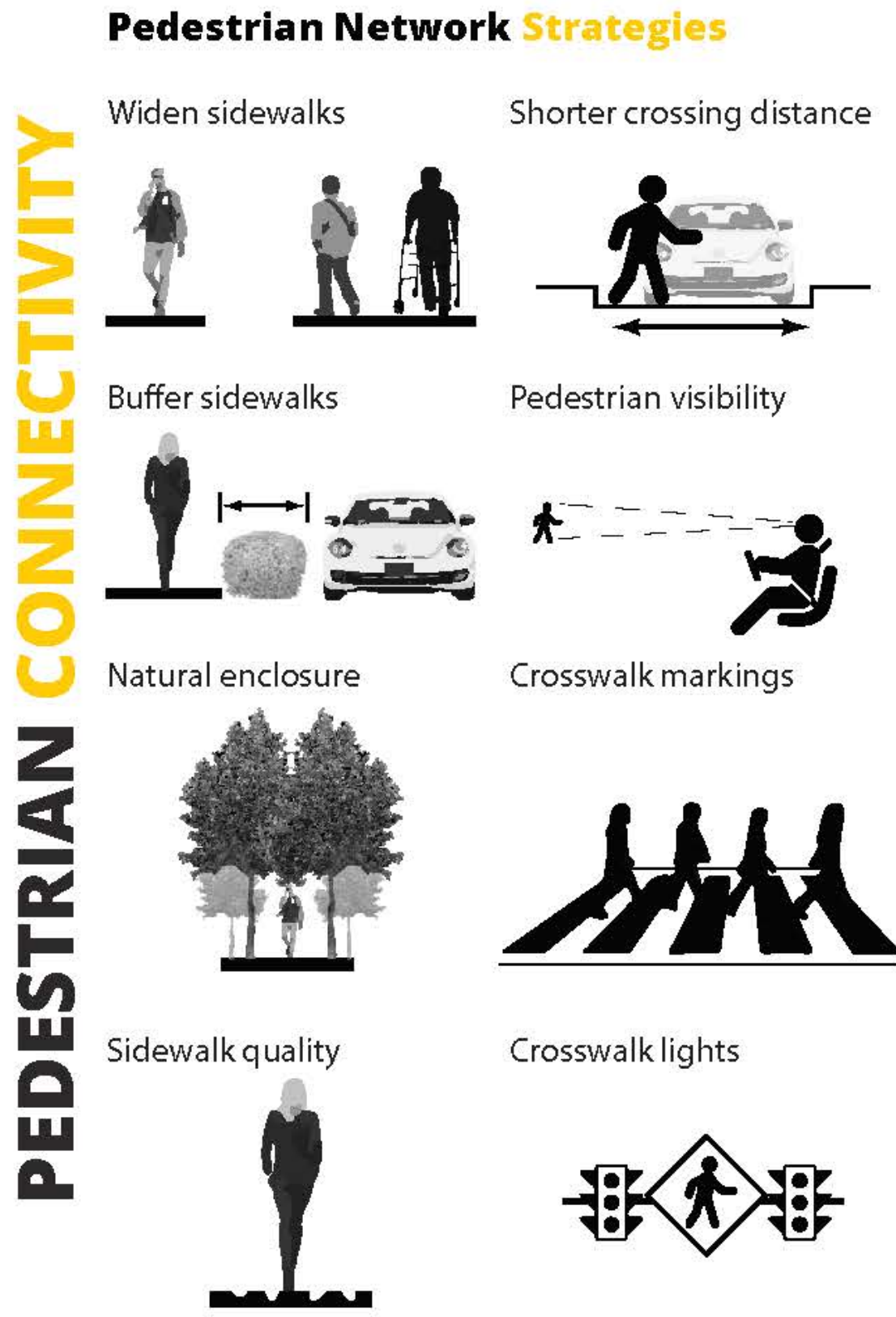
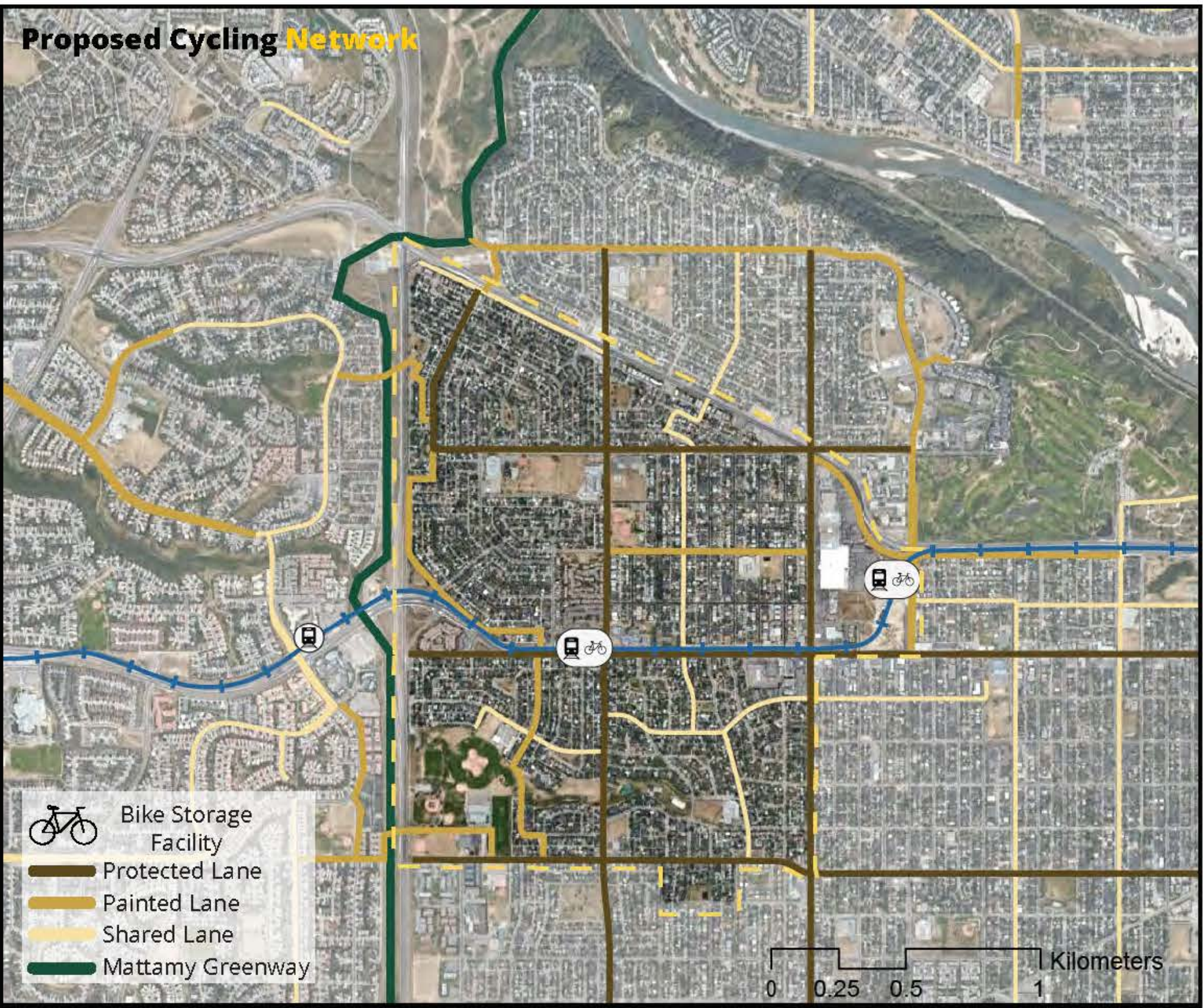
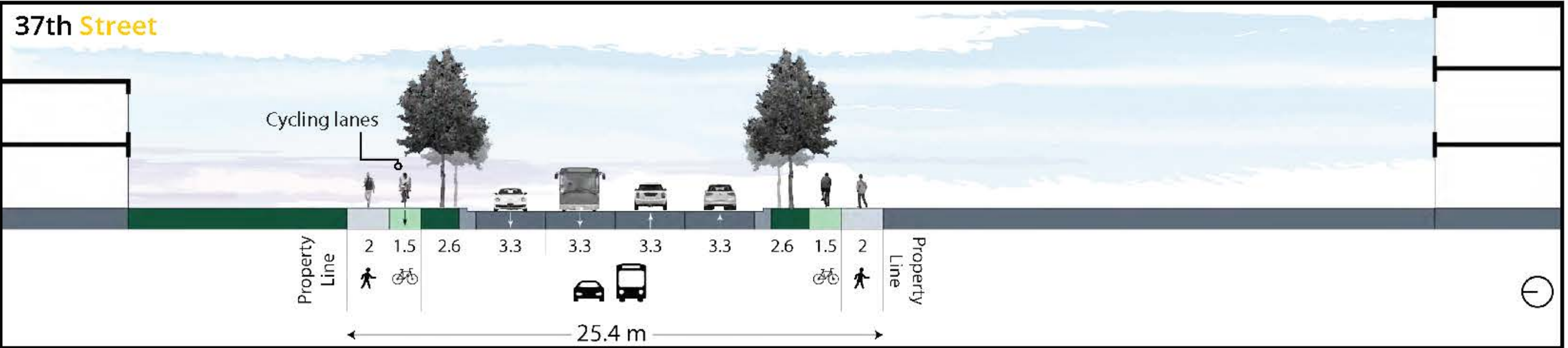
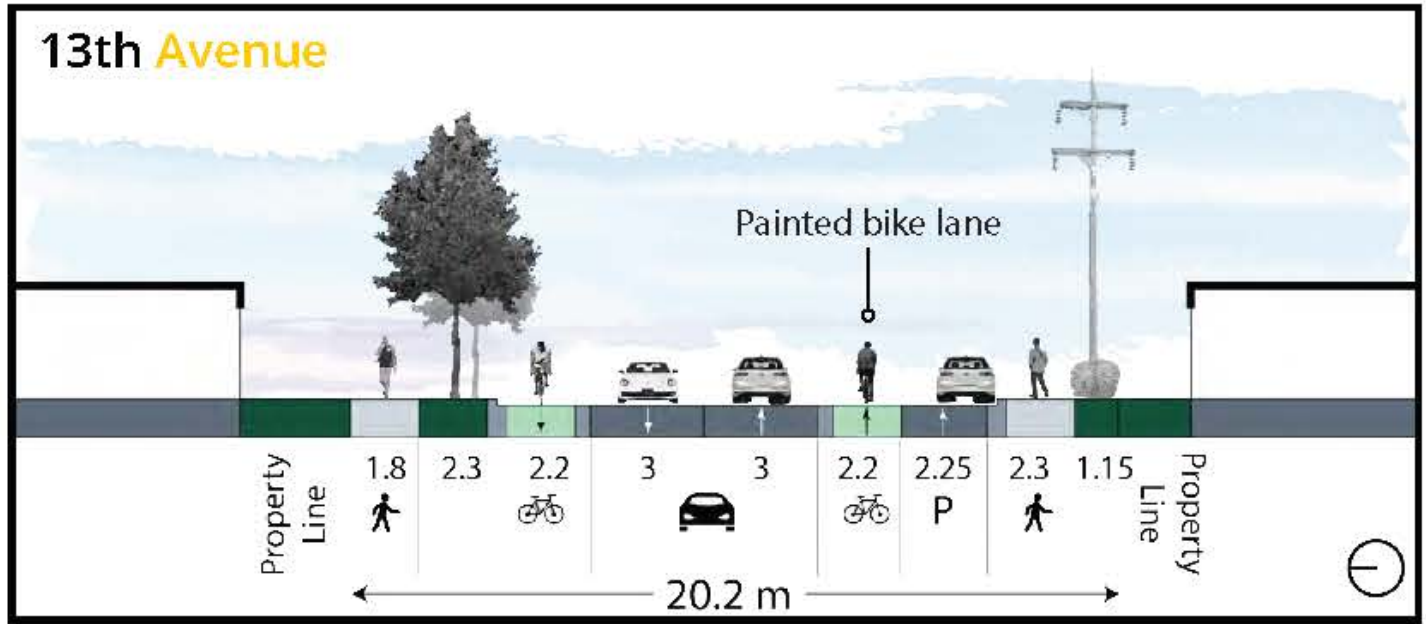
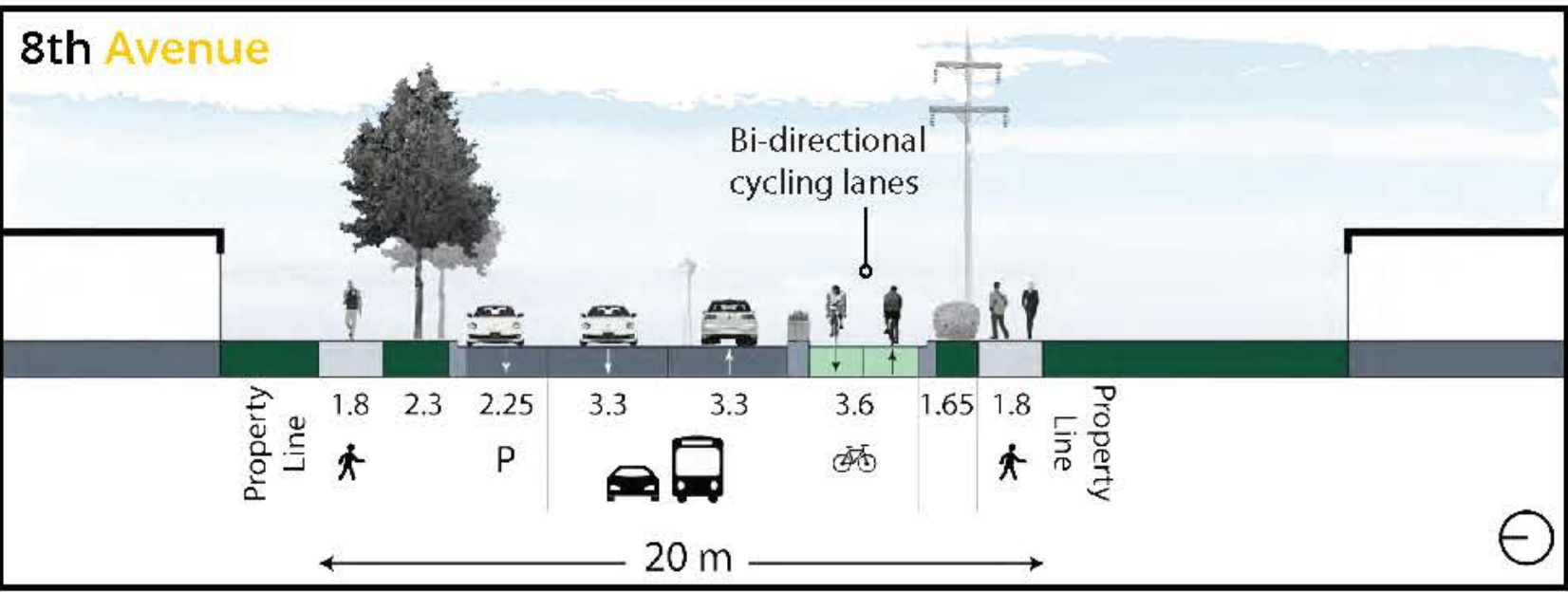
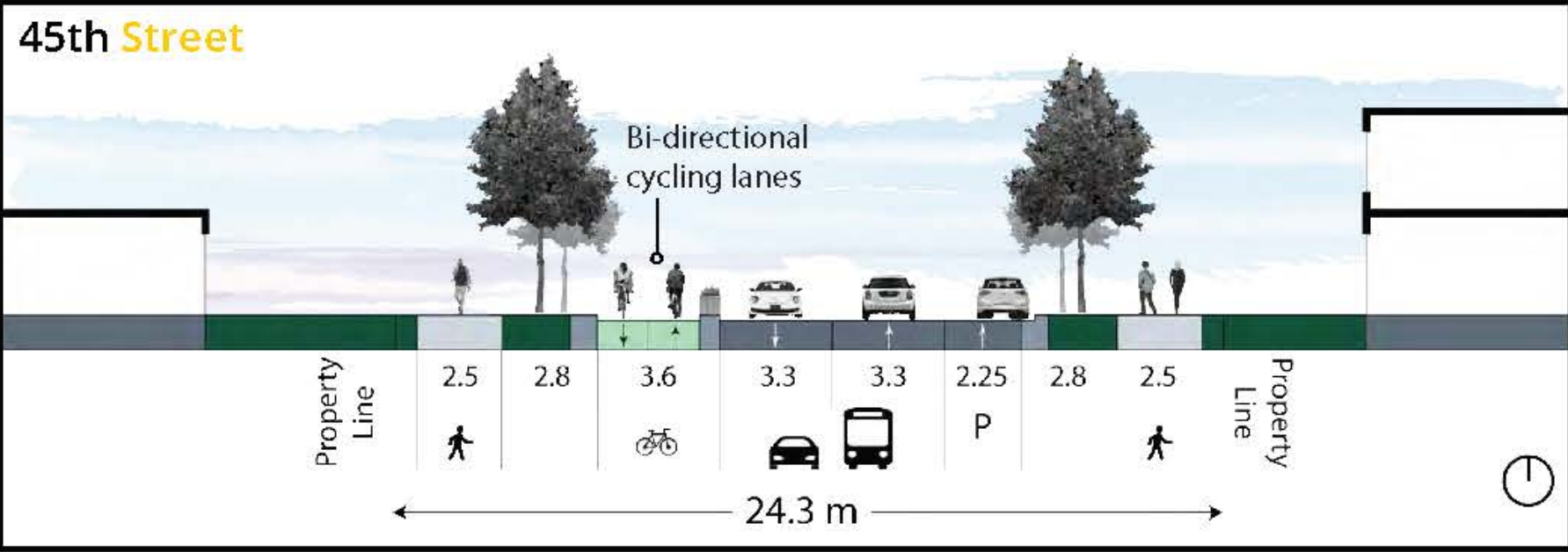
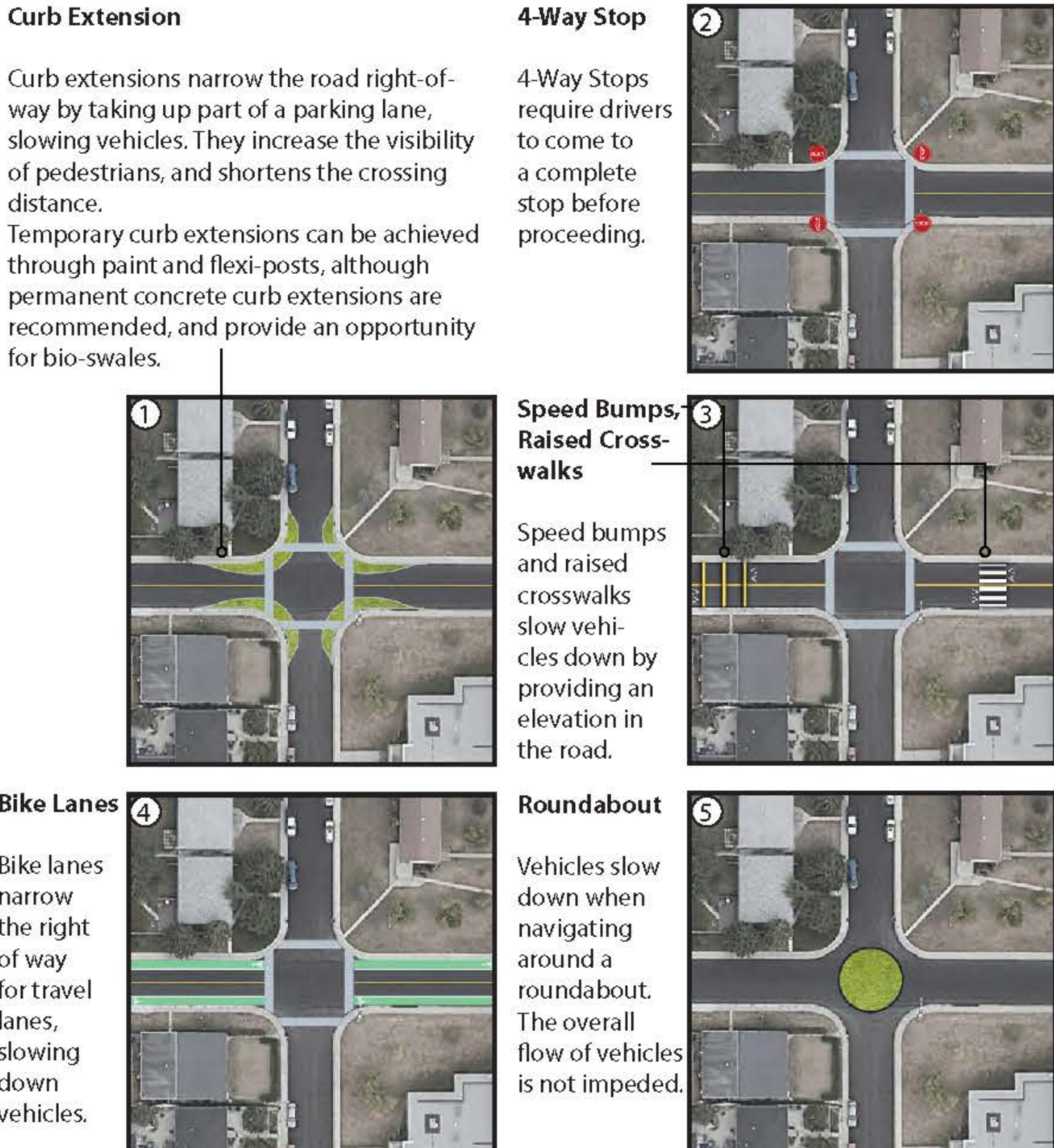
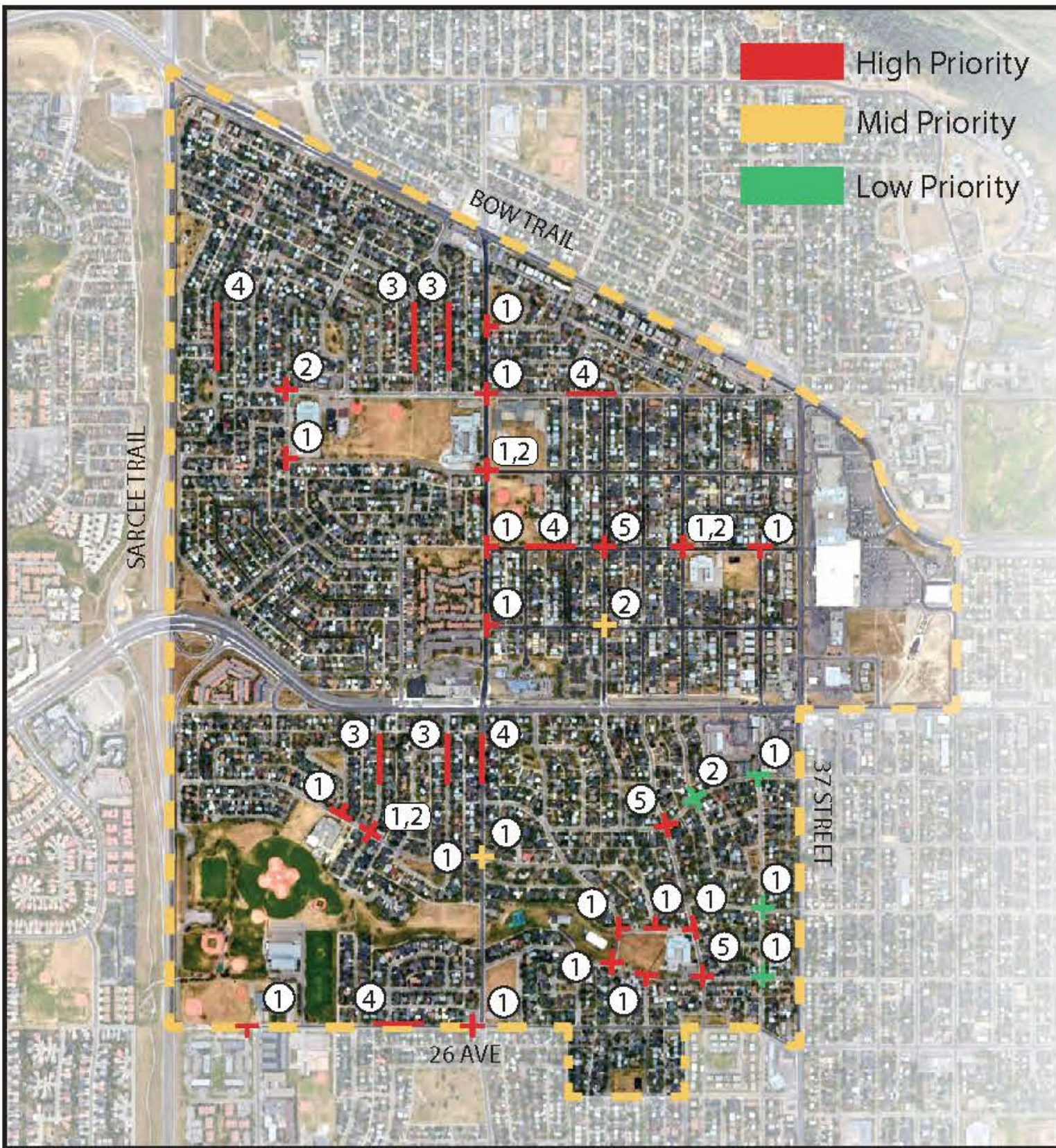


MOBILITY AND CONNECTIVITY

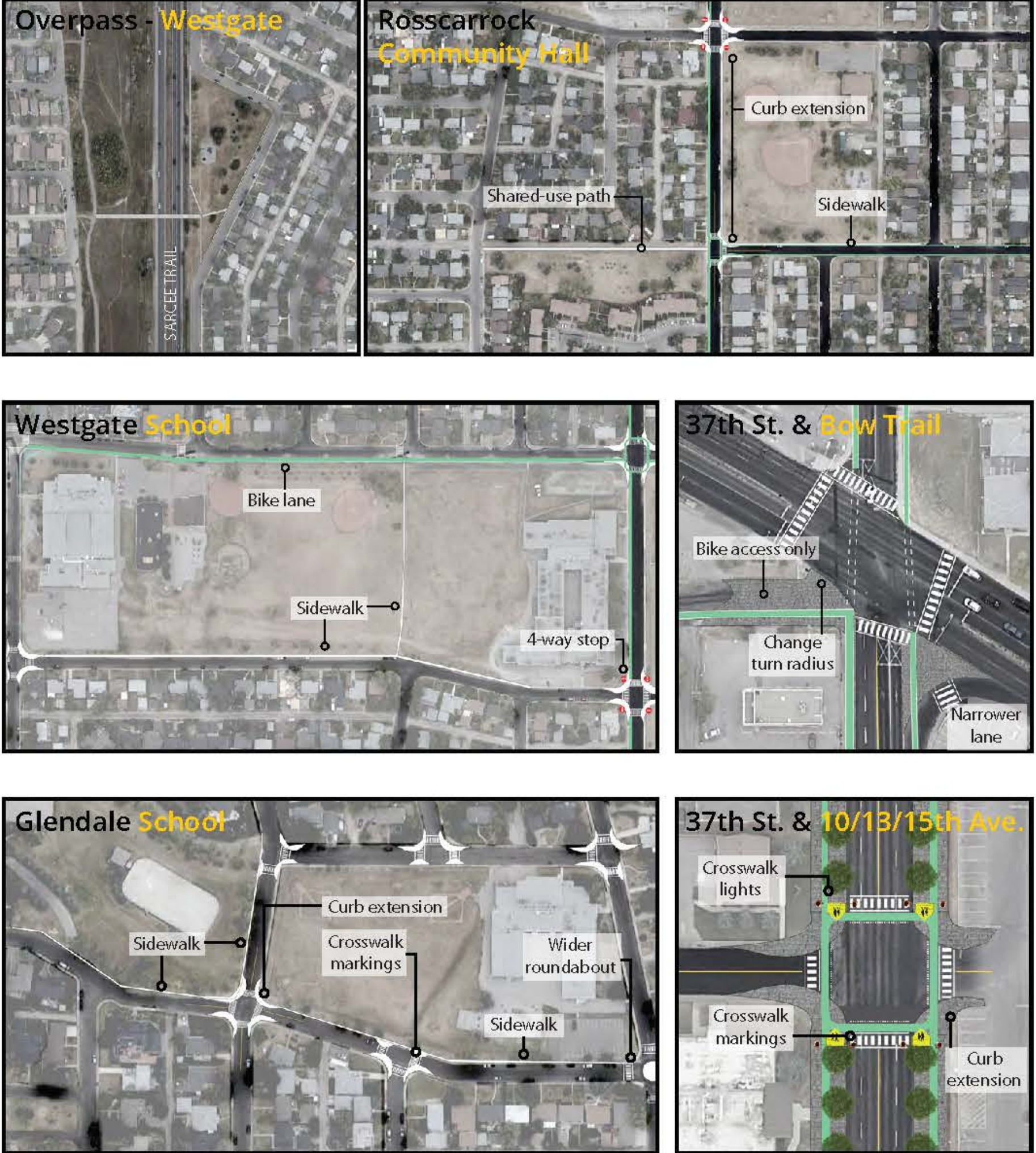
CYCLING CONNECTIVITY



TRAFFIC CALMING



DESIGN INTERVENTION EXAMPLES

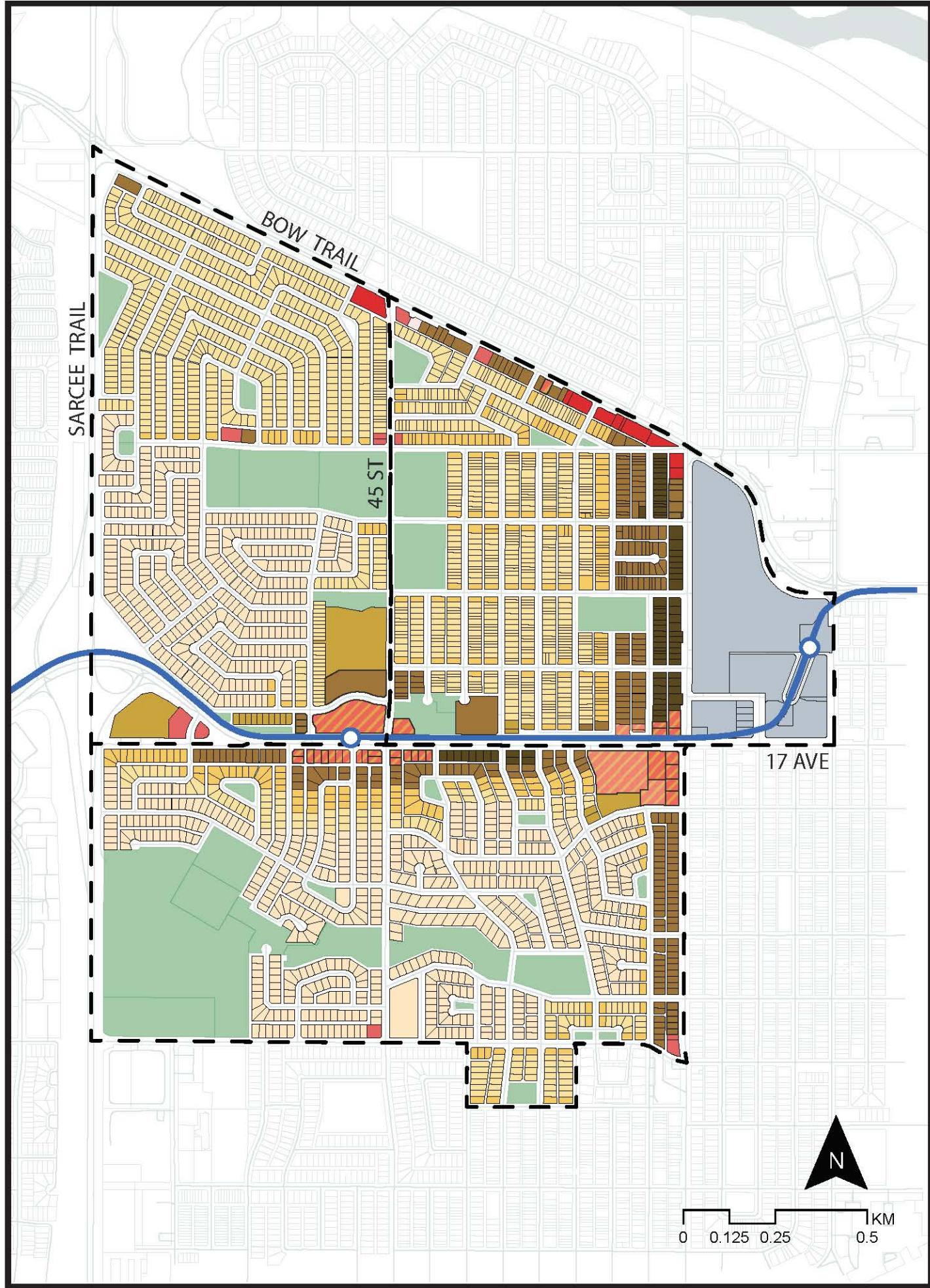


TRANSIT CONNECTIVITY



LAND USE AND ZONING

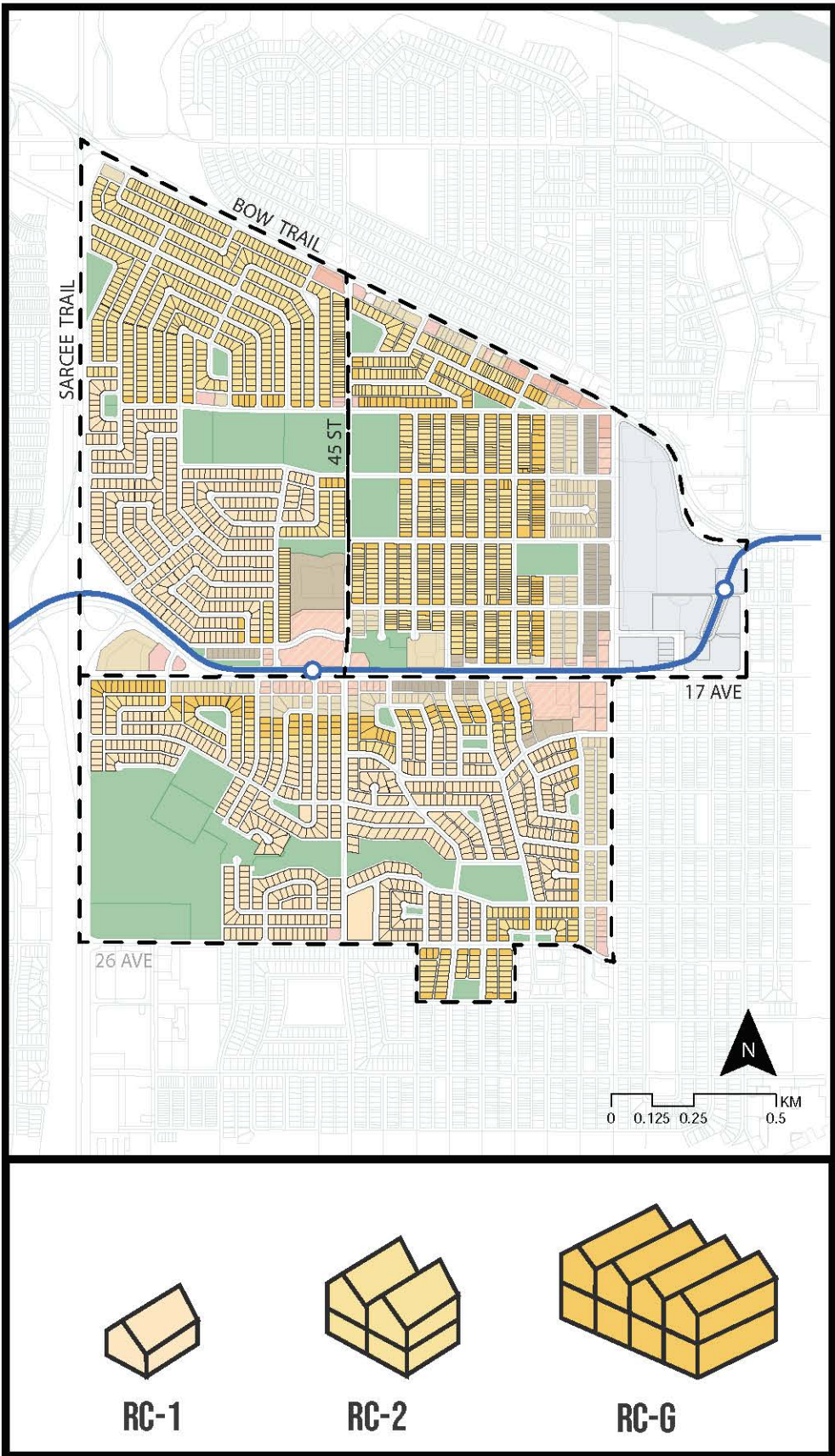
PROPOSED ZONING



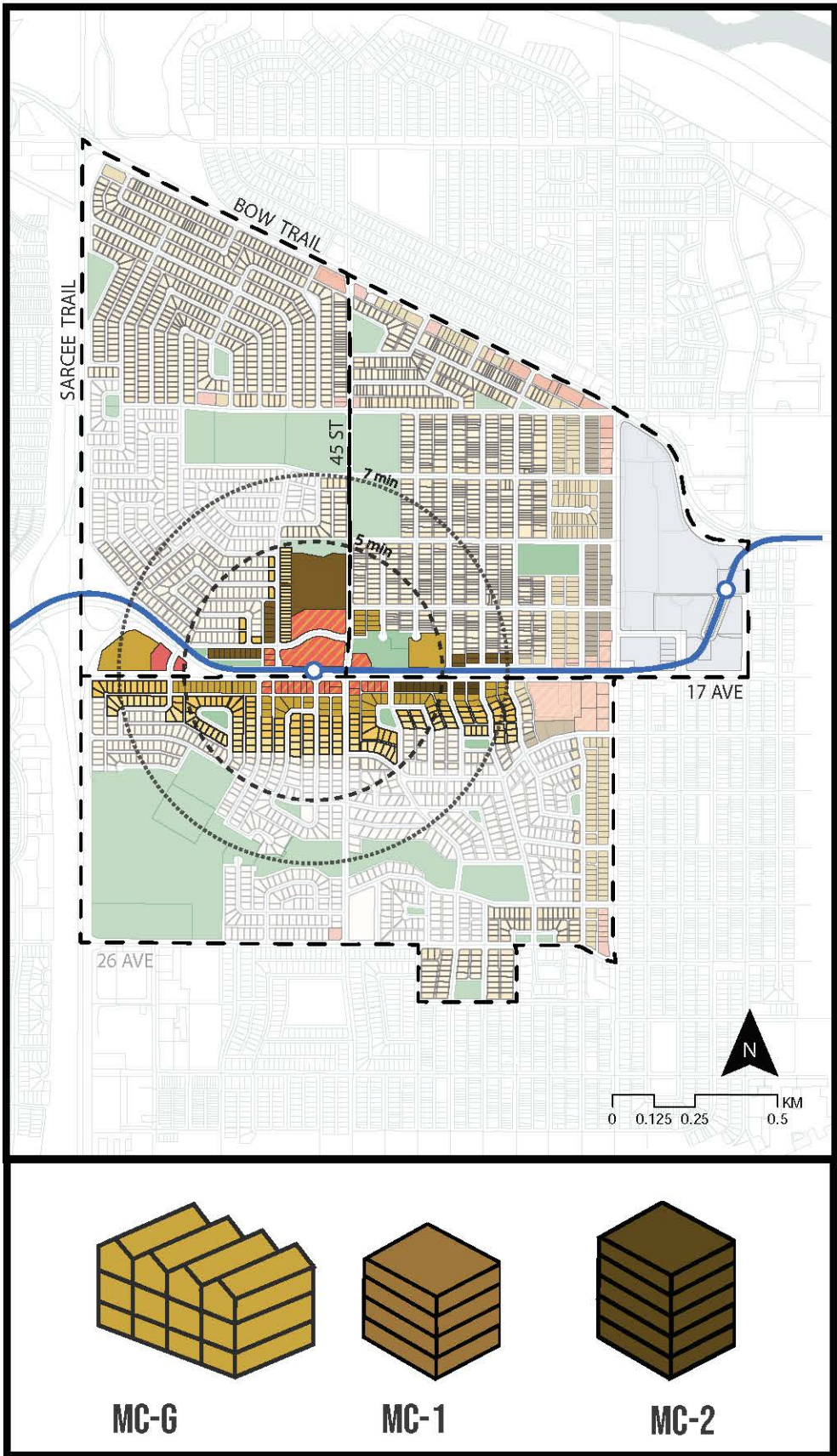
Zoning	Form	Height
C-COR1		RC-1 8.6M - 10M 3 STOREY
C-COR2		RC-2 8.6M - 10M 3 STOREY
C-N1		RC-G 7M - 11M 3 STOREY
C-O		MC-G 6M - 12M 4 STOREY
DC		MC-1 9M - 14M 4 STOREY
R-C1		MC-2 10M - 16M 5 STOREY
R-C1s		MU-1 12M - 18M 4-6 STOREY
R-C2		MU-2 12M - 18M 4-6 STOREY
R-CG		
M-CG		
M-C1		
M-C2		
MU-1		
MU-2		

PROPOSED DISTRICTS

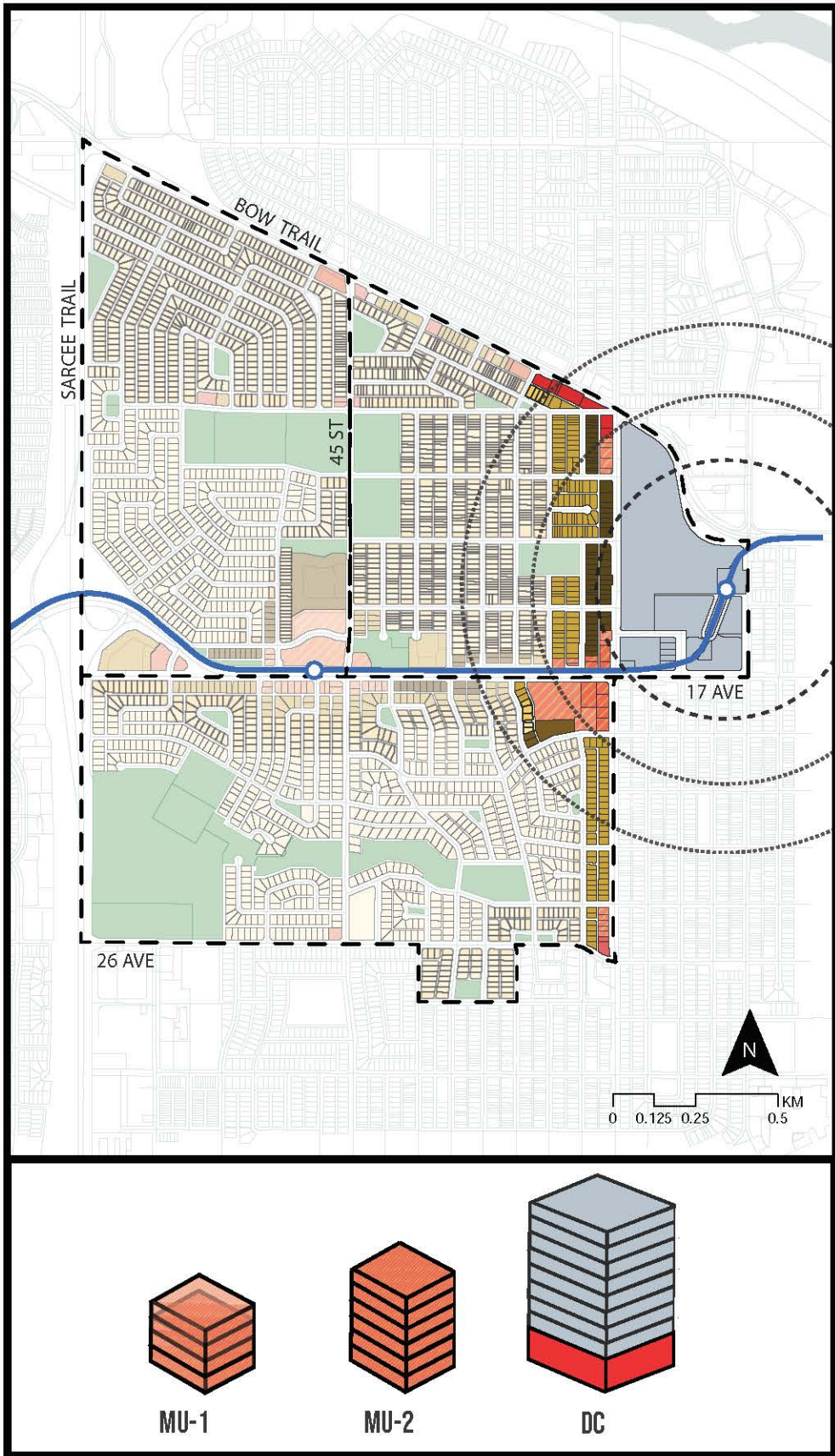
Low Density Residential



Neighbourhood LRT Station Area



Town Center LRT Station Area



Drivers of Community Change



TIME

Everything changes. Your country, your city, your community, your family and even you. Community change is a natural process. As land gets more expensive, the type of housing on that land also needs to change.



COMMUNITY CYCLE

Communities grow, decline and either revitalize or decay. The population loss in Westgate and Glendale is indicative of a decline, while Rossbarrock is beginning to revitalize quicker.



MUNICIPAL FINANCE

In order to control the unaffordable infrastructure costs of continuously growing out, the city has decided to redirect 50% of growth to existing communities. This development is connected with positive economic, environmental and social consequences.



LRT INVESTMENT

With a price-tag in the hundreds of millions of dollars, the City needs to capitalize on its investment. This involves increasing ridership by placing more housing units and retail in close proximity. These transit villages provide tax revenue.



COMMUNITY FEEDBACK

Current residents have a vested interest in their current community. Collecting information and input from area residents allows for residents to capitalize on the value increase that redevelopment brings.



DEMOGRAPHICS

The population isn't homogenous. The communities are home to low income residents, recent immigrants, young professionals, young families and many empty nesters. The various housing and transport options that they need or want don't exist in meaningful

Existing Housing Options



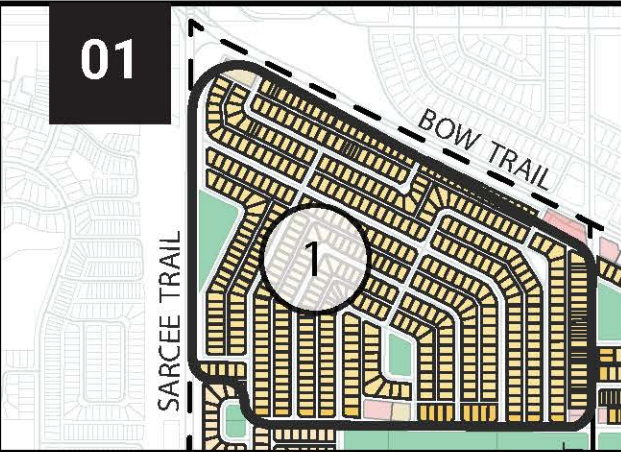
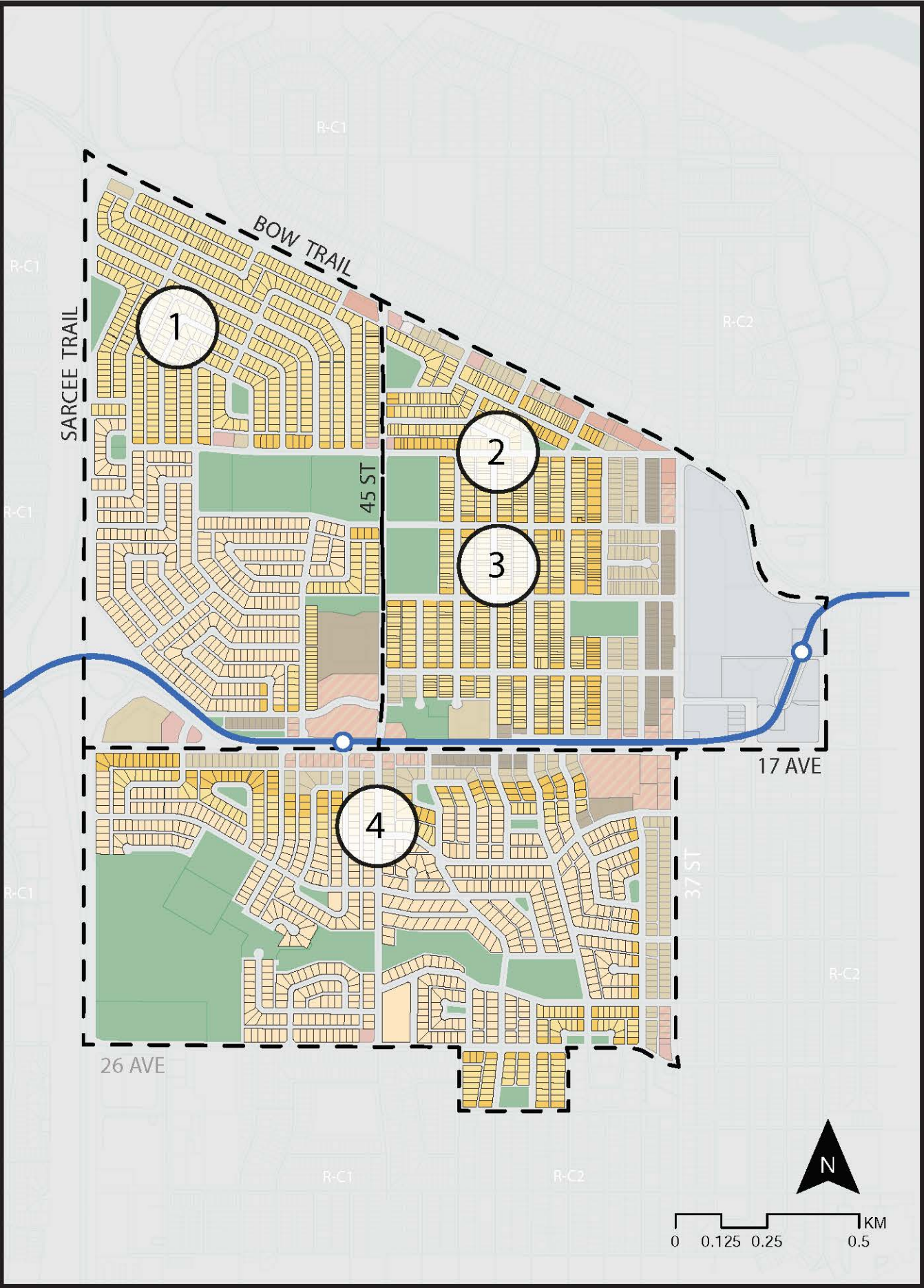
New Housing Options



THREE PRECINCTS

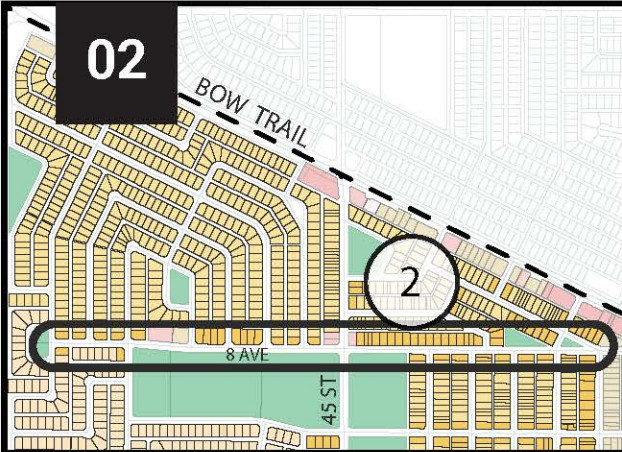
DENSITY & FORM

LOW DENSITY RESIDENTIAL



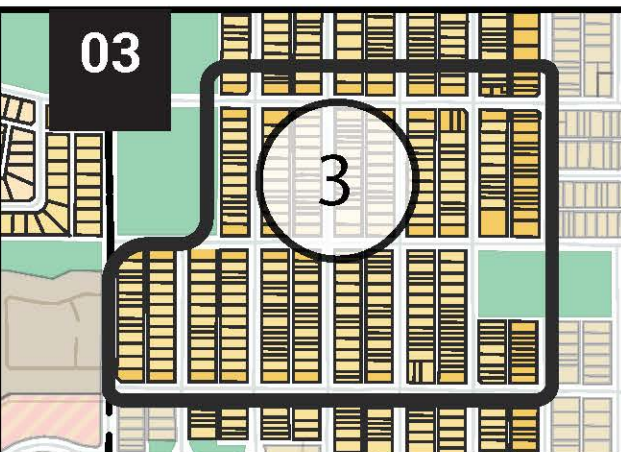
Double Trouble!

Given the amount of land use redesignations from RC-1 to RC-2 in this area already, we propose the entire section be rezoned to RC-2. This serves to amplify the customer base of the nearby commercial on Bow Trail.



Row House Row

With a strong view corridor, residents and commuters on 8th Ave have a picturesque view of the Calgary Tower. We support the transition of 8th Ave into a Row House sided residential street.



Around the Corner

As the strongest redevelopment pressure for low density residential is focused here, we recommend harnessing it into more affordable infill. Corner lots allow for alley garages, and typically use street parking on the blocks exterior.

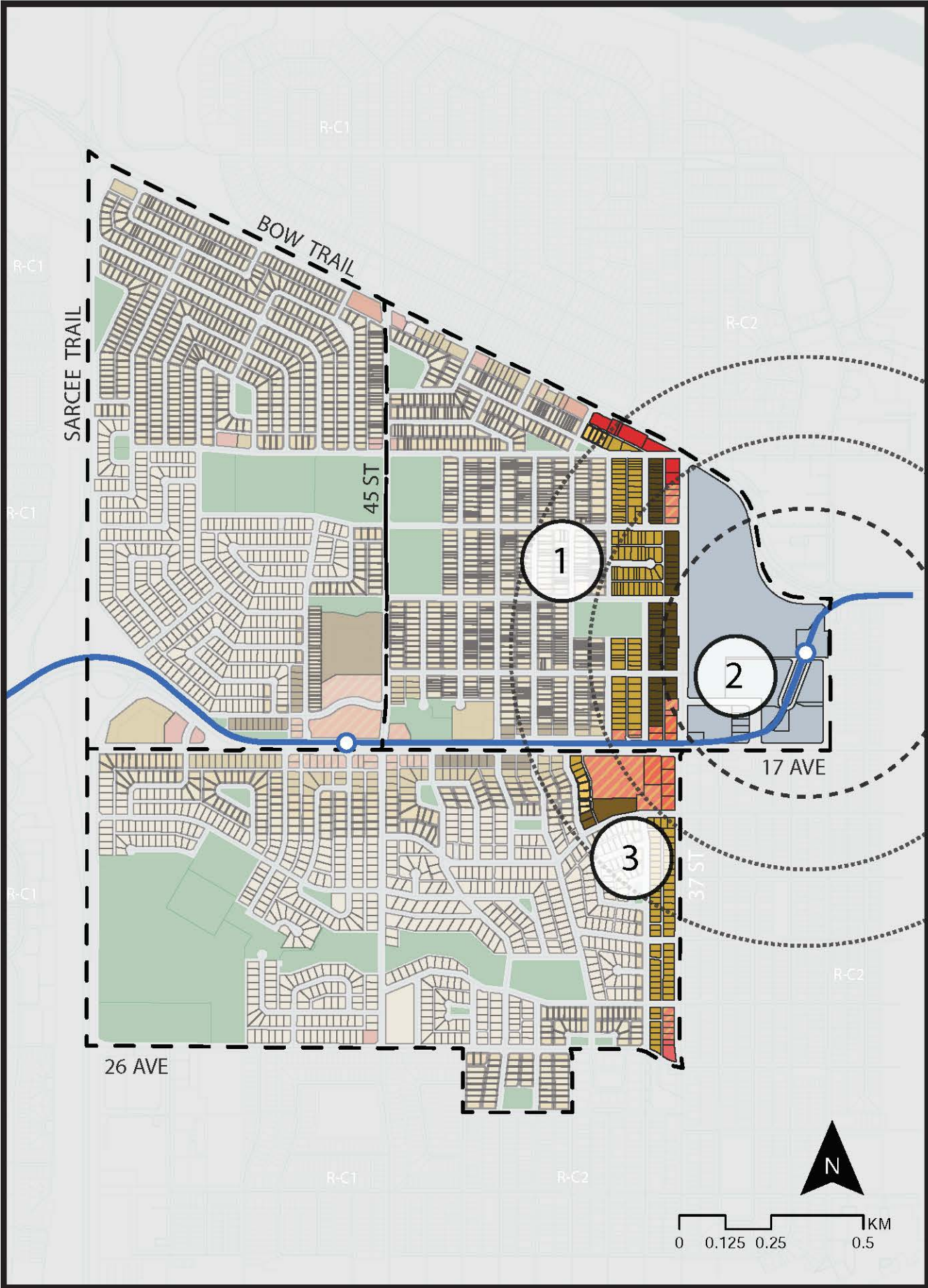


Main Street Transition

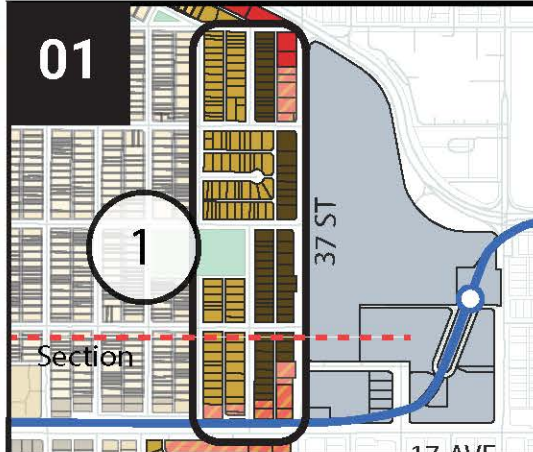
Where densities will increase mostly due to greater height allowances directly on 17th Ave, a buffer region will increase density through more clustered small-scale infill in the form of fourplexes, row houses and backyard suites.



TOWN CENTER STATION AREA

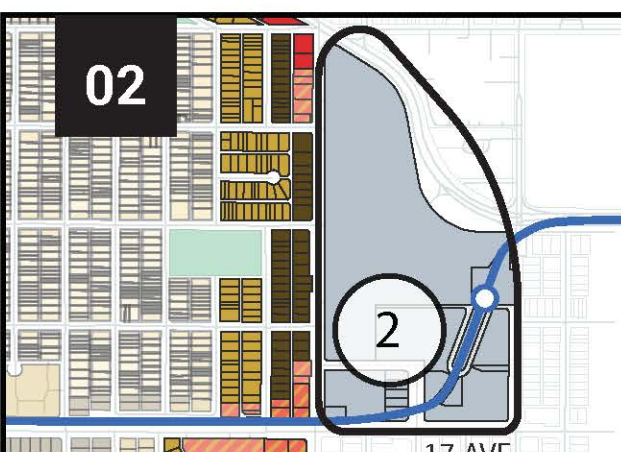


Intersection of 37th St and 10th Ave, looking SW from Mall.



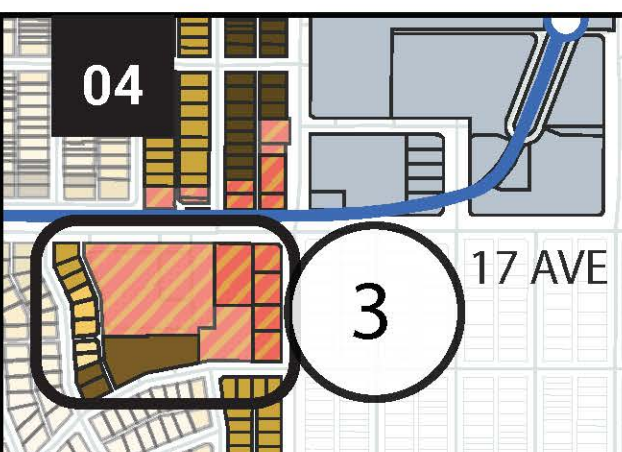
37th Street Transit-Oriented Main Street

As the future redevelopment of the mall will likely be 10+ storey's, we support a higher and longer transition zone into Rosscarrock. This will also allow more people to be housed in closer proximity to LRT service, across 37 St. We support a separation of 10-12 meters between towers, which allow for passage into the community, semi-private open space, or mid-block crossings.



Uptown at Westbrook

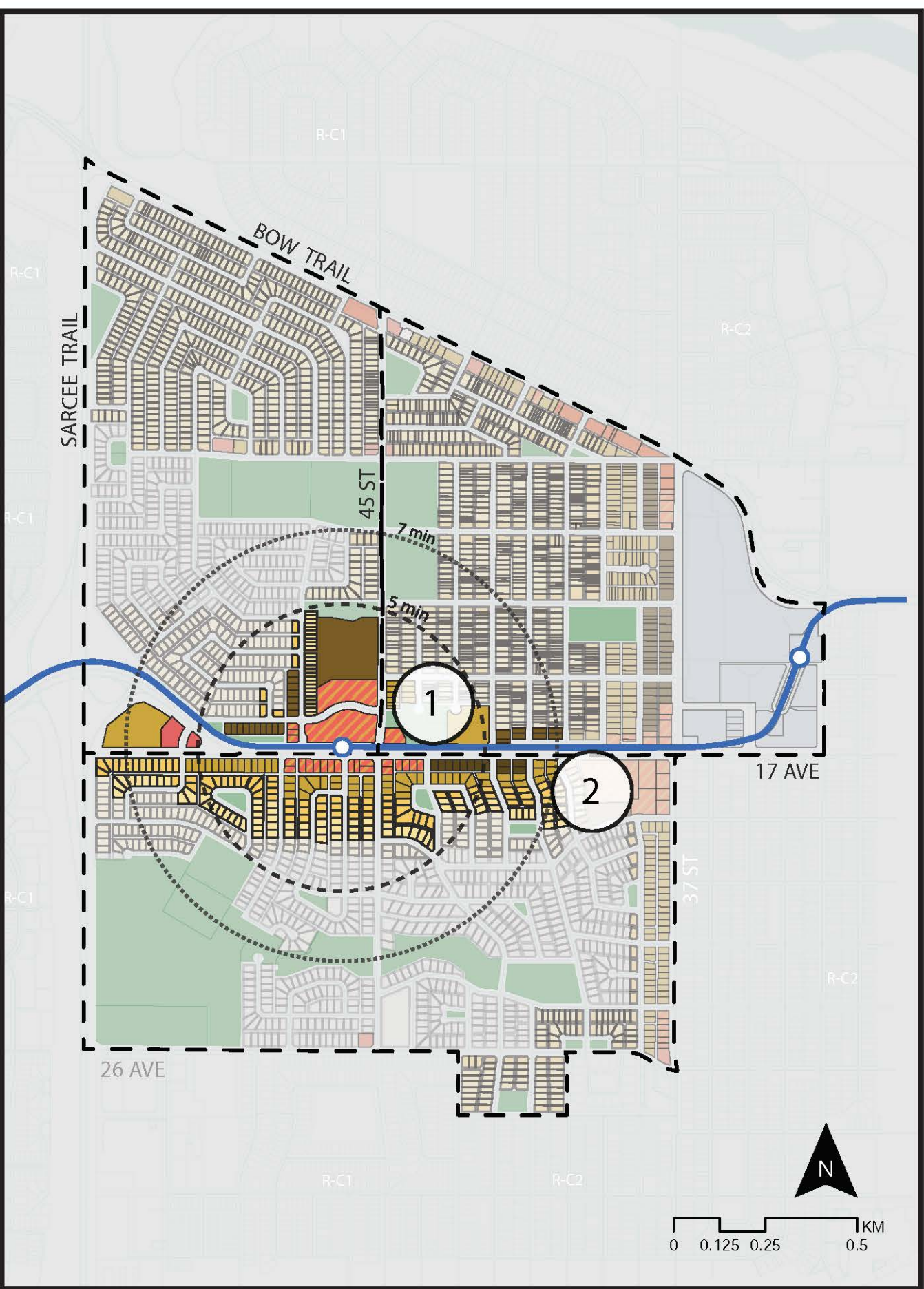
Heavily emphasizing the public realm, here Matco is expected to put together a 10-12 storey town center. The lack of roads cutting through the property represents a significant opportunity for a active transportation focused transit oriented development.



Mixed Use Node

Still within the TOD vicinity of Westbrook Station, this area is currently an ageing strip mall with an 8 storey affordable housing unit. Rezoning to MU-2 directly across 17th would not significantly influence any Glendale residents.

NEIGHBOURHOOD STATION AREA



Mixed Use Station Area

North of the Station on the current AMA site holds the highest potential for medium density re-development. We recommend this be treated like an anchoring landmark building, with distinct architecture and superior street interface. This area provides the three communities with an easily accessible commercial destination, a renewed housing stock at more various and accessible prices and the potential to age in place.

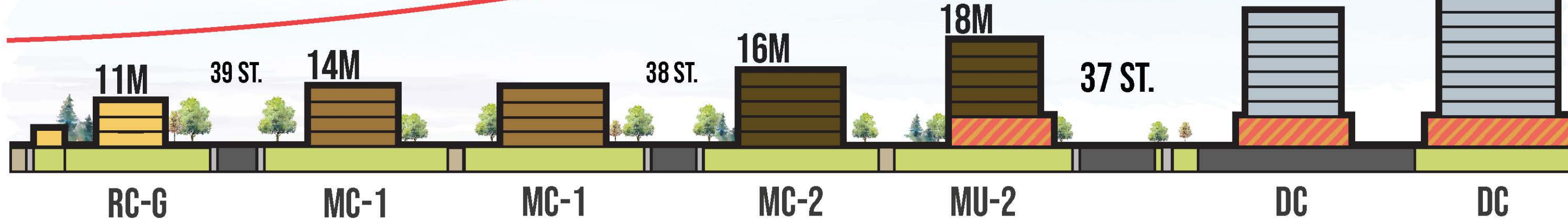


17th Ave SW Main Street

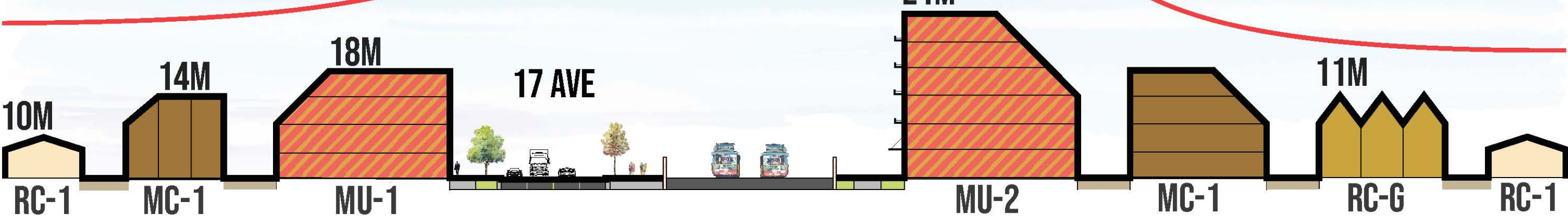
Decreasing in height to 3-4 storeys from the LRT station, as well as becoming increasingly residential-only, this Main Street serves to diffuse the density that the LRT demands along a well-connected corridor. Here buildings should limit heights to below 1:1 road ROW and consider stepping back to the south. Surface parking, underground access should combine with publicly accessible private space behind buildings to improve the transition to RC-1/2/G.



PROPOSED SECTION 17th Ave



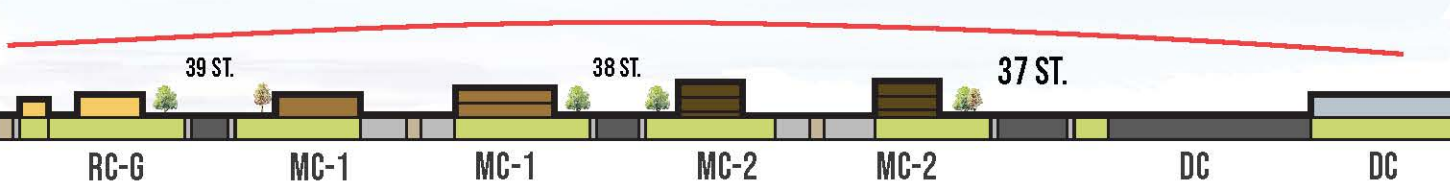
PROPOSED SECTION 37th St.



EXISTING SECTION 17th Ave.

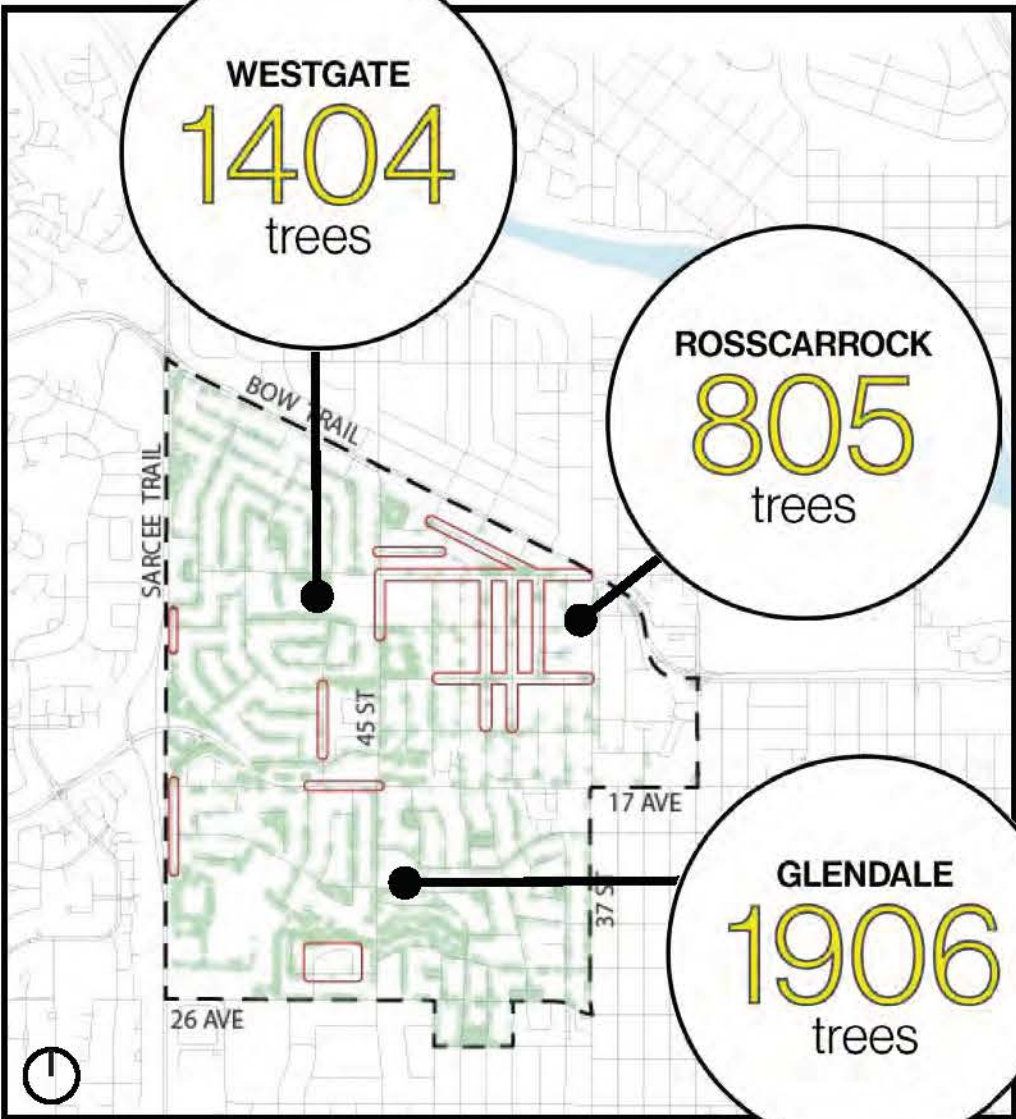
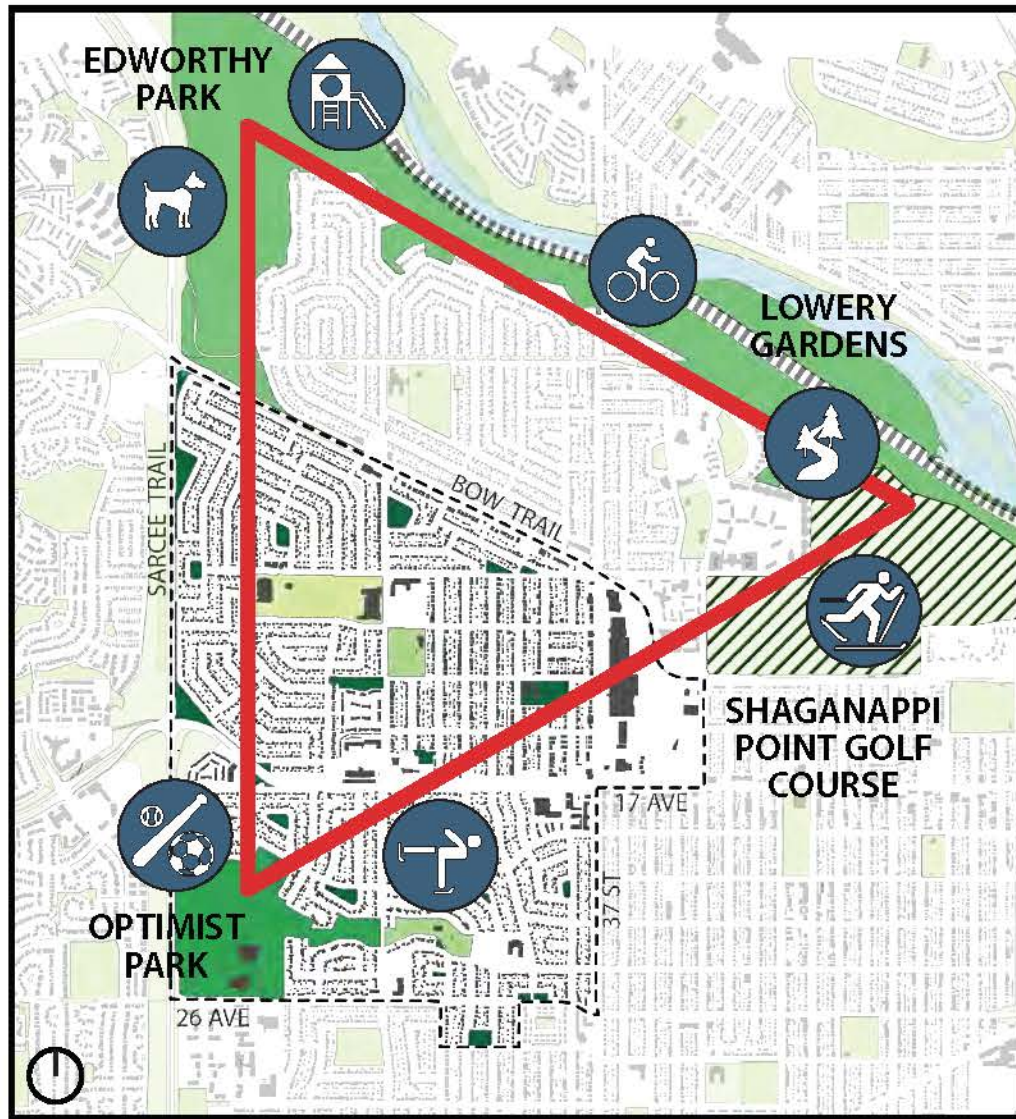


EXISTING SECTION 37th St.



PARKS & OPEN SPACE

PARKS & URBAN FOREST



Enhance parks and open space connectivity through green corridors and active transportation.

Improve Air Quality

Increases Property Values

Provides Visual and Auditory Screening

Adds Aesthetic Value to Urban Landscape

Retains Storm Water

Creates Safer Pedestrian and Cycling Environment

Provides Shade

GREEN CORRIDORS



OPPORTUNITIES

1. Identify gaps in the urban canopy and invest in a street tree planting program.
2. To encourage the use of native species and avoid invasive species in all community plantings.
3. To enhance connectivity between parks and open spaces through urban design interventions.
4. To activate parks and open space through diverse programming for all community members.



DOG PARK OFF 45TH ST.



- Brandon Elm
- Balsam Poplar
- Dropmore Linden
- Tamarack
- Ussurian Pear
- Crabapple
- Prickly Rose
- Moor Grass