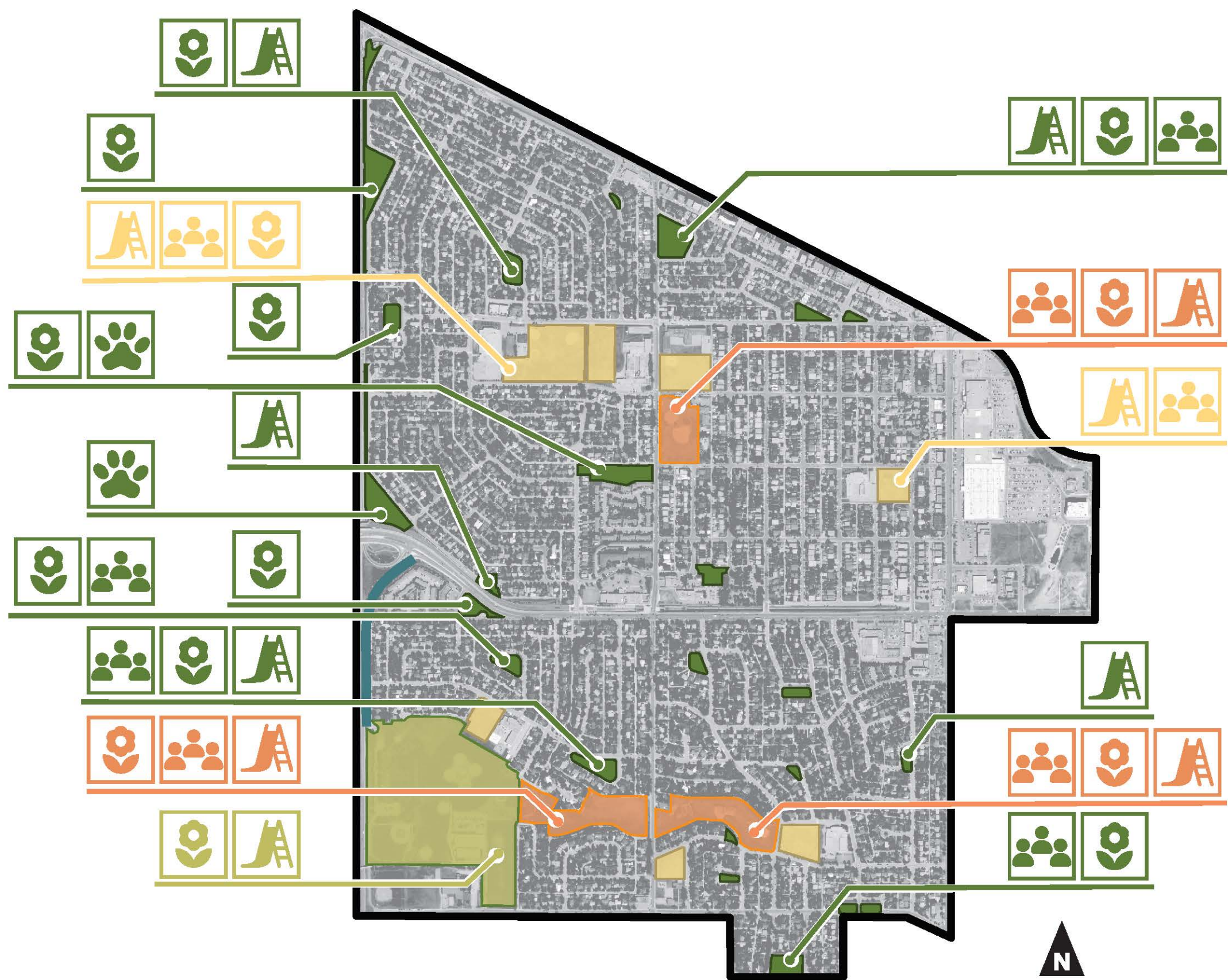
ATTRACTIVE OPEN SPACES

- Encourage the use and enjoyment of the open spaces to all age groups.
- Present a welcoming, natural setting for all community parks and open spaces
- Promote local retention of stormwater and limit the dependence on municipal drains.
- Establish design standards sensitive to the local community’s needs and Calgary’s environmental setting.
- Enhance public access to all of the community’s parks and open spaces.

Stormwater management



Open space typology and programming



- Neighbourhood parks

School playgrounds
- Community event spaces

Sports-related spaces
- Active play elements

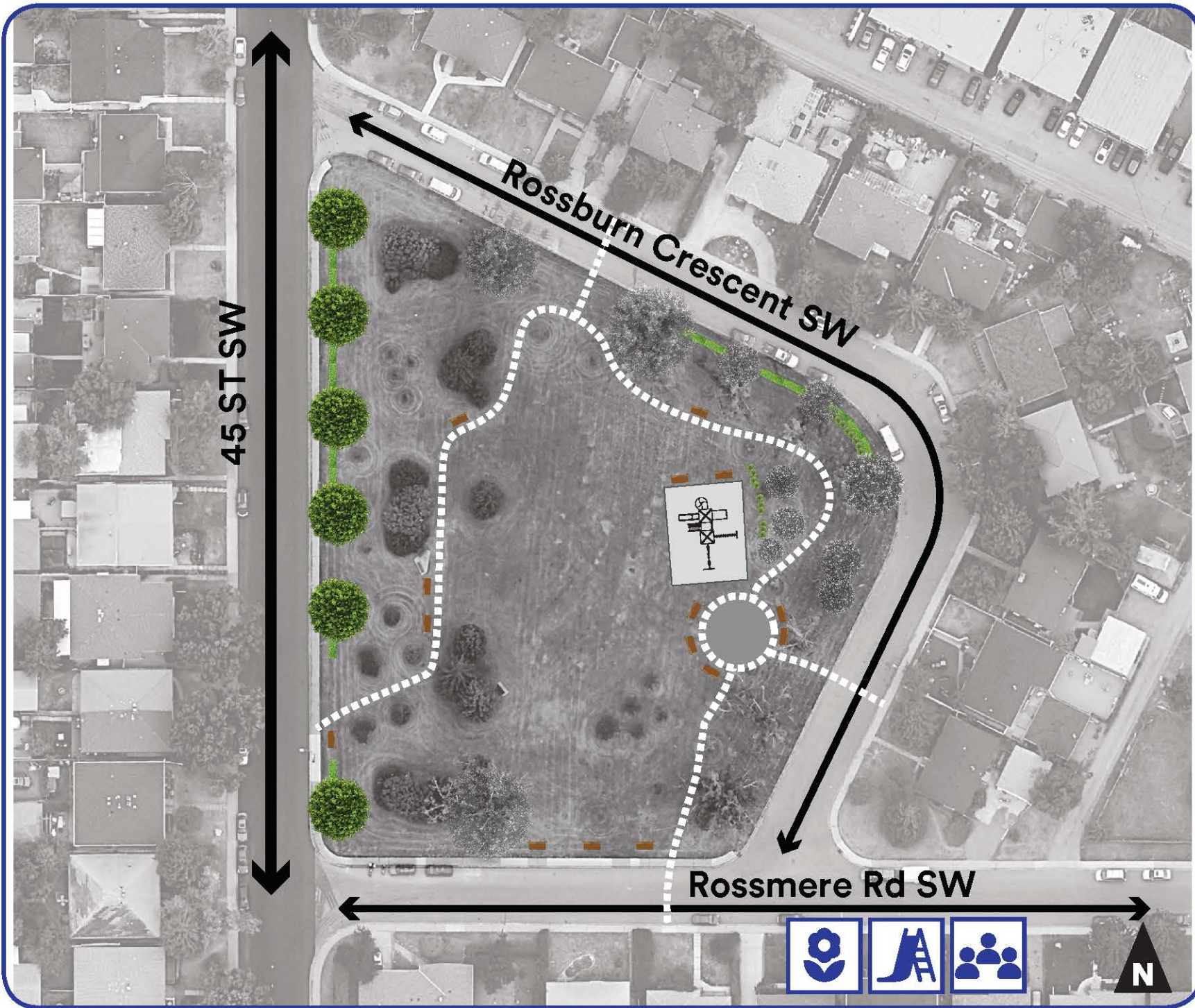
 - Playsets
 - Spray parks
 - Small skateboard park
 - Outdoor ice rinks
- Gathering spaces

 - Community gathering
 - Outdoor exercising
 - Arts/Music festival
 - Picnic spaces
- Dog parks

 - Off-leash areas
 - Secure fencing
 - Time restrictions on multi-use sites
- Design improvements

 - Landscaping
 - Additional seating
 - Park signage
 - Internal pathways

Implementation



Park at Rossburn Crescent, Rosscarrock



Dog park at 45 St SW, Westgate

- Source Control Practices
- Bioswales
 - Linearly shaped open channel drainage system used alternative to conventional systems.
 - Slope invert profile with maximum slope of 2% to convey flow in the channel.
 - Decreases surface runoffs and promotes infiltration.
- Bioretention ponds
 - Depressed landscaped areas underlain by fine media layer, subbase and a subdrain pipe.
 - Treats runoffs by extended detention and fine filtration
 - Can be used for temporary snow storage.
- Rainwater harvesting
 - Reduces the volume of runoffs entering the drainage system.
 - Reduces fresh water usage from the city’s water mains.
 - Captured water can be used for flushing toilets, doing laundry and watering the lawn.

VIBRANT PUBLIC REALM

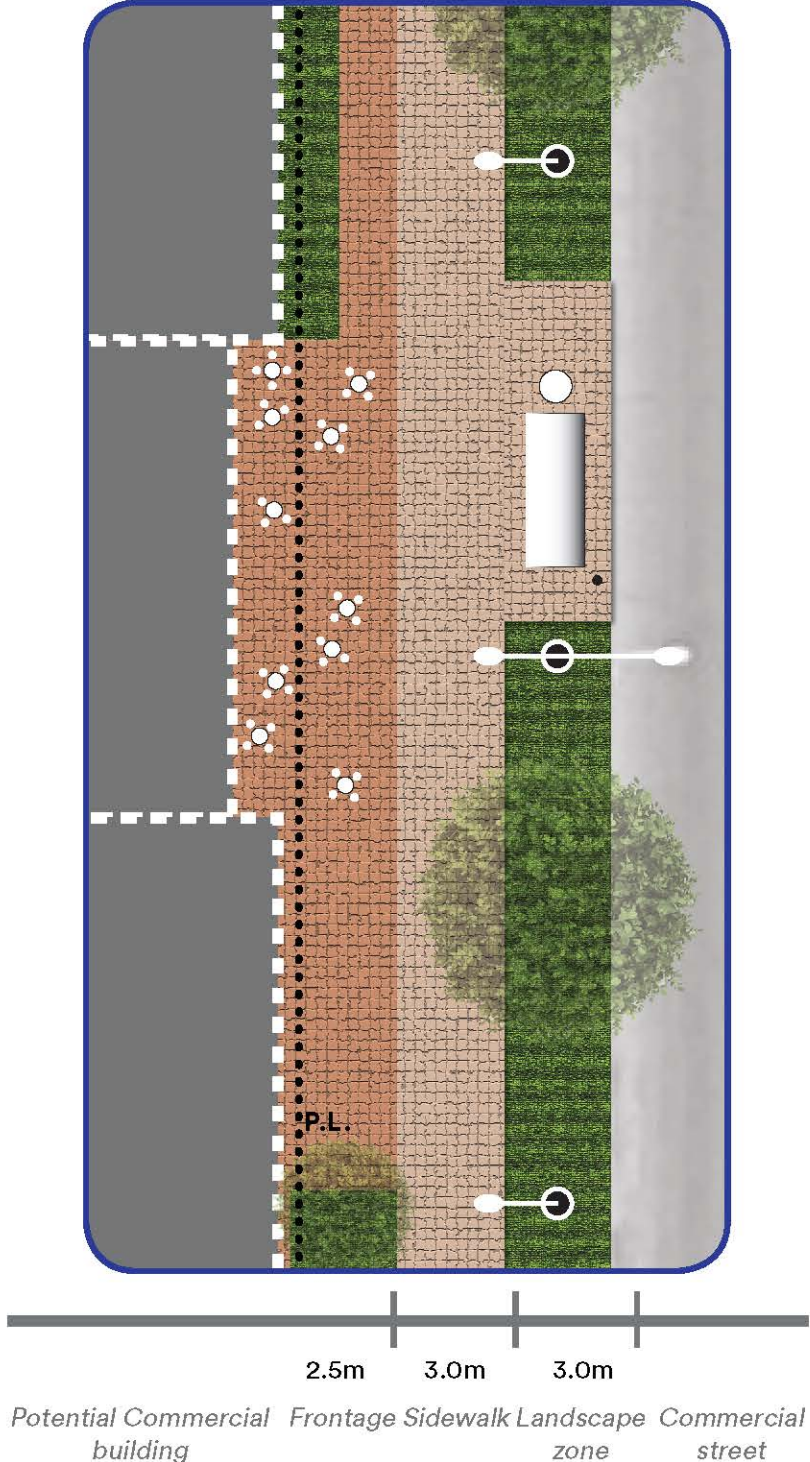
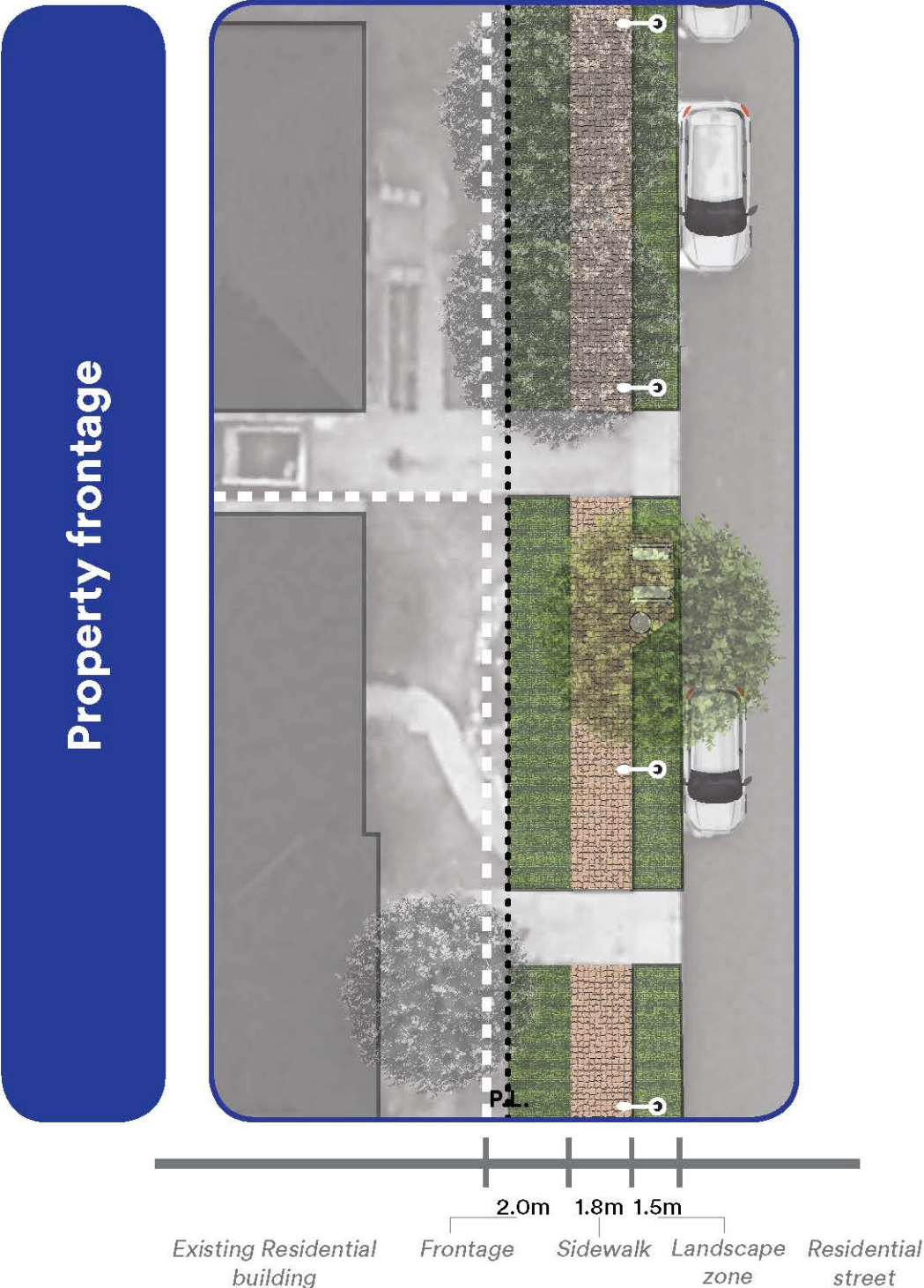
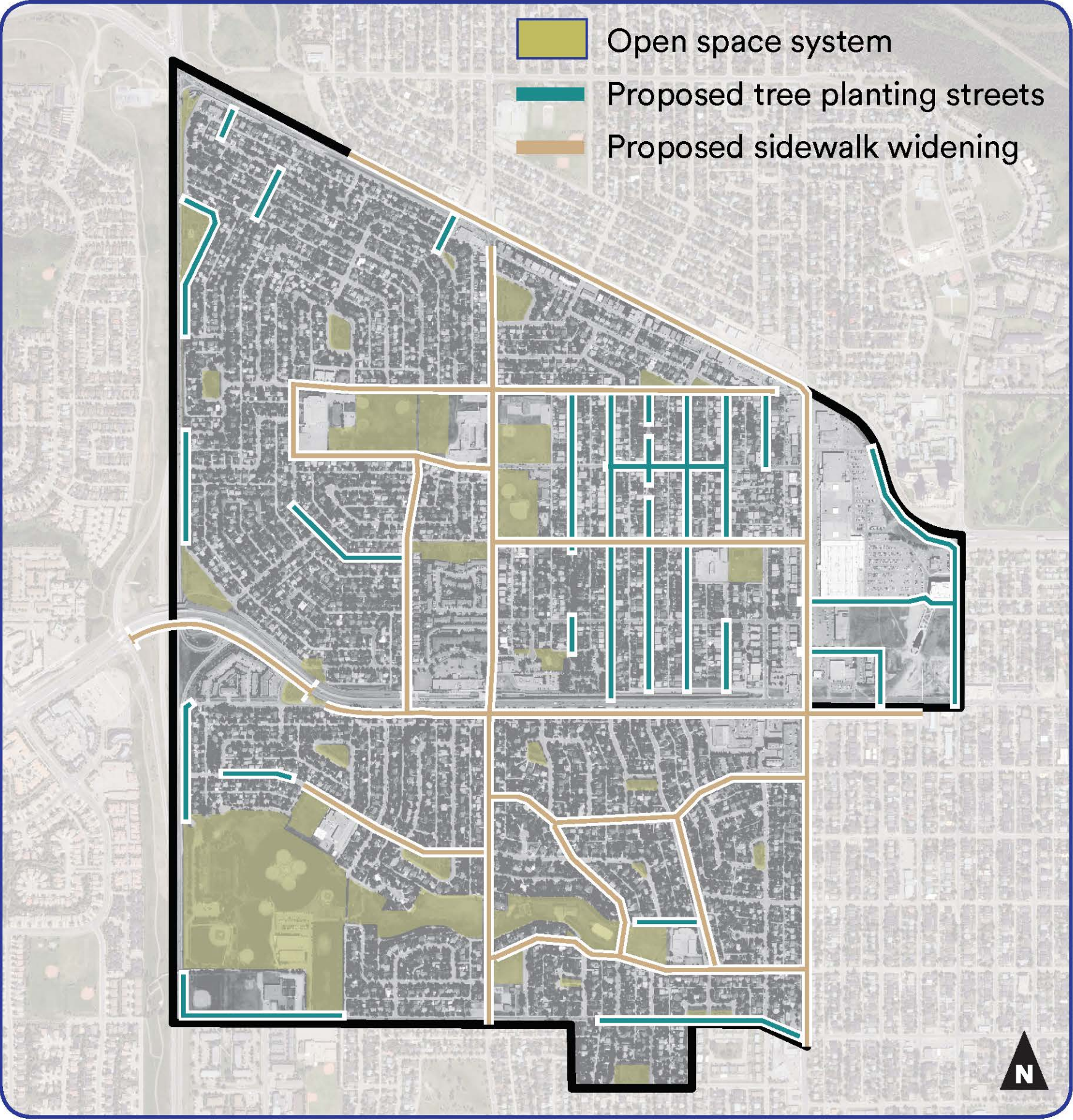
Provide a strong pedestrian focused network that supports local businesses and retail spaces to encourage getting to destinations comfortable for all.

Promote street tree planting along all corridors to enhance the character of the neighbourhood with environmental benefits.

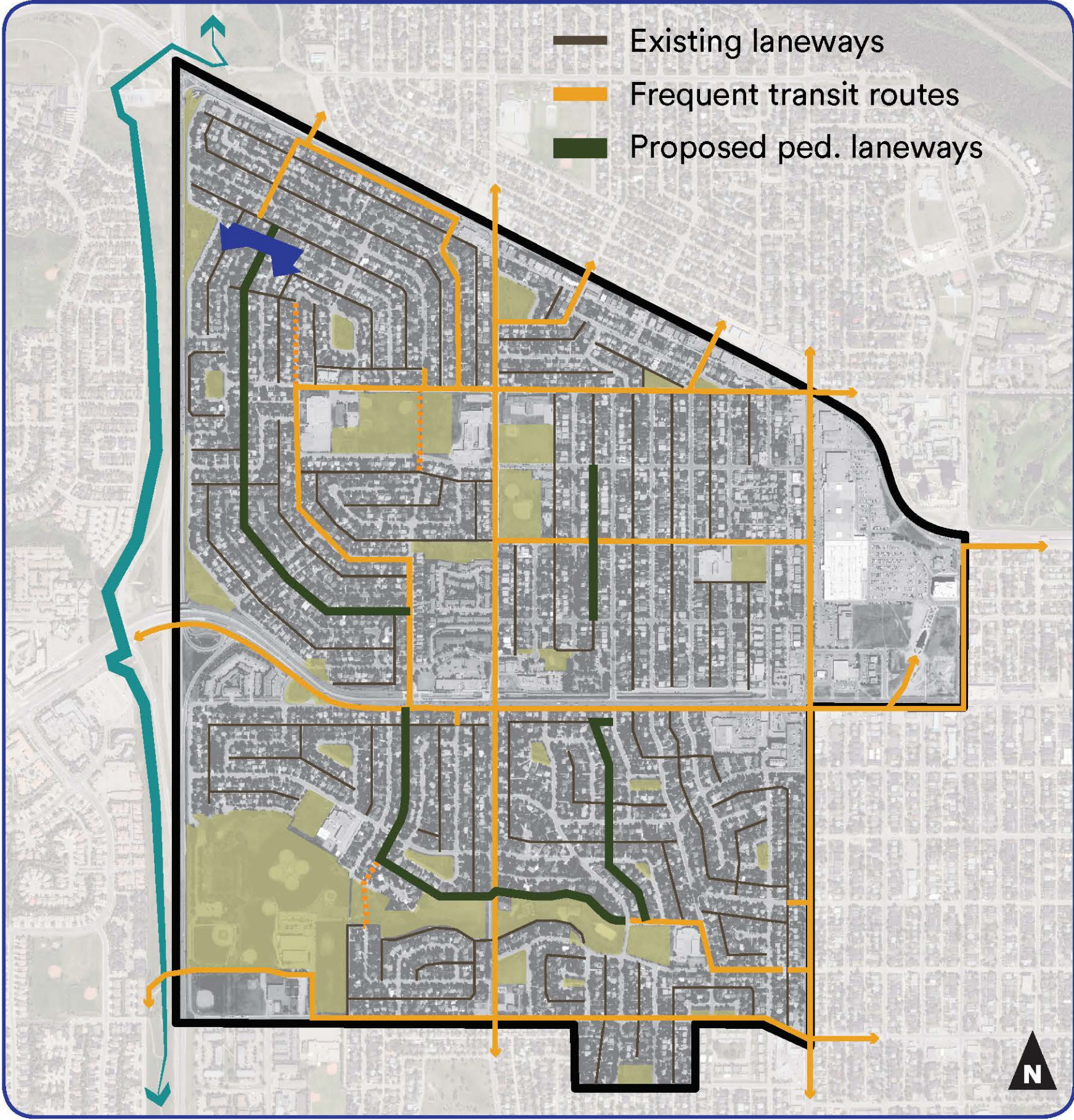
Emphasize urban centres of main street corridors by orienting commercial and residential buildings towards the street.

Enhance the use of existing pedestrian zone to create a safer and more open experience within the sidewalk realm

Urban elements



Laneway pedestrian network

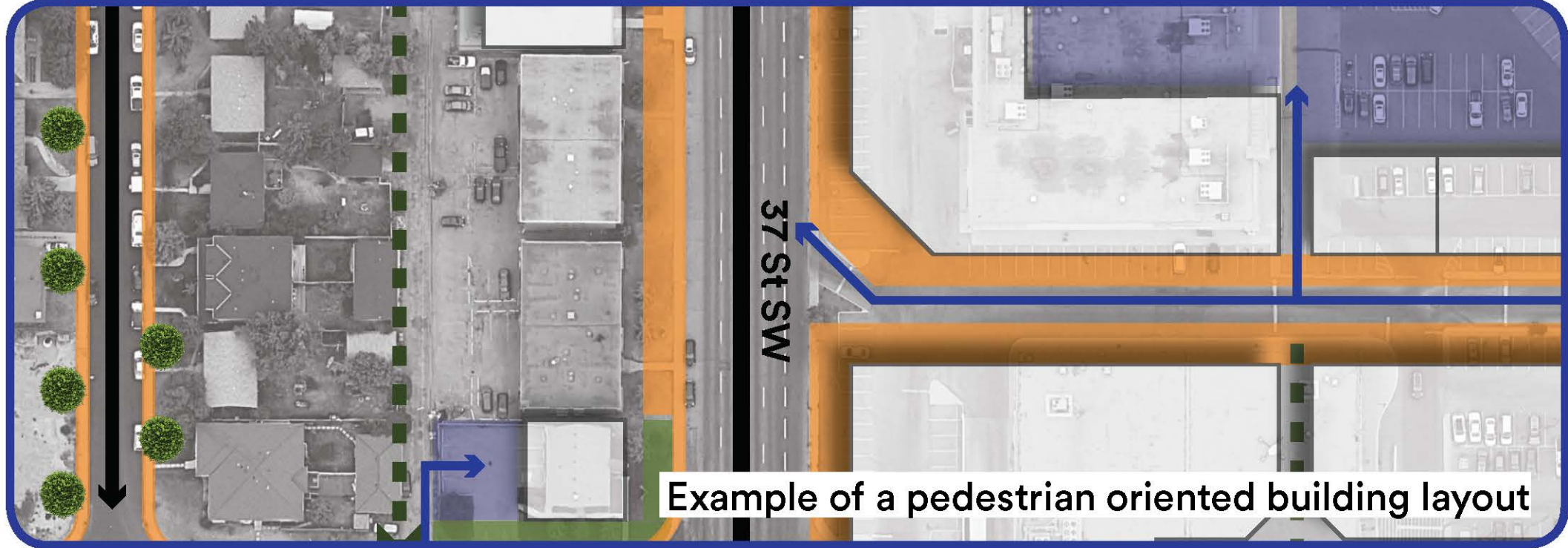


Residential street section

Commercial street section

Street furniture & Lighting

- Benches
- Transit facilities
- Bike facilities
- Signage
- Waste bins
- Public art



Example of a pedestrian oriented building layout

Public realm Vehicular spaces Open spaces

Quality Sidewalks

	Residential (47 ST SW)	Residential collector (17 Av, 45 St SW)	Commercial (37 ST, Bow Tr SW)
Existing width	1.25 m	1.30 m	1.60 m
Recommended width	1.8 m	2.5 m	3.0 m

Landscape zone

Parks	Community streets	Main streets
<ul style="list-style-type: none">• Rosthern crabapple• Asian Bird Cherry• Colorado Spruce• Brandon Elm• Ohio Buckeye	<ul style="list-style-type: none">• Amur Maple• Bur Oak• Wayfaring Tree• American Mountain Ash	<ul style="list-style-type: none">• Ivory Silk tree lilac• Japanese Tree Lilac• Hawthorn• Schubert Chokecherry

Shared laneways

- Shared by pedestrian, cyclists and cars using the concept of woonerf.
- Paved laneways with a green strip, lighting and seating options.



Pedestrian-only pathways

- Acts as an extended public backyard.
- Cyclists can access it at reduced speeds.
- Minimal paving with a porous material, adequate lighting and seating for small-scale gathering.



Prioritize modes of active transportation while discouraging use of private vehicles.

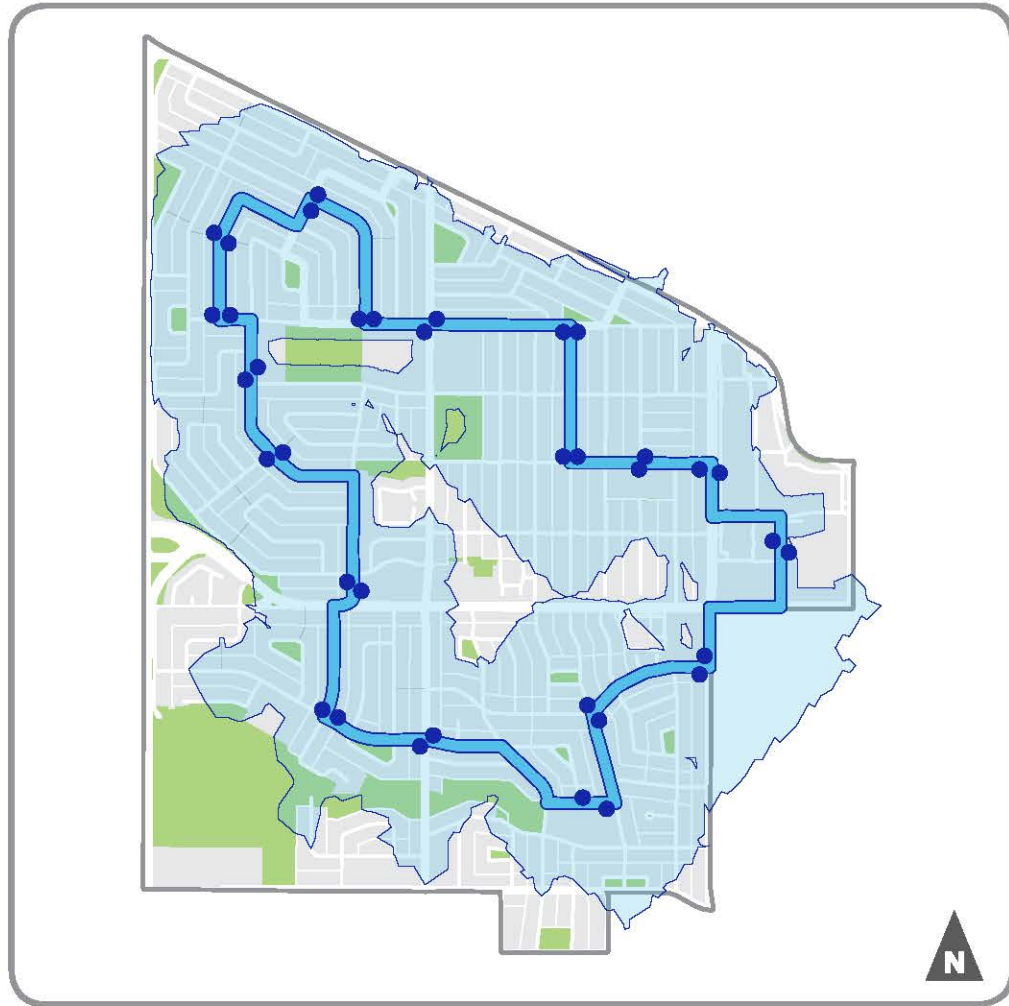
Increase frequency of existing bus routes and implement a local loop bus route free for community members.

Improve bike path network and provide secure bike storage units at LRT stations.

Improve existing road intersection conditions.

Create safer pedestrian crossings along arterial and collector roads.

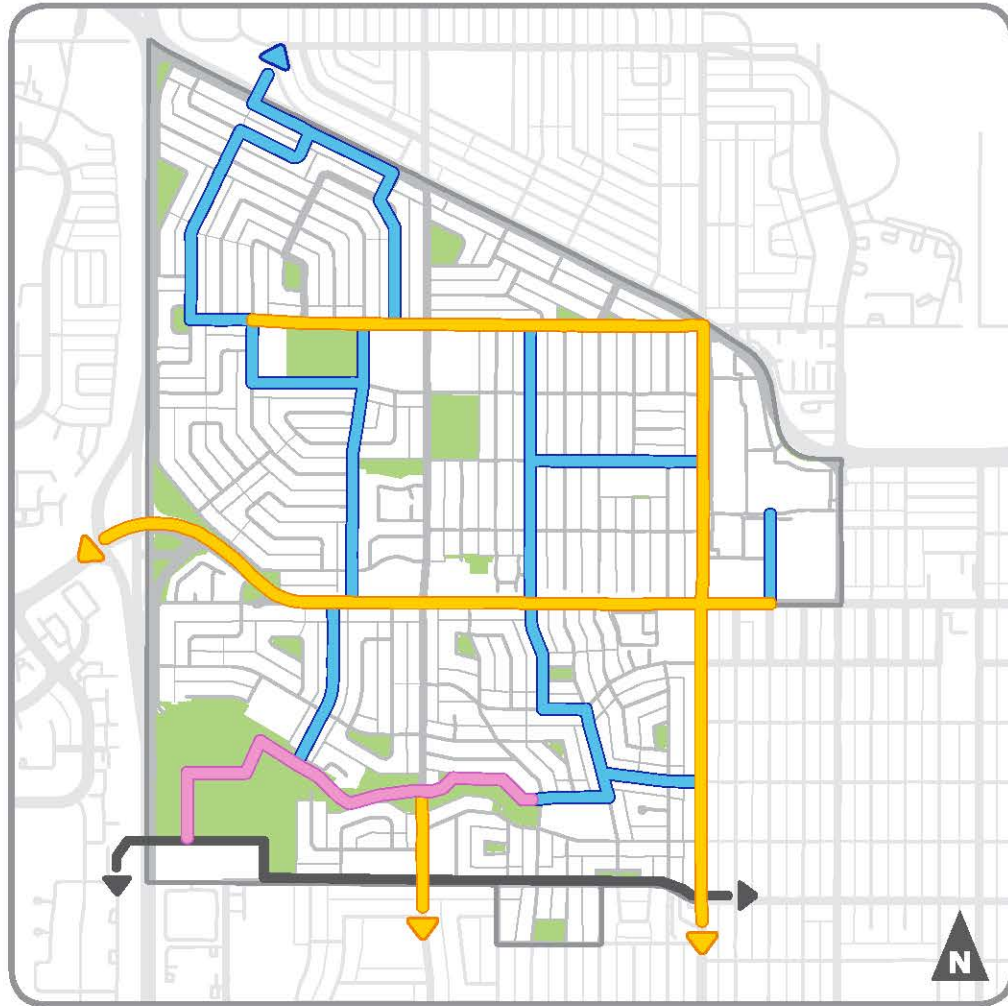
Bus service improvements



A free bus loop route will be implemented within the neighbourhood, similar to those found in Concord, California and Sydney, Australia.

The bus loop service will run across Westgate, Glendale and Rosscarrock, connecting all three communities to key destinations, including at LRT stations and other local services and amenities.

Cycling improvements



Residents made note of how the neighbourhood is still very much shaped around private vehicular travel.

Additional bike lanes will be added along collector roads and local streets to promote alternative modes of travel. Three different typologies of bike lanes are proposed, as seen below.

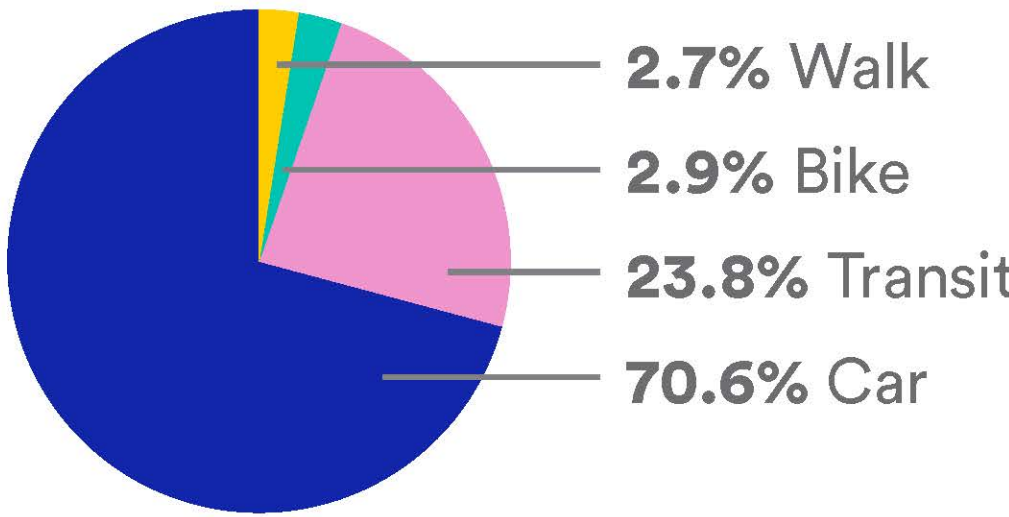
Intersection improvements



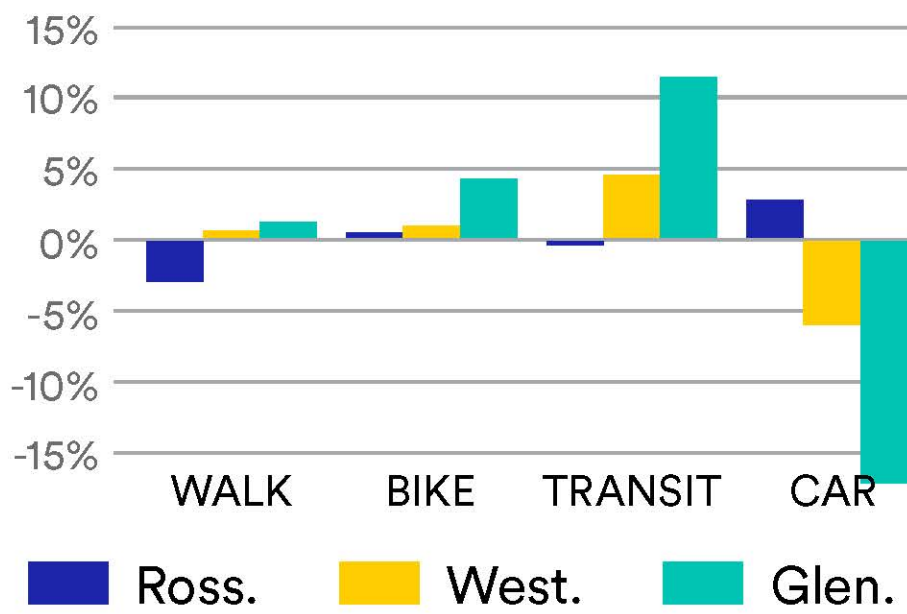
Many residents commented on how intersections within the neighbourhood are unsafe. The most frequently cited intersections were identified and contextually appropriate improvements are proposed.

Numbers on the map correspond to improvement typologies seen below.

Total mode share (2016)



Over time (2011-2016)



Free local bus loop		
20 min frequency	818 passengers per day	4,088 dwellings within 5 min walk



Shared bike lanes

Motorists and cyclists share the road.

Enforce on neighbourhood streets with proper signage and road markings.



Buffered bike lanes

Designated bike lane separated from vehicular traffic by a physical barrier.

Contributes to the perception of safety along streets with heavy traffic.



Shared use pathways

Paved pathways located along open spaces.

Shared by both pedestrians and cyclists.



Curb extensions

Reduces speeds of moving vehicles.

Reduces crossing distance for pedestrians.



Island crosswalk

Limits pedestrian exposure to vehicular traffic.

Minimum protected width shall be 6 feet.



Signalled crosswalk

Increases pedestrian visibility to drivers from a greater distance.

Includes signal priority for pedestrians.



Painted crosswalk

Alerts drivers to expect crossing pedestrians compared to crossings without signals.



Island crosswalk

Bevelled slopes reduce traffic speeds.

Increases pedestrian safety.



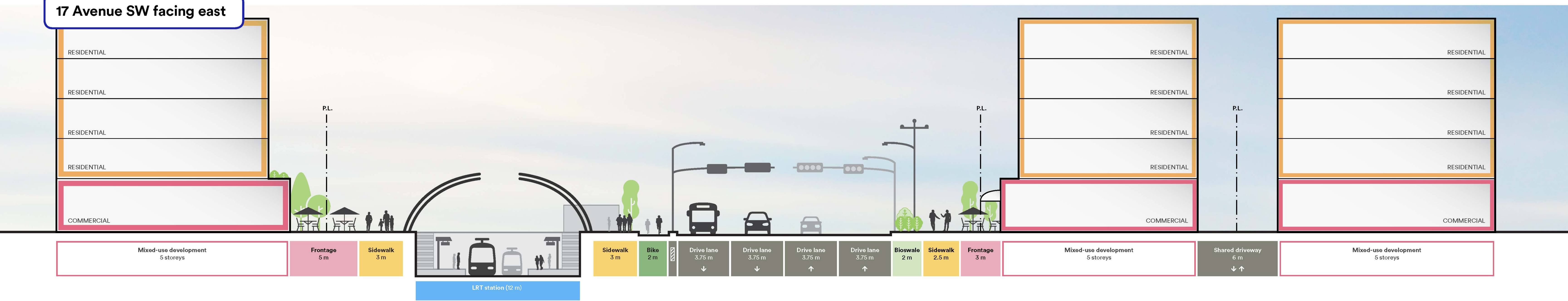
Signalled crosswalk

Increases visibility of pedestrians.

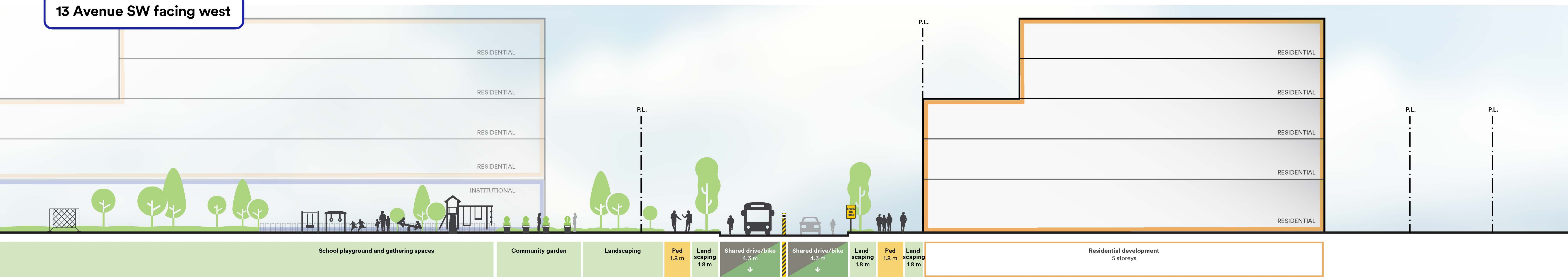
Automated activation and solar-powered.

PROJECT SUMMARY

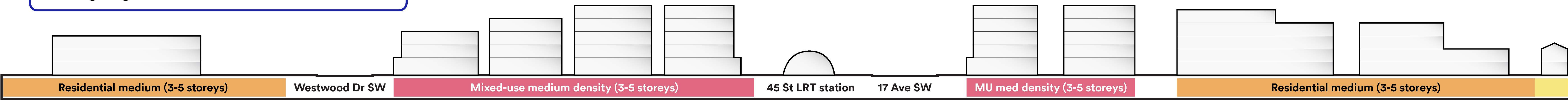
17 Avenue SW facing east



13 Avenue SW facing west



Building height transition around 45 Street station



Building height transition from Glendale towards 37 Street SW

