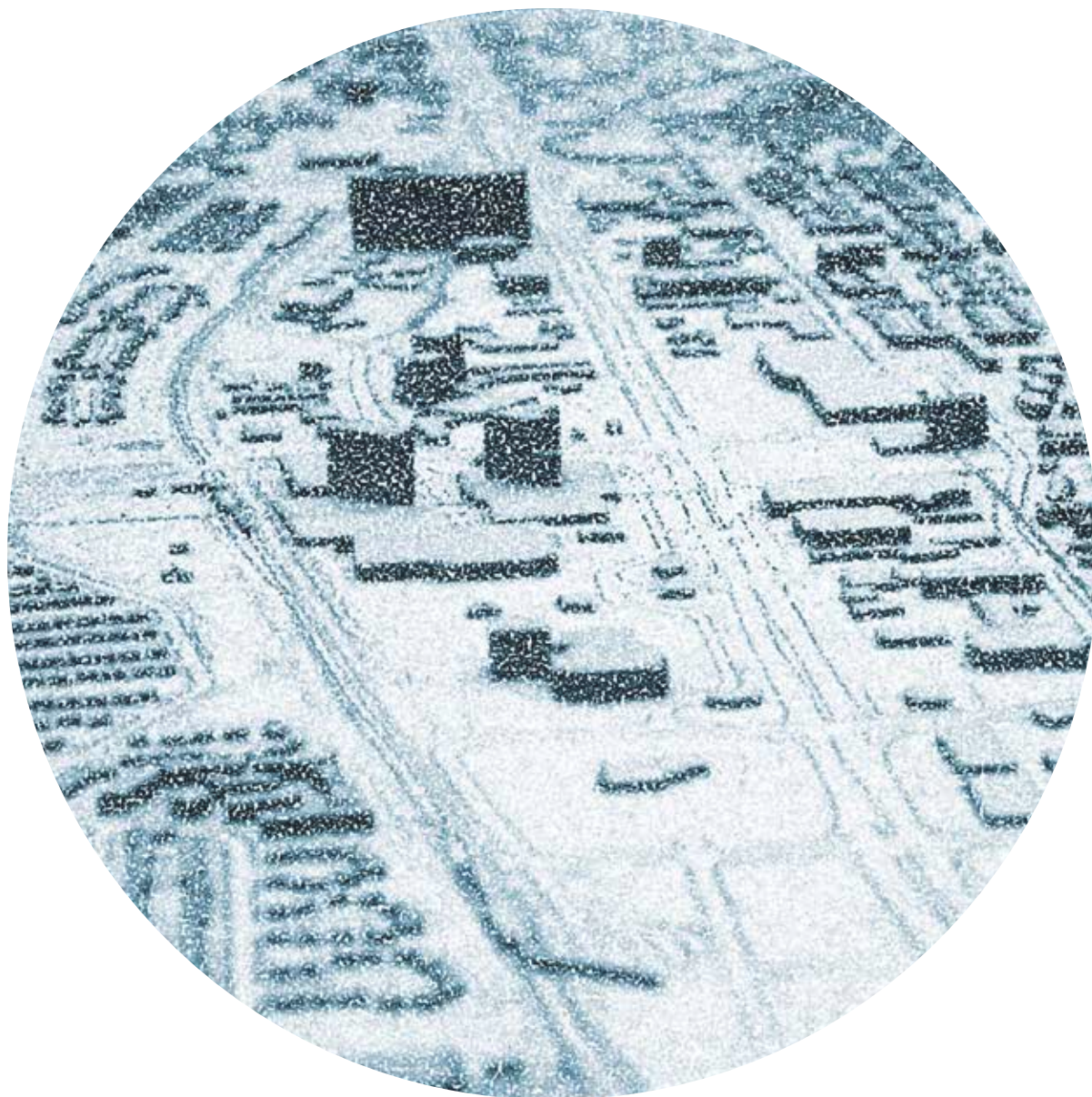




UNIVERSITY OF  
CALGARY

# ATLAS OF LOCAL ISLANDS

Six Islands and their possible connections - towards an archipelago of isolation



Faculty of Environmental Design  
EVDP 644 LAB B02

Design Studio - Island: connected isolation  
Winter 2019  
Report















# PREFACE

The communities in Calgary are changing. In many neighbourhoods the demographics are changing and the building stock is changing, and all this results in very different dynamics in the social life of a community. This is especially true for the Calgary South Central area with the communities of Kingsland, Fairview, Acadia, Haysboro, Southland and Willow Park. An aging population has new requirements, but so do young families who move into this area. The existing building stock is at a point of turnover in its life cycle, and the strong focus of the original layout on the automobile is showing its shortcomings. To name some aspects of the current points of discussion in the communities. The central challenge is connectivity and the way everyone in the area has access to amenities, services, shopping and everyday destinations.

In this studio we set out on this explorative journey under the title of Islands: connected isolation. Change can be approached in a variety of ways, and our discussion has led to a great diversity of projects and strategies. It speaks of the creativity and willingness to think outside the box of all the participating students. But also it reflects the range of support and input we have had for this studio over the term.

Foremost we would like to thank the six communities, the residents and the coalition of communities. Kim

Warnke (Acadia) has organized and lead the exchange, but also Sonja Sahlen, Haysboro; Becky Poschmann, Southwood; Darren MacDonald, Kingsland; Sam Koots, Fairview; Keith Simmons, Acadia and Kourtney Branagan, Haysboro have provided input. We also had support from the local social worker, Viviana Reinberg and local developers.

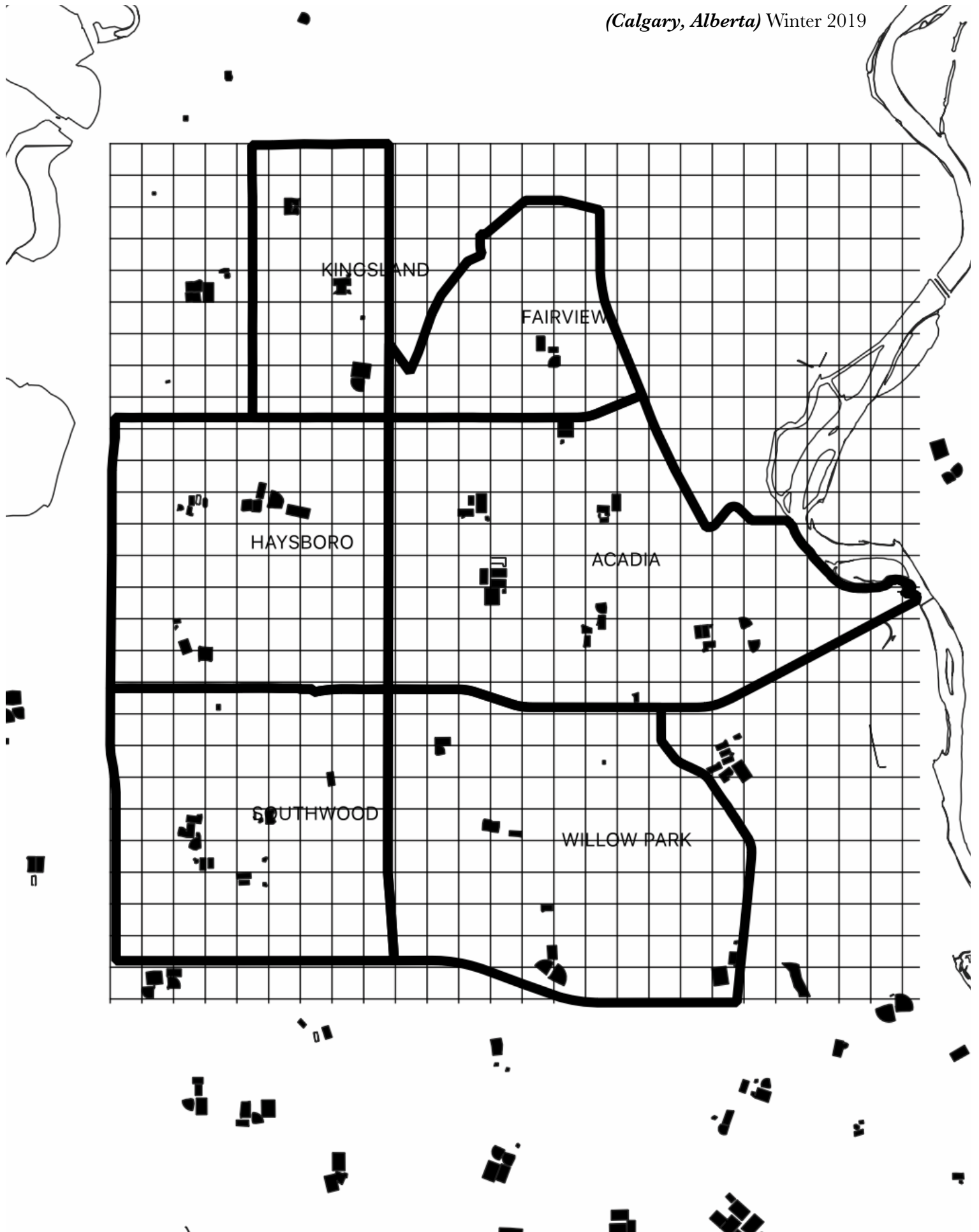
The student projects were supported in discussions during the critique sessions by a panel of experts who asked those challenging questions, pointing out directions to move forward and supported with reassuring input. Thanks go to Jessie Andjelic, Spectacle Bureau; Lisette Burga Gherzi, City of Calgary, Planning, Area 31; David Downs, City of Calgary, Head Urban Design Team; Chris Hardwicke, O2; Celia Lee, Sustainable Calgary; Srimal Ranasinghe, Sustainable Calgary and Kate Van Fraassen, City of Calgary, Planning, Area 31.

We sincerely hope that the strategies, proposals and ideas we summarize in this document will continue to contribute to the discussion about the possible futures of the South Central.

Calgary, 2019-04-22, Fabian Neuhaus, studio lead.



(Calgary, Alberta) Winter 2019





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# SUMMARY

How can we prepare the communities of Kingsland, Fairview, Haysboro, Acadia, Southwood and Willow Park for the future? Calgary neighbourhoods have been built using the same similarly-designed formats for years, and despite that, hold characteristics that remain distinctive. These areas have the tendency to be well-separated from their neighbours, leading to the concept of our approach: a comparison of these neighbourhoods to islands.

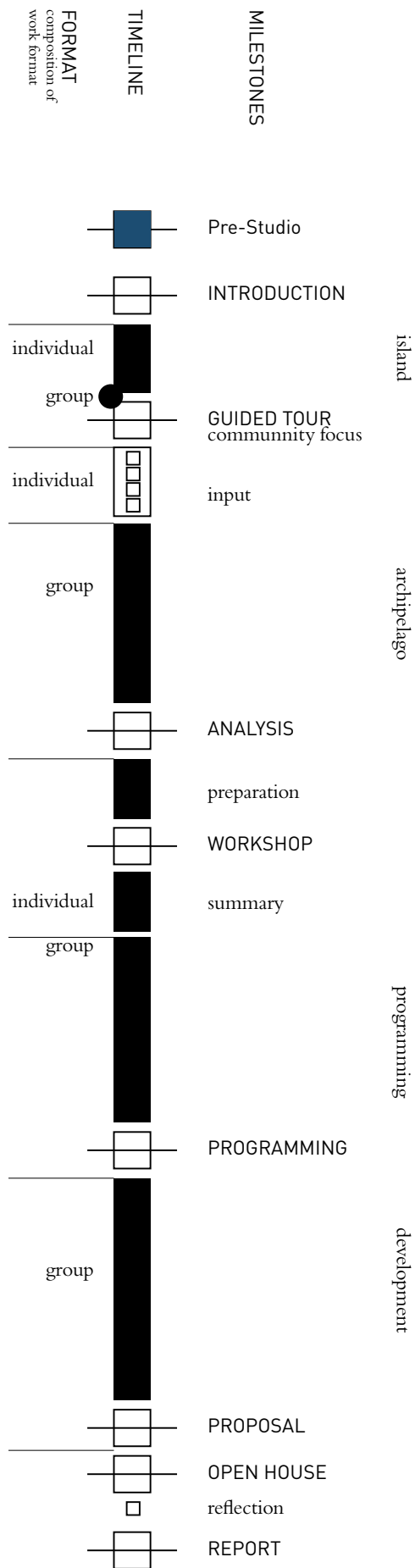
For greater resiliency, in a variety of measures, these neighbourhoods will have to change over time. Better social and economic approaches, increased energy-efficiency, and improved layouts have been pursued. These methods have been tied to resident input, keeping the feel of the neighbourhood intact. Through the lens of community preservation, the examination of islands transformed to archipelagos; places that would be islands, if not for a strong connection to the mainland.

With this senior studio project, University of Calgary students addressed the issues of balancing citizen concerns and delivering a grand vision of how the study area could change in the future. Research, analysis, theory-development, strategy, examining and enacting policy, and finally, envisioning a new solution, formed parts of the incremental approach adopted by each group.

This is our body of work, representing four months of careful and reasoned thinking, to best guide these neighbourhoods to a place of slow transition.

Calgary, 2019-04-22, Students







# COURSE OUTLINE

ATLAS OF LOCAL ISLANDS



# COURSE OUTLINE

An advanced studio, exploring contemporary themes in planning and professional planning practice. Centers on a real-world problem or client project; involves analysis, synthesis, and formulation of a planning or urban design solution. Culminates in a professional report and presentation.

For this studio, we will be working with the communities of Kingsland, Fairview, Haysbro, Acadia, Southwood and Willow Park in the south of Calgary under the title of Island: connected isolation. These six communities share Macleod Trail, leading south from the city center. This corridor is filled with businesses and trades as well as infrastructures such as road transport and the Calgary Light Rail Transit (CTrain).

Each community forms an island in the rough urban see, separated by roads and parking lots. We will be working across the six communities focusing on particular aspects attempting to interconnect and weaving them together to form an archipelago.

The communities (all built 60s/70s) have already identified a range of aspects they feel cross the boundaries of their community island and have to be addressed not in isolation but collectively. These include the building stock (replacement and change), the population (elderly and young families), changing lifestyle and housing, businesses adapt to changing demographics and technology and others. Of interest is what happens between and across the individual community islands. All of these topics circle explicitly around access and permeability.

## OBJECTIVES – COURSE LEARNING OUTCOMES

Following this course students are able to:

- Understand their own creative process
- Formulate and design the creative process, both individually and corroboratively
- Engage with real-world settings and their respective communities

- Understand the perspective of real-world stakeholders concerning the built environment
- Can engage with and respond to the views of community and stakeholders and integrate them into the project processes
- To experiment with urban design principles
- Translate sustainable concepts into form for a specific context
- Refine abilities to use a range of media including drawing, collage, map, modeling and communicate ideas effectively

## TEACHING APPROACH

The design studio is a problem-based learning environment where students tackle the problem independently, guided by the instructor. The studio is a setting and at the same time a method. The design project is to be developed individually according to the brief (handout). Students are expected to consolidate their knowledge and expertise from theory courses and previous studios into the development of the project for this studio, and they can choose their own focus within the framework of the brief. The focus is on the design of physical form on the ground as a spatially formulated project. The teaching formats vary and includes lectures, group work, group discussions, desk reviews, crit session, panel discussions and presentation. The work is undertaken both individually and in groups. The groups are expected to develop an effective working partnership based on an open and inclusive practice.

While the goal is a product, of interest, is the process leading to it. The studio acts as an environment not just to test ideas for this product but to develop them. The students are expected to engage creatively with the topic and experiment with a variety of approaches to evolve their concepts driving their ideas and continuously refine them. As a working tool to design and record the design process, we will be working with the ds-Matrix.

The focus for this studio is the community, and we will

engage with the real-world local community (Calgary South Central (CSC) as mentioned above) and various stakeholders (connected to CSC) on a continuous basis throughout the studio. These meetings will take place in the community and we will travel down to the Calgary South Central area frequently.

The studio consists of six assignments each of which will be presented and discussed with a panel in a critique session, but also discussed with the communities and their representatives. Desk reviews will take place weekly to discuss the project status and review progress. The six assignments are not to be treated in isolation but form part of the same continuous process leading to the final proposal.

## CONTENT: TOPIC AREAS & DETAILED CLASS SCHEDULE

Week 1 (Jan 11)

Introduction

Week 2 (Jan 14-18)

Island – explore and map the site (on site)

Week 3+4 (Jan 22-28)

Inputs – Stakeholder input community, business, developer, transport, services (on site)

Week 4,5,6 (Jan 29-Feb 15)

Analysis – detailed analysis of the site, exploring of topics of interest and setting agenda for project development

Week 7 (Feb 18-22)

no class – term break

Week 8+9 (Feb 25-Mar 04) incl. Saturday, March 02

Workshop – community workshop, preparation and documentation

Week 9+11 (Mar 05-08 and Mar 18-22)

Programming – development of strategy and program for the site

Week 10 (Mar 11-15)

No class – block week

Week 12, 13, 14 (Mar 25-Apr 12) incl. Saturday, April 13

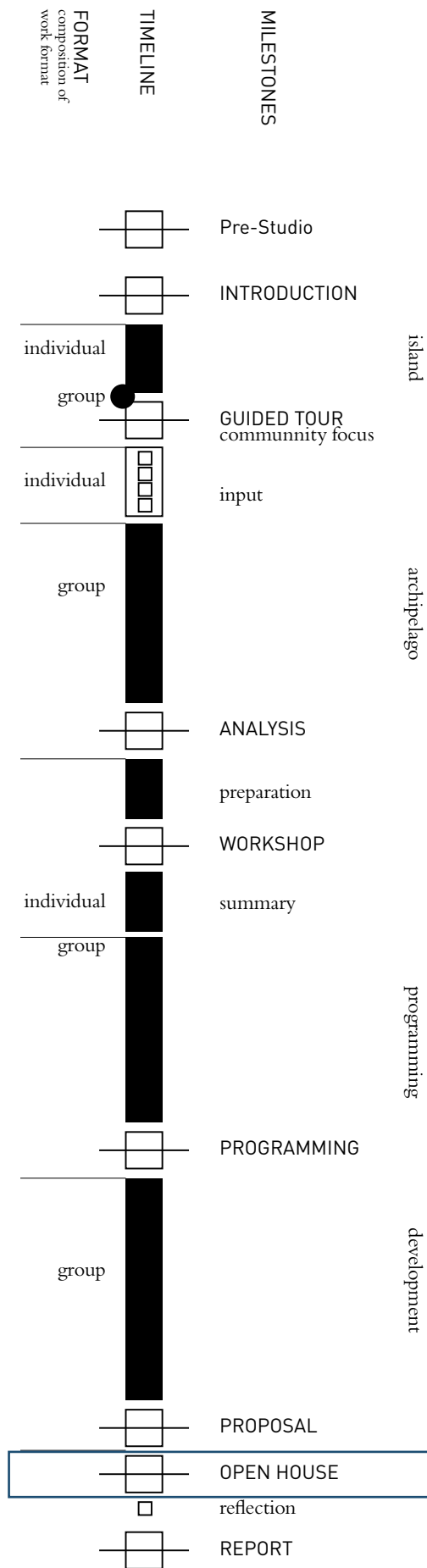
Proposal – concrete development drawing on all previous phases proposing a project for the site and presenting it at an open house event to the community (Sa, April 13)

Week 15 (Apr 15-Apr 17)

Report – final document covering entire project

Note: please take note of the Saturday activities to engage with the community and ensure you plan accordingly to be available for those days. The schedule can change depending on the availability of the community.







# OPEN HOUSE

ATLAS OF LOCAL ISLANDS



# OPEN HOUSE



Activity cards - temporary and permanent interventions.



Picture showing two routes activated by the community.

## RETHINKING PARKING

Each participant will be provided with an instruction sheet, specified coloured blocks for underground parking, vertical parking, and the community building phase. They will be assigned a parking zone and have to either choose a temporary event from the instruction sheet or have the liberty to propose one. They have to draw a bike-pedestrian path on their assigned parking zone. Each participant chooses whether or not to maintain existing parking spaces which is to be indicated by placing specified coloured blocks on the map. In final phase, participants create the built form with coloured block while respecting the previous phases! Participants can look back at photos of the phases and troubleshoot where designs didn't work out, took unusual turns, or gave really successful results.

The Open House consultation event was organized by Acadia community association and it followed upon the last workshop with communities. The aim was to present our work to the community as a tool kit to help them understand each group's approach and how the transformation can happen over time.

## PLAN IT YOURSELF

This activity involves a number of monthly and yearly interventions and can have two or more groups. First step is to lay down their favourite route. Each group is then equipped with a budget of 12,000 dollars and activity cards. Since each activity costs, the group can either spend all of it or strategically select the activities with little to no cost but the maximum of activities that can be chosen is five. Last step is to sum all the numbers on the activity cards in order to get the green card for infrastructure upgrade.



Specified Colored Blocks for parking and built form



Making Parking Friendly activity



Transect Planning Board and Participants



Participants adding population pieces to their transect

## BUILD YOUR TRANSECT

Participants were asked to choose a transect line through community their and create a design matrix. They then chose photo cutouts to create a corresponding collage of community features along their transect that matched the context and design decisions made by the group. After the collage was complete the participants were given a series of lego pieces that symbolized different population densities and asked to place them along the transect in order to achieve a population goal of 1200 additional residents.



Players in the Game of Life Goes On

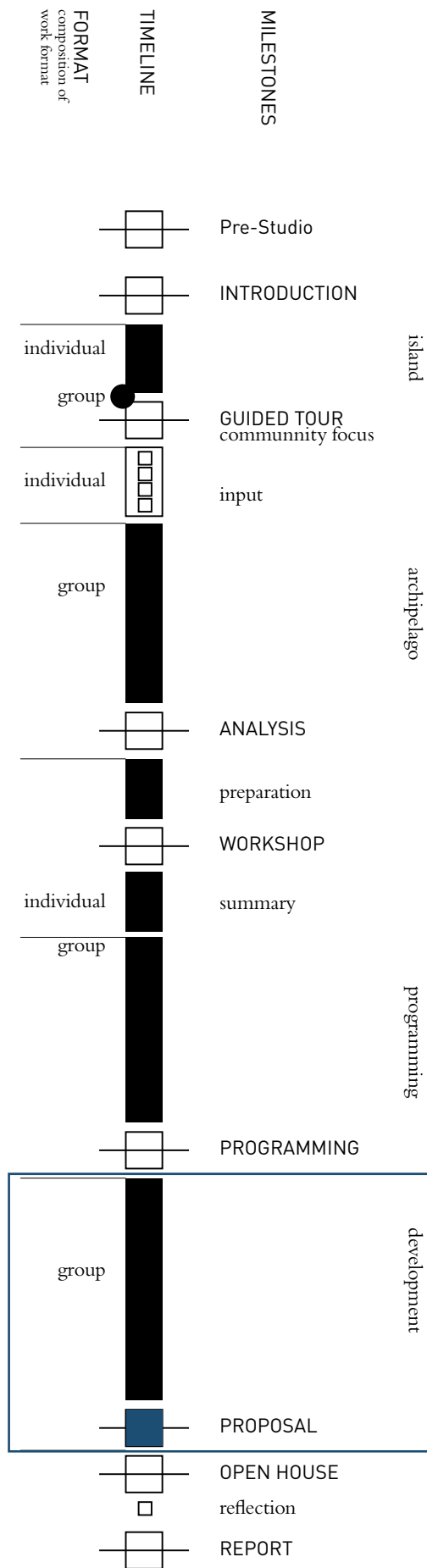


Charrette showing housing changes and amenities

## THE GAME OF LIFE

The classic board game, 'The Game of Life' ends when the player retires. The Game of Life Goes On begins after retirement. Players select a character card outlining a retired character or family with specific needs and income, as the game progresses the players pick up life event cards that change the needs of the characters. When the characters reach a Stop sign they must choose a housing addition or reorganization to fit their changing needs. This housing addition comes with additional income which is collected on payday spaces. Players get an addition cutout which they can customize with coloured pens and place on a street charrette on the wall. At end of the game all the players team up to choose a new community amenity to add to the street as a result of the increased density.





PROPOSALS

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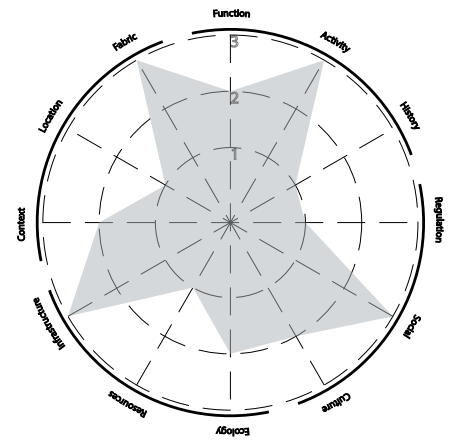






# RETHINKING PARKING MAKING PARKING FRIENDLY

Karl A. Dasco, Nazanin A. Nooshabadi, T. Alex Tassioulas



## ReThinking Parking

Our group focused on developing a plan for our area by developing a sequence of approaches.

Using community data to assess the current situation, we generated maps and demographic information to guide our decision-making process rationally. Our group also learned from and leveraged the creative power of the community to devise local solutions to their own concerns, and listened to how they proposed to change their own areas. Finally, we considered the combinations of these data to propose an approach for the community to change.

Initial impressions formed from visiting the community put our group on the approach of examining the Fabric, Activity, Infrastructure, and Social opportunities in the area.

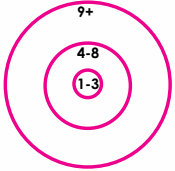
Karl Alexies Dasco  
Nazanin Aghahasan Nooshabadi  
T. Alex Tassioulas



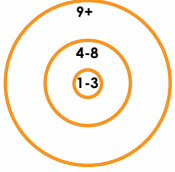
# WORKSHOP

## RETHINKING PARKING

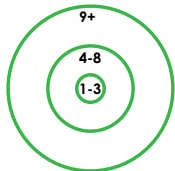
### My Parking Spots



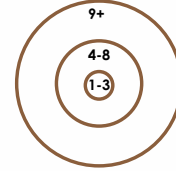
### Improve this area



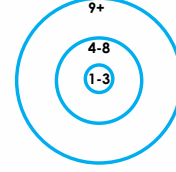
### I like this area



### Too much parking



### Not Enough



Taking our initial findings, our group came up with the proposition that the focus area could change, but it would require the input and development of trust with community residents.

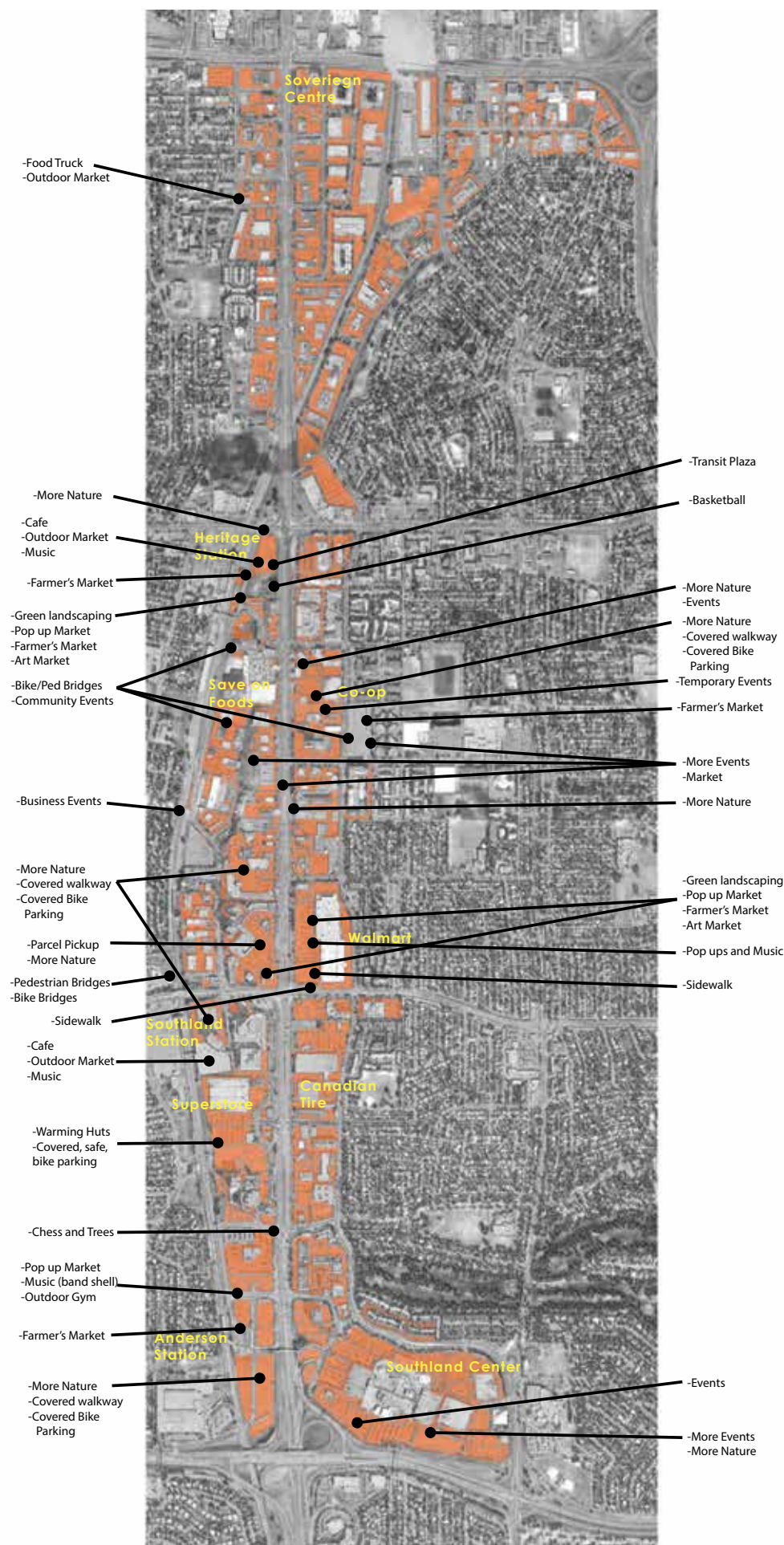
Our workshop activity was designed to best determine what locations within the focus area were:

- Used by participants
- In need of improvement
- Viewed positively as-is
- Inefficient with parking
- Lacking in parking spaces

The workshop activity's subtle incremental feedback nature helped the residents come to some of the same conclusions our group reached, in a non-confrontational manner.

There are locations within the focus area that do need redevelopment or better connectivity to foster business group and a deeper sense of community. There are locations the community wants to keep or slightly change with temporary events. Parking is an issue that the community feels could serve to change the neighbourhood, as long as some conveniences are kept.





The workshop activity also exposed us to a variety of opinions and recommendations for the focus area, some that we included for temporary or permanent programming.

Suggestions we received included:

- Outdoor markets
- Food truck locations
- Parcel services at stores
- Covered walkways
- Covered bike parking stalls
- Butterfly conservatory
- Chess parks
- Travelling circuses
- Art markets
- Public art parks
- Business events
- More nature

Suggestions we proposed, included:

- Warming huts
- Band shells for music
- Cafe areas
- Farmer's markets
- Pop-up events
- Green landscapes
- Basketball and hoop courts
- Bike and pedestrian bridges
- Bike parking stalls
- Transit plazas
- Safer crossings

Some of these items are immediately actable, as a temporary measure to help bolster successful areas of the neighbourhoods, or a way of turning around locations that will require redevelopment. Other recommendations needed deeper planning and a framework to make them viable, either from a policy perspective or from a built-form solution.

# PROGRAMMING

## RETHINKING PARKING

### TEMPORARY USES

Temporary Uses	Seasons				Goals	Optimized Parking	TOD + Multimodal	Walk-ability
	Spring	Summer	Fall	Winter				
Pop-up Parks	■	■	■	▲		■	■	■
Low-Speed Crossings	■	■	■	■		■	■	■
Bike Racks	■	■	■	▲		■	■	■
Warming Huts	▲		▲	■		■	■	■
Outdoor Gym	▲	■	▲			■	■	
Band Shells	■	■	■			■	■	
Outdoor Art Gallery	■	■	■	■		■		■
Hoop Court	▲	■	▲			■		
Sunbathing Spots	▲	■	▲			■		
Farmer's Market	■	■	■	▲		■	■	■
Running Trail	■	■	■	▲		■	■	■
Planter Corridors	■	■	■			■	■	■
Outdoor Library	■	■	■	■		■		■
Art Activity Centre	■	■	■			■		
Food Truck Stop	■	■	■			■	■	
Cafe	■	■	■	■		■	■	
Rest spots	■	■	■	■		■	■	

Following the workshop, our group compiled the activities, and examined them for feasibility and a clear path for deployment. Our group also added activities that took advantage of a combination of resident input and ease of set-up. We prioritized activities that would lead to permanent effects from temporary programming, and events that were mobile, flexible, impermanent, and offered services not easily available in this area.

## PERMANENT USES

20 Year	10 Year	5 Year	Immediate	Spring	Summer	Fall	Winter	Monthly	Weekday	Weekend	Weekly	Daily	Timing	Goals	Optimized Parking	TOD + Multimodal	Walkability	Activity & Sports Centres	More Nature	Gathering Spaces	Better Streets	Cultural Areas
													Uses									
													Parking									
													Vertical Parking									
													Underground Parking									
													Buildings									
													Mixed Use Buildings									
													Midrise Residential Buildings									
													Office Buildings									
													Commercial Buildings									
													Circulation									
													Bike Racks									
													Bike Sharing									
													Bike Highways									
													Tramways / Bus Lane									
													Outdoor Escalator									
													High Quality Pathways									
													Transit Plaza (Bus-Bike-Pedest.)									
													Bridges (Bike-Pedest.)									
													Low-Speed Crossings									
													Neighb. Running Trail									
													Activity Uses									
													Outdoor Gym									
													Water Plaza/Skating Rink									
													Band Shells									
													Amphitheatre / Toboggan Hill									
													Outdoor Art Gallery									
													Hoop Court (Basketball)									
													Street Galleria									
													Farmer's Market									
													Art Centre									
													Sunbathing Spots									
													Community Plazas									
													Park and green spaces									
													Warming Hut									
													Tree Nurseries									
													Green Corridor									
													Dog Parks									
													Parks									

The permanent programming of the area was largely shaped by the desires of the neighbourhood participants for change.

Parking structures were selected according to suitability for the area. Our group acknowledged that some surface parking areas and would have to remain, but many could be converted, preferably to underground automated parkades.

We recommended four general land-uses types for the area. We chose these to emphasize the possibilities that a large collection of commercial areas could do to enliven the area, by attracting constant local and commuter traffic.

Infrastructure categories were developed to prioritize human movements. These neighbourhoods' developments have focused on personal vehicles to the point that walking is difficult, and new construction must accommodate other forms of travel.

Our group decided to combine uses where feasible, to allow for multi-season uses of the area, and create an overall goal of 'people seeing people' in consistent spots throughout the year.

Public spaces were designed with functionality and nature in mind. This area has been developed as a near-desert, with a lack of trees and green spaces contributing to a lack of community interaction.



## PROPOSAL

### Phase I: Temporary Phase

Parking considerations were developed over a variety of approaches.

Using results from the workshop, our group decided to expand parking where it was in need and where it served a greater purpose, such as near LRT stations or future activity centres.

We emphasized the need for vertical parking in areas where speed of parking service was important. Underground parking was used in areas that required longer-term storage for employment and commercial use. We additionally recommend that some areas keep even a small amount of surface parking, especially if they're commercial areas designed for convenience and quick visits. For all other areas, we recommend automated or compact parking.

Connections through the area were developed in an east-west fashion, as these are the connections that have been disrupted the most by Macleod Trail, the Canadian Pacific and transit rail system.

The system of parking areas was subdivided into zones based on commonalities such as land-use designations, edge conditions such as major roadways, and nearness to mass transit.



## Phase II: Parking Consolidation



Parking consolidations were developed over a variety of approaches.

Using results from the workshop, our group decided to expand parking where it was in need and where it served a greater purpose, such as near LRT stations or future activity centres.

We emphasized the need for vertical parking in areas where speed of parking service was important. Underground parking was used in areas that required longer-term storage for employment and commercial use. We additionally recommend that some areas keep even a small amount of surface parking, especially if they're commercial areas designed for convenience and quick visits. For all other areas, we recommend automated or compact parking.

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# RETHINKING PARKING

## Phase III: Community Development



Our group subdivided the focus area into three sections, according to the needs of the community within those areas.

The northernmost section had the disadvantage of being disconnected across the multiple neighbouring communities. We proposed the creation of a transit strategy for the area and the development of parkland within the section, through the creation of a new transit-oriented-development hub. This area would help serve the existing residential and commercial populations of Kingsland, Fairview and Fairview Industrial by connecting it easily to the rapid transit strategy favoured by Calgary, the C-Train.

For the central section, our group envisioned the creation of a new core area that could develop a consistent draw to the area. We felt that the combined opportunities of topography, existing cultural and sports resources, and the need for a walkable community would lead to a well-connected pedestrian realm in this section. We propose a galleria along the bluff's ridgeline near Horton Road, giving a great view of all the neighbourhoods. Horton Road, in our opinion, may eventually have to be relocated and developed into a combined bypass road and tunnel to develop Macleod Trail into a local mainstreet-style road, friendly to both pedestrians and commercial store-front development. Our group wants to emphasize the urban culture in an section that would be well-populated at all times of the day.

The southern section is an easy redevelopment of the existing parking areas near Southcentre Mall. We opted to create a comfortable walking area and green corridor between the existing medium-density and proposed higher-density residential developments. We believe this area has the best opportunity for immediate development, as Calgary already has a history of increasing density near existing commercial draws for convenience and efficiency.

# POLICY

## Amendments Parking Consolidation

### MDP Alteration

1. Section 3.3.4 (e) is an ideal policy, and should be considered for all neighbourhood designs.
2. Section 4.1, (L) ii. Publicize proposed transit routes and route changes regularly.
  - a. Implement public outreach efforts to coincide with first tenancy and ownership of greenfield developments.
3. Reserve undeveloped areas for cultural and neighbourhood-building amenities.
4. New Community Planning Guidebook, Section 3.1.5 – Community Services and Amenities – Parking Design, refers to minimums for parking.
  - a. It should be reoriented to prescribe maximums.
  - b. It should encourage policies for underground and vertical storage.
5. New Community Planning Guidebook, Section 2.4.1 (f) “Encourage the use of Landscaping Approaches & Design Techniques to ... screen Parking Areas” is good policy, but it could be extended to include quality signage and digital counters to track usage patterns anonymously in real time.

### New Policy Proposed Acts

Create municipal ordinances to incent parcel owners that design novel solutions for reducing wasted space with parking. Start to consider the possible results of a car-reduced or car-free future.

1. Provide municipal rewards for compact and underground parking structure development with
  - a. provisions for extra building development such as density bonuses.
  - b. priority for public art placement on lots with clearly developed central focus areas.
  - c. priority for bus-stop locations, within 10 metres of well-developed pedestrian pathway systems.

2. Encourage car-sharing programs with on-street parking priority and ticket-abatement policies.

### Proposed Bylaws

1. Repeal 252 (c) and 252.1 (d) Parking Lot – Grade, Parking Lot – Temporary “must provide landscaping as referenced in Part 7, Division 1, when the total surface area of the use is equal to or greater than 5000.0 square metres;”
  - a. Propose 252 (c.1) and 252.1 (d.1): “must provide landscaping for all parking lots, incorporated into a municipal pedestrian strategy”.
2. Repeal 559 (a) Bicycle Stall Requirements in Multi-residential Development: “the minimum number of bicycle parking stalls is... no requirement where the number of units is less than 20;”
3. Overall parking strategy in bylaws is represented by minimums; a strategy must be developed to calculate maximums.
4. Encourage shared parking arrangements between uses to reduce the need for parking spaces within a development.
  - a. Fencing along developments with no topography change is disallowed.
    - i. Storage areas for materials are exempted from this rule, but must permit flow through pedestrian access for adjacent lots.
    - ii. Storage areas for vehicles are exempted from this rule, but space on the parcel must be allotted for continuous pedestrian access.
  - b. Signs that reserve spaces for individual businesses or users are to be discouraged.
    - i. Spaces reserved for people with reduced mobility are exempted from this rule.
    - ii. Spaces reserved for emergency accessibility, or time-dependent activities, are exempted from this rule.
  - c. Enforce short-term time limits for vehicles parking in shared spaces.
  - d. Require vehicle parking in underground or vertical storage for situations requiring parking above the short-term time limit.
5. A new Parking Lot Landscaping Ordinance should be developed specifically for parking lots with aisles:
  - a. The end of every parking aisle shall have a landscaped area.<sup>2</sup>



# GAME BOARD

## RETHINKING PARKING



### RETHINKING PARKING

#### PHASE 1: TEMPORARY PHASE

- 1 Parks
- 2 Low Speed Crossing
- 3 Bike Racks
- 4 Bike Highways
- 5 Warming Huts
- 6 Outdoor Gym
- 7 Band Shells
- 8 Outdoor Art Gallery
- 9 Hoop Court
- 10 Neighbourhood Running Trail
- 11 Sunbathing Spot
- 12 Green Corridor
- 13 Farmers Market
- 14 Outdoor Library
- 15 Art Centre
- 16 Food Trucks
- 17 Cafe
- 18 Rest Spot

— Pedestrian and Bike Path

#### PHASE 2: PARKING CONSOLIDATION PHASE

■ Parking

■ P Underground Parking

#### PHASE 3: COMMUNITY BUILDING PHASE

■ Residential

■ Commercial

■ Recreational/Institution

■ Industrial

■ Green Spaces

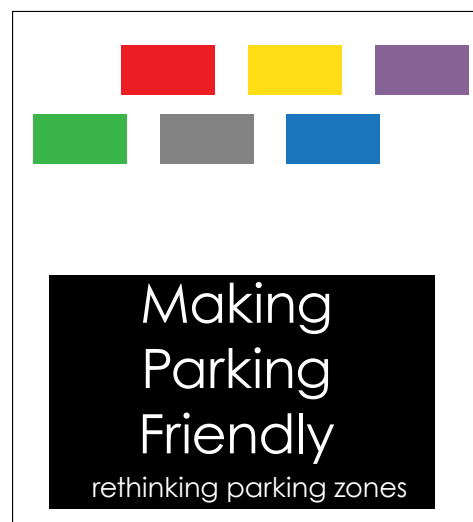
Using our existing 17 zones, our group devised a game that echoes the sequence of our approach.

Phase 1 explores the temporary phase by asking participants to envision an activity-focused pathway along the zones.

Phase 2 is a request to either to consolidate parking or leave it alone, according to the perception and judgement of the participant.

Phase 3 is a direct-democracy approach to envisioning how the parcels, freed from parking requirements, could now be repurposed.

The takeaway for the community is that their area can evolve and adapt, and that they have the power to make an infinite amount of open-ended suggestions.





# TRANSECT

## CREATING TRANSITIONS BETWEEN URBAN ZONES

Christopher McCaw & Fabio Coppola

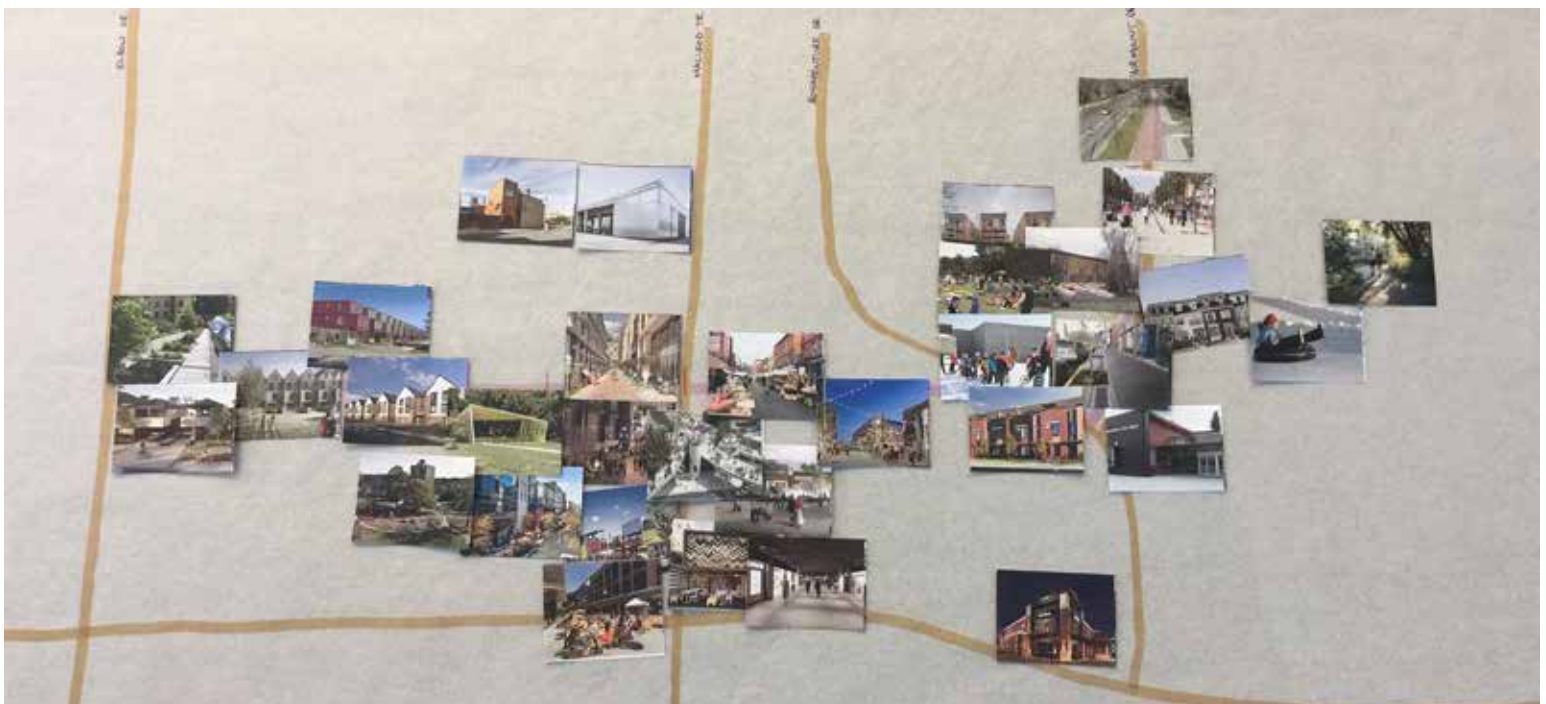


# Programming



## Calgary South Central Transects

These are the three proposed and programmed transects for the Calgary South Central communities. Each of these transects crosses either three or four zones and were identified based on the community engagement workshop.



## Transect collage example of the new Southcentre retail district.

This collage was influenced by the existence of Southcentre Shopping Mall as a key driver to the local economy in the region. Across Macleod Trail, there is the largest LRT park and ride in Calgary, as well as a large under programmed park site beside the Anderson train depot. It was important for us to consider how these functions can connect with each other along a continuum and go from one transect zone into the next seamlessly. Once this collage was complete, we identified 3 nodes for further intensification to meet the requirements for the retail transect.

Moving forward with the transect planning approach (see transect explanation to the left), our group decided to focus on four key aspects of the course design matrix:

1. Fabric - examining how the shape of the community can influence social, economic, and environmental spatial patterns.
2. Activity - understanding various movements, modes of transport and circulation throughout the site that influence what types of activity can occur.
3. Infrastructure - analyzing the current public spaces, facilities, and services that are provided, the supply of each type, and addressing what can be included in the future community context.
4. Regulation - addressing current policy considerations within the Municipal Development Plan, Transportation Plan, Developed Areas Guidebook, and Land Use Bylaw.

These four elements on the design matrix informed our decision-making process for developing a program in the Calgary South Central communities based on transect development. Because the context and larger scale of the Calgary South Central study area, it was possible to enhance existing transect features from previous global regions and apply it more directly to these communities. The concept of the transect began forming itself during the analysis phase of the project and was further developed during the community engagement workshop. The workshop activity allowed participants to discuss what important community features in relation to fabric, function, and infrastructure (which were our key design matrix elements at the time), what the community was missing, and what features they would like to see in the future. This began forming the programming of our transects along various corridors that we believed had the highest potential for future development. During the programming phase, we highlighted three transect locations in Calgary South Central and programmed them to fit the needs of the community as well as fit the requirements for the transect itself.

The three transects are:

1. 89th Avenue Greenbelt
2. Southland Drive Transportation Corridor
3. Southcentre Retail

Each of these transects were led by an individual catalyst feature that will drive the future development and increase its potential for an innovative and exemplary locale in Calgary. While the first stage of the programming was from the community residents, the second half of the programming came from our analysis of the current community state and identifying what elements are missing that can make Calgary South Central a unique place to live, work, shop, dine, and experience. Once we located our three distinct transects, we began creating a collage of images along each transect that would visualize what form of activity, fabric, and infrastructure would occur along the entire length of the transect (see image to the left). Once the collages were complete, we could begin to understand which locations would have catalytic features that can bridge the entire transect together. These catalytic features are driven by user activity and functions, parks and open spaces, and thematic districts. The districts were chosen based on the current state of the built-form, the activities and functions required from the built-form, and the potential for redevelopment and reinvestment into those districts. After these districts were chosen, we searched for precedent images and projects from around the world that are examples of successful implementation of our programs along the transect and how they can begin to shape the future Calgary South Central region. Lastly, using those precedent images we created a perspective along a key node of each transect to illustrate what the transect can become once the phasing is complete.

The following pages will explain each transect in more detail including the requirements, size, numbers, and workings required to make them operate effectively.





Programming for the 89th Avenue greenbelt transect

The greenbelt transect provides a unique method to traverse the length of Haysboro and Acadia along an east-west pathway. This was determined due to the current difficulty residents have going this direction. The greenbelt connects various open spaces, parks, residential typologies and paves the way for a new open air marketplace located just east of Macleod Trail.



Precedent - Cloudburst, Aarhus

The shape of the community allows for a centralized gathering space anchored by a small tram station as well as a recurring marketplace that enhances the social cohesion amongst the residents of the community.



Perspective - Greenbelt highline and green LRT corridor

The redevelopment of the desolate space along the CP Rail and LRT corridor and bridging the connection between the Glenmore Reservoir and the Bow River were the catalytic features of this design.



The Greenbelt is a linear east/west corridor that will connect the Glenmore Reservoir to the Bow River. The central feature of this transect is the greenbelt, a 3.5km pathway that bridges the local residents to surrounding park and open spaces, the Macleod Trail commercial activity centre, and a new market place. The design of the Greenbelt is driven by sustainability and creating more green infrastructure along the transect. The green infrastructure includes design elements such as green roofs, bioswales, solar panels, and low-impact development. It is also important that we redevelop school park sites to be more accessible for the entire community. These parks spaces require better green programming and interactive park features that can begin to encourage a more diverse user group to those spaces.

## REQUIREMENTS

1. A new central pathway system must be installed first to create a bridge between communities
2. Pedestrian and cyclist movements are the main priority and that requires a shift in the Calgary Transportation plan from developing auto-oriented streets, then addressing pedestrians to the opposite way of thinking
3. More development needs to occur to provide enough population to support the new commercial development space along Macleod Trail as well as the industrial redevelopment into a more unique patio, cafe locale
4. More centralized sport recreation fields can open up the possibility of higher quality programming in parks and open spaces
5. New high line park traversing the train tracks and the subterranean mall will be the final phases of implementation
6. There will be multiple locations along the corridor that encourage users to interact with various spaces and establish a sense of place
7. Innovation in play structures, recreation, and social engagement opportunities will be utilized

## SIZE

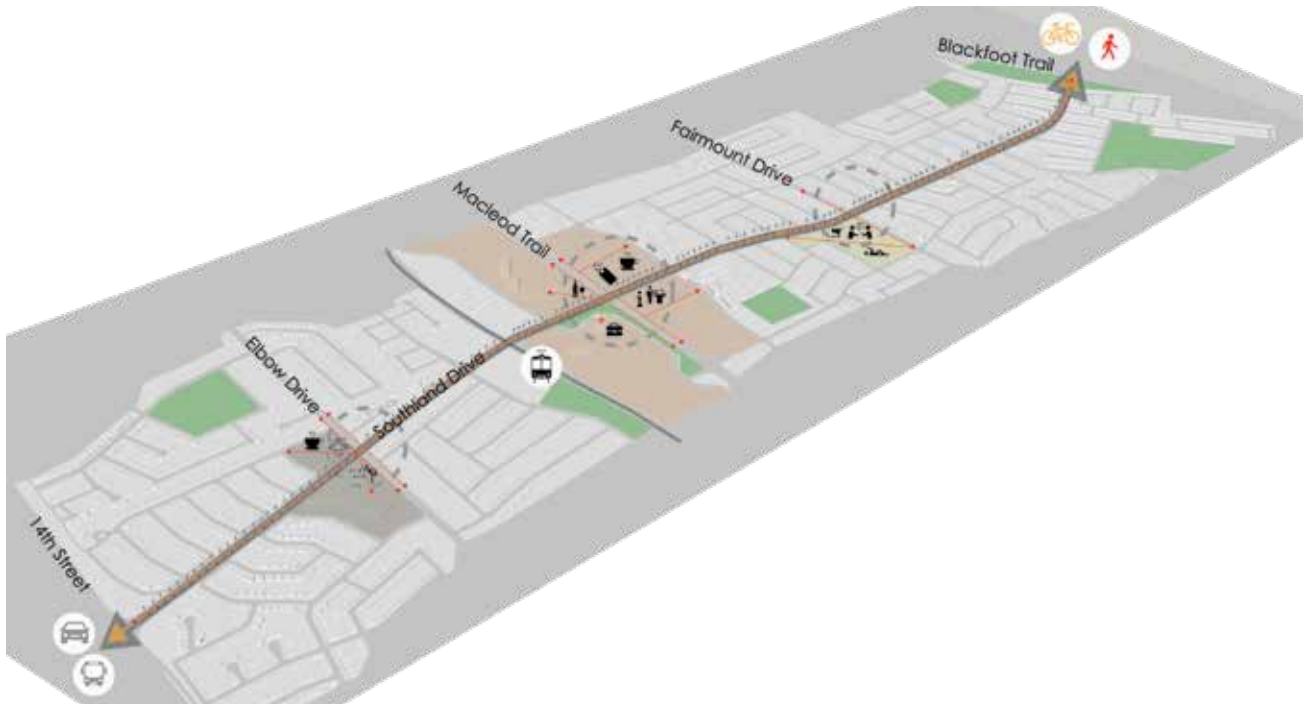
1. The Greenbelt covers a distance of 3.5km from east to west
2. It covers roughly 800 acres (320ha) of surface area

## NUMBERS

1. According to the Fraser Institute, both high schools in the Greenbelt transect are considered above average regarding student success rate
2. All six communities have above Calgary average for ages 65+, requiring immediate phasing attention to that demographic and future phasing towards attracting a younger population
3. Haysboro and Acadia have a very large proportion of apartment housing typologies, however they can both explore the missing middle typology in the future
4. Only 59% of Calgarians are reported to be physically active, the Greenbelt is designed to be a beacon of activity and promote healthy and active lifestyles

## WORKINGS

1. The transect needs to have a strong connection into the Heritage LRT station
2. The greenbelt must be properly lit throughout the entire corridor and emphasis of maintaining “eyes on the street”
3. Sidewalks and cycle tracks need to be shoveled and cleared of snow in an appropriate manner to ensure year-round accessibility and usage
4. Higher density development will occur around the Marketplace and Industrial Innovation districts to ensure support for programming
5. Development in this region will support the City’s plan to achieve a 50/50 balance between greenfield and inner-city development



Programming for the Southland Drive transportation transect

The programming along Southland Drive is more prevalent from the street level. The development priorities for this transect are based on the movement and circulation of various modes of transportation. The three new “nodes” have current established districts, but can be slightly improved to accommodate more pedestrians and more cyclists.



Precedent - UNIT City, Kiev

A post-industrial project that incorporates a large mix of uses. It can be best applied to the transportation transect along Southland Drive as a way to re-imagine the mix of land uses at the intersection of Macleod Trail and Southland Drive.



Perspective - New street design along Southland Drive

The new Southland Drive will better serve pedestrians and cyclists journeys. This road is the primary pathway connection to Southland LRT station and many current residents feel unsafe walking to the train. There are also accessibility concerns that this plan would address.

# TRANSPORTATION TRANSECT

The transport corridor is a linear east/west corridor that will better connect 14th street to Blackfoot trail through the addition of trees (green infrastructure) lining the boulevard, as well as pedestrian (sidewalks) and bicycle lane infrastructure upgrades. The route is characterized currently by singular use transportation lanes (cars/bus) with little pedestrian connectivity and no bike infrastructure along its stretch. Nodal programming along the route will complement the diversified modes of transport, which will give it a stronger utility for residents and visitors of the area.

## REQUIREMENTS

1. Additional sidewalks must be added on both the north and south side of Southland drive to ensure maximum connectivity
2. Bike lane infrastructure must be added in order to compliment an additional form of transport along this route
3. A pinching off of unnecessary meridian dividers will allow for cars, buses, bicycles, and pedestrians to share the route safely and efficiently
4. Underutilized parcels (identified as nodes) along the transect are ineffectively used and are largely characterized by surface parking - programmed development will foster new uses in these spaces and ultimately compliment the transect effectively

## SIZE

1. The Transport Transect covers a distance of 3.75km from east to west

## NUMBERS

1. According to the City of Calgary (2017 Traffic Study) Southland Drive is considered an arterial route and experiences between 24,000-30,000 Vehicles Per Day (two way, 24 hour count average). With the addition of pedestrian and bicycle infrastructure we expect these numbers to hover around the same range despite increasing population within the city because alternative infrastructure will relieve some vehicular trips and move them towards the bicycle/

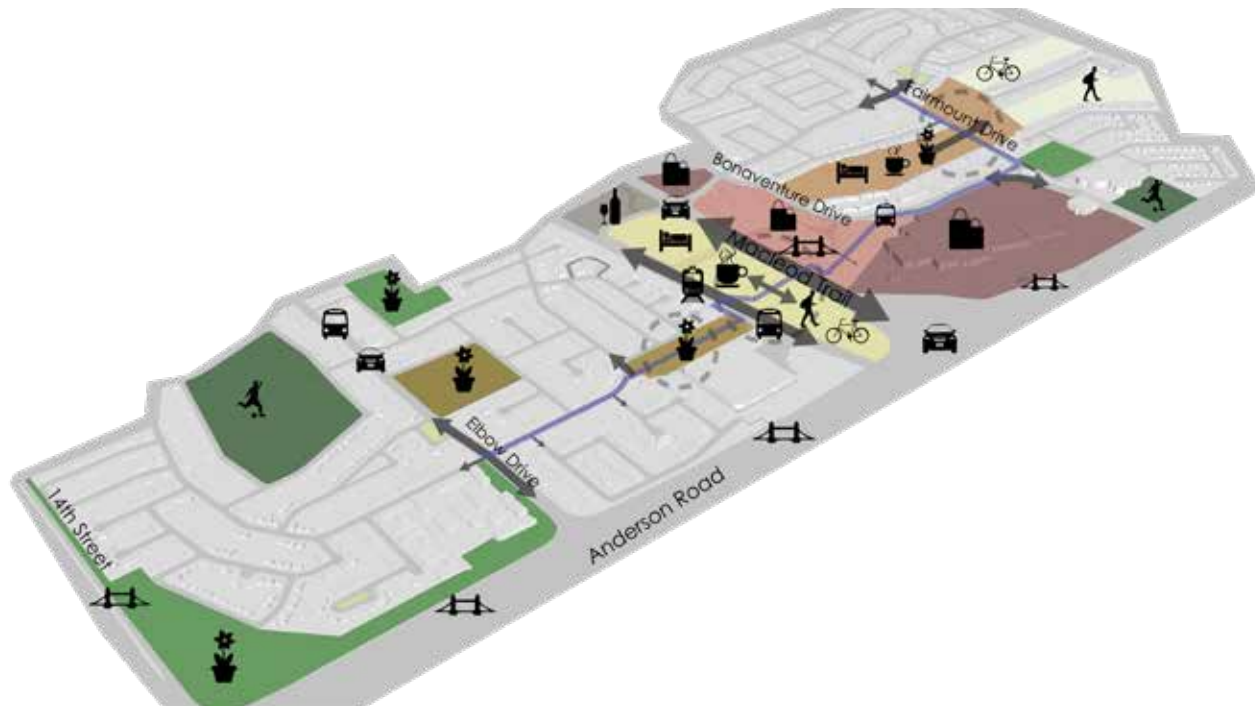
pedestrian transport methods.

2. According to the City of Calgary (2018 Bike Share Data) 5th Street Bike Track receives +/- 1,200 bicycle trips per week (average count from electronic loop technology). We expect this route to receive similar numbers and potentially even higher numbers once full programming is built out along the transect
3. The population for the area (Acadia according to the city census profile has an official population of 11,000, while Haysboro has 7,240 residents) is more than sufficient enough to support the proposed infrastructure upgrades due to this being a route that is also highly utilized by many members outside of the plan area communities

## WORKINGS

1. Street lights at a pedestrian scale for safety and visibility
2. Upgraded transit shelters to accommodate year round
3. conditions (especially for winter travel this is essential)
4. Bike racks and benches required along the route
5. Green vegetation needs to line the drive in order to create a sense of place
6. Demarcation of infrastructure lanes needs to be clear and visible through painting and signs
7. Phasing of this will occur in short (5 years for sidewalk upgrades, bike lanes and tree planting), medium (10-15 years for macleod node), and long term (20+ years for full build out)





Programming for Southcentre Mall retail transect

The programming along this transect dedicates itself to improving the current conditions of Southcentre Mall and creating new districts that draw people in locally and regionally. The marketplace atmosphere around the LRT station will create complimentary services and amenities with Southcentre Mall.



Precedent - Tushino Airfield, Moscow

The fluidity of the design creates more movement through space and allows people to drift through the space rather than prescribe them along a fixed and singular pathway.



Perspective - New retail strip at Anderson LRT overpass

The Anderson LRT park and ride station provides the perfect location to bridge the connection between the traditional neighbourhood zone of Southwood and the employment and services zone of Southcentre Mall.



The Retail Corridor becomes Calgary's newly innovative pedestrian experience. The redeveloped Anderson LRT station will emphasize TOD development and create a woonerf atmosphere that bridges Southwood across to Southcentre Mall and into Willow Park. A part of the analysis that was highly noticeable was the requirement for parking around Southcentre Mall to support the commercial activity within. Creating a new district within the existing park and ride at Anderson station as well as consolidating some of the parking around the mall will allow more people to access these features within less than a five minute walk. These features will be highly accessible in the winter season as well and a higher population will better support all of the commercial activity in the area.

## REQUIREMENTS

1. Southwood Park (beside LRT depot) becomes a new highly programmatic park space
2. Pedestrian movement and cyclist movements are the priority and the only means of traversing the woonerf corridor
3. More development needs to occur along the corridor to provide enough population to support the new TOD development and Southcentre Mall
4. The commercial and retail development of the TOD station must compliment the existing mall activity
5. Willow Park Golf Course will undergo sensitive redevelopment and no longer be in operation
6. A change or relaxation in the land use bylaw to accommodate this style of development

## SIZE

1. The Retail covers a distance of 2.2km one end to the other
2. It covers roughly 872 acres (353ha) of surface area

## NUMBERS

1. Willow Park is the only community expected to surpass the average population change in Calgary by 20422, requiring expedited development to ensure enough support for local commercial activity
2. Willow Park is the only community that surpasses the median household income in Calgary, making a commercial centre more viable in this location
3. The other five communities are also above average for housing affordability (30% or more spent on housing) resulting in a need for better local markets that offer competitive prices

## WORKINGS

1. The new centralized programmed park beside the Anderson LRT depot will be the first phase of the redevelopment
2. Vehicular commercial activities will be limited to the immediate access points to Southcentre Mall from Anderson Road
3. Various forms of affordable housing will be incorporated into the design
4. Development in this region will support the City's plan to achieve a 50/50 balance between greenfield and inner-city development

The following is a summary of the Transect Planning Toolkit booklet by Coppola & McCaw (2019). This booklet includes information on various forms of transects, how to utilize them, innovative parcel calculations, and a summary of relevant policy information. The intent for the booklet was to provide the Calgary South Central with a toolkit to plan, design, and propose their own unique transects, however this booklet can exceed its potential from being used by other communities as well as the City of Calgary. The themes found throughout are broad enough to apply to all developed communities, although a heavier focus is catered towards the project boundaries of Calgary South Central. The transect based planning approach aims to develop more interconnected spatial environments. In doing so, this will ensure that both the built form environment as well as natural environment speak (or relate) to one another more and in addition prioritizes the pedestrian/cyclist over the automobile, which traditional planning and development practices have not considered (as fully) in these communities. Ultimately, it is our hope that this toolkit will allow you as a community (and City) to implement your vision(s) through a transect planning approach. With this toolkit you will have a structure on how to achieve enhanced place-making and in turn create a community (and City) you want to live, work, and play in.

### TRANSECT HISTORY

The first known form of transect planning arrived via Alexander von Humboldt in the South American Transect that traversed the continent. Patrick Geddes' valley section analyzed how human activity (or resource exploitation) occurred from shoreline to the ridgeline. Lastly, the natural transect formed which demonstrated that different flora and fauna could co-exist and flourish in the same environment.

### MODERN TRANSECT

The transect that we used for a base for this proposal was created by Anders Duany and Elizabeth Plater-Zyberk in 2008 (see image to the right). This transect traverses along an outer rural to inner urban continuum and has emerged as an analytical approach to make sense of a diversity of places and a technical framework for

planning and form-based coding. There are six zones within this transect:

1. Natural – dedicated to protecting natural environment
2. Urban Reserve – lands held for future development or expansion purposes
3. Traditional Neighbourhood – standard residential areas within the Calgary South Central area and small commercial locales, such as coffee shops or corner stores
4. Neighbourhood Centre – denser community region with more amenities and services
5. Central Business – clustering of buildings that activate the street and create a dynamic pedestrian experience
6. Service and Employment – provision of both local and regional services

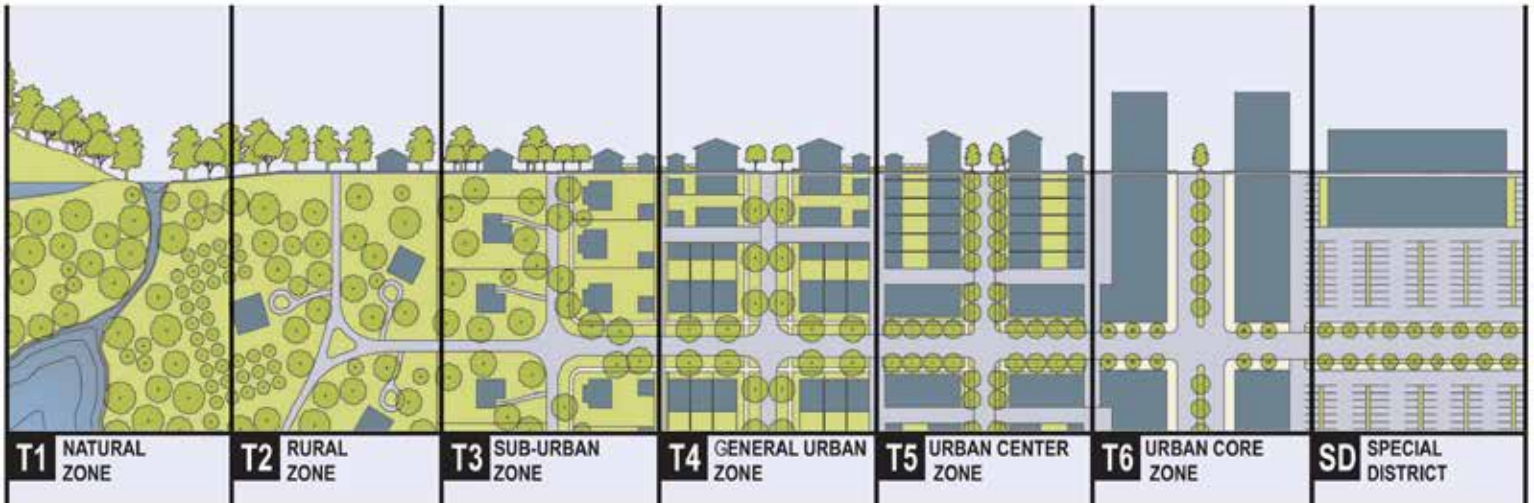
### DETERMINING A TRANSECT

The objective with each transect is creating a more balanced and engaging community where residential and commercial intensities are shared throughout the region (see images to the right). This balance creates a stronger connection between each zone across the transect and establishes a more unified community. There are five key characteristics that begin to establish the transect. They are:

1. Cross a minimum of three zones
2. It is a redevelopment strategy
3. Must consider environmental and built context
4. Driven by a central catalytic feature
5. Have a buffer region to plan around the central feature

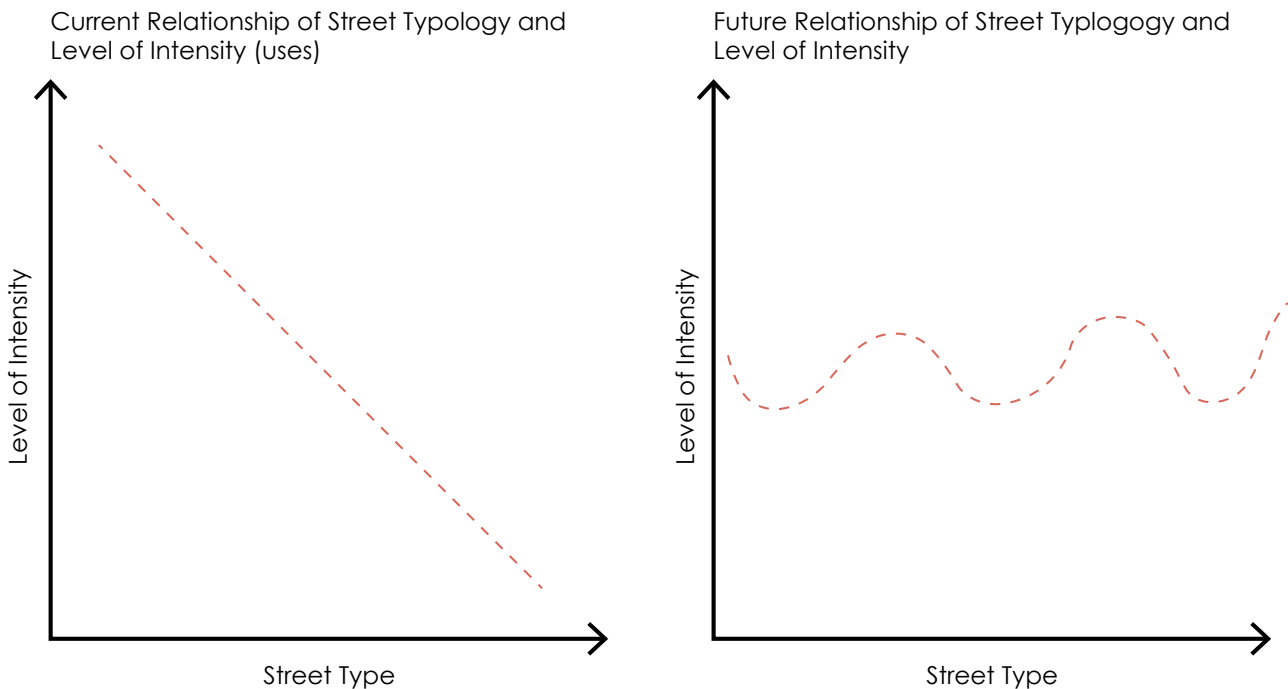
The next stage of the transect development is completing the design matrix to setup the priorities for the transect, whether it be focused on the built form or the type of activity along it. The last stage is completing the Making Of: Calgary South Central workshop sheet to visualize certain priorities and where they should be located.

# TRANSECT TOOLKIT PROPOSAL



The modern planning transect

The details and explanation of a transect can be further understood in the “Transect Planning Toolkit” by Coppola & McCaw (2019). The example above is very similar and formed the base ideas for our transect development where there are various zones of development. Each zone has various degrees of development requirements and priorities. Source: Centre for Applied Transect Studies (n.d.)



The current versus future street typology level of intensity along a transect continuum in a community

The diagram on the left represents how the current transect zone transitions occur along the community continuum. There is a lack of balance making the smaller street typologies lack character and diversity. Creating a balanced relationship allows residential and commercial activities to thrive throughout the community rather than in concentrated nodes.





Creating districts



Programming activities



Preserving natural open space



Improving local parks activity levels



New building typologies



New housing typologies



New road hierarchy



Better cycling and pedestrian pathways

# TRANSECT TOOLKIT PROPOSAL

## URBAN DESIGN CONSIDERATIONS

The features within each transect can be unique and developed based on the character of the community, however there are nine key urban design considerations that accompany every transect to guide its ongoing development.

## DEVELOPMENT PRIORITIES

As mentioned previously, a catalyst feature is essential for the development of a transect. Each catalyst feature can have its own personal development criteria that is driving the change in the community. There are five key focuses for change and they are not mutually exclusive, although one focus should be driving the overall

## DISTRICTS

The urban design features of each district need to reflect the character the district is attempting to evoke. Including specific design criteria in each district will ensure that suitable development occurs and the public realm can consistently be enhanced. Classifying certain districts in the transect may also drive the development priorities and determining phasing strategies.

## ACTIVITIES/PROGRAMMING

Each transect has a unique region with a specific character and public realm. Programming the transect is important to visualize where certain activities will occur and what type are necessary for the successful future development. Programming is maintained at a high level with ideas such as community hub, recreational, market, and/or entertainment.

## OPEN SPACE

These networks provide natural environments that are primarily left untampered by human intervention. The limited moments of intervention are primarily to provide services and amenities to the space or for agricultural purposes. Open space regions have the highest concentration of biodiversity, environmentally sensitive areas, and naturally landscaped cultural features.

## PARKS

Park spaces have the ability to define the character of a certain region and provide a variety of open air services that range from academic purposes, athletic uses, and social gathering. More thought needs to be included into each individual park space to define what it is trying to achieve and the characteristics that it requires in order to achieve the desired outcome.

## BUILDING TYPOLOGIES

The transect tool focuses on redevelopment along a specified corridor and regardless of the development priority established prior, new built form development will occur along the length of the transect. The combination of building typologies should provide a unique opportunity for residents both within and visiting the community and contribute to the communities character.

## HOUSING TYPOLOGIES

The transect planning tool is primarily used in the redevelopment of inner-city regions across a linear network and in order for new proposals along the network to become successful, more people and new housing types will emerge. Housing should be incorporated in a sensible manner and contribute to the overall objectives and character of the established community.

## ROAD HIERARCHY

Movement through a community revolves around the road network. In order for the mobility of various transportation methods through the community to be effective, the implementation of various road hierarchies are important. Each hierarchy has a specific movement type target it is trying to accommodate more effectively.

## PATHWAYS/BIKEWAYS

The Municipal Development Plan and Calgary Transportation Plan both identify the desire to increase walking and cycling trips made by Calgarians, but in order to make those trips more frequent new ways of thinking how we move pedestrians and cyclists must be considered as well.



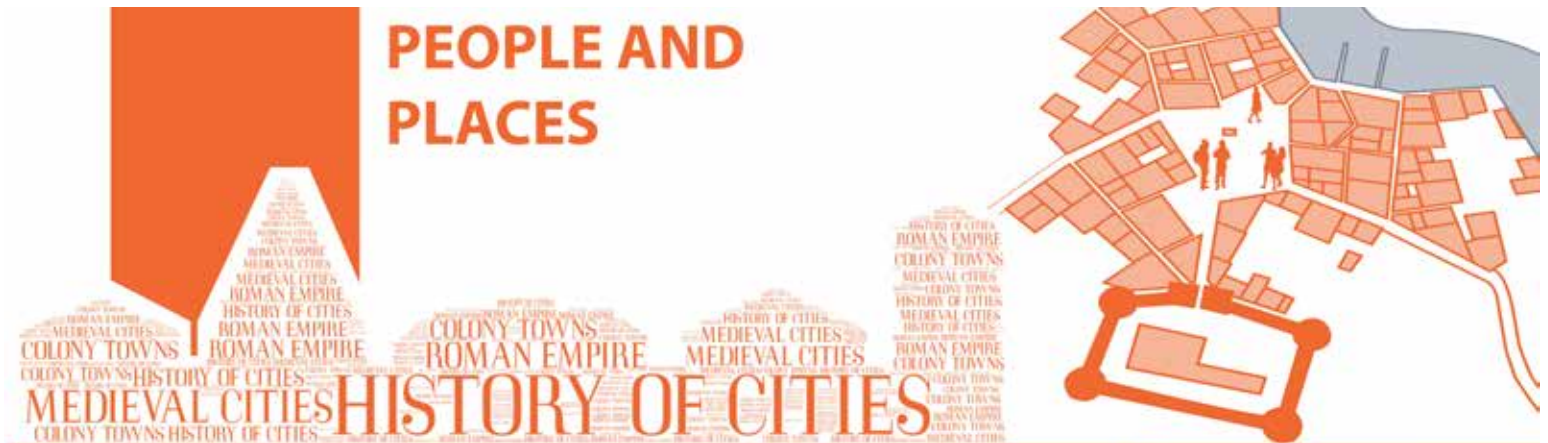


# PEOPLE AND PLACES

## AN ORGANIC APPROACH TO COMMUNITY PLANNING

Janu Raj & Hemant Chauhan

## PEOPLE AND PLACES



BY THE COMMUNITY



COMMUNITY PRIDE



SENSE OF BELONGING

TO GENERATE A SENSE OF BELONGING AND COMMUNITY PRIDE BY ENGAGING THE RESIDENTS THROUGH TACTICAL URBANISM IN ANTICIPATION OF A PARADIGM SHIFT IN FUTURE THAT CAN POTENTIALLY TRANSFORM THE COMMUNITIES IN A POSITIVE WAY.

# VISION

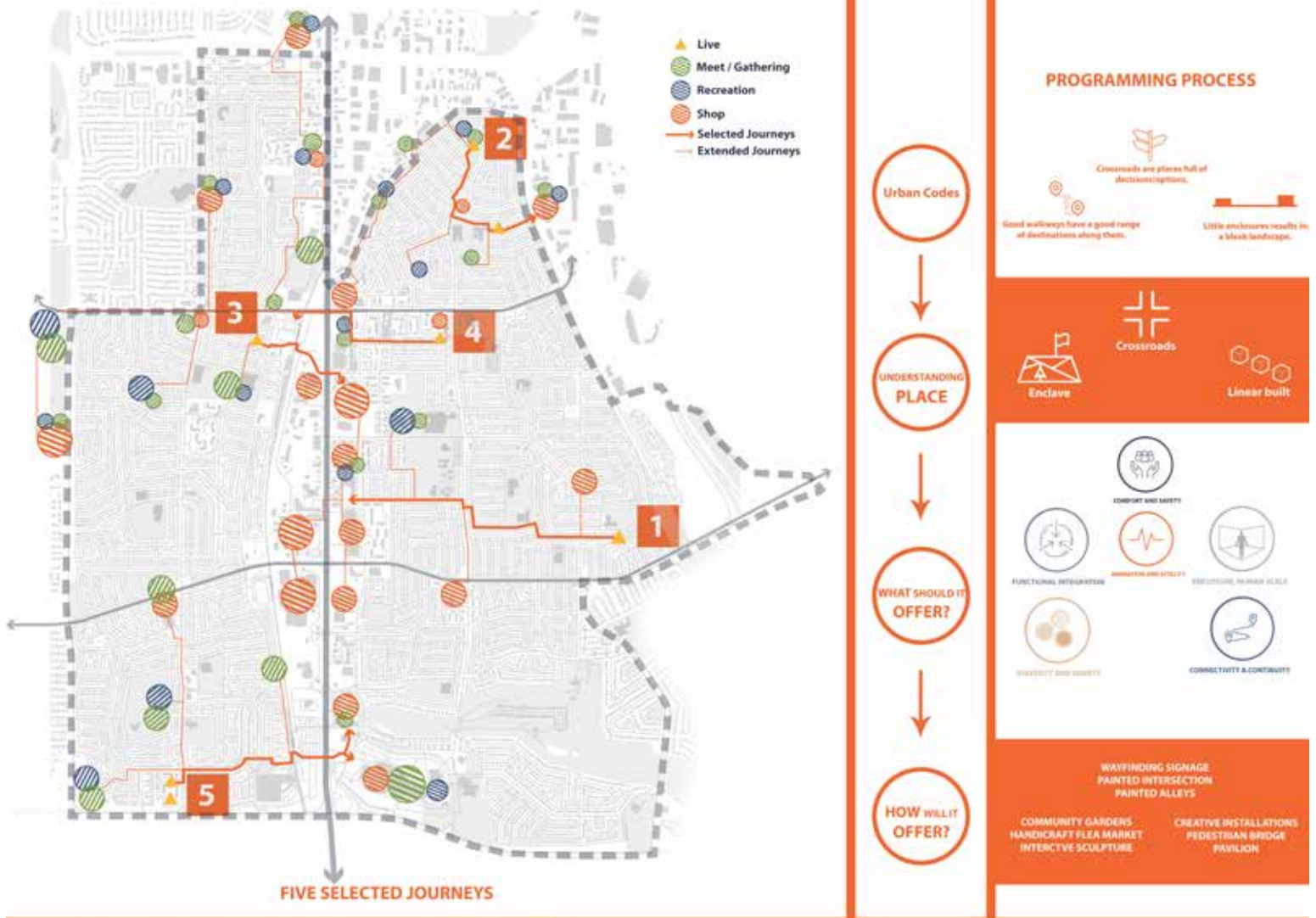
Group's Vision for the Islands

### Organic Planning

Traditional, organic cities grew on the basis of everyday activities over time. Travel was on foot and construction was based on generations of experience. The result was cities on a scale adapted to the senses and potential of residents. Today Urban Planning decisions are made on the drawing boards and based on technical data study on GIS and little time is lost between decision and realization. If we look at the history of cities, we can see clearly that human behavior

has helped shaping forms and urban structure. The compact structure of medieval cities with short walking distances, squares and markets was a result of the people's function of trade and craftsmanship. Same goes for the temple towns in India. Their compact nature is based on the closeness in distance to the temples. The picture depicts an illustration of how the settlement evolves around the pond and temple. An Organic Approach to Community Planning is one of the initiatives to steer away from the conventional methods of Planning.

## BRINGING THE SYNERGY



### Programming of Five Selected Journeys

#### People and Places

We crafted our workshop activity aiming to identify how is the friction between people and places. Our focus was on two main things – first, to see the place from the community’s perspective for which mental map activity was introduced and second was to identify journeys that the community prefers taking in their day to day routine. Moving forward, we hand picked five journeys to fuse in our approach of tactical urbanism that can be done right away by the communities and something that would have tremendous impact over time.

The programming process was guided by a number of urban codes (Milkoleit, A. Purckhauer, M. 2011) which were chosen according to the nature of the stretches – Enclaves, Crossroads and Linear Built. Simultaneously we reflected on our values in order to understand what should these places offer which in return gave us the list of activities that were used to program the stretches. The idea behind the selection of temporary activities was to aim for interventions which could be done by the community over the next summer.



## Programming of Journeys

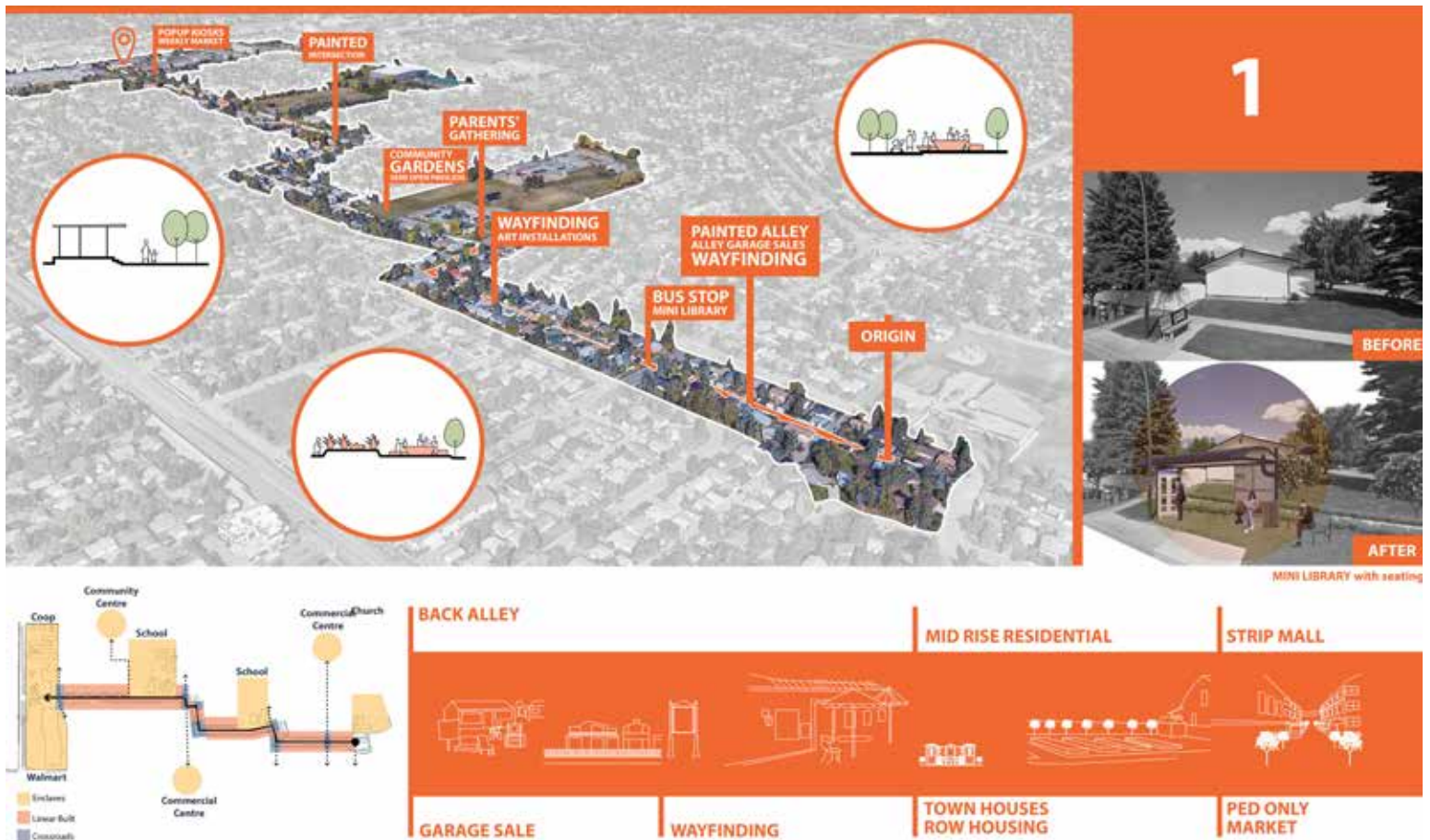
After selecting our journeys to work on; the idea was to walk through these paths, experience the main floor realm and see how bleak or fun it was for people to walk or bike to their favourite location. Looking at these journeys, we laid down some temporary interventions which are easy to bring to life and more importantly can engage the community in a very effective way while working on it.

So in terms of programming, we developed activities after classifying the spaces according to their permeability and constraints.

Also we connected the interventions with existing daily practices. For example, people already have garage sales in the area from time to time. So back alleys could be a place to have well defined, more appealing set up for garage sales while also painting the wooden fences facing alleys in order to transform these journeys into

destinations in the long run. There could be a permanent space for garage sales in every back alley.

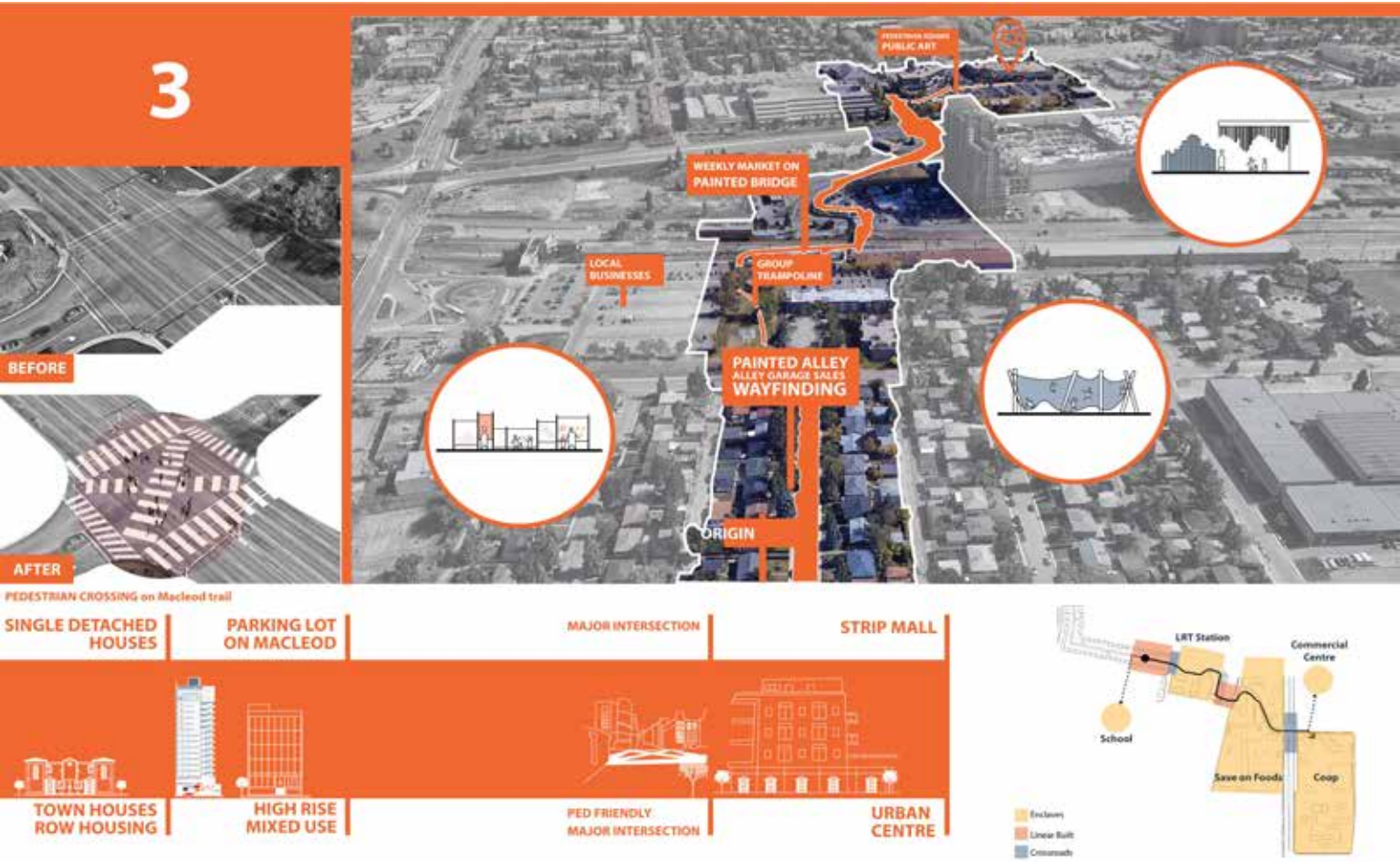
Another objective was to respect these journeys the way they are, considering an intersection of an alley and a street as important as any other intersection. For example, along one of the journeys, there is a school on the intersection of a street and a back alley. Most of the schools within these communities including the one mentioned here, have a great potential of becoming a meeting area for the parents before and after school hours. Schools are the most under utilized spaces on these islands and make more than eighty percent of the total open spaces in this area. As one of our selected urban code says, "Fathers meet Fathers on playgrounds." There can be a small temporary cafe and flexible seating space set up for parents to interact during their waiting time.







Programming of Journey Two



Programming of Journey Three





Programming of Journey Four



Programming of Journey Five



## NEXT INCREMENTAL CHANGE

### PRESENT



### IN COMING YEARS



### IN LONG RUN



#### Envisioning the Future

The NEXT stage features the subdivision of our objective into two phases; 'In Coming Years' and 'In Long Run'. The idea behind keeping the phases timeline a rather flexible one in terms of year range, is to allow the time buffer that the residents might take before responding to the temporary interventions.

Above shown is a three phase collage including the present situation as well. It includes a number of

number of selected typologies of spaces which are diverse in nature and essentially elaborate on our programming and long term vision for the communities. All collages are to be read from top to bottom for example, the first picture in 'Present' collage displays current wide streets which is programmed to have pop up kiosks 'In Coming Years' and in result is anticipated to have vibrant narrow streets 'In Long Run'.

## Policy Interventions and Guidelines

The process of programming the journeys allowed us to look into the Municipal Development Plan, Calgary Transportation Plan and City's Land use Bylaw as we took over the responsibility to analyze the feasibility of proposed interventions.

While the drastic results would demand a magnitude of changes, we looked into a number of highly effective policy interventions that could bring our vision to reality. For example, Land use bylaw policy no. 705 (C-N1) states that the maximum area of the parcel is 1.2 hectares. (Calgary Landuse Bylaw, 2008). Since the bylaw stands true for everyone, it opens up a huge ground for the big chains to battle against local businesses. We believe that

## HOW CAN THE CITY HELP?

**POLICIES TO RESTRICT BIG BOX FLOOR AND FRONTAGE AREAS AND ENCOURAGING LOCAL BUSINESSES TO FLOURISH.**



**POLICIES TO SUPPORT INNOVATIVE DESIGNS FOR IRT STATIONS THAT ENCOURAGE MARKETS, CAFES, RESTAURANTS IN ORDER FOR THEM TO SERVE AS URBAN NODES.**



**POLICIES TO INCREASE THE FEASIBILITY OF SETTING HOME-BASED BUSINESSES IN BACKYARD AND ALLEYS.**



**POLICIES THAT ALLOW FOR TEMPORARY STRUCTURES AND SETTING ACTIVITIES ON SCHOOL GROUNDS THAT CAN BE UTILIZED BY THE RESIDENTS DURING BEFORE AND AFTER SCHOOL HOURS.**



### Division 2: Commercial – Neighbourhood 1 (C-N1) District

#### Parcel Area

**705. The maximum area of a parcel is 1.2 hectares.**

**709 (1). The length of the building façade that faces the commercial street must be a minimum of 80.0 per cent of the length of the property line.**



the policies should make it tricky for the chain stores to enter these communities and on the other hand make it easier for the local businesses.

Similarly, policies and guidelines can be laid down in order to support the growth of home-based businesses which could potentially create vibrant back alleys and help generate a sense of community pride.

According to our open space analysis, time chart response from the residents and the school walksheds; the school playgrounds were identified as the most under utilized spaces in the communities. In order to activate these spaces before and after school hours, it is crucial to deploy diverse usage in them potentially requiring some temporary structures and pavings on the ground. So, the policies could be altered or created in order to support diverse functions on playgrounds.

## Conclusion

Moving forward with the goal to reconnect the islands, we decided to take a bottom-up approach which essentially started with the residents and their favourite journeys. Our goal was to look beyond the origin and the destination of the journeys in order to seek further potential connections which could necessarily transform the surrounding precinct area.

Although transitioning among the scales was challenging yet overwhelming, 'People and Places' allowed us to see through the lens of the locals and shape experiences beginning from the ground level. It would be a sight to see if these communities take an organic approach to allow future transformations occur around the daily customs and practices of the residents.

This will not only bridge the islands physically but also socially when the communities begin to fathom sense of pride and place belonging.





# DIY GROWTH A STRUCTURAL (R)EVOLUTION FOR INCLUSIVE COMMUNITIES

Graham Allison & Crystal Hofer

We recognize that a **community** is nothing without the people living within it. In an effort to preserve and enhance the qualities that make residents, visitors and future residents love Central South Calgary, we have developed a **tool kit to aid in ground up change** of the communities housing. This benefits the structural, social and service elements which help a community thrive. We put the power in your hands to **adapt, grow and innovate**.

## Objectives

Our overall objectives for this project fall into three categories; Structural, Social and Services. Our intention was to create ground up change by enabling **adaptation** of the current aging housing stock. These typologies would allow the communities to continually **evolve** to meet residents needs. We wanted to provide for a long lasting **inclusive** community that allowed residents to stay in their homes for as long as possible while continuing to be supported. These new structures would create **innovative, multigenerational** social units with a strong **sense of community**, grounded in a beloved **place**. Finally we wanted to provide the services residents need and want allowing for continued support of existing amenities and driving for **local entrepreneurial** spirit.

## Implementation

Under the current City of Calgary planning context using DIY Growth is not viable. Upcoming amendments to the Municipal development plan, the Calgary Transportation Plan, Complete Streets Guide, could make the implementation of this plan possible. Further, the drafting of a Local Area plan for the Anderson – Heritage coalition could further emphasize the principles of DIY Growth.

The Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) and Complete Streets Guide within it are the two guiding documents in the City's planning hierarchy. The MDP, and more specifically the Developed Areas Guidebook, outlines a Main Streets strategy that designates a series of main streets that should receive funding for redevelopment and public realm improvement. The only street within the Anderson-Heritage Coalition that is designated as a main street is Macleod Trail, however, there are a number of local streets within this subject area that would be better suited as local main streets. The CTP and complete streets guide also make attempts to designate streets as main streets, such as Activity Centre streets. However, the Complete Streets Guide is limited by designating streets with names like 'Collector' and 'Arterial,' implying that the primary function of a street is to transport cars. DIY growth argues the opposite, that streets are places for people, and the designation of each street should reflect that, from the highest level of policy

down to Local Area Plans

The upcoming update to the Land Use Bylaw (LUB) can also accommodate DIY growth in its approach to residential streets. In its current form, the LUB designates uses largely on a parcel-by-parcel basis, with certain larger land-use districts that govern general uses. These districts tend to be very broad and generalized. For example, the majority of Residential uses within the Anderson-Heritage Coalition are designated as RC-1 uses. This district largely ignores the context and character of individual streets, the introduction of RC-G has been helpful in leading the introduction of density, but the introduction of DIY Growth Street designations would allow for residential areas to zone their streets in a more thoughtful and less prescriptive way.

The implementation of DIY growth on a neighbourhood wide district could be difficult strategy to achieve in the short term. Approaching individual streets with an incentive based approach could make the implementation of DIY growth more successful. If a majority of residents on an individual street agree to a redesignation to increase density, or increase in height on an adjacent street, in exchange for a community amenity, such as a community garden, programmed park, or corner business, then this strategy could be implemented in a way that leads to iterative and organic growth and evolution throughout the subject area



## Density vs. Intensity

Density is a hot button issue for both New and Mature Communities but what does it mean and how does it compare to intensity?

When we cut it down to its simplest form, **Density is simply a measurement of how many people live in an area** and this can be measured in a myriad of ways.

**Intensity is less about measurement and more about a mixture of uses responding to supply and demand.** Services and Amenities rely on an adequate population in order to generate revenue. When the balance between these things is maintained the community supports the amenity fiscally and the amenity in turn provides a service to the community. The denser the community the more amenities are required.

Calgary has set a target of 33% increase in density by 2039 with 50% of that growth occurring in existing neighbourhoods. In order to reach this goal in new communities the city has required a unit per acre (UPA) of 8+. When we stack that against the current UPA of each neighbourhood in our study area we have an average of 5.4 UPA.

**Not only do we need to increase density to reach the City target we need density in order to provide the services residents need and want.**

Still, SHOULD we increase the population in the area?

If so, can we do it while maintaining and enhancing the look and feel that residents love and future residents covet?

## Creating Inclusive Communities

In recent years, there has been much discussion around the concept of Aging in Place.

This term is commonly understood to mean the ability for people to grow old in their own homes while receiving the care they need without displacing them. The definition of Aging in Place expands beyond this, as a true 'age in place' community is designed with principles that serve residents of all ages throughout their lifespan. Designing an inclusive community is an alternative that embodies the principles of aging in place, while also including other marginalized groups. Creating communities that serve the most vulnerable populations are fundamentally accessible to everyone, and adaptable to future change.

In creating a community plan, the needs of future residents must be considered in conjunction with those

of current residents. Designing for an aging population is important for the current demographics of the Anderson-Heritage coalition due to the current aging population. However, there may not be as much of a need for senior housing in coming decades. As a result, it is important to find a balance in which the needs of the aging population are met through urban design, without compromising the ability of the community to serve the needs of other users.

The goal of an inclusive community is to provide amenities that can serve residents of all ages, abilities, income levels, and backgrounds. An increase in density is needed in order to support these amenities. We have devised a strategy to gently increase density through these communities in order to support the amenities that support inclusive and accessible neighbourhoods.

# How to use this toolkit

In order to streamline the growth process we've compiled a list of all the things that may be helpful to know in taking on this ground up growth strategy. This toolkit features; General Planning Definitions to aid in clarity; as well as a list of expectations to be applied to any structural undertaking.

The meat of the tool kit is a catalog style breakdown of the 3.5 street types we've devised, and the housing types that can be used as building blocks to carry out the neighbourhoods vision.

We've concluded with examples of possible outcomes and incentives for utilizing DIY Growth followed by the implications for the community. Our hope is that this toolkit can provide a framework for conversations surrounding ground up community change, and give the power to residents to see their vision realized.

## General Definitions

**ACCESSIBILITY:** Access to Information, Programs and aid in every day life. Accessibility plays a role in Transportation & Mobility, Social Services and Housing. This not only effects seniors and those living with disabilities, but helps in creating an environment that all people can enjoy.

**ACTIVATING EDGES:**  
Provide landscaping, public realm amenities and/or programming which encourages people to utilize a space

**ADAPTABLE REUSE:**  
the adaptation of a buildings structure to provide new uses and prolong the life of the building.

**BACK OF WALK (BOW):**  
The edge of the city sidewalk which meets the front property line of a parcel. In the case of a parcel with no sidewalk, this is measured from the street curb.

**DWELLING UNIT:**  
A place where one(or more) people dwell. Can have more than one unit per structure.

**FLOOR AREA RATIO (FAR):**  
The ratio of a buildings total floor area to the size of the land parcel it sits on.

**FRONT SETBACK AREA:**  
The amount of space between the BOW and the foremost edge of a dwelling unit

**LIVE/WORK UNIT:**  
A dwelling unit that provides a work space for the business owner (usually on the ground floor). Services can include, Counseling, Offices, Studio or Instructional Space. When providing retail and/or customer service. The goods being sold must be produced on site.

**MIXED USE:**  
A structure designed to accommodate 2 or more uses with one being residential. This can include, commercial/retail, office and service space.

**STREET:** A community of people who live in close proximity and have unencumbered interaction on various social levels daily, weekly or monthly. This can include a simple "Hello" when seeing each other on the street to plant-sitting and joint vacations.

**STREET ORIENTED DESIGN:**  
Design guidelines which;  
• Encourage entrance and egress at multiple

points along a buildings facade.

- Windows should provide clear views into and out of the building.
- Efforts should be made to eliminate inactive areas along the facade using architectural details and greenery
- Building design should consider the climate and provide protection for pedestrians against inclement weather

## PEDESTRIAN SCALE:

Buildings and Places designed to make people, particularly ground level pedestrians, feel comfortable. This can be done in a number of ways to create attractive and welcoming spaces. Common elements are interesting frontages, and the use of different colours and materials to create visual interest.

## PRIMARY ENTRANCE:

The way in which a resident accesses their dwelling unit, sometimes referred to as Front Access, we have taken liberties in considering what is the Front of the Structure.

## UNITS PER HECTARE (UPH):

One of the most common measurements of density. This refers to the dwelling units per hectare and is used in planning documents to communicate expectations for density

# General Expectations

## BUILDING CODE:

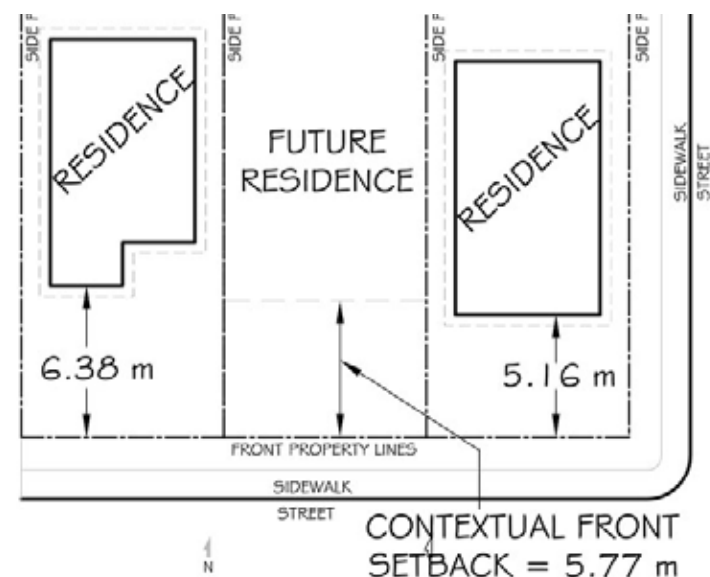
All structures shall meet building code as mandated under Provincial and Federal Law

## CONSTRUCTION MATERIALS:

All materials shall meet structural and safety requirements.

## CONTEXTUAL FRONT SETBACK AREA:

During initial phase 1-3 years, all additions and accessory units should maintain the Contextual Front Setback Area. As the community evolves utilizing the toolkit the Front Setback may be relaxed (Diagram Source: City of Calgary)



## FRONT SETBACK AREA:

After the initial implementation phase. The front setback for dwelling units will be a minimum of 2 metres . Relaxations may be applied, if building design meets, pedestrian scale and street oriented guidelines. Areas designated as Town Streets may utilize 2m minimum from start

## LANDSCAPING:

Mature Trees shall be preserved and maintained

- Removal may occur if health of the tree deems it unsalvageable or structurally unsound
- Efforts should be made to utilize regional plant species acclimated to our context
- Xeriscaping and Permeable Surfacing is recommended

## LOT COVERAGE:

Lot coverage should not exceed 60% of the total parcel size

- Relaxations will be provided if building design meets type guidelines AND landscaping provides adequate drainage (must include permeable surfaces)

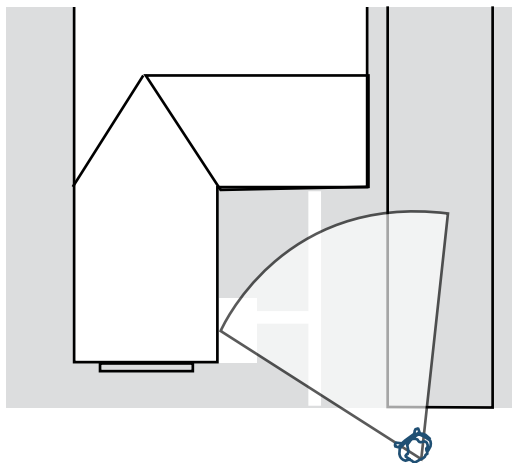


## PARKING:

A maximum of 2 parking stalls will be provided per parcel.

## PRIMARY ENTRANCE:

One or more unimpeded site lines should be provided to the primary entrance. When the primary entrance is not located on the front of the structure, street oriented design principles should be used to preserve active frontage such as a window to promote permeability



## PRIVACY:

When communal amenity or service agreements have not been agreed upon between landholders OR landlord and tenant, every effort shall be made to preserve privacy of adjacent landholders.

- Such efforts may include: enclosed balconies, window placement consideration (when light is required but window would look into neighbouring structure or parcel, opaque window treatments shall be used)

## SERVICING:

### Multifamily Attached

- Branched servicing from main house lines may be provided as long as the structure does not exceed the original intended occupancy (2 per master bedroom 1 for each additional bedroom plus a spare)  
ex. 2 bedroom (4 people), 3 bedroom (5 people)

### Backyard Suite

- Servicing must be provided separately to each structure from the main trunk

### Individual Land Title

- Servicing must be provided SEPARATELY to each structure from the main trunk

## LANDLORD:

in the case of secondary suites and accessory units the landlord will be considered the person who holds the land title and resides on the premises. It is their responsibility to keep the unit safe and in good repair at all times, follow provincial agreements on unit access and delivery of notice.

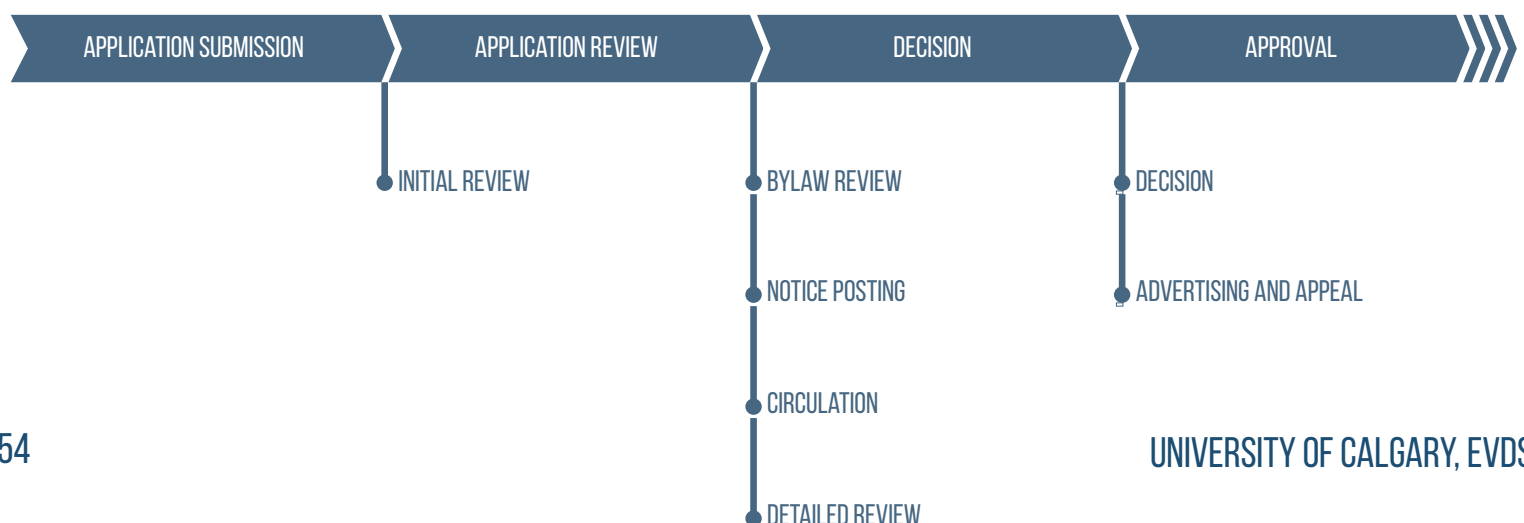
## LANDLORD & TENANT AGREEMENTS:

Under municipal & provincial law landlords and tenants have responsibilities to one another.

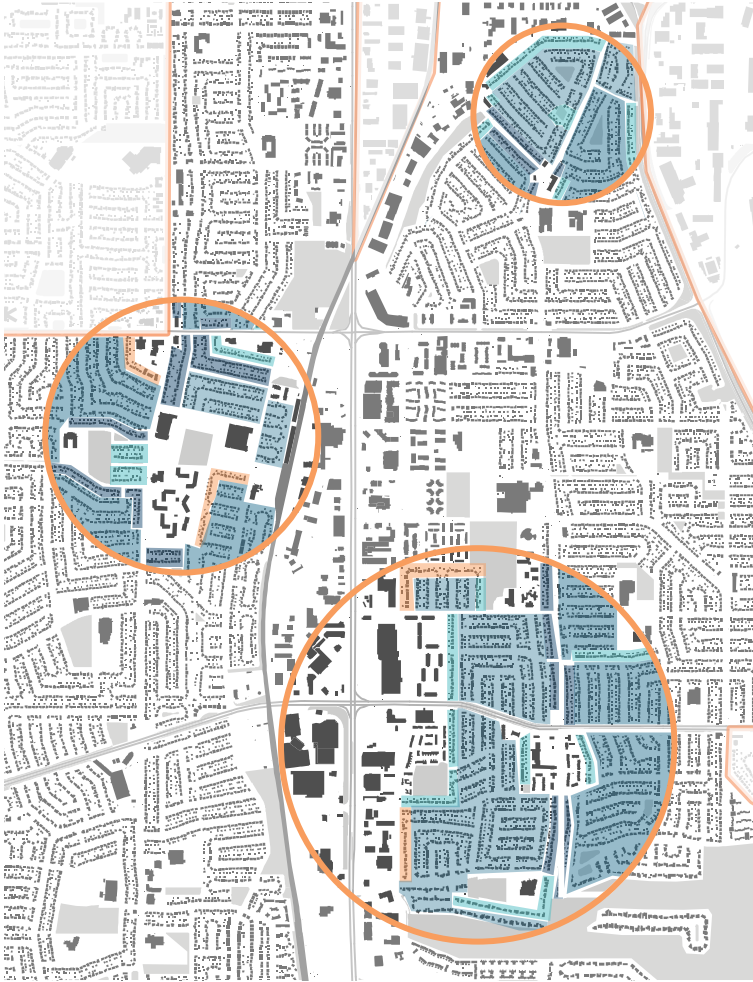
A written document should be drafted and agreed upon by both parties. Along with standard agreements it is recommended that agreements be made around expectations for shared amenity spaces (if provided)

# Development Permit Process

The development permit fee for all new secondary suite applications is being waived until June 1, 2020.



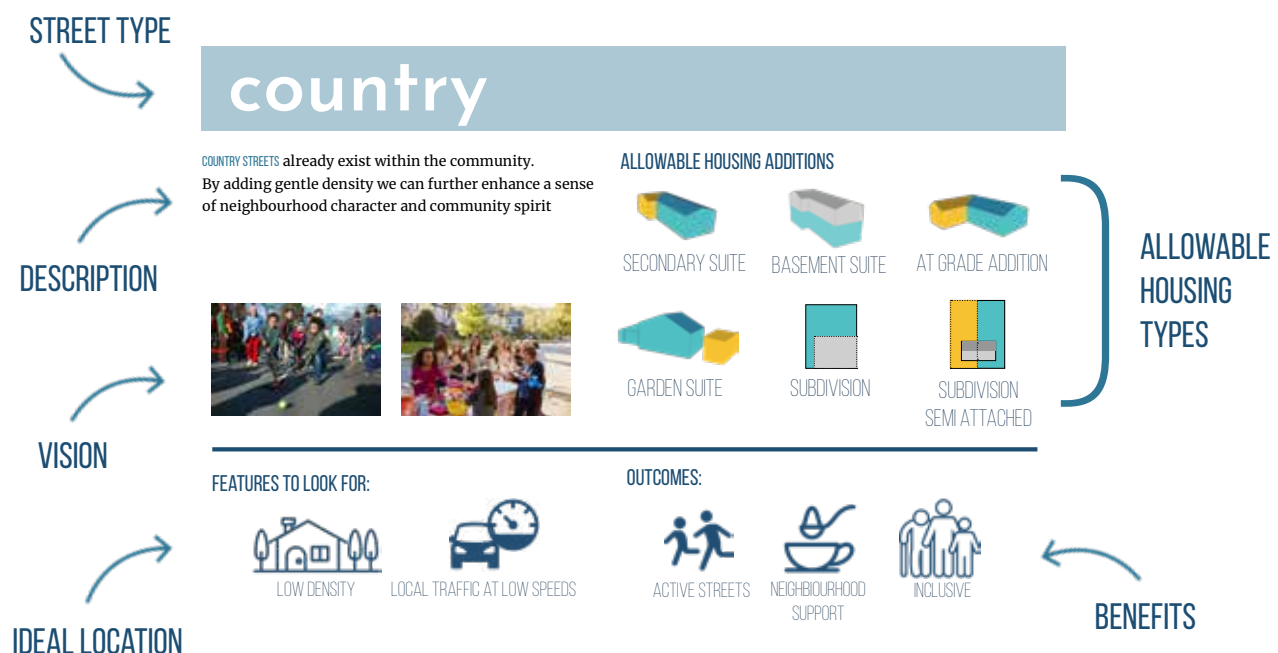
# Typology Toolkit



Based on our analysis we created 4 street typologies (3.5 if you want to get really exact) in order to help the communities visualize the type of growth they wanted to see. Each street has it's own definition and some tips for placing them in the community so they can reach their full potential

The map to the left outlines three areas we saw with the most potential for change. This is a kick off point and by no means prescriptive. The best part about DIY Growth is that it's designed to adapt and change to meet your needs.

## ANATOMY OF TYPOLOGY CARD

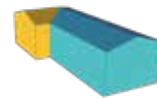


# country

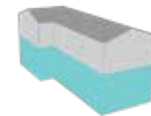
COUNTRY STREETS already exist within the community.  
By adding gentle density we can further enhance a sense of neighbourhood character and community spirit



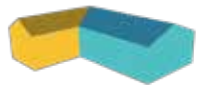
## ALLOWABLE HOUSING ADDITIONS



SECONDARY SUITE



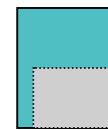
BASEMENT SUITE



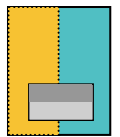
AT GRADE ADDITION



GARDEN SUITE



SUBDIVISION



SUBDIVISION  
SEMI ATTACHED

## FEATURES TO LOOK FOR:



LOW DENSITY



LOCAL TRAFFIC AT LOW SPEEDS

## OUTCOMES:



ACTIVE STREETS



NEIGHBOURHOOD  
SUPPORT



INCLUSIVE

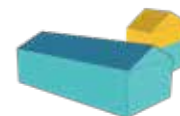
# cottage

A COTTAGE STREET is a subcategory of country. These areas provide ideal environments for activating edges. Increased eyes on the street provides a feeling of safety and community ownership over shared spaces.

## ALLOWABLE HOUSING ADDITIONS



GARDEN SUITE



GARAGE SUITE



LANEWAY HOME

## FEATURES TO LOOK FOR:



LANEWAYS



PARCELS BACKING ONTO SCHOOLS  
OR OPEN SPACE

## OUTCOMES:



CONNECTIVITY



SAFETY



# town

TOWN STREETS are those within walking distance of existing community amenities, and therefore allow for more additions and higher density to support the further development of these amenities. As Country typologies grow, then redesignation to Town Streets will automatically occur.

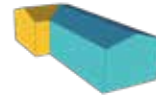


Currie Barracks



Marda Loop

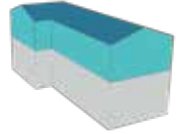
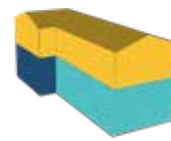
## ALLOWABLE HOUSING ADDITIONS



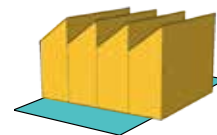
SECONDARY SUITE



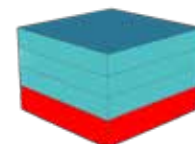
BACKYARD SUITE

SECOND STORY  
ADDITIONMULTI FAMILY  
ATTACHEDSUBDIVISION  
(2-3) PARCEL

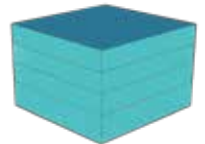
ROWHOUSE



TOWN HOUSE



MIXED USE

LOW RISE  
APARTMENT

## FEATURES TO LOOK FOR:



COMMUNITY TRAFFIC



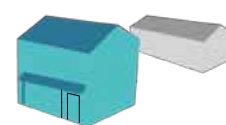
TRANSIT



WALKABLE AMENITIES

# market

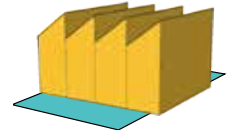
Major local corridors, like Bonaventure drive, have been earmarked for MARKET STREETS. These streets encourage mixed use developments, including live/work housing, and adaptive reuse of residential to commercial. Their purpose is to act as a gathering space for the community and provide a gateway from regional commercial to low density residential



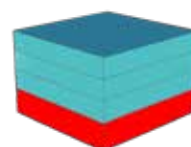
LIVE/WORK UNIT



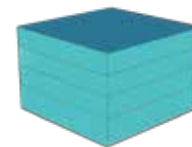
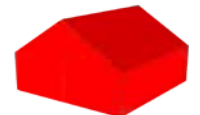
ROWHOUSE



TOWN HOUSE



MIXED USE

LOW RISE  
APARTMENT

CORNER STORE



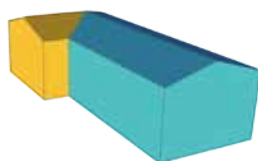
Inglewood



Kensington

## reorganization

## SECONDARY SUITE



### DESCRIPTION

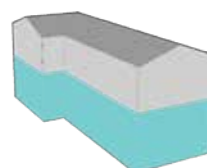
A renovation to an existing structure that subdivides the building into two smaller independent units.

### GUIDELINES

- House number should be clearly visible
- Each unit shall contain a private kitchen and bathroom
- Primary entrances should be oriented towards the street or shared space
- If a house is on a corner lot, unit entrances shall be oriented to both streets
- At least one window should face the street or lane
- Windows should be placed to minimize view into neighbouring properties

## reorganization

## BASEMENT SUITE



### DESCRIPTION

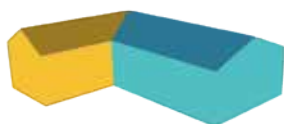
A Basement Suite is a Self-Contained Dwelling unit within the basement of an existing house, containing a separate entrance, bedroom, kitchen and bathroom

### GUIDELINES

- Basement suites should have outdoor access to shared amenity space
- Separate entrances should be provided and should be located at the side or rear of the original dwelling or in a common indoor landing
- Basement suites should have at least one window facing the street or lane

## addition

## AT GRADE



### DESCRIPTION

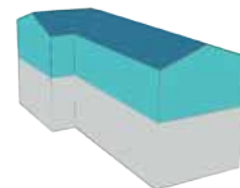
An addition to an existing structure At Grade that falls within the land parcel and aforementioned setbacks. These additions can also be coupled with a reorganization to provide a secondary suite

### GUIDELINES

- House number should be clearly visible
- At least one window should face the street or lane
- Windows should be placed to minimize view into neighbouring properties
- If house is on a corner lot entrances and/or windows shall be oriented towards both streets

## addition

## ABOVE GRADE



### DESCRIPTION

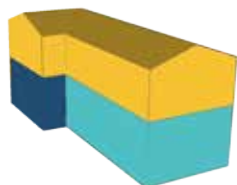
An Above Grade Addition is a second floor addition to an existing bungalow. These additions can also be coupled with a reorganizations to allow both entrances to be At Grade

### GUIDELINES

- House number should be clearly visible
- At least one window should face the street or lane
- Windows should be placed to minimize view into neighbouring properties
- Efforts should be made to include a porch or patio on second level
- If house is on a corner lot entrances and/or windows shall be oriented towards both streets

## addition

## MULTI FAMILY ATTACHED



### DESCRIPTION

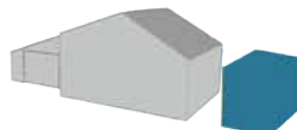
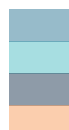
An Above Grade Addition is a second floor addition to an existing structure. These additions can also be coupled with a reorganizations to allow both entrances to be At Grade.

### GUIDELINES

- House number should be clearly visible
- At least one window per unit should face the street or lane
- Windows should be placed to minimize view into neighbouring properties
- Efforts should be made to include a porch or patio on second level
- In the case of corner lots street oriented design principles should be taken into account. Primary entrances should utilize all street fronts

## backyard suite

## GARDEN SUITE



### DESCRIPTION

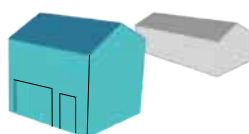
A Garden Suite is an at grade self-contained, dwelling located in a building that is physically separate from the principal dwelling, containing kitchen, sleeping and bathroom facilities

### GUIDELINES

- House number should be clearly visible
- Sufficient separation space between the Garden Suite and principal dwelling should be provided to accommodate an amenity area for one or both dwellings.
- At least one window should face the street or lane
- Windows should be placed to minimize view into neighbouring properties

## backyard suite

## LANEWAY HOME



### DESCRIPTION

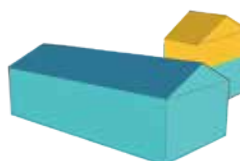
A fully independent structure from the main house, a laneway home faces onto a back lane and may or may not contain a garage

### GUIDELINES

- House number should be clearly visible
- Sufficient separation space between the Laneway Home and principal dwelling should be provided to accommodate an amenity area for one or both dwellings.
- At least one window should face the street or lane
- Windows should be placed to minimize view into neighbouring properties

## backyard suite

## GARAGE SUITE



### DESCRIPTION

A Garage Suite is a self contained unit above a detached garage with a kitchen, bathroom and bedroom separate from the primary residence.

### GUIDELINES

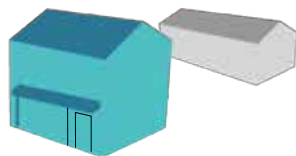
- House number should be clearly visible
- Sufficient separation space between the Garage Suite and principal dwelling should be provided to accommodate an amenity area for one or both dwellings.
- Primary entrance should face the lane
- At least one window should face the street or lane
- Windows should be placed to minimize view into neighbouring properties

## backyard suite

## LIVE/WORK UNIT

## subdivision

## 2 PARCEL

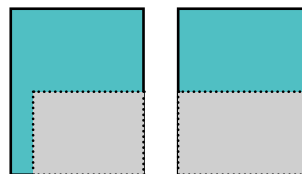


### DESCRIPTION

A Live/Work unit is a commercial unit can exist in a secondary laneway structure on that faces a lane or open space. Live/Work units can operate food service businesses, small shops, or recreational amenities

### GUIDELINES

- Primary entrance should be oriented towards the Lane or shared outdoor space
- At least one window should face the street or lane
- Windows should be placed to minimize view into neighbouring properties
- Signage should be clearly visible
- Food service businesses shall include outdoor seating and furniture
- Businesses should emphasize public realm upgrades including street furniture, are and lighting



### DESCRIPTION

A lot subdivision is a process in which a land owner may divide and sell a portion of their lot to another party for the purpose of development

### GUIDELINES

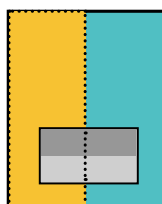
- Buildings on new lot shall not exceed a maximum of 60% lot coverage
- Primary entrance should be oriented towards the street
- In the case of corner lots street oriented design principles should be taken into account. Primary entrances should utilize all street fronts
- At least one window should face the street or lane
- Windows should be placed to minimize view into neighbouring properties

## subdivision

## SEMI ATTACHED

## subdivision

## 3 OR MORE PARCELS

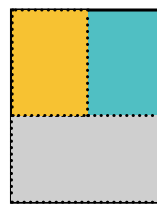


### DESCRIPTION

A Subdivision of an existing structure allows a homeowner to downsize their living space by dividing their home and yard into semi-attached units with private yards

### GUIDELINES

- Each parcel must have it's own access to servicing
- Primary entrance should be oriented towards the street
- In the case of corner lots street oriented design principles should be taken into account. Primary entrances should utilize all street fronts
- At least one window should face the street or lane
- Windows should be placed to minimize view into neighbouring properties
- Common Party Wall extends from Foundation to Roof with no servicing connections and required fireproofing.



### DESCRIPTION

A lot subdivision of land into three or more parcels. Allows a land owner a portion of their lot to another party for the purpose of development

### GUIDELINES

- Each parcel must have it's own access to servicing (water, waste water, electricity, gas etc.)
- All parcels shall have access to a primary road (NOT a laneway)
- In the case of corner lots street oriented design principles should be taken into account. Primary entrances should utilize all street fronts
- No lot shall fall under the minimum width of 10m

## complementary development

## ROW HOUSE

## complementary development

## TOWN HOUSE

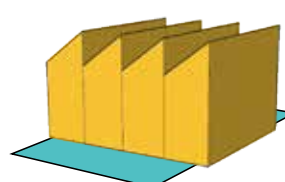


### DESCRIPTION

Row houses are residential buildings containing 3 or more units joined side by side by a party wall. Row Houses exist on individually titles parcels

### GUIDELINES

- Primary entrance should be oriented towards the street
- In the case of corner lots street oriented design principles should be taken into account. Primary entrances should utilize all street fronts
- At least one window should face the street
- Windows should be placed to minimize view into neighbouring properties
- Common Party Wall extends from Foundation to Roof with no servicing connections and required fireproofing.



### DESCRIPTION

Town Houses are residential buildings containing 3 or more units joined side by side which do not have to exist on their own titled parcel. These units can fall under rental or condo status.

### GUIDELINES

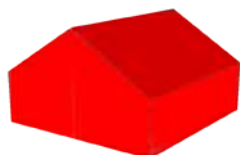
- Each unit must have it's own entrance
- Primary entrance should be oriented towards the street
- In the case of corner lots street oriented design principles should be taken into account. Primary entrances should utilize all street fronts
- At least one window should face the street
- Windows should be placed to minimize view into neighbouring properties

## complementary development

## CORNER STORE

## complementary development

## MIXED USE

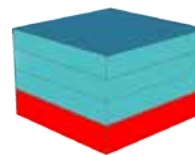


### DESCRIPTION

a small service or retail oriented business with a suite located above OR stand alone Suite with separate primary entrance

### GUIDELINES

- may be designed as live/work space with one tenant
- Corner shops should contain businesses that serve residents within walking distance (i.e. convenience store, coffee shop, restaurant, rec centre)
- If building is set back from the street, then businesses shall make contribution either through landscaping or use of street furniture



### DESCRIPTION

Mixed Use Apartments are 4-6 storey buildings that consist of both residential and commercial units and can be designed in multiple ways. The majority of units in these buildings share the same ground floor entrances and amenity space.

### GUIDELINES

- Building design should emphasize unit orientation towards streets and lane
- Windows should be placed to minimize view into neighbouring properties
- Efforts should be made to include a porch or patio on second level
- On sites abutting a Single Detached, Semi-Detached or Row Housing zone, the height of the building adjacent to the side yard should be stepped down to the maximum
- Ground floor retail units shall make efforts to activate the public realm.



# Scenarios



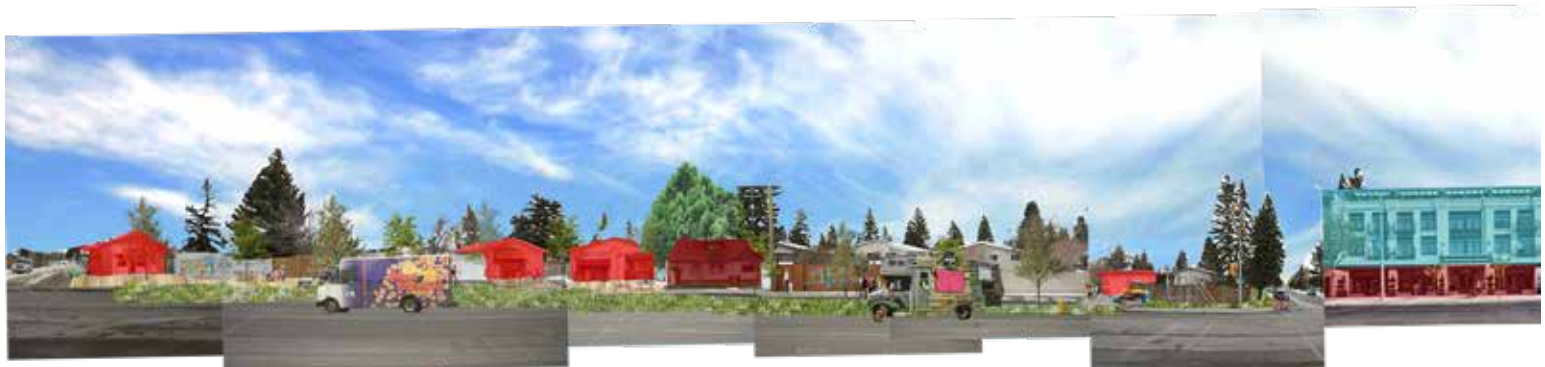
Haysboro 2-3 years

We can expect a dwelling unit increase of 780 units and population increase of 1800 people for every 10% of units that undergo additions on Country Streets



Fairmount Drive 5-10 years

We can expect a dwelling unit increase of 390 units and population increase of 948 people for every 10% of Houses that undergo additions on Town Streets



Bonaventure Drive 10-20 years

These increases in density encourage a greater diversity of programming and amenities, encouraging future development and intensification

# Incentives

## GRANTS

Seniors and people with disabilities are eligible for a number of federal and provincial grants to assist them in home additions and renovations.

## PROVINCIAL

### ALBERTA RESIDENTIAL ACCESS MODIFICATION PROGRAM

Low income Albertans with mobility challenges can apply for these grants to modify their home.

### SENIOR PROPERTY TAX DEFERRAL PROGRAM

Eligible senior homeowners can defer all or part of their municipal property taxes with a low-interest home equity loan.

### SENIORS HOME ADAPTATION AND REPAIR PROGRAM (SHARP)

Low-interest home equity loans that can cover a range of home adaptations and renovations to help seniors stay in their homes longer. If you are not applicable for loan may be eligible for a SHARP Grant

## FEDERAL

### HOME BUYERS TAX CREDIT FOR PEOPLE WITH DISABILITIES

Persons with disabilities can claim \$5,000 for the purchase of a qualifying home in the year if both of the following apply:

- you are eligible for the disability tax credit
- you acquired the home for the benefit of a related person who is eligible for the disability tax credit

### HOME BUYERS PLAN (HBP)

The Home Buyers' Plan (HBP) is a program that allows seniors to withdraw up to \$25,000 in a calendar year from their registered retirement savings plans or RRSPs to buy or build a qualifying home for themselves or for a related person with a disability.

These qualifying homes include Single-family homes, semi-detached homes, townhouses, mobile homes, condominium units, and apartments in duplexes, triplexes, fourplexes, or apartment buildings all qualify.

# Conclusion

The immediate benefactors from DIY growth are the older residents of these communities. These policies would allow them to adapt their spaces over time to suit their changing needs. This change not only refers to the change of their individual houses, but to their streets and communities as a whole. On the scale of an individual building, these interventions can retrofit a resident's living space so that they may live in their home and community comfortably for a longer period of time, while receiving extra income from selling or leasing individual units. On a street scale, adding units and people can contribute to a greater sense of community, as a larger population of people can provide more opportunities for informal support and companionship, furthermore, with an incentive-based implementation approach, redesignations can promote the creation of more gathering spaces. On a community level the added density provides opportunity for additional

community amenities like restaurants, grocery stores and recreational facilities.

The long term implications of these design interventions benefit all members of the community. Retrofitting an existing urban neighbourhood strictly to serve seniors may benefit an aging population in the short term, but may become outdated as demographics change over time. Designing for inclusivity and density using the DIY Growth model allows for the continuous adaptation and evolution over time so that the changing needs of all user groups may be addressed in the long-term, while the bottom-up nature of this approach gives more agency to the residents so they may dictate how their community adapts to their evolving needs.





## WORKSHOP

The workshop with the residents and citizens of our 6 communities – Kingsland, Fairview, Haysboro, Acadia, Southwood and Willow Park – was one of the key events of the middle phases of our project.

Each team developed a thematic activity to gather input from the community including:

**“What’s Your Neighbourhood History?”**

Crystal Hofer & Graham Allison

**“The Making of Calgary South Central”**

Chris McCaw & Fabio Coppola

**“People and Places”**

Janu Raj & Hemant Chauhan

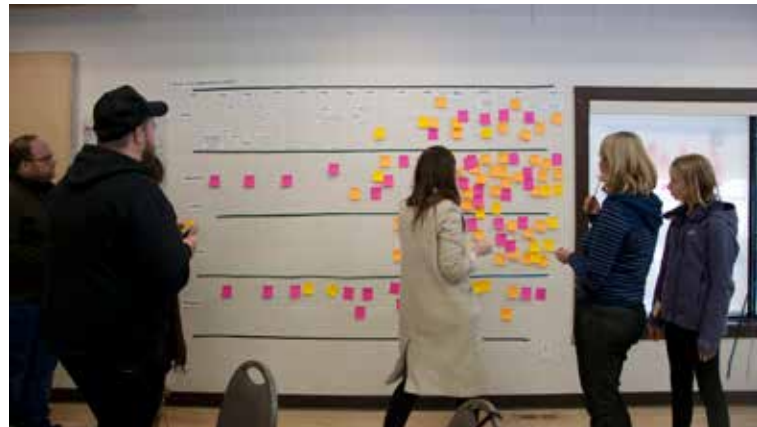
**“Examining Parking”**

Karl A. Dasco, Nazanin A. Nooshabadi, T. Alex Tassioulas

Following the workshop, our group interviewed the activity leaders to receive their feedback about how they experienced the process. By asking each group the positives, negatives, opportunities, and results from their general approach and specific findings, we compiled a list of their experiences.



Participants examining the model



Participants in the history activity



Participants in the parking activity



Participants in the people and places activity



Participants in the drawing activity



Participants moving from activity locations



The planning studio class after the workshop

# POSITIVES ABOUT THE AREA AND THE PROCESS

"People treated us like professionals"

## **"What's your neighbourhood history?" -C+G**

Generalities:

- People for the most part, agree with a Townhouse level of density to increase contact between residents but they want and need amenities to go with that density

Specifics:

- Learning about neighbourhood quirks and physical locations/landmarks of the sites  
ex. MacLeod Bonsai, a historically popular spot for gathering that was removed
- Loss of YMCA & centres with outreach across demographics
- The arcade in Haysboro, and non-alcoholic bars for teens used to be in the area
- Lloyd's Roller Disco
- Original owners and interactions with them still color some residents' memories

## **"The making of Calgary South Central" -C+F**

Generalities:

- The importance of keeping the event positive: the community responded well to the positivity in the air, and felt empowered to communicate their concerns
- Opening up the crowd: need to reach out, developing trust and comfort
- Getting a natural flow early is important
- Workshop was generally "educated folks" with good points: we had questions of completeness, and for that, we need a spectrum of people
- Be proactively prepared for questions + difficult concepts
- Very Direct questions were asked of the community, transparency + openness

Specifics:

- Locals have favourites about their neighbourhoods, they: Love LRT connections, Love mature trees, Love their roads and connections to the city
- People wanted more pathways through, not around,

their communities

- The Barley Belt was mentioned as a positively-developed space that could link up to their areas

## **"People and Places" -J+H**

Generalities:

- People could easily identify areas & common landmarks:
- Physical features, Topography, Buildings
- Auto-grouping & people pairings occurred for the activity: people were open to helping each other
- Group inputs, as a sort of summary or overall theme to comments, were helpful
- Some areas were easier for participants to identify: where you live, where you shop
- Others were hard to recognize: recreation, meeting points, informal space

Specifics:

- Connectivity exists to defeat the lack of connection space: Seeing same people every day leads to involvement in Social Media groups
- The community has found other ways of connecting

## **"Examining Parking" -K+N+A**

Generalities:

- Participants welcomed the project theme and were excited to participate in games
- Could easily follow the instructions
- Positive and friendly discussions

Specifics:

- Most participants wanted to walk and bike, but could not because of a lack of infrastructure and paths



# IMPROVEMENTS TO THE AREA AND PROCESS

“Initial Nerves and Uncertainty”

## “What’s your neighbourhood history?” –C+G

Generalities:

- Collecting news/events as a category was confusing for some participants
- Temporality is a concern
- Memories can and will disappear with neighbourhood restructuring
- People entered info into wrong categories: History, News, Milestones, Structure
- More labelling of locations
- Needed to add flood as a major event

Specifics:

- Unreliable Bus/Transit
- Removal of former community gathering hubs
- Accessibility of locations is a concern for residents
- Unreliable schedules, non-LRT focused
- Lack of Curbouts for pedestrian safety
- Crossing button placement
- Deerfoot Crossing is disconnected
- Some areas require arterial approach; road network fails in certain locations

## “The making of Calgary South Central” –C+F

Generalities:

- The “Fabric Question” needed explanation
- Wording needs to come in at a ground-level, not urban planning nature
- Delivery of language + expectations, especially for laypersons
- Technology + perception rarely align for descriptions

Specifics:

- Barley Belt is outside of the study Area
- Everyone uses cars but want more LRT
- Locals resist labels of “We’re not urban”
- No place to walk “for the reason of walking”

## “People and Places” –J+H

Generalities:

- Not restricted to area, need to jump out, see

additional context

- Needed to print additional maps for all the information

## “Examining Parking” –K+N+A

Generalities:

- Need younger voices present at the workshops to reach all demographics

Specifics:

- Need safety and security for walkability
- The area is not walkable!
- The community acknowledges that parking lots are necessary for shopping trips, but they could be more active and fun

# RESULTS AND FINDINGS OF THE WORKSHOP

“Things moved away from the expected”

## “What’s your neighbourhood history?” –C+G

Generalities:

- “We’re the downtown of the south”
- Memories come out best when linked to other events/ locations/memories
- Use an open net for memories
- Good Spread over the map
- Standing up quickens the pace
- Access for all ages: worked well for an intergenerational scope
- The activity was fun

Specifics:

- Aging-in-place strikes a tone with residents
- Personal: our memories, when combined together, bring out even more
- “Offer the Amenities, with the walkability” – Southwood Community Association

## “The making of Calgary South Central” –C+F

Generalities:

- Locals are accepting of Increased Density
- Lots of talk outside of the Study Area
- Group approach had no conflicts, can generate a synthesis
- Discussions became pointed and very prescriptive (good thing) to solving issues
- The model gave a sense of commitment and taking things seriously

Specifics:

- Active Park Spaces
- Need “Generally Mobile” Urban furniture
- Very Predictable Drawing results: “Heritage + MacLeod Intersection”, “Universal Accessibility”, etc...
- Older, Infrastructure-Heavy Roads are positively received by the community
- Townhouses are acceptable density, no more single family housing
- Bars, Restaurants: people want local spaces
- Walking Paths: separated and far from roads

## “People and Places” –J+H

Generalities:

- Creative Descriptions of Place
- West study area is more active than the East
- “We don’t do this in India” – but felt comfortable doing it; cultural difference as a learning experience
- Lots of Energy

Specifics:

- General Meeting Areas
- Coffee Places
- Library
- Dog parks
- 14th Street: overpass issue
- Co-op as a community feature
- Afternoon preferred for shopping, not evening (too busy)

## “Examining Parking” –K+N+A

Generalities:

- Clusters of zones are a good approach to map things
- There was talk of expanding the study area outside of the parking-intensive zone
- The discussion was good
- Getting information was more difficult during the transition from sitting down to standing up; stick to one mode

Specifics:

- Desire lines in the community are strong, people are walking wherever they can
- Finding a place to park is challenging at times or hours, but is generally always available

# FUTURE OPPORTUNITIES FOR THE AREA

"Is our area on track to be urban?"

## **"What's your neighbourhood history?" -C+G**

Generalities:

- People were open to density & diversity of housing options
- Increase in amenities – creative – local solutions

Specifics:

- Excitement about programming around Haysboro Community Centre, Natural Playground, Skate Arena

## **"The making of Calgary South Central" -C+F**

Generalities:

- Discovering small changes, not just big asks
- Tweaking questions, more dry runs would have helped
- Rational Post Analysis -> Moving Ideas into Correct Categories, will be key
- Ask a Pointed Question Directly – Ex. Is Urban what you want your area to be?
- Embrace Yuge! Ideas

Specifics:

- LRT Needs to be a core community feature
- There is a good sense of Community pride
- Memory-Landscape Features + Architecture as Possibilities
- Need communal spaces, with connectivity (no car)
- Places need to be "stumble distance" from housing

- "What do we call urban? What is suburban?"
- Leave room for creativity

Specifics:

- Dog Parks
- Back Alleys
- School sites: let to the growth of the "Fathers meeting fathers" online page

## **"Examining Parking" -K+N+A**

Generalities:

- Trying to change perspectives early helped with receptivity by the community
- People aren't opposed to change, but they may resist change out of character with the current community and their feedback

Specifics:

- T.O.D. requires a lot of thought into its expansion and use
- Common dislikes on specific parking areas
- Participants shared notes on a variety of temporary events that wanted to see tomorrow
- People are generally excited to have a part in transforming their neighbourhoods

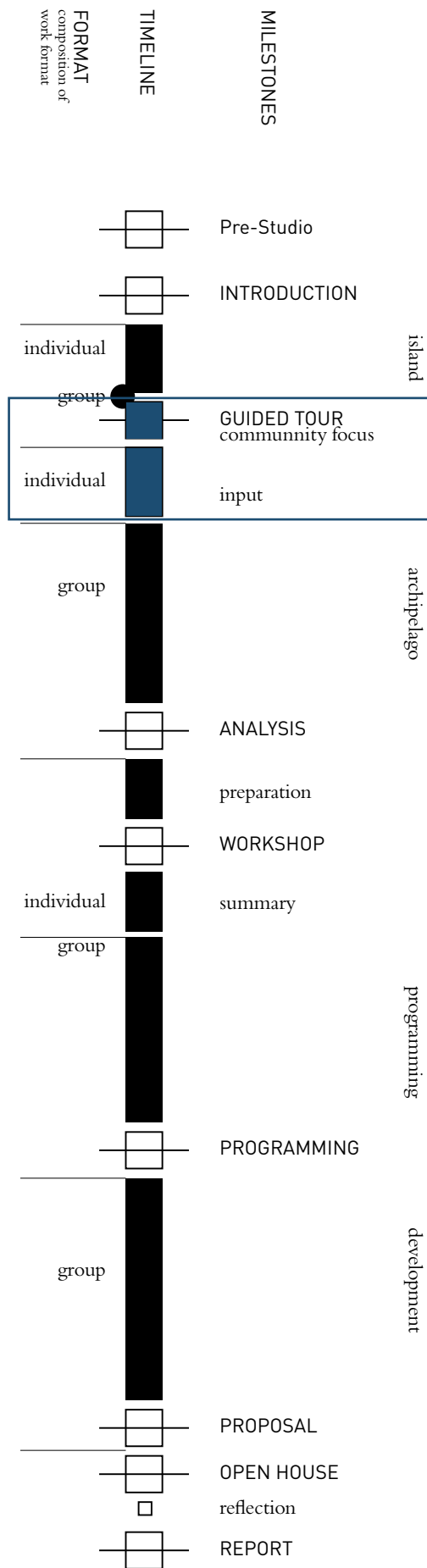
## **"People and Places" -J+H**

Generalities:

- Expanding context is key
- Find common clusters







# INPUT SUMMARY



Building off our site walking tour and derive (or drift) through the neighbourhoods we sat down with key stakeholders for a week and had in-depth discussions centering around new challenges and opportunities facing each group within the plan area.

#### Input 1: Walking Tour with Community Association Leaders

We started our site walking tour at Heritage LRT station and began to walk around key parcels or forgotten spaces near the station that have opportunities to further connect the west side of Macleod Trail and the LRT station to the east side. Courtney (Haysboro CA) and Kim (Acadia CA) began explaining how they (the community) would like to see some more multi-use pathways implemented throughout the neighbourhoods – specifically focusing around the transit stations, which would increase the permeability and circulation of pedestrians. Keith (Acadia CA) mentioned the opportunity to develop a subterranean mall or retail development off of Horton Road along an unnamed road connecting Macleod to Horton as this is a neglected area. In addition, it was mentioned that an opportunity for a land exchange with the city's roads depot facility would stretch or lengthen the connection of the park adjacent to the LRT right-of-way and further provide green space

for local residents. Lastly, it was further mentioned that these neighbourhoods are experiencing an aging demographic and how the connectivity and safety of some pedestrian bridges/pathways are not conducive to this portion of the community population. Below is a map showing key site areas encountered along the walking tour.

#### Input 2: Developer Session with James Scott of PBA Land & Development

PBA is a small family owned company with 14 employees and was founded 50 years ago by Joe Phillips – an oil & gas entrepreneur from West Virginia who moved to Calgary in the 1950s. Within the CSC plan area PBA owns title on two adjoining parcels along Horton Road which back onto the CP rail / LRT tracks. The parcels are currently being leased to AHS as a surface parking lot (overflow parking) in order to cover the cost of the lands yearly taxes, while a permanent plan and solution is crafted for the site.

PBA's business model is build a project to own it, however the difficulty right now is securing an anchor tenant for the property before pre-leasing of space occurs. In 2017 a new initiation for rezoning of the parcel from Industrial General to Industrial Commercial occurred, but during the rezoning process there was



a recognition that with carrying costs and with office space taking a big hit in the urban core the appetite for redevelopment of this parcel has been halted until more suitable market conditions exist. It was also made clear by Mr. Scott that due to the smaller size of PBA (as a company) and current market conditions they are facing challenging times and are seeking new creative solutions to address the future uses of parcels like this.

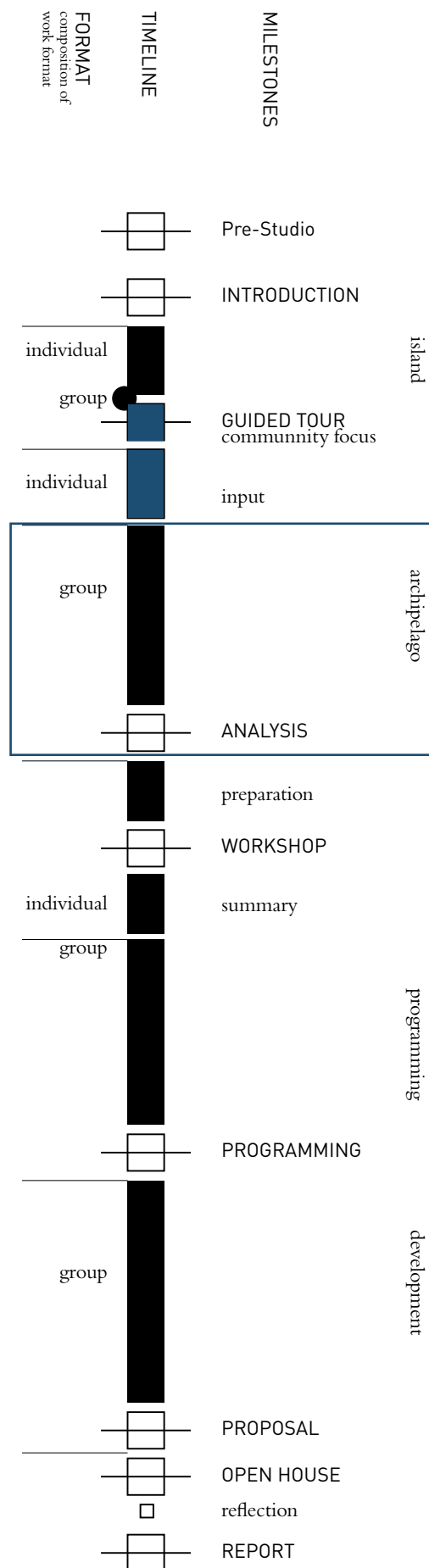
### Input 3: Acadia Social Work

Our third input session was a conversation with Viviana Rynberg, a City of Calgary Social Worker who concentrates her work in the neighbourhood of Acadia. About 10 years ago Family and Community Support Services (the City of Calgary) went through a series of research briefs to analyze the level of concentrated poverty within Calgary's neighbourhoods. With a noted increase in poverty across the landscape a new initiative arose in order to make our neighbourhoods stronger. Acadia was selected as a case study focus neighbourhood and this is when Viviana's work in Acadia began. The process of her work is guided by what she calls "a resident driven approach" also referred to as a theory of change, which aims to find out what people need most in their neighbourhood. The fundamental principles of this process include: personal engagement, mobilization, development of skills, taking action, and evaluation. These key fundamental principles are informed by three frameworks which are: community economic development - getting residents participating and taking action on anything that can result in people keeping more money in their pockets through the establishment of community gardens or mini-libraries, for example. The second key framework is capacity building through participation and engagement with other members of the community. An example given of this was one-on-one discussions with residents and the establishment of "how to" workshops that teach kids how to paint. The third framework is social inclusion, which aims to provide ways in which people can contribute and feel that they have a voice in the community so that they don't feel marginalized, or different. It is about the systems and is a conscious decision to open the spaces so people may participate. Engaging with everyone to

ensure they are included is of the utmost importance. Acadia is a neighbourhood of 10,000+ people, but there are vulnerable people who live in every neighbourhood (low income, single parents, seniors, new Canadians, Indigenous, disabled). This entire process culminates at the Acadia networking and action group which is comprised of 3 churches, 3 schools, a community health nurse, community association, community garden, sustainable calgary active neighbourhoods, and some service providers. The group comes together to see what needs are important for the neighbourhood and provides any help or assistance where possible in order to further empower its local residents and in turn make the neighbourhood stronger and more inclusive.

Below is a photo (source: Fabio Coppola) of the Acadia Community Garden, which was identified as an important site for community sharing, conversation, and inclusion for residents. Although the garden is not able to be utilized for all 12 months it is still an active space in the winter with sport fields and school children playing behind it. More sites like this are key to forming healthy communities that get residents together and allow people to produce and share in activities.







# ANALYSIS

The input sessions with the community associations, developers and social workers, helped the students as they were able to form a personal position based on the extracted information and respond to the dialogs with the stakeholders. During the initial stages, 'Situations' were formed after our walk through the community and having a dialog with the community association leaders.

The idea behind the analysis stage is to contextualize these 'Situations' and create objects while analyzing the overlaps and gaps within these situations. The analysis covered a number of layers in detail depending on the group and their initial vision for the community. The layers included infrastructure, ecology, demographics, building stock, topography, climatic analysis and building codes.

The aim was to investigate our initial observations and consider them as the beginning point for the analysis. Moving forward, these observations led to a number of emerging aspects providing an opportunity to explore them as a whole. The goal of the analysis is not merely critical observation but rather generating ideas from it which can help in forming a

solution in the later stages. The groups synthesized and overlapped their findings in order to head towards a number of ideas as solutions.

Each group moved forward with the analysis according to its own theme and scope. For example, the group focusing on 'Age in place' performed critical analysis on the demographics of aging population and housing stock. On the other hand, the group dealing with parking zones along Macleod trail, focused on analyzing the brown field areas and their redevelopment potential. The analysis led each group into a number of general and advance findings related to their area of scope.

A synthesized analysis was presented along with the physical objects formed with the help of overlapping analysis layers and students' own experiences during community visit. Each object is dealt with, by proposing interventions and presenting precedents from around the globe as to best represent the existing surroundings. The proposals are presented as mere ideas and are left completely open for changes as we dive into next stage i.e. Workshop which will further help us analyze the area on the basis of inputs from the residents.

# Field Work



Construction area adjacent to the Anderson LRT



Pedestrian crossing over Macleod Trail



Rail and protective barriers in Southwood

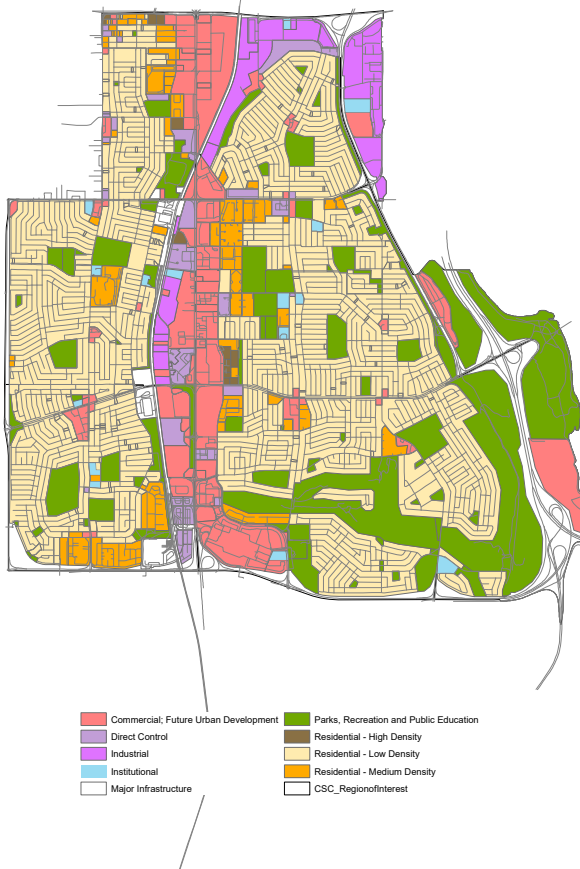


Parking and landscaping by Southwood Corner

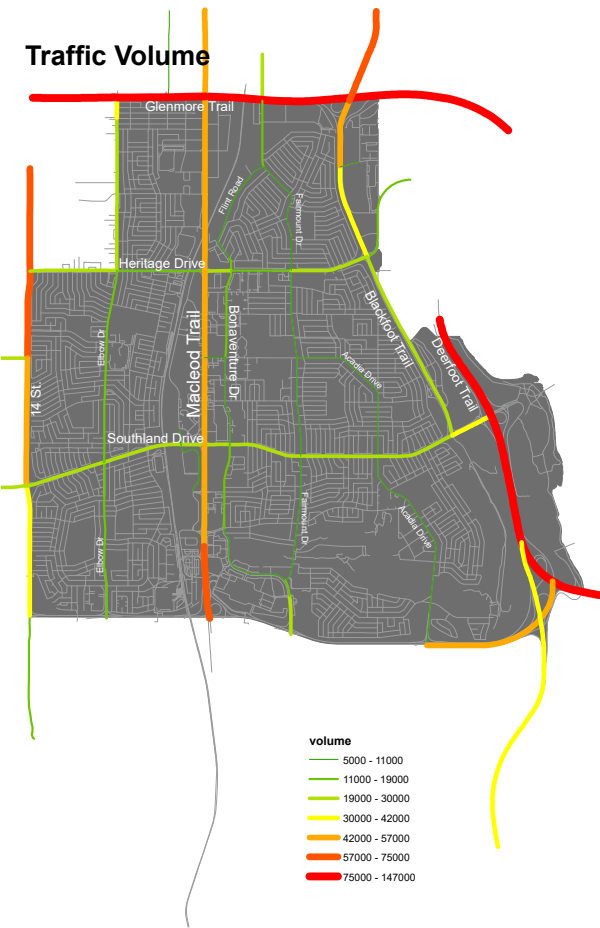


# RETHINKING PARKING ANALYSIS

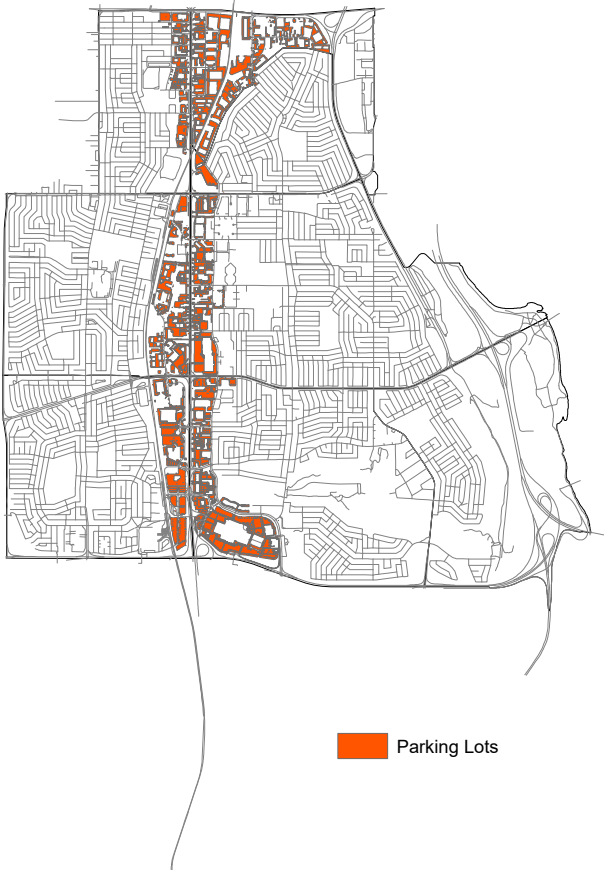
Land Use



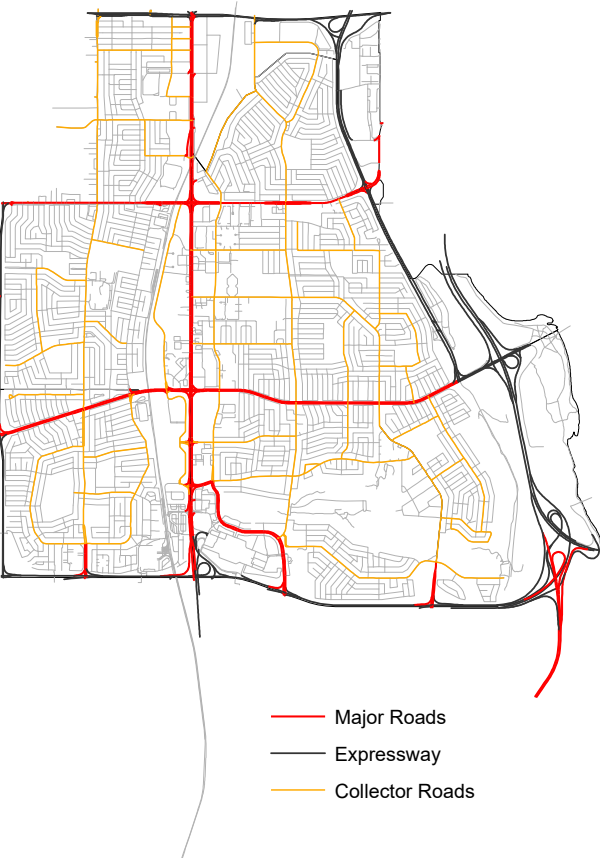
Traffic Volume



Parking Lots along Macleod Trail

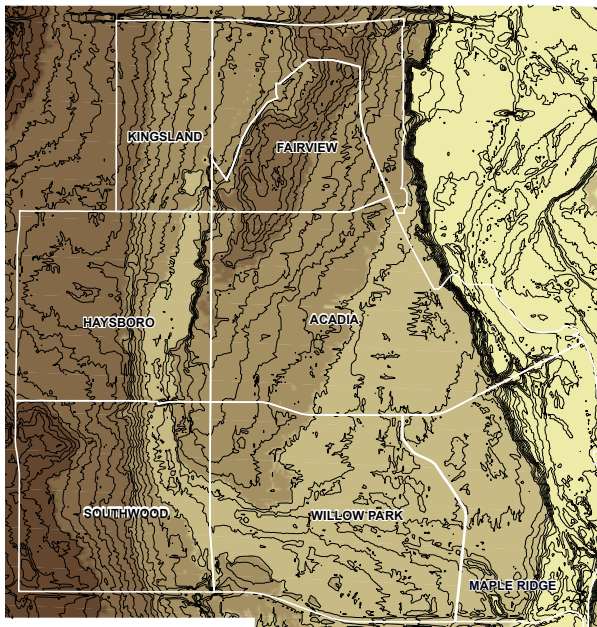


Road Hierarchy



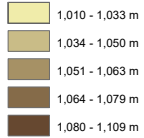


## Topography

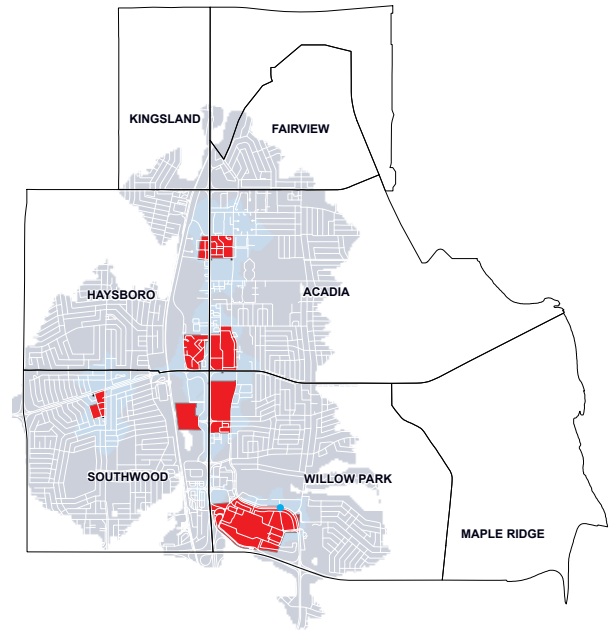


— 2.5 m contour

Elevation (m. a. sea level)



## Regional Commercial Walkshed

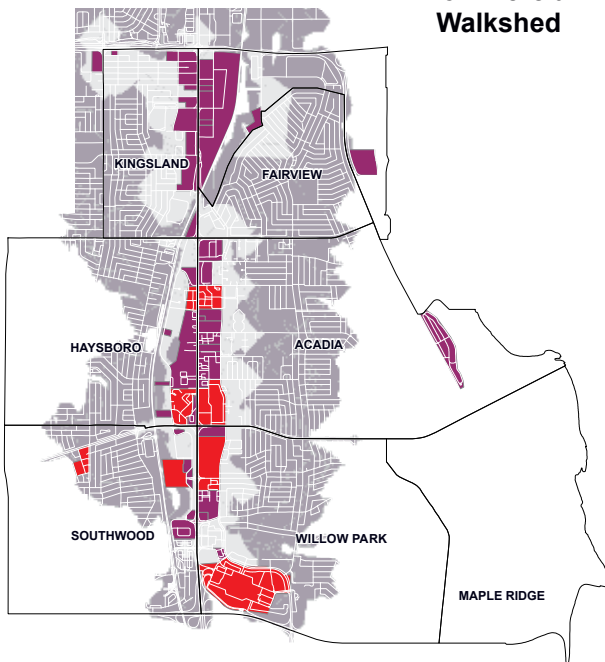


Regional Commercial Centre

375 m Walkshed

1200 m Walkshed

## Car-Focused Commercial Walkshed



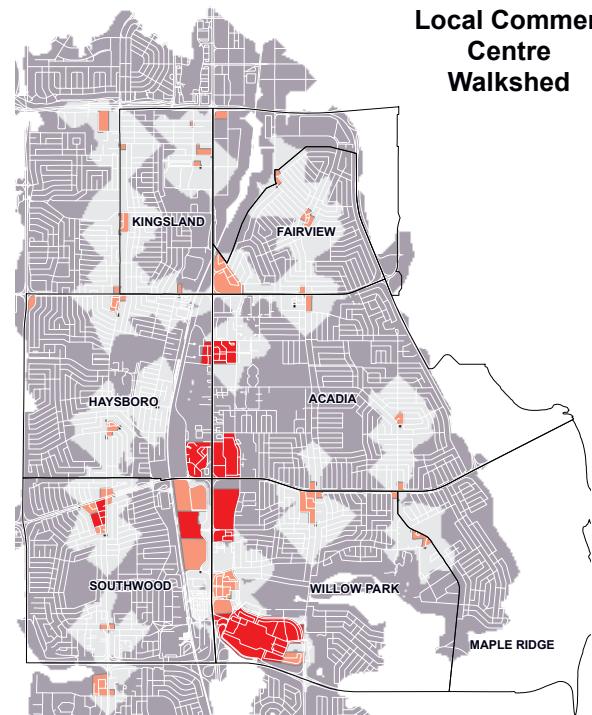
Regional Commercial Centre

Car-Focused Commercial Centre

375 m Walkshed

1200 m Walkshed

## Local Commer. Centre Walkshed



Regional Commercial Centres

Local Commercial Centres

375 m Walkshed

1200 m Walkshed

Mini City

Morphological Sequences: Ungers & Koolhaas

Aerial Imagery



Kingland - Fairview Rail Corridor



Haysboro - Acadia Corridor



Southwood - Willow Park - Maple Ridge

Urban Footprint



Kingland - Fairview Rail Corridor

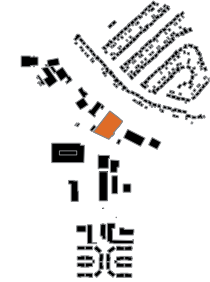


Haysboro - Acadia Corridor



Southwood - Willow Park - Maple Ridge

Urban Fabric Context



Kingsland - Fairview Point

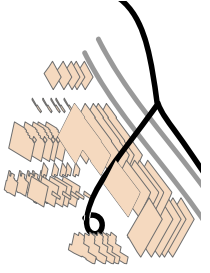


Haysboro - Acadia Corridor



Southwood - Willow Park - Maple Ridge

Urban Fabric Proposal



"Kingsview" Point



Haysboro - Acadia Place



Southwood - Willow Park - Maple Ridge Line

Precedents



Lyon along Kingsland - Fairview



Oslo along Haysboro - Acadia



Paris along Southwood/Willow Park

Proposal Collages



"Kingsview" Station and TOD Development



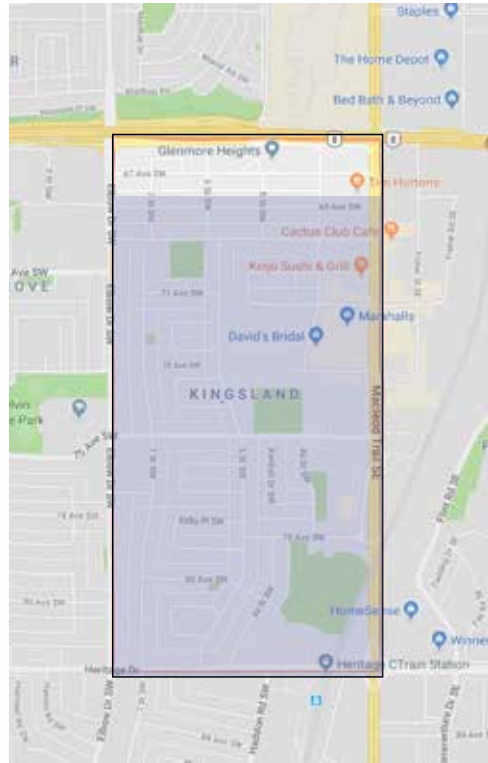
Acadia Car-free Sports and Cultural Centre



Southwood Core  
Pedestrian-Friendly  
Density

Willow Park -  
Maple Ridge Active  
Neighbourhoods





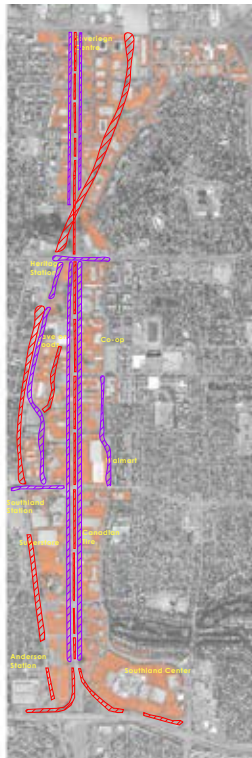
Our group's focus area was composed of parts of all six neighbourhoods of the study region.

We expanded the study region to include parts of Fairview Industrial to the west of Blackfoot Trail.

Examining our area, we discovered that within the automotive-focused commercial zone along Macleod Trail, the surface area of the parking lots was substantial.

It forms a surface area approximately equivalent to the size of the neighbourhood of Kingsland itself. It is shown in the blue rectangle over the map of Kingsland.

Unfriendly Pathway  
Physical Barrier



The focus area suffers from a variety of connectivity issues, including unfriendly pathways and physical barriers.

External boundaries include Glenmore Trail, Blackfoot Trail, Flint Road, Bonaventure Drive, Anderson Drive, the combined Canadian Pacific and C-Train rail lines, and parts of Horton Road.

Internal boundaries include topographic ridges, private and public fencing, Horton Road, and Macleod Trail itself.

There are also opportunities formed within and adjacent to the focus area.

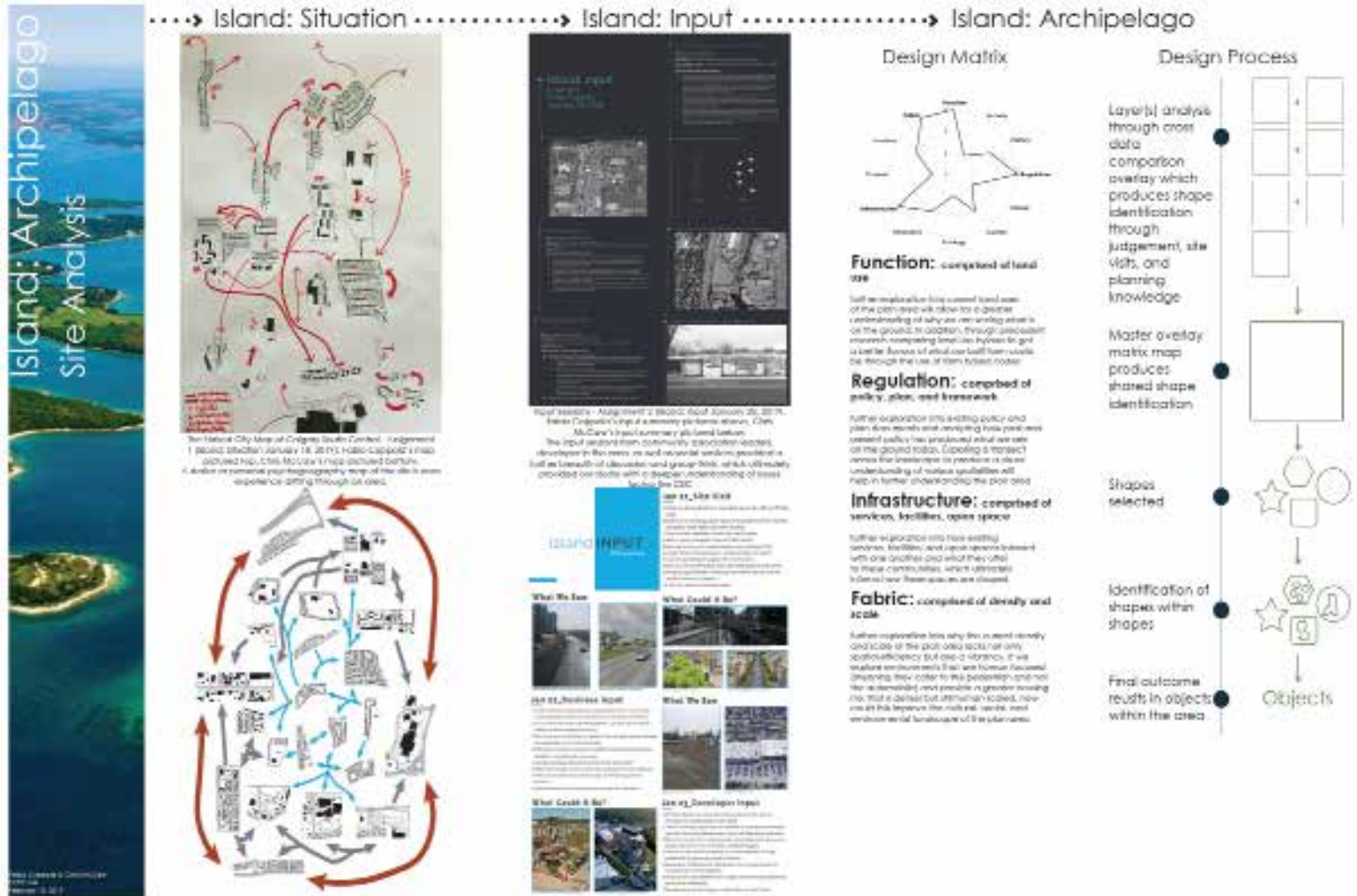
Our group found that the whole area is prime for optimized parking and houses three transit-oriented-development zones. Additionally, the area has multiple activity and sports areas, and a collection of popular gathering spaces within the commercial developments.

Activity and Sports Area  
T.O.D.  
Gathering Spaces  
Optimizing Parking



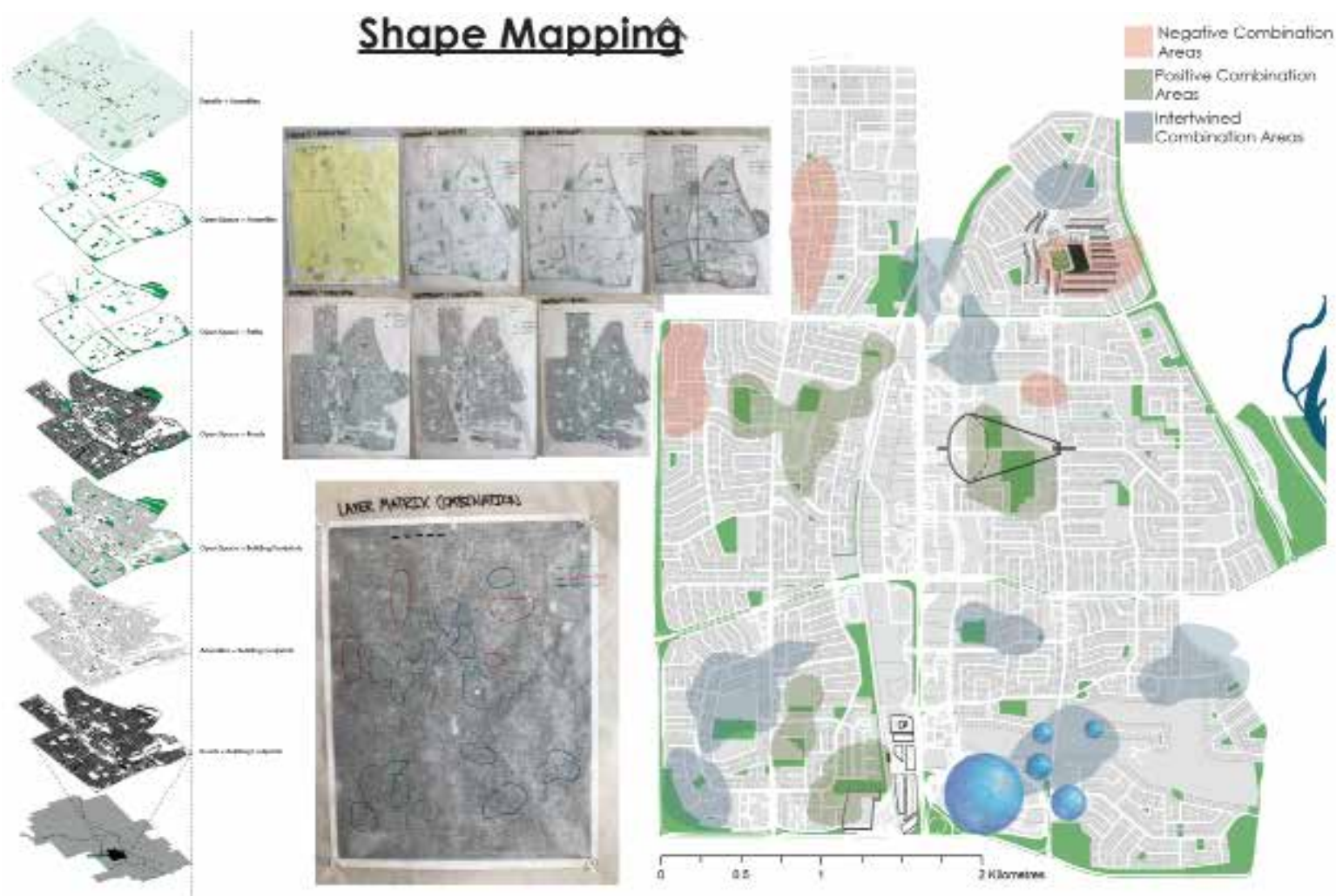


## ANALYSIS



Our site analysis provides an in-depth look at the current context of the CSC and allows for a furthered understanding of our design focus and methodology. We started our analysis by returning to our site experiences of drifting through space and also considered all input received from key stakeholders. We then established our 4 keywords via the design matrix, which guided our analysis focus. By establishing four key elements we were able to focus more attention to function, fabric, regulation, and infrastructure pertaining to the community and in turn produce a complete analysis for these four categories. The design process that resulted from this produced a layered analysis approach, which compared data via an overlay approach which produced our shapes. We produced these shapes via personal judgement, site visits, and planning knowledge. This lead us into the creation of a master overlay map with

all of our identified shapes on it. We then had to identify shapes within each shape, which produced our objects. The outcome of this process is further explained and diagrammed in the following pages.



## Shape Mapping

Shape mapping is a process in which we used to extract shapes within the communities and find our objects. This process was done by cross analyzing the layers of density + amenities; open space + amenities; open space + paths; open space + roads; open space + building footprints; amenities + building footprints; roads + building footprints and seeing what their spatial relationships were. For example, if we cross compare footprint + amenities we are able to see what areas possess a positive/negative/neutral relationship amongst one another. This was repeated for all data sets and then layered on top of one another, which produced our final shape map (above right).

The resulting shapes and objects identified from our cross analysis of the data sets created three different areas. Pink shaded areas are those that have a negative combination or do not possess a strong inter-relationship. Positive areas are shaded in light green and have strong inter-relationships amongst layers analyzed. Lastly, light blue shaded areas possess a combination of weak and strong relationships amongst the layers and have resulted in a more intertwined or complex set of relationships.

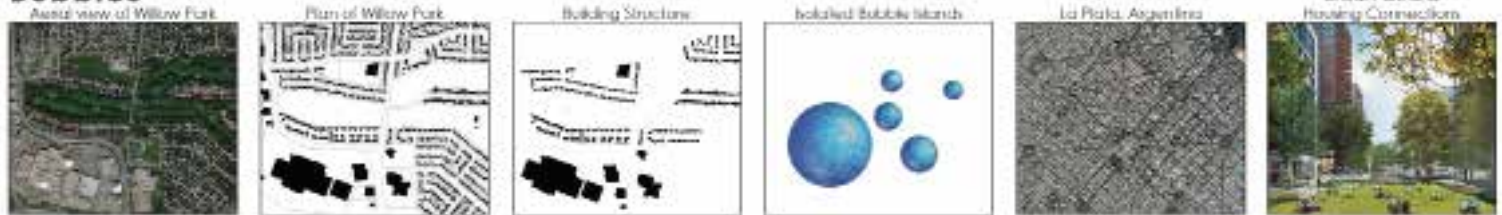


## Shape / Object Identification

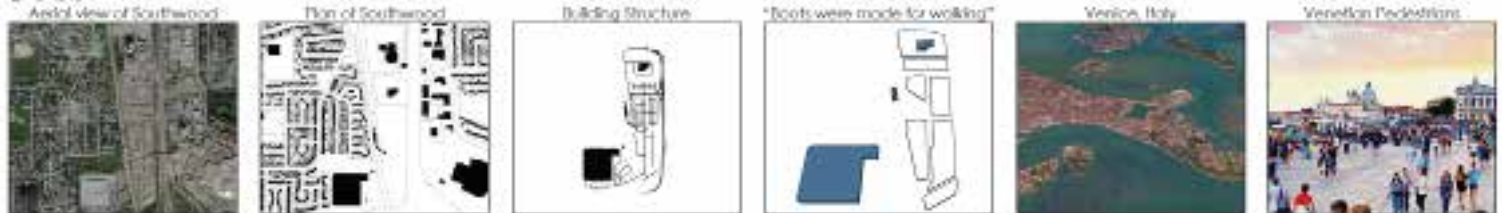
Shape and object identification produced in the diagrams below were discovered through intensive aerial analysis both within the CSC and around the world. The point of this was to capture an understanding of what these spaces mean and what function they could serve if precedent shapes discovered around the world were applied within. We discovered 4 shapes which were bubbles, a boot, arch, and an amphitheater. Once the shapes were identified we analyzed the building footprints and building structures within each said shape. This allowed us to come up with an object and from these objects citing their use in other parts of the world we came up with spatial uses and potential activities or programs for each.

For bubbles found in Willow Park we thought the creation of a linear park and housing connection system would be appropriate – similar to what is found in La Plata, Argentina. Our boot shape takes precedent from the City of Venice, and can be applied to the Anderson LRT parking lot area through the development of a woonerf and missing middle (4-6 story) developments. This would produce a pedestrian only environment that is walkable and safe for all users. Our arch object takes precedent from the Markthal in Rotterdam, Netherlands. This would be a multi-use space combining market, entertainment, and residential while also acting as a gateway entrance into the community of Acadia. The amphitheater object as identified in Fairview takes precedent from the Tietgen in Denmark as well as architectural precedent from Greece.

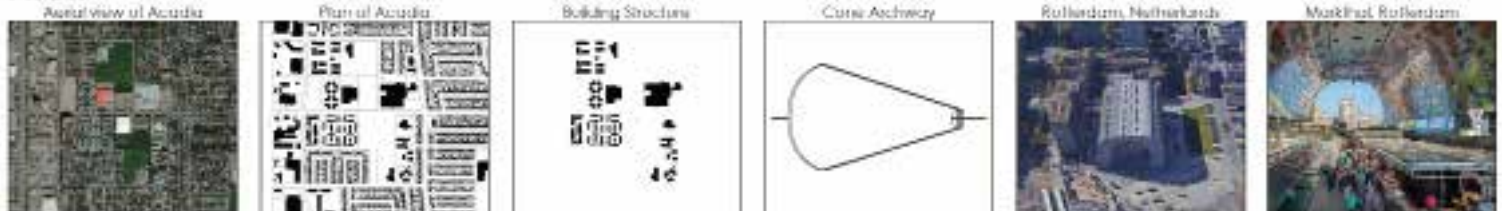
### Bubbles



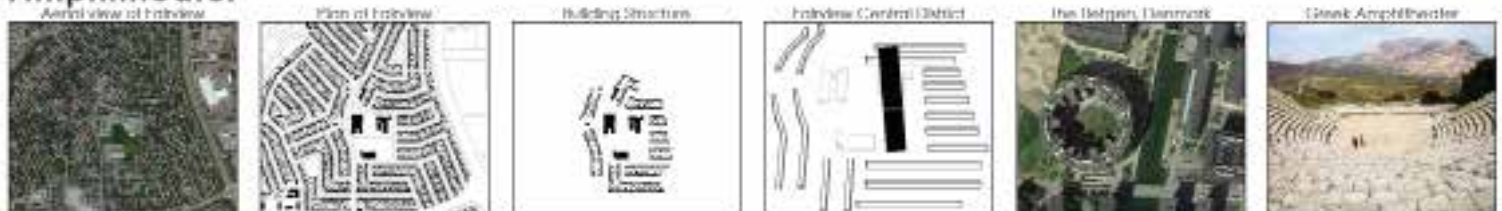
### Boot



### Arch

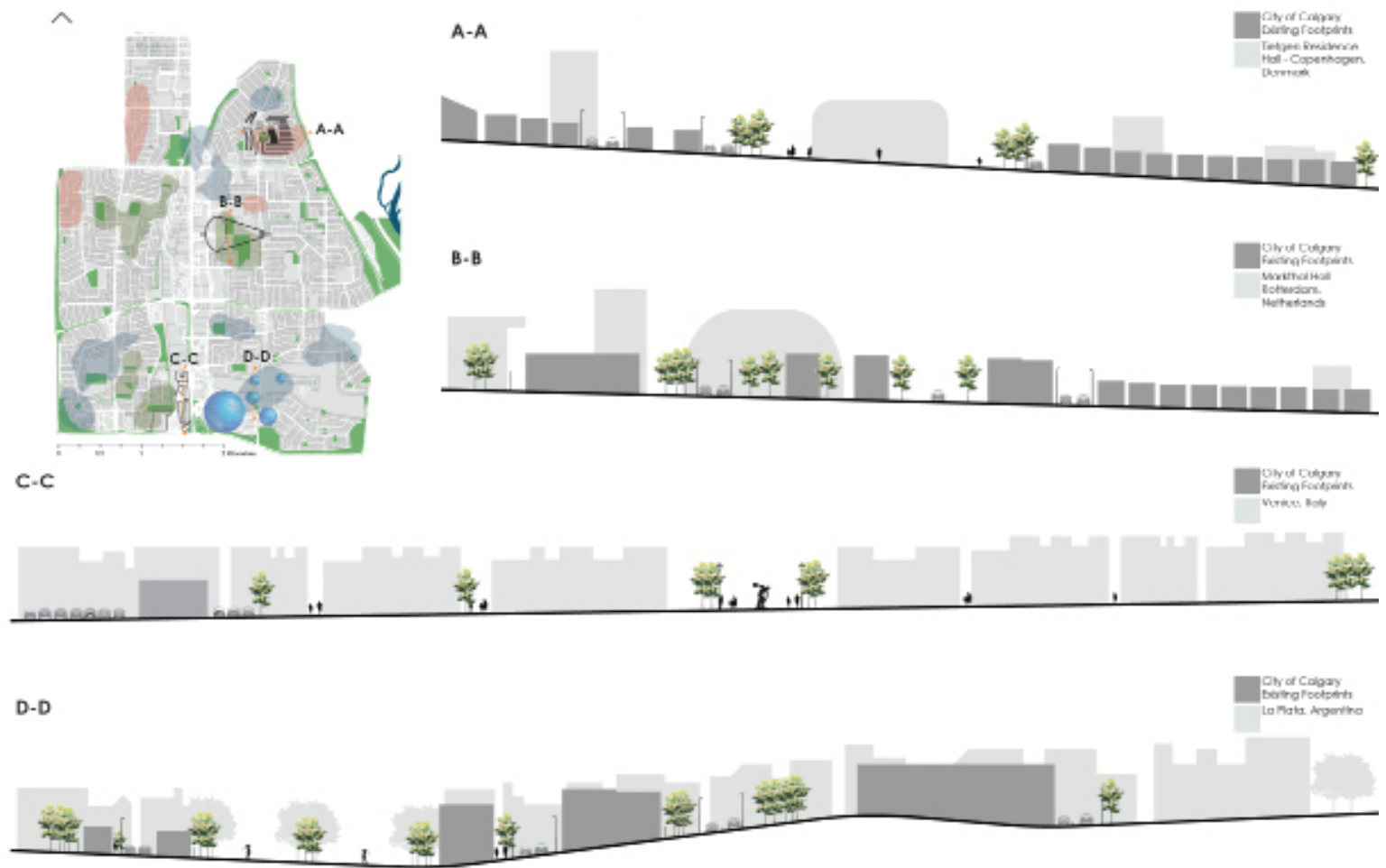


### Amphitheater





## Section Comparison - Calgary vs Precedent Shapes



Section comparisons of the current footprints vs our precedent shapes and objects allow for a further understanding of what these spatial environments could look like if applied in the CSC setting. As you can see the existing footprints of the section areas are in some cases either extremely homogenous in nature (all single detached houses) or are under-utilized in terms of parcel intensity.

Our precedents layered in the background provided for a different mix of building typologies as well as a more pedestrian friendly and human scaled environment. Currently the identified shape areas are serviced mainly by cars and some bicycles (although this is rare). Walking in these environments is not friendly or enjoyable. Re-designing these spaces with the pedestrian in mind is of the utmost importance moving forward.

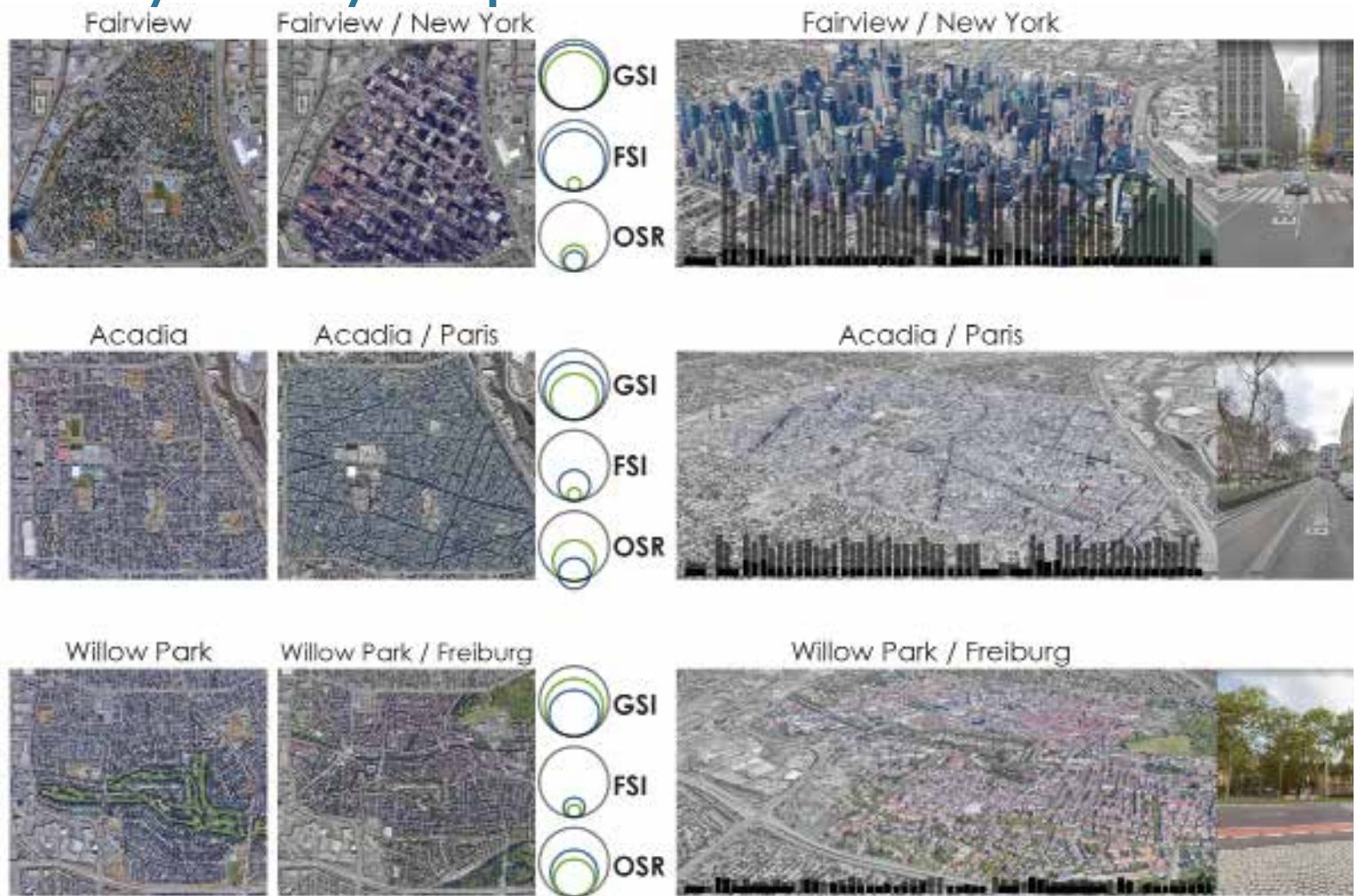
## Space Matrix

The space matrix is a concept borrowed from Meta Berghauser Pont & Per Haupt (2010). Its primary goal is to provide an alternative approach to space and density relationships. Through the breakdown of lot, intensity, coverage, and spaciousness we can begin to further see how different built forms and arrangements can be expressed differently, but yet still achieve similar densities in terms of people and space. The model employed today is either in the form of units per hectare or floor area ratio (FAR). FAR is a viable alternative to employing and meeting density targets and thresholds, however if we continue to focus on units per hectare with no vision on what those units per hectare could be we will continue to produce a similar built environment that we see today. Starting with the breakdown of lot, this can be understood as the total area of the parcel(s) of interest

which can be comprised of lots (at the smaller scale) and districts (at a larger scale). Once you have identified your area you would analyze the building intensity or floor space index – how much floor space does the building take up in relation to the space of the lot. Coverage is also referred to as ground space index, which is interested in the relationship between the built and non-built space. Spaciousness, then, can be understood as the measure between non-built space at the ground level in relation to the gross floor area. Precedent examples are also diagrammed below for further clarification and understanding. Employing the space matrix allows the user to tweak numbers of each index and create different built form environments depending on what the end goal is for the space in question.



# Density Overlay Comparison



By taking the current fabric of each neighbourhood and overlaying different cities found across the world we can get a better understanding of what our local environments could look and feel like. As well, it allows us to see what type of density and massing is appropriate for the proposed neighbourhoods. Ultimately, we found that a built environment like what can be found in Freiburg, Germany would be most appropriate for the CSC neighbourhoods. A building height ranging between 4-6 stories is what lacks the most not only in this study area but also throughout the city. Commonly referred to as the missing middle, this density and building type can provide increased density while also respecting the existing fabric and character of the neighbourhood housing/building stock.

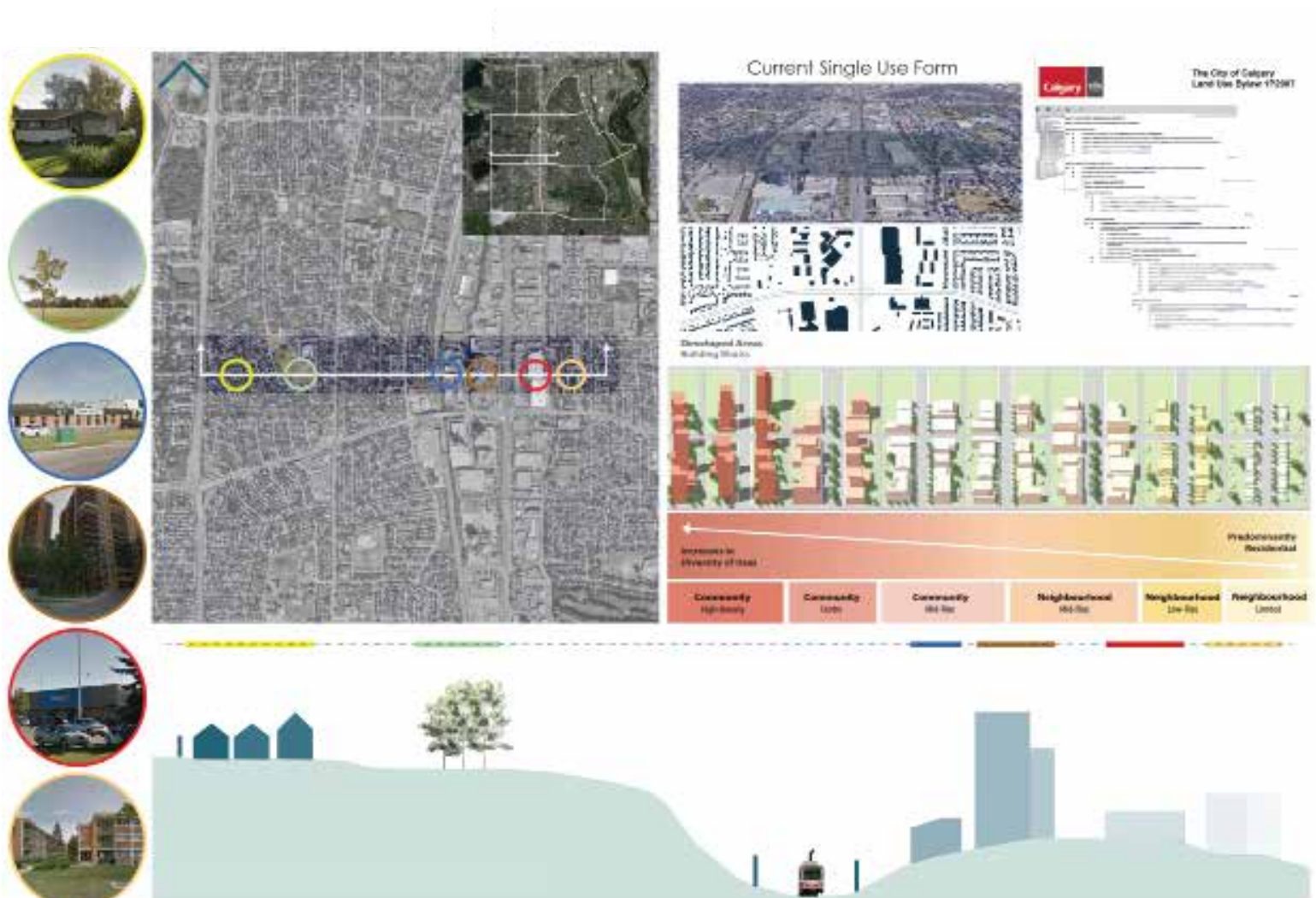
The diagram above showcases each CSC neighbourhood today with an overlay of another (denser) city form. A cross comparative density of building typologies is then provided in the third image on the right which further allows for a understanding of what the street and fabric looks like. You can tell right away that our communities in Calgary do not achieve European densities, however with small additions over time and a form based code approach we could start to achieve these environments and ultimately begin to accommodate more people into our developed neighbourhoods.



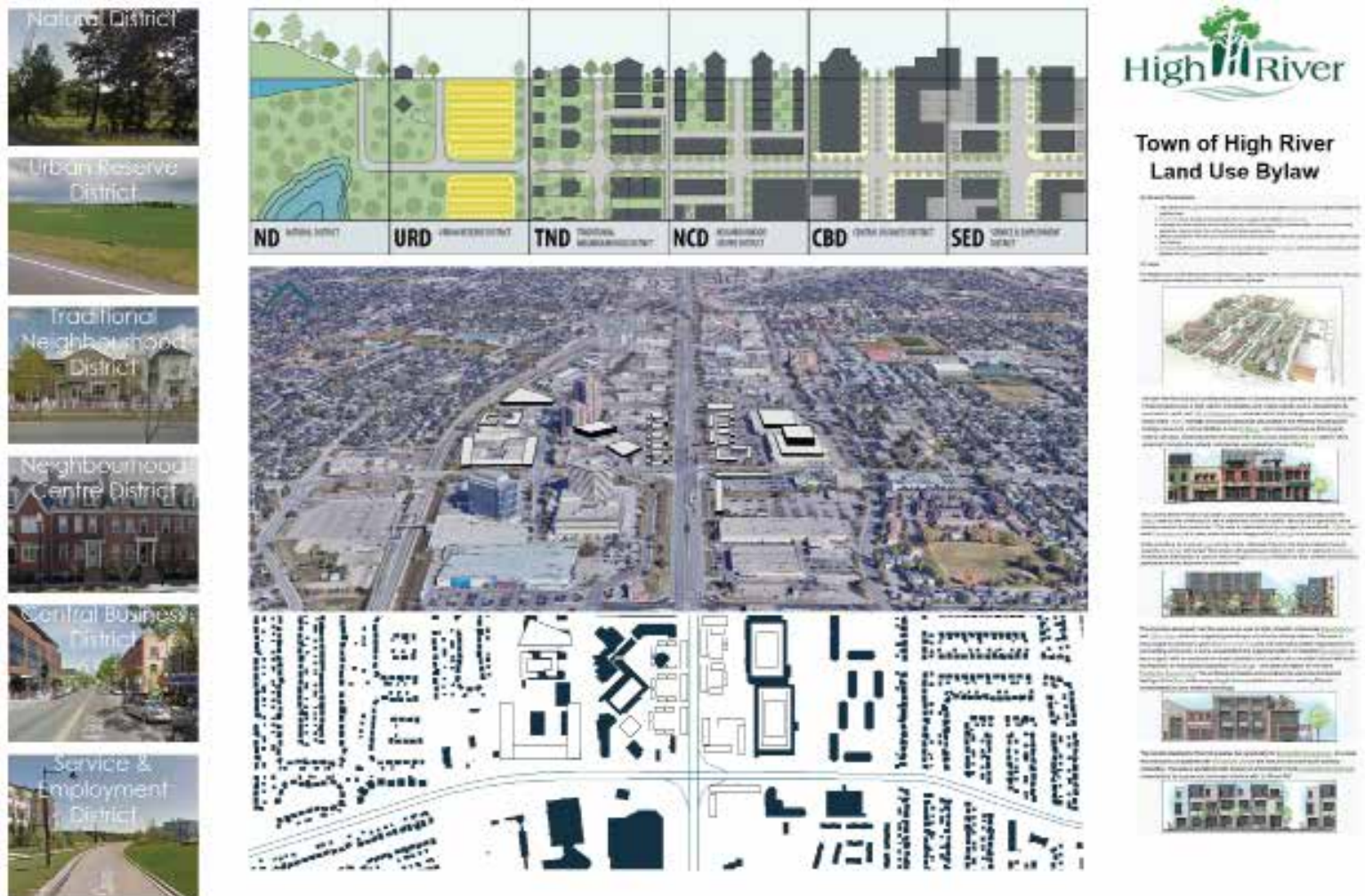
## Land Use Bylaw - Review and Precedent

A review of the current land use bylaw (2007) was conducted in order to gain a stronger understanding of why the communities within the CSC are the way they are. Although planned in the 1950s/60s this area falls victim to the classic euclidean zoning approach. The central aim of this zoning approach is to separate uses away from one another. The result is an environment where a car is needed to get from point a to b. For example, if you live in Haysboro, you might shop at the Coop or Save-On Foods along Macleod, and then recreate outside of the neighbourhood area. This is an ineffective model and one that is placing further strains on those who cannot afford to drive, those who are elderly, as well as those who are disabled. In addition,

we further analyzed the developed areas guidebook “building blocks” typologies and found that a more accurate representation of uses and how our built environment occurs on the ground today is required. A simplistic increase in density is not the only way to understand building blocks – as the space matrix has shown – there are alternative methods and visualization forms for which we can achieve varying densities in our neighbourhoods.



# Town of High River Land Use Bylaw - Precedent



Because of the inconsistencies produced by our current land use bylaw on the built environment, we believe it is important to find a precedent land use bylaw that would help resolve some of these inconsistencies experienced across our landscapes. The Town of High River (2017) land use bylaw has a form based codes approach through what is known as transect planning. The new bylaw has a strong vision, provides ample diagrammatic explanations of what each district or zone should look like and in turn creates a more predictable built environment. We believe that this will foster a more enjoyable realm for pedestrians and bicyclists while also accommodating the automobile.

The central issue we found with our current land use bylaw is there is no visioning occurring within the document. There are no diagrams or pictures to help provide an idea of what a zoning area should look like. It is therefore left up to an advanced professional or savvy developer to interpret and come up with designs that adhere to it. The Town of High River cuts out the guess work by providing clear and concise language around each districts intended vision and is much easier to understand if you are not well versed in planning lexicon. In addition, it also ensures that the environment is considered by placing sustainability at the forefront of every district.



## SWOTConclusions

To conclude our analysis, we produced a Strengths, Weaknesses, Opportunities, and Threats summary as diagrammed below. We discovered that the CSC has the following strengths: acceptable amount of open space that meets all necessary requirements for schoolyards and general activity spaces. There are several gateways into these communities as they are served by major arterial roads such as elbow drive, macleod trail, bonaventure drive, as well as acadia drive, which we believe provides for further placemaking opportunities. Weaknesses of the CSC include isolation of small pocket parcels scattered throughout the plan area with no programming in place to serve the surrounding elements. In addition, we found that there are a notable amount of vacant and under-utilized parcels throughout that could be further built upon and utilized without having to go

through an extensive re-zoning or land use amendment process. Another noted weakness is that the neighbourhoods lack a connected path network (primarily linkages east-west) are absent and in need of remedying. Opportunities within CSC, due to its size, allows for a form based codes approach, which would create a more predictable and pedestrian friendly built environment. Lastly, threats to the CSC include the current policy in place from the City (Land Use Bylaw, Municipal Development Plan, and Calgary Transportation Plan) require updating and amending in order to produce a more cohesive and related built environment. Otherwise if we continue to plan in a zoning pattern through the separation of land uses we will continue to get spatial environments that do not relate or speak to one another.

## SWOT Conclusions

### Connections

Good open space connection with amenities and the road network

### Gateway

Clearly structured entrances that lead into each community

### Open Space

Large amounts of open space exist currently in all communities

### Combining Layers

Our analysis takes a relationship-based approach to better identify what is further required



Strengths

### Density

Realizing the potential of calculating density using the SpaceMatrix allows for various lot configurations without ruining character

### Form-Based Codes

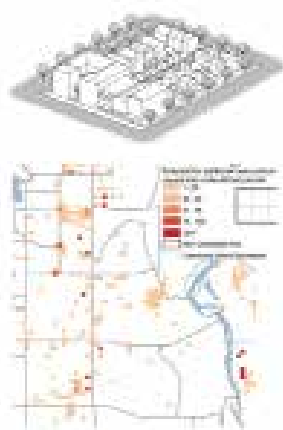
Converting to the High River land use system would result in better planned spaces

### Scale

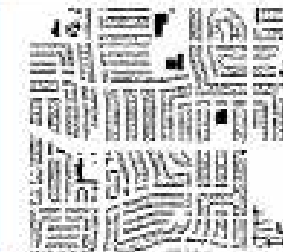
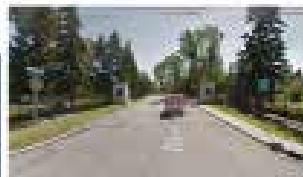
Our site is large enough that we can begin to implement various pieces of the FBC Transect

### Vacancy

Our site has a bounty of vacant parcels that can be capitalized with the right programming



Opportunities



Weaknesses

### Isolation

There are small pockets of isolated pieces throughout the site

### Variability

Aside from the commercial strip of Macleod, the site is lacking in its spatial variability

### Density

There are plenty of amenities in the site, but it lacks enough density to maximize their potential and efficiency

### Path Network

Poor open space connection with the path network

### Threats

### Current LUB

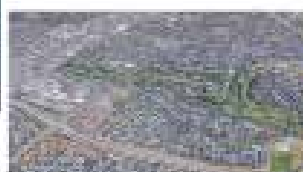
The current 2007 LUB will only produce more of the same conditions

### Culture

The current culture in Calgary towards vehicle use and single-family homes will hinder future development

### Pressure

If there is no pressure to change, the community will remain stagnant





# ANALYSIS

After our walks through the community, and having dialogues with community association leaders, developers and social workers, we decided to start off with four components of the design matrix that is function, location, social and culture. These four components aligned with our values and from there onwards, our values guided our analysis.

Before jumping in to analysis, we looked into a number of urban codes corresponding to our values. These analysis further helped us find our objects and a direction for our proposal. For example, The first code we looked into was Fracture creates Friction where fractures are the interfaces between two spaces when one ends, another starts. Over here, these fractures are mostly defined by roads and friction happen between people and cars. Our second and third code implies that when there is peak traffic, it's both cars and people.

Now to find out the zones with most friction, we mapped out basic amenities like shopping, religious centres, libraries, banks and health care clinics. Further our nexus map provided us with major friction zones through overlaps and gaps among base maps. Out of these zones, we chose Heritage - Macleod intersection as our object here. As it is not only an amenity hub but also a multi-modal transit hub with raised safety concerns due to Canadian Pacific crossing slight north of the intersection. The proposed elevated urban park as the solution will help stitch together the parts of the neighbourhood which have become islands.

For our value of Connectivity and Continuity, we looked into two urban codes - 'People who walk have a destination in mind' and 'Grocery stores are important local destinations'. So we mapped out locations of shopping centres and their 400 metre walksheds in order to identify the areas covered by these locations and the gaps where people had to walk more than 400 metres in order to reach their shopping destinations.

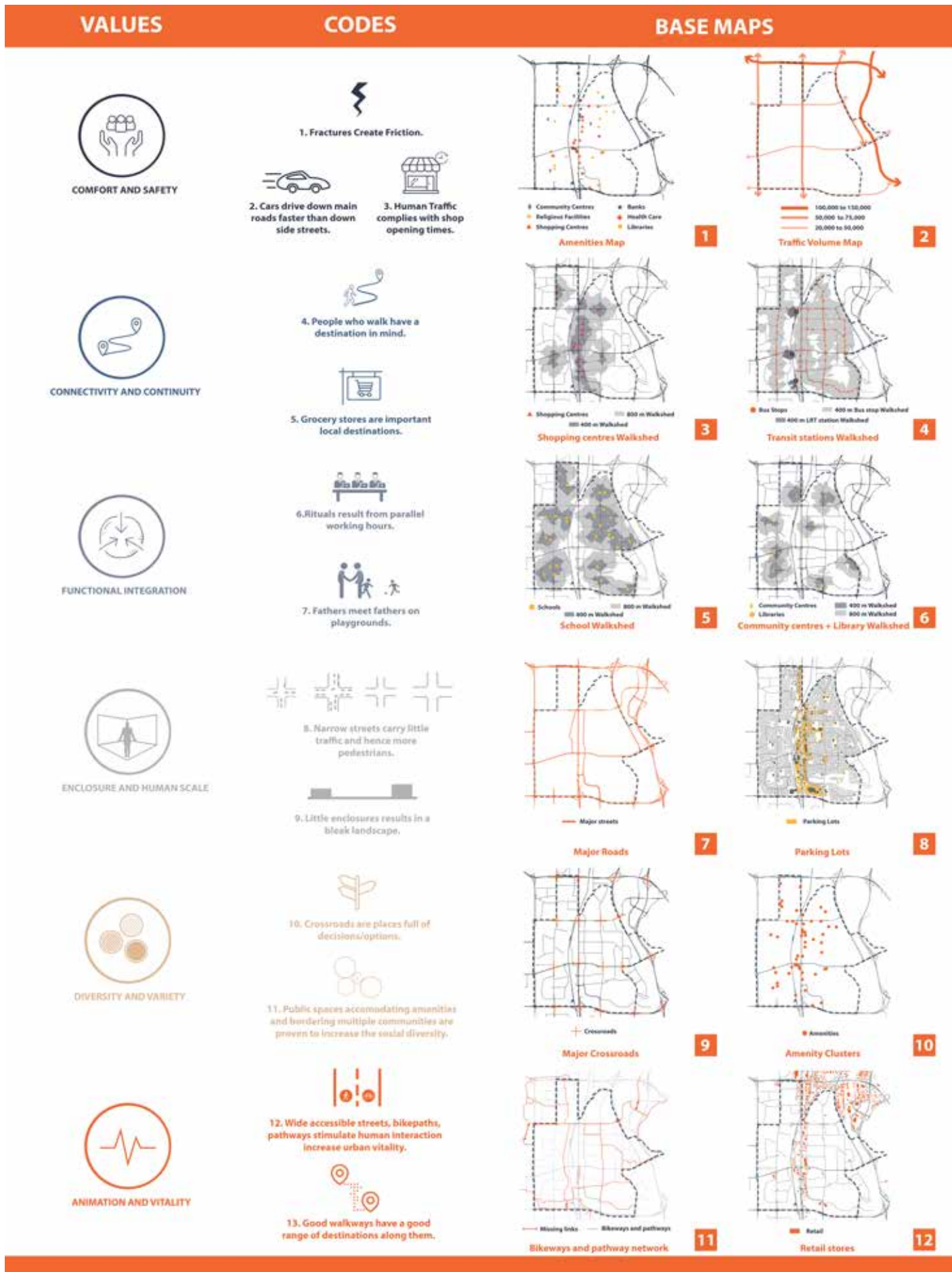
The object identified through this analysis was part of a community west of Horton Road which due to its linear grid pattern made it impossible to have any destinations within 400 metres. The proposed pedestrian bridge through the precedent is anticipated to bridge this gap and make a number of destinations accessible to this part of the community.

The next value was Functional Integration and the codes corresponding this value were 'Rituals result from parallel working hours' and 'Fathers meet Fathers on the playgrounds'. During the analysis and also our walks within the community, we realized that the school playgrounds were inactive after school hours. Since, these grounds made most of the open area within these communities, it was crucial to look into the potential they had in terms of their location.

In order to do that, we mapped out all the schools as well as the community centres and both their walksheds as we believed that the school grounds can be best utilized for community gatherings and social interaction spaces. The schools location and their walksheds made it clear that these grounds, if activated, have a potential to be the Community activity centres if programmed accordingly.

The analysis phase offered us a chance to thoroughly study the communities before going to the workshop and interacting with the residents. Although, dialog with the community provided a whole different perspective in the form of customs and routine analysis.

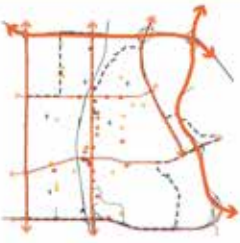
# PEOPLE AND PLACES ANALYSIS



Base Maps derived corresponding the Urban codes

## NEXUS

## OBJECTS



Amenities + Traffic Volume



Areas with Amenities clustered + Heavy traffic



Perspective of Heritage - Macleod Crossing



Context Plan of Heritage - Macleod Crossing



Shopping Centre + Transit Station Walksheds



Disconnected patch of community between two LRT stations



Perspective of Disconnected island. From communities across CP Rail.



Context Plan of Disconnected island between Horton - Macleod



School + Community Centre + Library Walksheds



School sites evenly dispersed - Fuse in function



Perspective of Willow Park school site



Context Plan of Willow Park school site



Less enclosed roads + Parking Lots



Degree of Enclosure and Permeability



Perspective of bleak stretch between Walmart and Bonaventure



Context Plan of Walmart - Bonaventure



Major Crossroads + Amenity Clusters



Areas on crossroads with more amenities/uses



Perspective of Southland - Macleod junction



Context Plan of Southland - Macleod junction



Bikeways, Pathways network + Retails



Bike routes connecting Retail nodes



Perspective of Acadia - Fairmont Street



Context Plan of Fairmont - Acadia Street

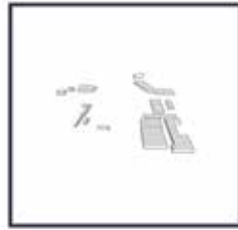


# PEOPLE AND PLACES ANALYSIS

## PRECEDENTS



Object Plan



Object Form



Elevated Urban Park, Buckhead, Atlanta



Elevated Urban Park, Buckhead, Atlanta



Object Plan



Object Form



Odense Foot Bridge, Denmark



Odense Foot Bridge, Denmark



Object Plan



Object Form



Del Aire Park, Hawthorne, California



Del Aire Park, Hawthorne, California



Object Plan



Object Form



East Village Junction, Calgary



Avenue Victor, Hugo, France



Object Plan



Object Form



Sundance Square Plaza, Fort Worth, USA



Sundance Square Plaza, Fort Worth, USA



Object Plan



Object Form



Calle Resolana, Sevilla, Spain



Calle Resolana, Sevilla, Spain

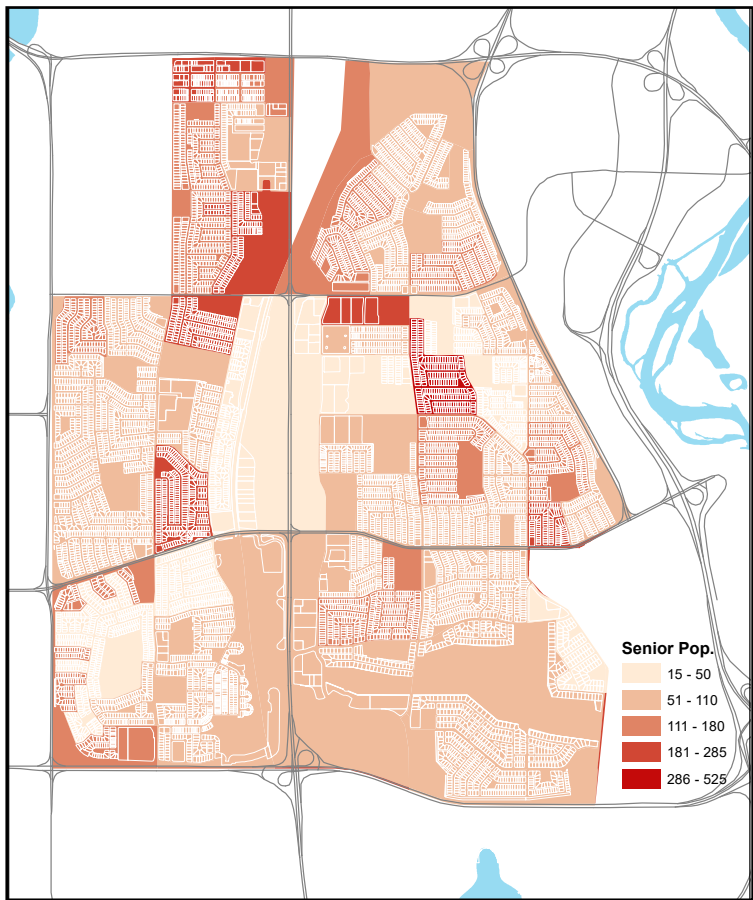
# ANALYSIS



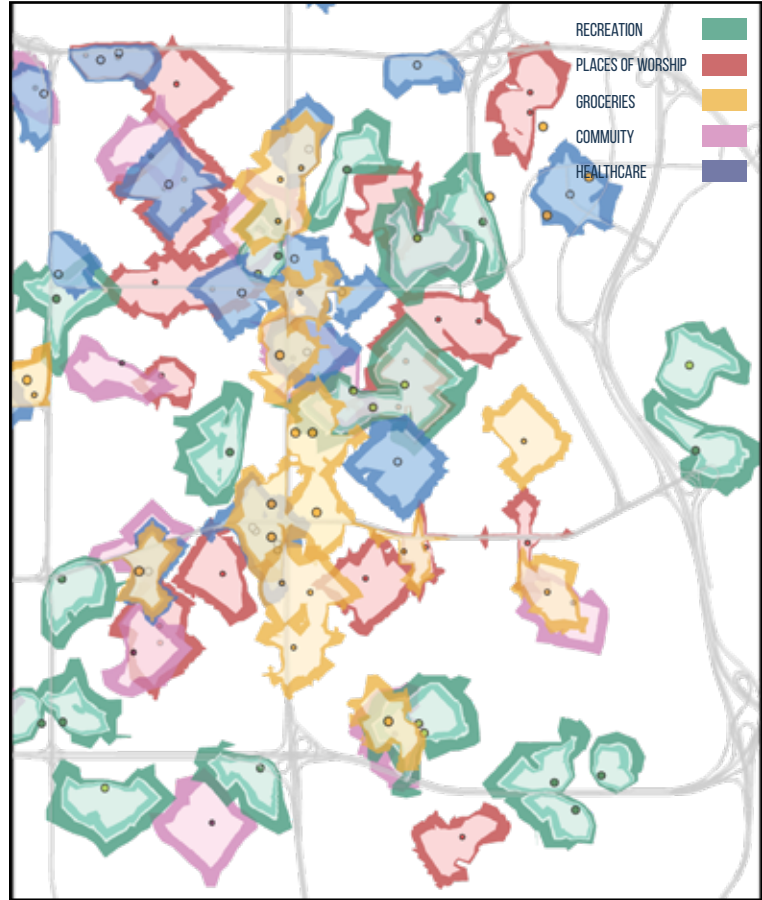
Aging out of Place



The Effect of Inclusive Communities on Aging in Place



Senior Enclaves



Access to Services



# DIY GROWTH ANALYSIS

Using our design matrix as a guide, we were able to bring together some of our mutual takeaways from the Islands exercise to begin compiling research.

On average Central South Calgary has a higher population of senior residents. Considering the time these communities were developed (primarily the 1950's) it makes sense/ This was a place where people bought their first house and raised their families.

20th century urbanism's approach to aging involves the major disruption to people's lives. Requiring them to move from their homes and communities due to the size of their house and inaccessibility of their neighborhoods. Our question was, is it possible given the current response to aging to keep people in their homes as they grow and still provide the supports they need to thrive.

Some of the factors we considered included; dwelling size, mobility, access to services, access to social and physical support, and social connection.

Using 2016 census data we were able to pinpoint areas in the communities with the highest amount of seniors. We used overhead transparencies to begin making connections between these areas and the services and amenities that were available within walking distance. For seniors this involves a number of factors, given the climate and their overall mobility.



Current Urban Fabric

We calculated senior walking distances using a winter walkshed of 300m and a summer walkshed of 400m

Striving for an inclusive community we also included walksheds around schools and community amenities for children. Our hope being that we could help facilitate a diverse and inclusive community landscape

## postwar



THE BARRY

1000 SQ FT 3-4 BEDROOM

## ranch



THE IVYWOOD

1100 SQ FT 2-3 BEDROOM

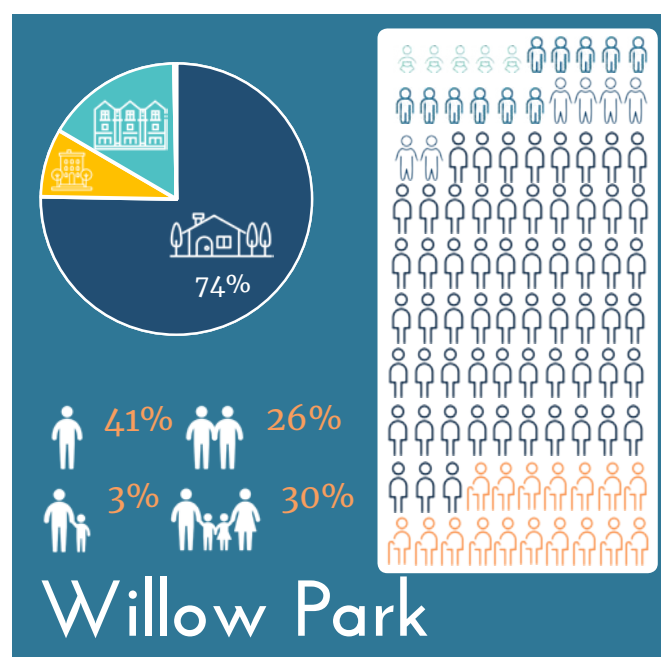
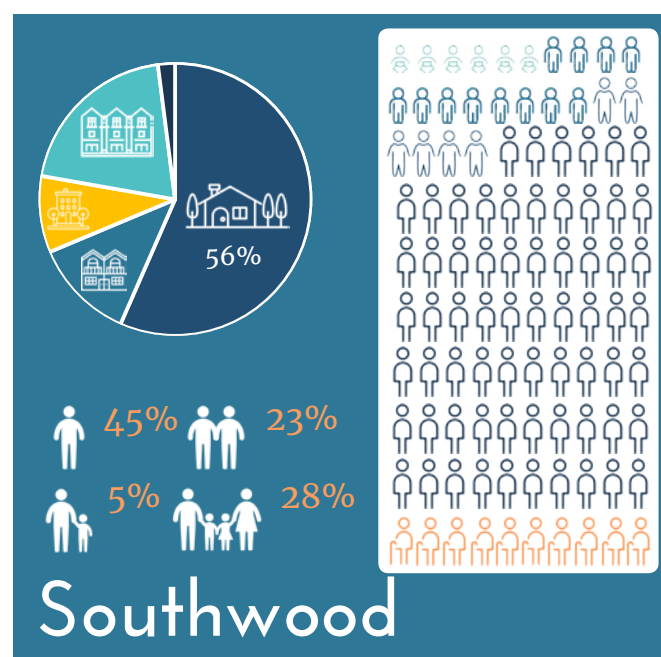
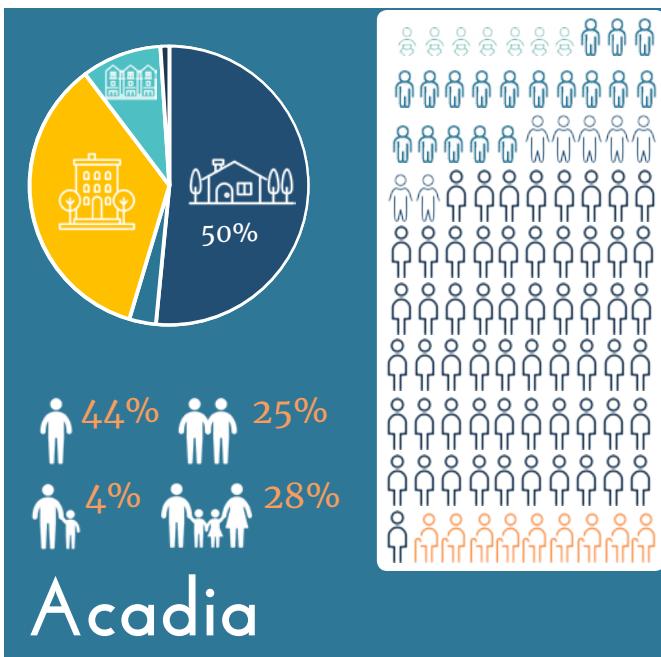
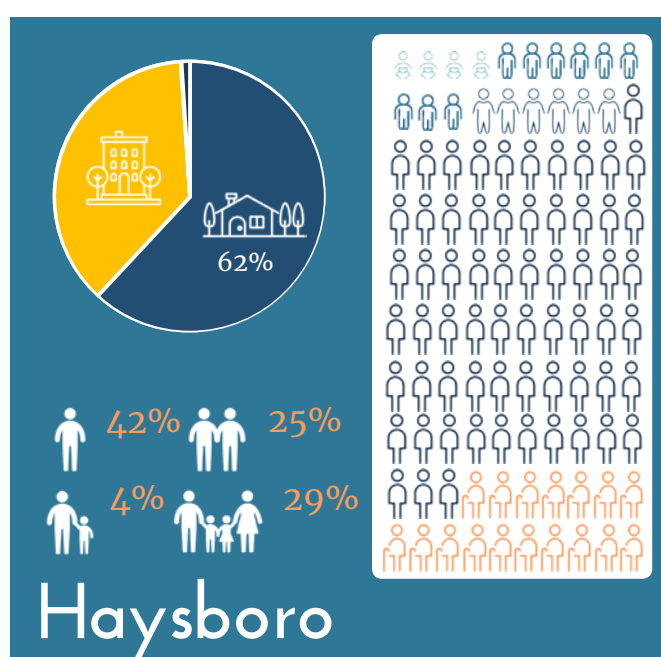
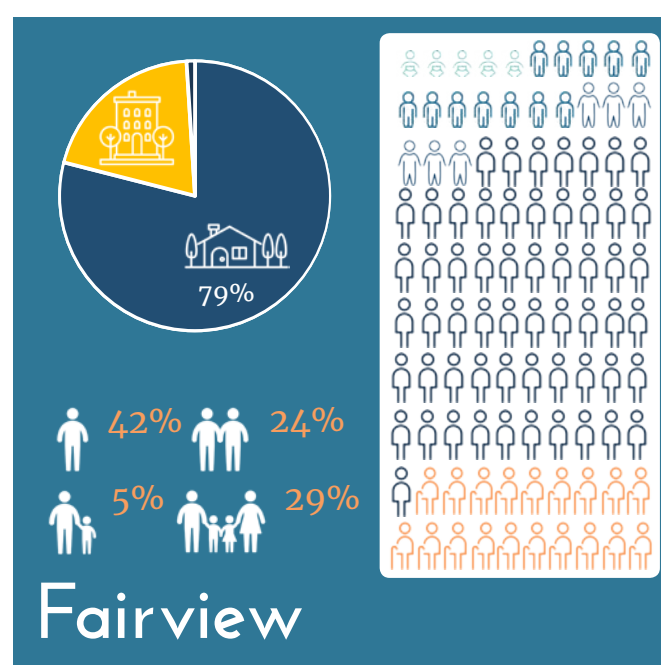
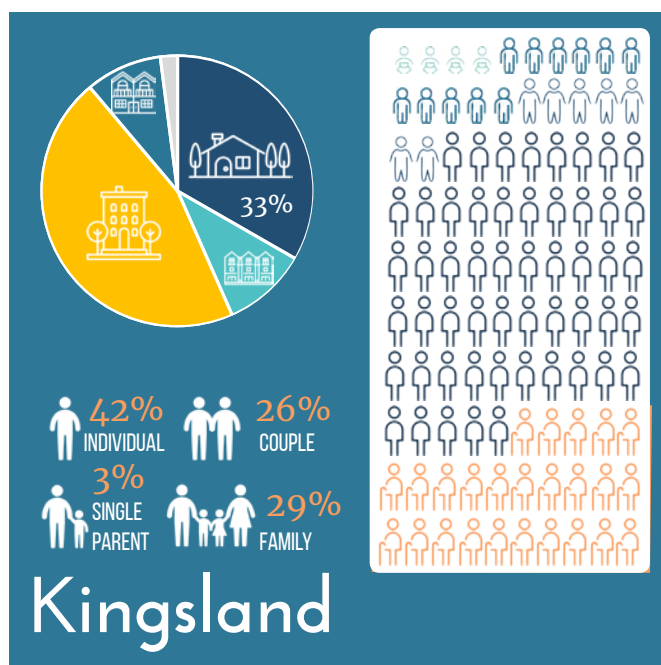
## a-frame



THE ST LOUIS

1300 SQ FT 3-4 BEDROOM





# DIY GROWTH ANALYSIS

Using data from the city we were able to analyze the current urban fabric and how it corresponded to community demographics. The majority of the neighbourhoods are primarily low density single family. We believe the repetitive house typologies within the subject area allows for a compendium of additions and reorganizations that can be repeated in cost effective manner.

This would allow for a gentle increase in density and intensity that isn't disruptive to the lives of residents or the fabric of the neighbourhood.

We started to look at different interventions that could be used to usher forth inclusive communities, while respecting the qualities that residents found important.

We also experimented to see if there were ways to add density in an innovative and thoughtful way to drive services and amenities.

The results of this analysis were three "Objects"

## DENSITY

Additions made to single family homes that increase the accessibility, and provide space for new multigenerational, supportive social units to form

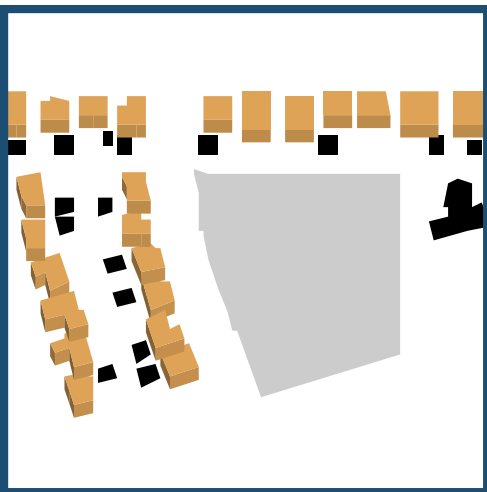
## INTENSIFICATION

Activating unused space along busy corridors to create active street fronts which bring a sense of community to unclaimed space.

## ACCESSIBILITY

Use climate appropriate urban design guidelines to help aid in accessibility at all times of year and create welcoming spaces

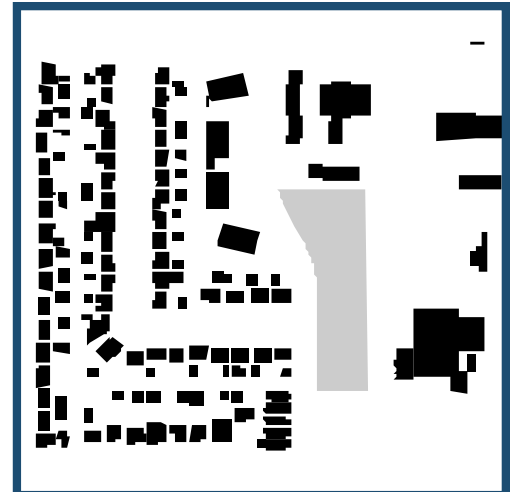
Density

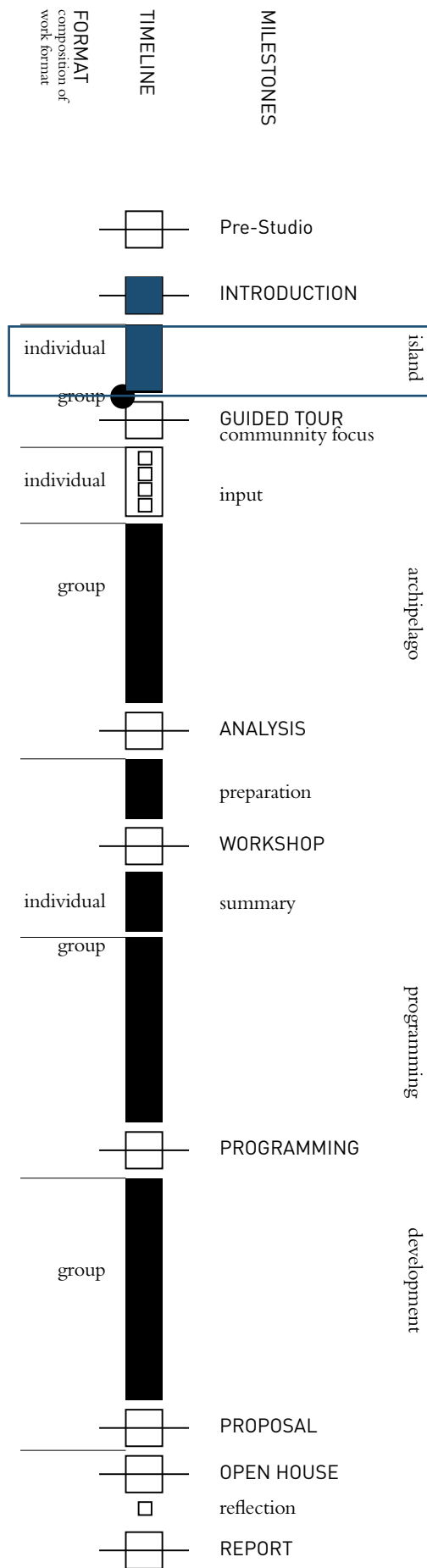


Intensification



Accessibility

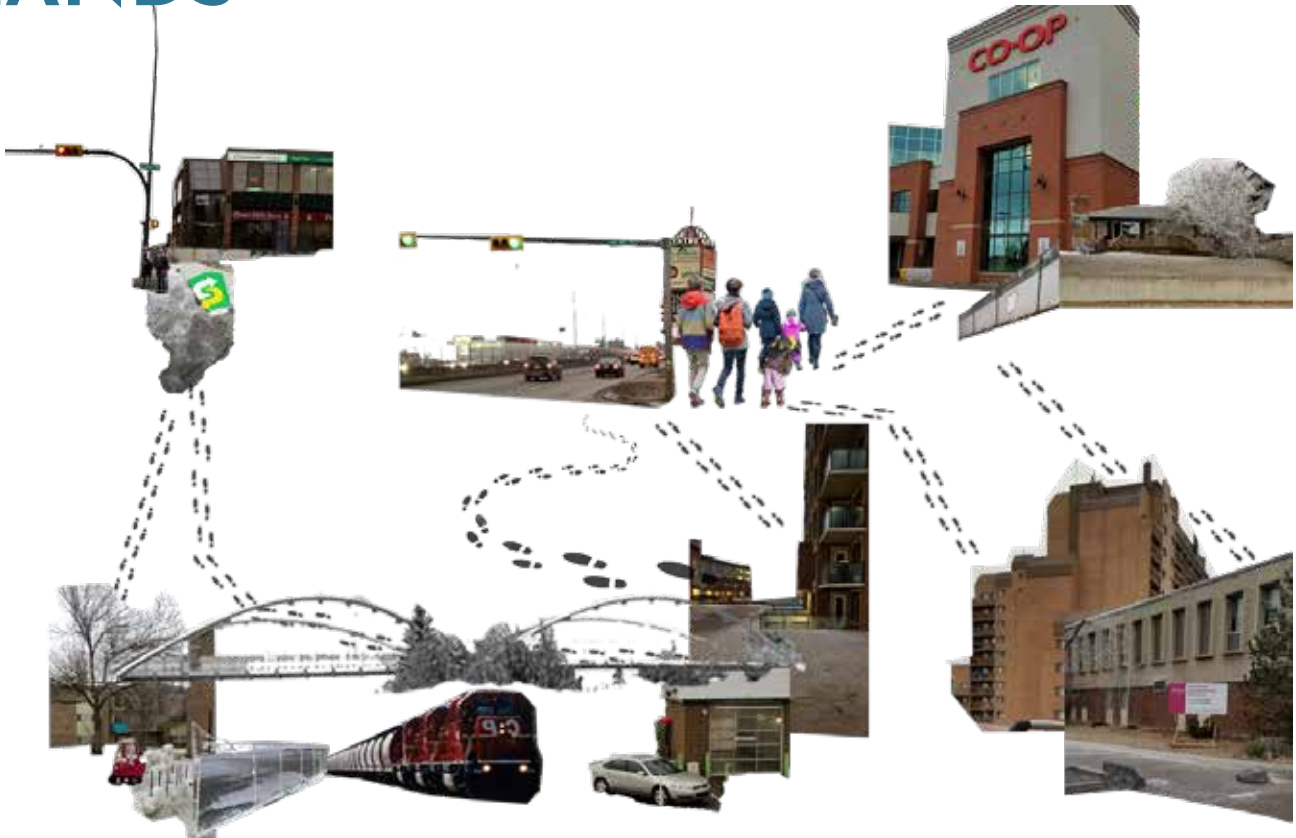






# ISLANDS

# ISLANDS



Graham Allison

*My initial journey through out the subject area involved a walking, driving, and transit component. I used different decision making criteria for each mode of transportation.*

On my first visit I drove with a colleague who was unfamiliar with the subject area to show them major landmarks that I was familiar with. While using the map given to us and my colleague's curiosity as inspiration for the journey.

My walking journey began in Haysboro on a cold day, I walked using the concept of 'Strollogy' to inform my decision making. I had no particular plan or destination, and chose my path based on comfort, curiosity, and random decisions

I purposely entered the phase of this project without a plan or criteria in order to form conclusions without narrowing the scope of what I wanted to observe.

I noticed an abundance of streets within the residential neighbourhoods with proximity to transit, schools and open spaces provides opportunity for mixed use infill and intensification. There were plenty of grocery stores, restaurants and retail areas to service diverse populace. There is opportunity to retrofit these areas to serve these pedestrians and transit users.

I noticed that single family residential streets are well developed and pleasant. Midrise and high-rise are placed sporadically and awkwardly (Had-don Arms, London). There is opportunity to develop more thoughtful density along secondary corridors. Although the single family streets were quite monotonous and could have used some extra character. I notice that there was a lack of programming and character in the neighbourhood open spaces.

*However, I noticed that the biggest community setbacks were...*



Major Barriers to Amenity Access

Macleod trail serves as a major barrier to pedestrians and an inconvenient thoroughfare for vehicles. It prevents businesses from fronting onto more quiet streets in favour of auto-oriented development. The CPR also acts as a major barrier to pedestrian movement



Lack of Winter Design Elements

Building Scale, sidewalk design, lighting, wayfinding and programming creates an unpleasant experience for pedestrians, especially on cold days.



# ISLANDS



86th Ave



Fairmount Dr



Elbow Dr



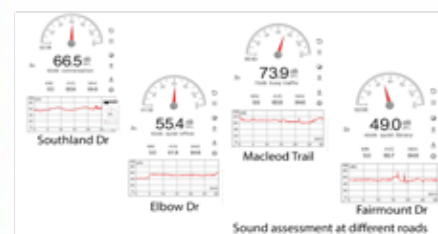
Acadia Dr



Southland Dr

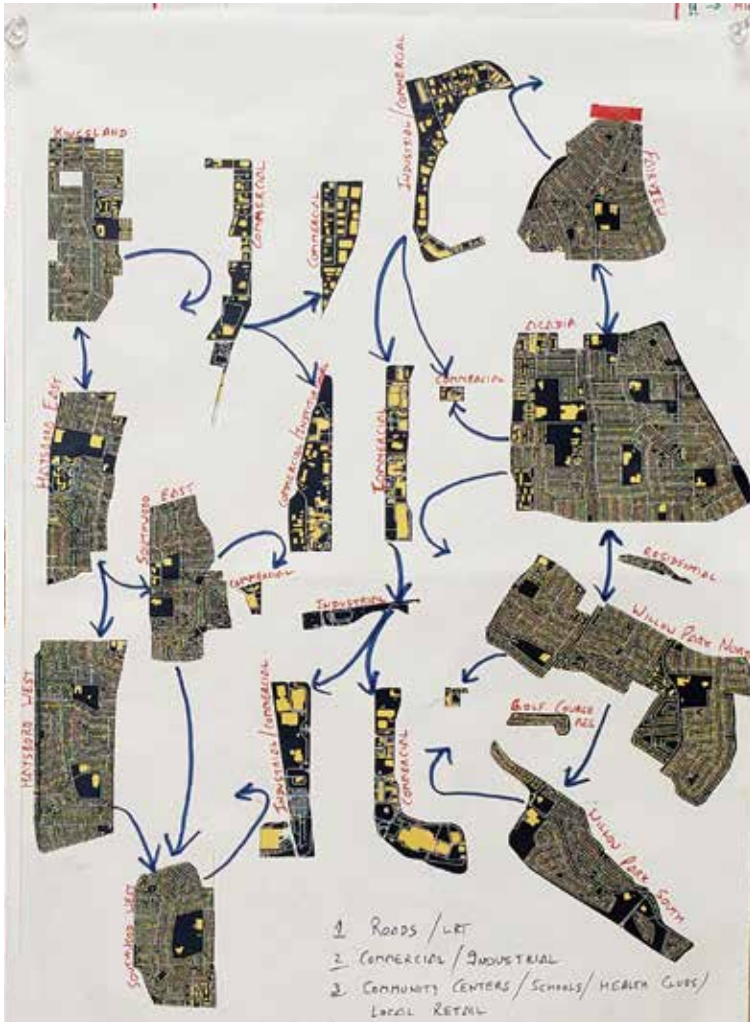


Macleod Trail



The visit to the community and dialogue with the community association leaders provided me with the initial understanding of the area. I used biking as a mode to roam around the community in order to observe the community's character and much more.

Sound Assessment at different streets



Day 1 & 2 visit routes

## Site Visits:

Day 1 – Monday 2pm-4pm (Shown on map with red dotted line)

Day 2 – Wednesday 10:30am-1:00pm (Shown on map with blue dotted line)

On day two, the journey started from 84th Ave, as I entered the west side of Macleod where the housing stock was old but was well maintained along with the yards. On this side, renovation seemed like a pattern as most of the houses seemed to have lived their age. Decision making regarding which way to go to, was done by tossing a coin. The idea was to not be biased towards any decision and to keep the exploration completely random. Further, I was directed towards Elbow Drive which was almost entirely fenced. the street looks over a huge amount of traffic everyday and holds a potential to become a vibrant and active stretch.

Some of the initiatives could be seen across Elbow Dr, in order to create a character in the neighborhood by designing similar sign board for a whole strip mall. Although, its success is rather doubtful.

It was bluntly clear that west side has more diversity in housing typologies than the east side including the apartments and duplexes. Overall, a number of areas like Horton road, Southcentre mall, Heritage-Macleod intersection and most of the strip malls seemed quite bleak and hard to walk across.

## The Naked Community Map - Identifying Islands based on psychogeographical analysis

On day one, I got down the LRT at Heritage station and moved forward by taking the pedestrian bridge towards Macleod trail leaving me in front of the 86th Ave which offered a rather wonderful transition from noisy Macleod to a quiet neighborhood. Some diversity in housing could be seen near Macleod but it was all single detached houses as I biked further in the community. There was street parking with garage access from the back alley which made walking pleasant.

At Fairmount drive, which had ample sidewalk space and a streak of trees throughout the road, school kids could be seen with and without their parents walking back home from schools. School kids safety was an issue that seemed quite clear if observed. A number of schools were at street intersections making them more prone to accidents.



# ISLANDS

Calgary South Central also referred to as CSC is a collection of 6 neighbourhoods: Kingsland, Haysboro, Southwood, Fairview, Acadia, and Willow Park.



The site was explored using a situationist approach where one drifts through the space with no pre-set notions of where one plans on exploring. Instead, you let yourself drift through the space by randomizing your movements and letting your body freely explore the site(s).



Above is a collage of images that represent island experiences in each of the 6 neighbourhoods of CSC. The site was experienced using the 5 senses which allows for a more robust personal experience. The sketch map in the top right represents the route walked during my site visits. The photo collage below showcases different housing typologies and other images that conjure up feelings of disconnection and spatial/temporal change.

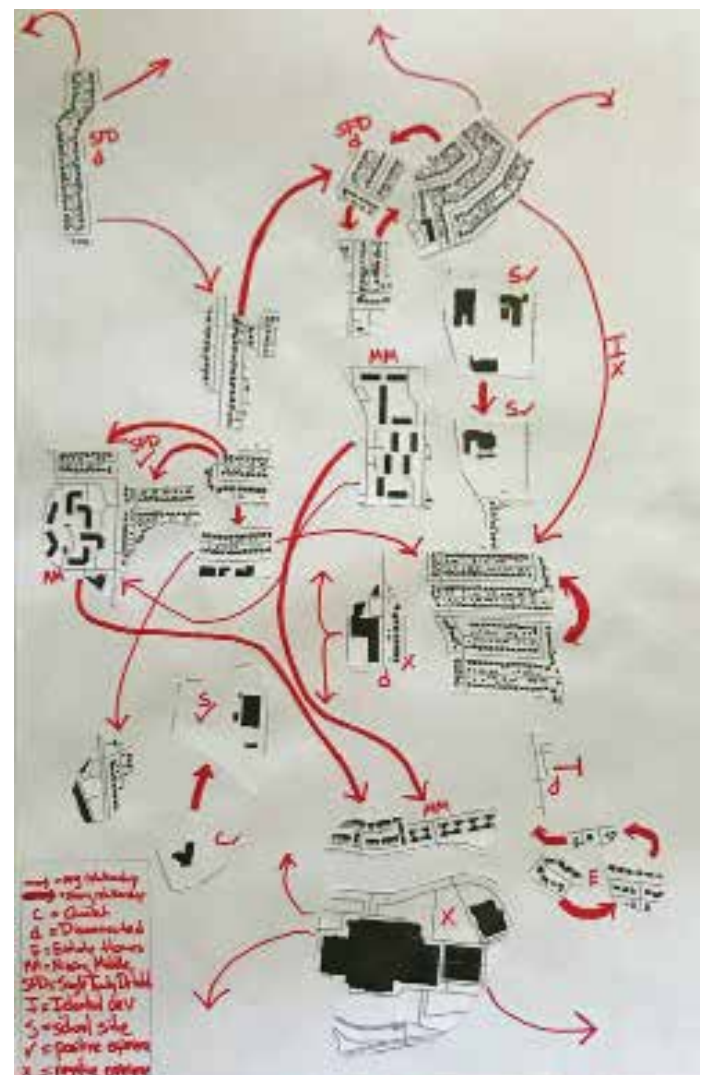




To begin my derive (my personal psychogeography map of the site(s)) I began on a very prescriptive path. My journey of exploration and inquiry was linear in nature as each neighbourhood conjures this path out of the explorer as your true choice of exploration is rather limiting in space. This, in part, is due to the many dangers and unsafe patterns presented within these neighbourhoods (from a pedestrian perspective) as I was forced along back roads, alleys, or major routes which hampered my initial experience of the sites. The use of a nolle map (figure-ground) allows for a more coherent and simplistic understanding of the derive and associated experiences. From this experience I was able to further understand that because of the limiting pedestrian opportunities for exploration this ultimately further reinforces the very foundational issue with our post war suburban neighbourhoods. They are limiting in experience and by-and-large oriented towards a single use – that being the automobile. Of the several site visits made throughout the week, two were done by day and one was done in the evening (post 6pm). During the day I found my experience and journey more favorable to all my five senses, which in turn allowed me to have a more robust experience of the area and ultimately allowed me to take in the surrounding atmosphere more comprehensively. Night exploration was interesting as my general sense of direction and location was challenged by the lack of light – this in turn allowed me to further immerse myself into a mode of wandering and in turn becoming lost, which further evoked feelings of fear, joy, and excitement. In regards to my spatial linkages to and between experiences I believe there were associated feelings or outcomes that were shared across all the neighbourhoods, especially in regards to housing stock. Cookie-cutter single detached homes are abundantly present throughout the CSC and in turn this evoked a feeling of blandness and monotony. In my experiences with the natural environment the CSC is beautifully mature with coniferous and deciduous trees, shrubbery, and other ecosystem services which evoked happiness and awe. No wildlife was encountered along my journey, however I did note many deer droppings

and witnessed other markings, which would indicate the presence of a shared spatial environment.

Lastly, the CSC derive was rich with varying perceptual experiences, despite the fact that these neighbourhoods share a similar spatial pattern (infrastructure systems, housing mix predictability, socio-economic status). Ultimately, the CSC from my experience does indeed lack connectivity (especially if you live on the east side of the LRT tracks) which ultimately brings forth the need to create a more accessible, connected, permeable environment that allows for increased circulation for all user experiences to benefit. It is from this derive (the situationist) that even when experiences are stitched together the urban fabric of these neighbourhoods is partitioned and ultimately needs to be reconciled in order to further improve the overall quality of urban life for its inhabitants.



# ISLANDS



During this 4 months process of exploring the South Central Community, I have learned and experienced a lot of things. There are different kinds of approaches that could be implemented when communicating with the communities. In the Proposal phase the group produced a series of maps and diagrams that explained and showcased the studies that we have undertaken during the past 4 months.

in the final phase, I have produced the final board that we have shown in the last presentation. I have also produced the map and the instruction guide for the game board.

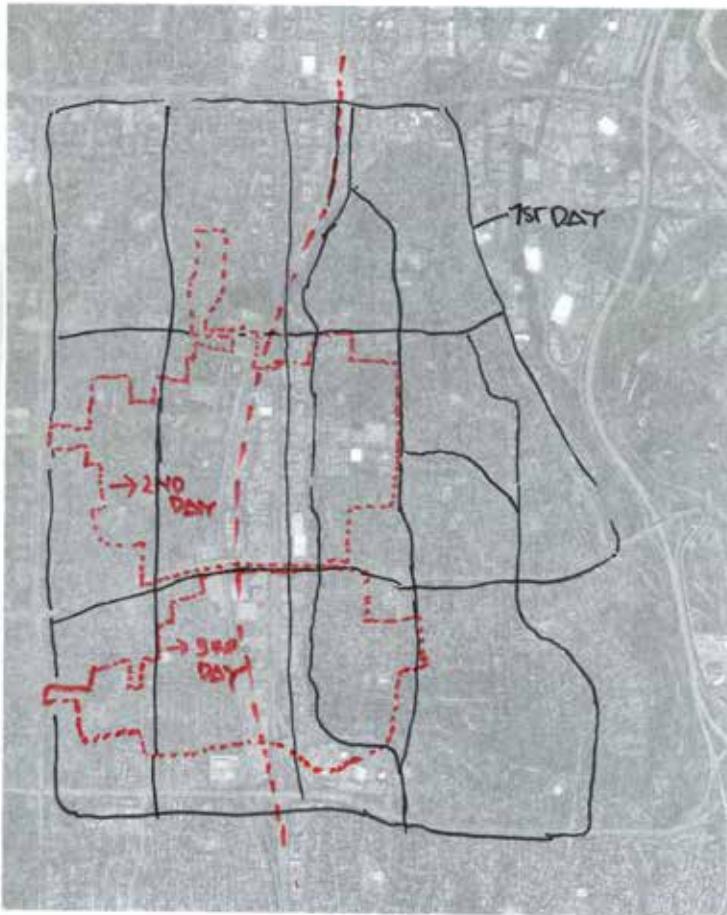
In terms of the theme of the project, Islands, the group approached it in the context of the whole six communities. The island is the centre of the communities where Macleod trail is located. Parking lots are an islands of itself. Islands that is isolated and deserted at times. The group addressed the situation by proposing that the communities would development this parking islands into a more lively and active areas that the people of six communities can be proude of.

During the presentation of the toolkit to the communities. The participants are encouraged to developed their own plans to the parking that is in the Macleod Trail area by using the process we, as a group, have taken during these whole study. Proposing to developed their own temporary strategy, parking consolidation strategy and community development strategy.

At last, I have learned that as a planner, we should always take in to considerations the view of the people leaving in the community and let them help with the development of their own respective communities. The communities that they have been living for everyday of most of their lives. Empathy is the key in producing an inclusive development.



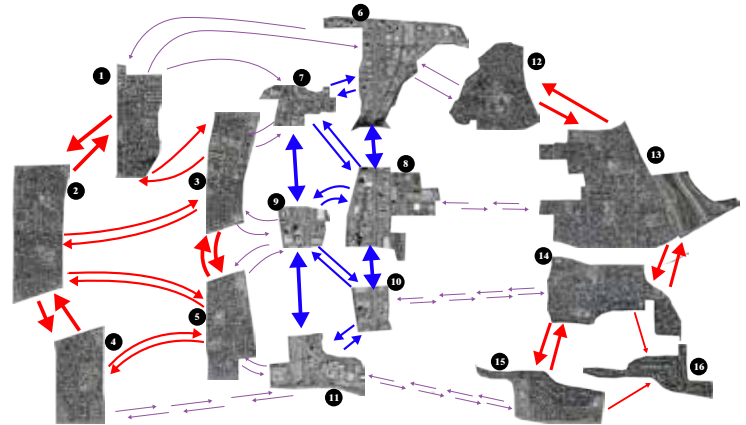
# KARL ALEXIES DASCO



Haysboro Community



Community Edge



- Areas 1, 2, and 4 in the west of the Calgary South Community, when visited, would have the same experience. These areas have the feeling of being closer as a community. They have thinner road networks. One would see house with a ramp for the elderly. Pine trees are the common plants that you could see along these three areas.

- Areas 3 and 5, although these areas are almost the same as areas 1, 2, and 4, the areas 3 and 5 differentiate itself through the topography it lies which created different views of the Macleod trail Area.

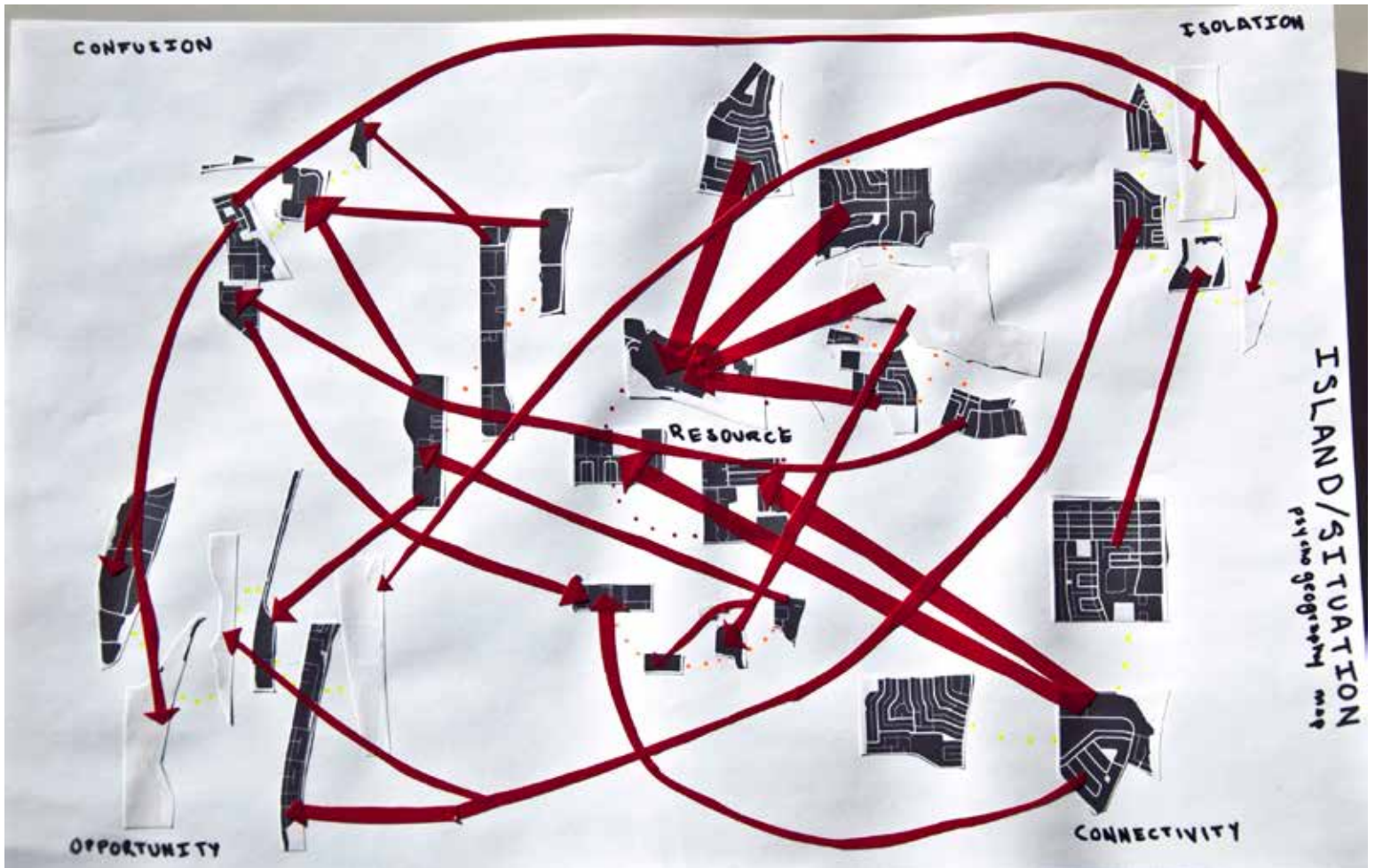
- Area 7, 9, and 11 are areas centering around the train stations located in the community. The surrounding area are shops and houses that is walkable from the station.

- Area 6, 8, and 10 are commercial area that are only accessible by car.

- Area 12, 13, 14, and 15 in the east area of the Calgary South Community, have more apartment type housing. The areas felt like it has more diversity. More variety of plant, trees and style of houses can be seen in these areas.



# ISLANDS



Being from Edmonton, I was completely unfamiliar with Central South Calgary before this studio. Although I traveled past Anderson on the train I did not have on the ground experience with the surrounding communities.

My first day was spent in the company of a class mate acting as a local guide. We used the map furnished to us by our professor and wove our way through the communities using some of the roads I was already familiar with. This experience gave me much more confidence in exploring a new place. I was able to pick out visual landmarks and begin using my intuition to start observing areas of opportunity.

My derive was created using dice to wind my way through Southwood from the LRT station over the Southland drive overpass to Macleod Trail. It's easy to see why this acts as a major barrier in connecting the communities from West to East.



Southwood Residential set back UNIVERSITY OF CALGARY, EVDS

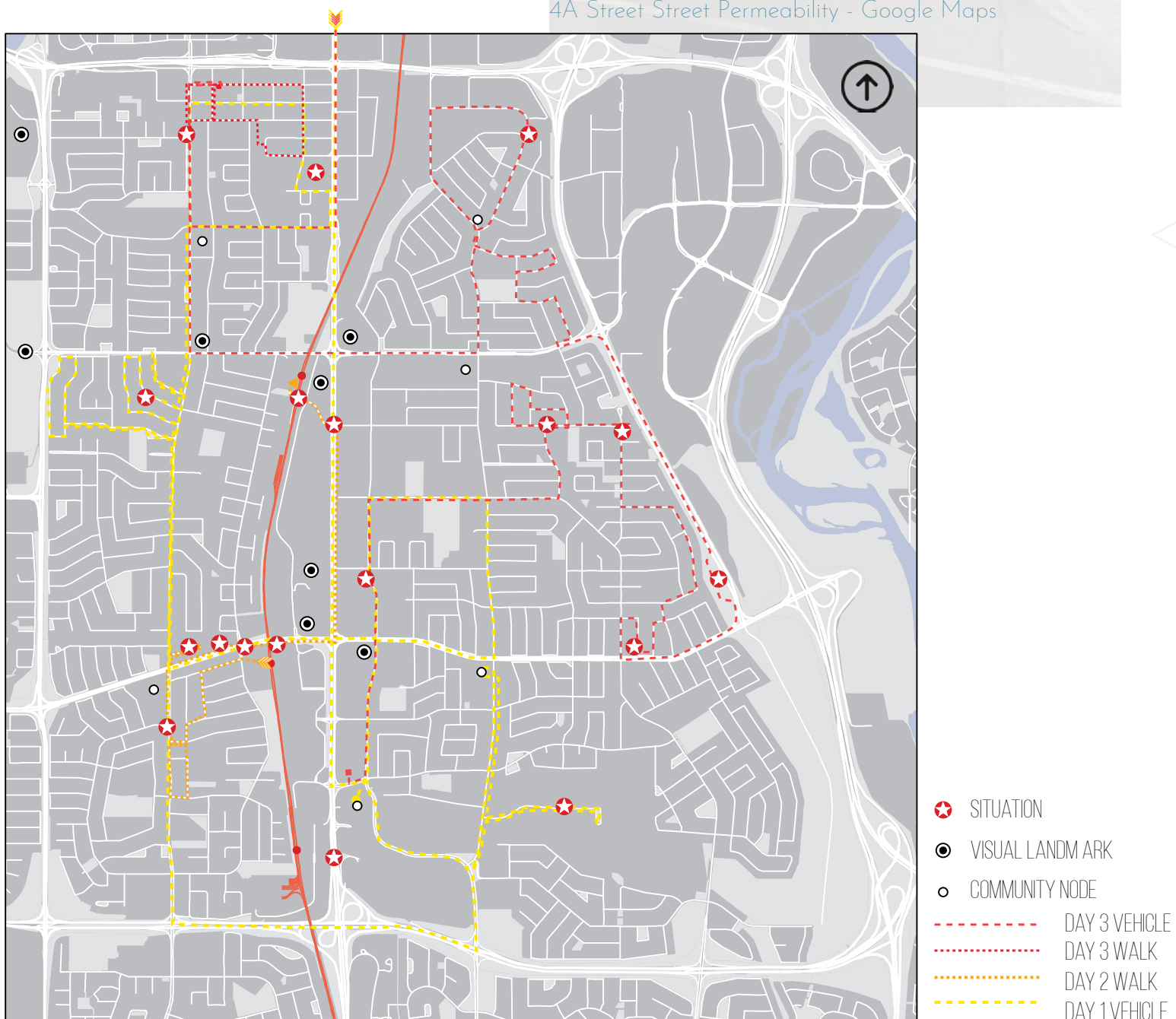
## TAKEAWAYS

Overall my largest take away was that of the lack of connectivity and monotony of the 1950's single family home. Even on their own lots the homes seemed like little islands unto themselves.

Many places of opportunity presented themselves especially along the north south arterial connections. Walking away from my experience I was surprised to find my interest lay more in the neighbourhoods themselves then bridging the Macleod Trail divide.



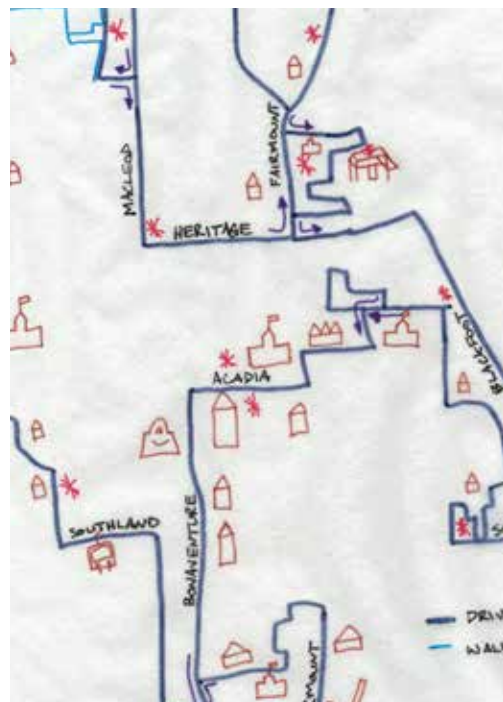
4A Street Street Permeability - Google Maps





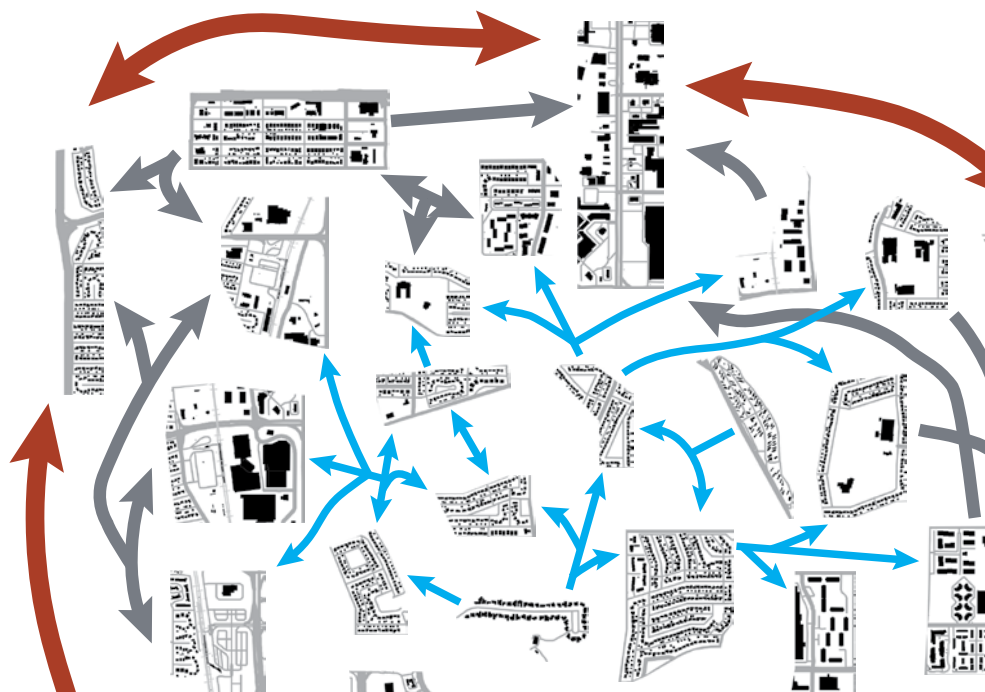
# ISLANDS

((O))



Understanding the shaping of isolated islands through site derive

Walking through the site allowed a deeper understanding of the various elements that create the disconnection between communities. Three forms of kinetic energy were identified based on the potential for each space/connection: (1) vibrational, (2) rotational, and (3) translational.



Psychogeographic map created based on personal experiences throughout Calgary South Central

Collective information gathering and community walking experiences led to this situationist derive. The blue arrows represent smaller interactions. The grey arrows represent medium scale interactions. The brown arrows represent large scale interactions. Each level requires a different amount of energy to be expended in order to move throughout the community.



The first phase of getting familiar with the Calgary South Central region was this experiential movement analysis. Movements were not predicated along a particular pathway and during the three separate site visits, a new method was chosen to dictate movement throughout the site.

## DAY 1

Beginning at the Willow Park commercial district, I walked south along Bonaventure Drive. I realized early on that I was walking beside a fence since I started and it was not creating a positive atmosphere for myself. I decide to follow the fence line to see how far I could continue this walk with a shroud of uncomfortability surrounding me. The walk was nearly an hour long and I still was walking alongside a fence, enhancing the notion of islands and disconnectivity throughout the study boundaries. The fence separated housing, parks spaces, and removed accessible pathways from the main pedestrian route. After this walk, I spent more time driving around the communities to gain a stronger understanding of the local region.

## DAY 2

Movement was decided by a dice roll along a walking route. If I came to an intersection then I rolled the dice and I turned depending on which numbers were rolled.

1-2: turn left

3-4: go straight

5-6: turn right

The only constraint was that I would not keep turning down the same roads or pathways and that I had to keep progressing into new territory. This randomization exercise allowed me to walk into areas that I probably would naturally avoid due to its appearance or emotions that the space began to evoke. Once this exercise was complete, I walked from Southland LRT station to

Heritage station along Macleod Trail to experience how dangerous it feels to walk along that major roadway.

## DAY 3

The final day was spent driving around the communities once more. Each turn was decided by a feature that drew me to go in that direction. Due to the Calgary South Central study area being so large, driving was the only way to experience as much of the site as possible. Small stops were made along the way to walk around for a few minutes in each community.

## TAKEAWAY

The experiences from the three days of exploration strongly reinforced the island effect these communities currently have, however I became aware that three intervention scales were possible moving forward. I established these three scales as vibrational, rotational, and translational kinetic energies. Kinetic energy refers to an objects potential motion. Using the derive map cutouts as the various scales, I created my psychogeographic map based on the character of the region. The smaller areas that affect only the immediate community are considered vibrational, as their impact is low, however if any intervention is conducted the residents would feel it. These interventions are found in the pocket parks, local streets, low-impact design, and individual houses. The medium form is rotational energy, which are locations that can begin to draw in a larger contextual region and have more impactful interventions throughout the region. These are the large school parks, community associations, recreation centres, churches, and corner stores. The final form is translational energy and that is the largest movement blocks that affect the entire Calgary South Central region. Included is Southcentre Mall, the LRT stations, Deerfoot Trail, and the Macleod Trail commercial strip.

# ISLANDS

The main focus of the following map and photos is to represent the significant positive and negative situations in South Central communities of Calgary, according to travelled pathways on the exploration route map. According to the naked city map and the collected photos, the significant positive observations include human–environment interactions, walkable streets, and the public realm. On the other hand, the significant negative observations include detached (unapproachable) situations and constructions. As demonstrated on the naked city map, arrows connect areas with similar situations on their current location. In addition, we see the distribution of similar situations, on the current locations of the city map.



Exploration Route

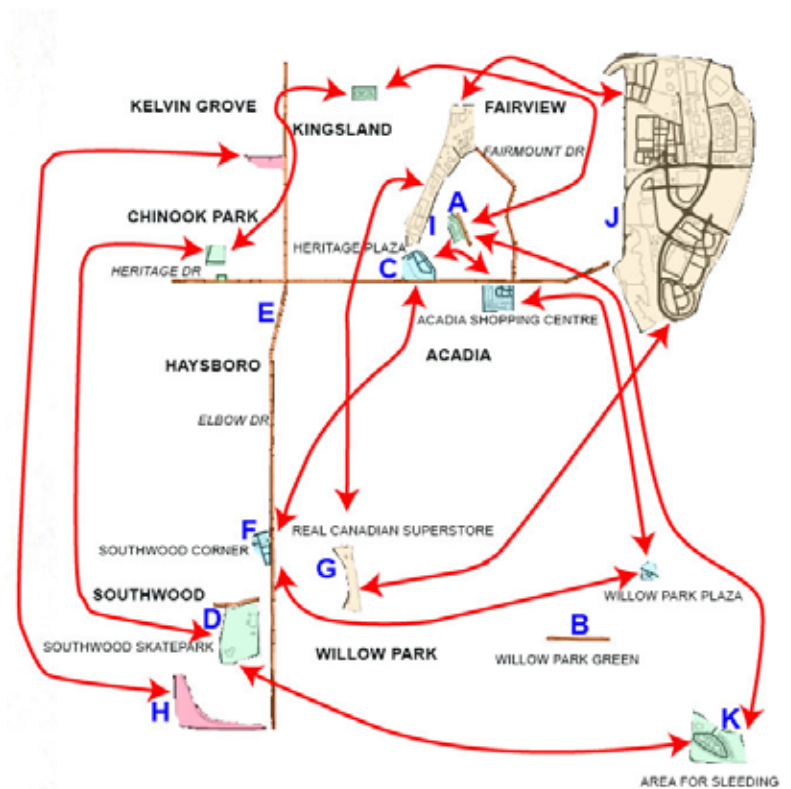
According to photos of positive individual observations and the naked city map:

- B and E are specific examples of a walkable road in terms of the width and cleanliness of sidewalks
- A and D are specific examples of public interaction with the environment
- C and F are specific examples that support public life and social interaction

According to photos of negative individual observations and the naked city map:

- G, I, J, and K are specific examples of commercial and environments that are unapproachable for cyclists, and pedestrians
- H represents the road widening construction from 14 street to the Elbow Drive. It was creating noise and dust in the air which was annoying for residents, and for the public.

As a conclusion, promoting a variety of positive characters on the land is essential for developing a comprehensive plan.



The naked city map

<span style="color: green;">■</span> HUMAN-ENVIRONMENT INTERACTION	<span style="color: yellow;">■</span> DETACHED (UNAPPROACHABLE)
<span style="color: orange;">■</span> WALKABLE	<span style="color: blue;">■</span> PUBLIC REALM
<span style="color: pink;">■</span> CONSTRUCTION	



## Observations (positive)



**FAIRVIEW DR - HUMAN GREEN ENVIRONMENT**



**WILLOW PARK GREEN SE - WALKABLE**



**HERITAGE PLAZA - PUBLIC REALM**



**SOUTHWOOD - HUMAN GREEN ENVIRONMENT**



**ELBOW DR - WALKABLE**



**SOUTHWOOD CORNER - PUBLIC REALM**

## Observations (negative)



**SACRAMENTO DR SW - DETACHED**



**ANDERSON RD SW - CONSTRUCTION (NOISE)**



**FLINT RD SE - DETACHED**



**FAIRVIEW - DETACHED**



**MAPLEGLADE CLOSE SE - DETACHED**



# ISLANDS

## Psychogeographical Analysis

Bleak?  
Alienating?



V/s

Exhilarating?  
Welcoming?



### CHOICE CRITERIA

#### Types of Enclosure

1. Tree - Tree
2. House - Field
3. House - House
4. House - Small Retail
5. Big Retail - Residence
6. Big Retail - Retail
7. Wall - Wall
8. Parking - Parking

#### Enclosure Typologies



DEGREE OF  
ENCLOSURE



DEGREE OF  
PERMEABILITY

HIGH



LOW

Psychogeographical Analysis (Understanding Enclosure and Permeability)

The perspective of islands came clear to me as I experienced the communities through my journeys. Arriving in LRT, I got down at Heritage station and had initially planned to go on Heritage drive

but to my surprise, the overbridge took me to 86th Ave SE after crossing Macleod Tr. On Macleod trail, the enclosure seemed minimal because of the scale of the road and noise pollution is maximum. Bonaventure drive, on the contrary, is highly isolated and dead.

My turn was towards Acadia dr as all the traffic from Macloed was drawing towards that. It was interesting to see that it has a different feel from the start till the end. It has residential on both sides in the beginning and a mix of uses as it further culminates on Southland dr.

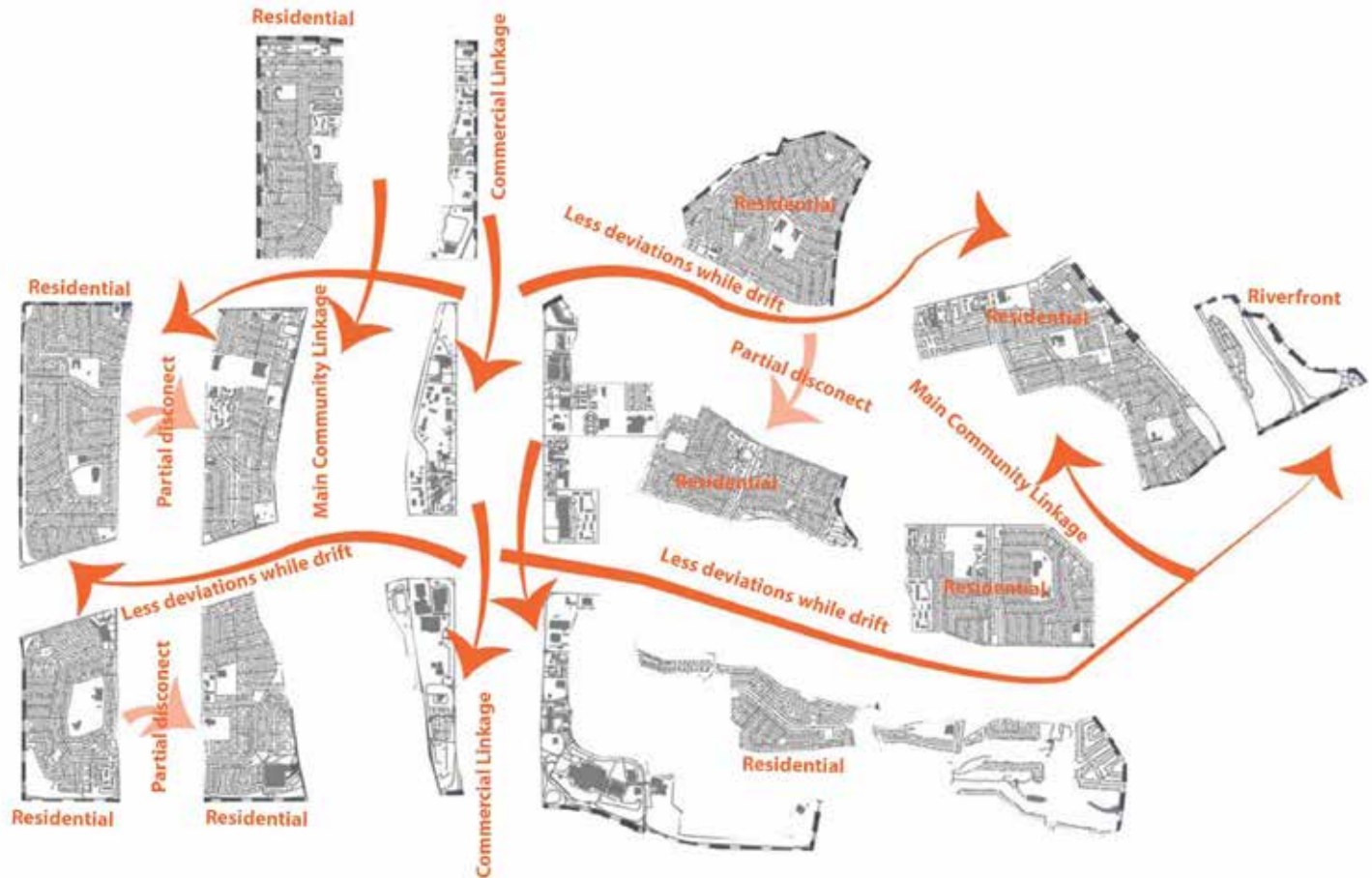
From there, I went parallel to the 'Walled street' - Southland Dr. all the way till it meets blackfoot and though the site seems close to the riverfront but it did not seem that way. Willowpark streets were great to walk on but height to road width ratio was compelling.

For my second day trip, I decided to get down at Heritage station again and moved forward to explore the west side of Macleod. This time, I had an agenda in mind that whenever at an intersection, I will choose the street with more visible vegetation. This decision-making process made me move in loops while moving south. Later, the naked city map provided me the insight that it was due to a better connection between north and south rather than east and west.

But, of course, major highways and arterial are from east to west so technically these places seem to be well connected to Macleod in the map as the access seem direct through road.

Southwood seemed quite old in its character but there were many pedestrian connections even in between the houses.

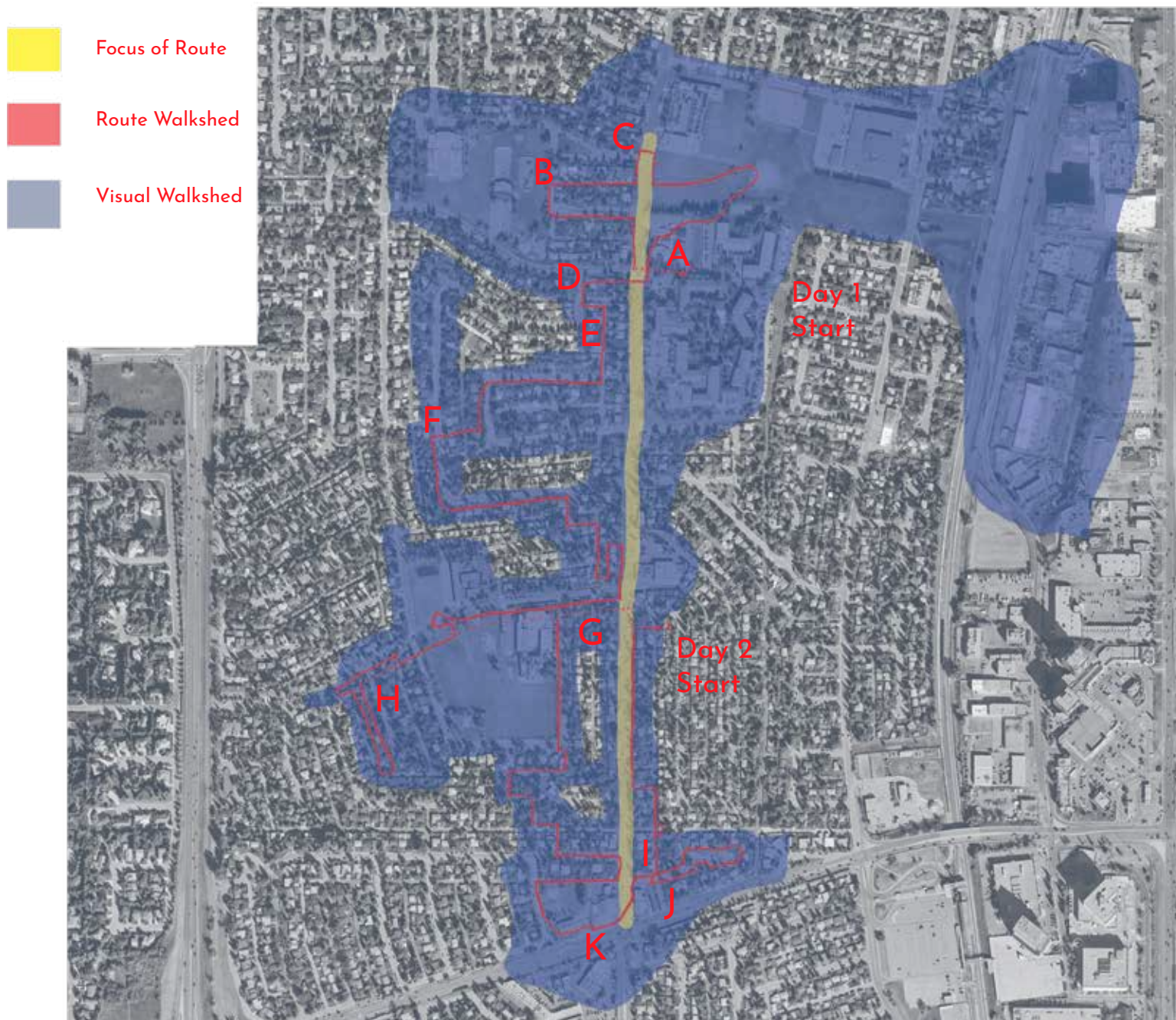
## The Naked Site Map



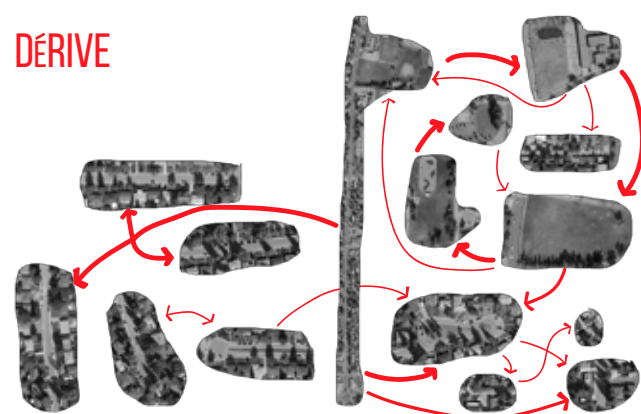
The Naked Community Map - Identifying Islands based on psychogeographical analysis



# ISLANDS




Walking the *dérive* through the neighbourhood of Haysboro, the community exhibited some of the troubles of car-oriented patterns: roadways optimized for vehicles, seemingly endless neighbourhood street length, nature considered as an afterthought and a lack of people walking through their neighbourhood.





# T. ALEX TASSIOULAS

**A**  Dr. - 280  
89 + ELBOW  
- CHURCH, No SW  
- SHELLS OF PINE NEEDLES  
- HEAVY NIS TRAFFIC  
SOUND - CAR + BLIND

**B** (3) CARRIED S/W  
CUL-DE-SAC, PAVED CARDS  
DOOR SETBACKS, ICE BURNINGS  
NATURAL TREES, NATURAL GAS PIPING

**C** (8) ALLEY + CUL-DE-SAC  
- BURNING, ICE RAKE, SOUND VACUUM  
- ICE TRUCKS (NO SW, NO PINE)  
- ICE ALLEY, FALLING RETAINING WALL  
- MELTIN' PAINTS, ALLEY RAKE  
- HEDGE

**D** (6) HUB + HANDOVER  
- LAWN FORTIFICATION IN JANUARY  
- FOX SAGE  
- LOTS ANGLE TO STREET CORNERS, CUL-DE-SAC PARKING  
- TWIN PINE AGAIN x23  
- TWO-STORY PINE, HUB  
- HEDGEBOWS, GLACIAL ERATIC ANTIPODUS STONES

**E** (6) HEDGEBOW + SP  
- CARRANT, NEW LED SIGNAGES  
- DYNAMIC LENSES, ICE STREET, LOT ROK  
- POWER LINE SPAGHETTI + BURNINGS  
- ALLEY T-INTERSECTION  
- CAR ON HONORABLE KICKING  
- 2ND ALLEY T-INTERSECTION  
- MORE POWER LINE SPAGHETTI

**F** (5) SOUND - SONGS + NEGATIVE  
- BLACK HEATH CORNS  
- SWEET W/ U BARRIERS  
- VICE ALLEY

**G** (3) 280 - POORLY DRIVEN OFF PINE CORNER  
(3) SP SOUND: CARRIAGE CHAIR, HIGH-DIRECTION GRASSHOPPER  
- PINE FURNACE, SOUND LIT 30  
- VERY NARROW S/W 11m  
- TWO PINE AGAIN

**H** 76TH AVE  
HILL CROWN CARS  
- 4th STREET  
- 4th STREET ZEPHYRUS - 3rd? 4th?  
- WIDE S/W  
- TWO STRIPS AT PARK EDGES  
- HEDGEBOWS + DIXON AGAIN  
- INSIDE BURNING ALLEY

**I** (6) ELBOW + HEDGEBOW  
- SOUND: ROAD NOISE, SOUTHERN BURNINGS, ROAD + FRIENDLY  
- CENTER + HILL HILL TWO PINE x3  
- CARRIAGE, POOR CLEANING, ICE EVERYWHERE  
- HOUSE FOR RENT / FOR SALE, BURNING ALLEY

**J** (8) CUL-DE-SAC  
+ SOUTHERN CORN  
- SOUND: DISTANT CAR, NO BURN, WOODING  
- MAN, DISTANT CAR  
- INCREDIBLY ICE BURNING HILL  
- STREET (KIDNAPING) PARK, ROAD PARK CAR  
- HERE: TWO WIND ALLEY  
- OVERLOOKING ICE, CUL-DE-SAC PARKING

**K** (4) ELBOW + SOUTHERN  
- V. NOISE (ROAD), SOUTHERN (H.S.) THUNDER TO  
- SPOON SHIFT IN STREET CARRIAGE  
- VERY URBAN FORM, 1st 4-WAY STREET CAR  
- CARRIAGE, PUBLIC LIBRARY, OPEN LOT, DARTBOARD  
- SPASO CARPENTER / RED LIGHT



# ABOUT US



## GRAHAM ALLISON

"Graham was born in Calgary and has spent most of his life living in the Southwest. As a former resident of Oakridge, and a graduate of Henry Wisewood high school, Graham began this studio with both familiarity and vested interest with the subject area. Upon graduating high school, Graham attended the University of Victoria, where he received an Honours degree in Geography, with a concentration in urban development and health studies. In Victoria, he learned about great walkable neighbourhoods and became interested in urban sustainability, which led to his participation in an urban sustainability field study in Scandinavia in 2015. On weekends, Graham can often be found in the mountains by day and crafting homemade pizza by night."

## HEMANT CHAUHAN

"Growing up in a village of Haryana India and watching the National Capital Region (NCR) in Delhi develop

rapidly, Hemant grew interest in community design and architecture. After pursuing Bachelor in Architecture, Hemant has worked with five architecture organizations. After being introduced to architecture and urban design in India, Hemant decided to explore planning practices in North America. Currently, he is taking on the south central Calgary project as a advanced planning studio of his master's in urban planning at University of Calgary. Away from the class, Hemant can either be seen biking to work, gaming or writing for fun."

## FABIO COPPOLA

"Fabio is a born and raised Calgarian who has developed a strong passion towards urban planning, economic development, as well as local government throughout both his professional and educational experiences. He completed his B.A. Urban and Regional Studies (2015) at the University of Lethbridge and is about to graduate from the Master of Planning program at the University of Calgary's Faculty of Environmental Design. While

growing up in Calgary Fabio had a strong passion for hockey as he played midget AAA for the Calgary Buffaloes before moving onto the Alberta Junior Hockey league where he split time between the Brooks Bandits and Calgary Mustangs in 2010/2011. Today, in his spare time, Fabio enjoys exercising, golfing, skiing, as well as reading and listening to podcasts.”

### KARL ALEXIES DASCO

“I am from the Philippines, most of my life I lived in the capital Manila. I moved to Canada with my family after I graduated college. I am interested in Architecture and got hooked in studying Urban Planning when I was doing my thesis because my thesis adviser back then is an Architect/Planner and she influenced me to take up planning. The Philippines doesn’t have the concept of urban planning, in order to change it, I studied city planning. Dreaming of a better community for the place I grew up. During this 4 months process of exploring the South Central Community, I have learned and experienced a lot of things. There are different kinds of approaches that could be implemented when communicating with the communities. ”

### CRYSTAL HOFER

“Born and raised in Edmonton, Alberta, Crystal always had a fascination for how things work. This led to pursuing a Bachelor of Design Degree from the University of Alberta which was completed in 2014. She returned to school in 2016 for an after degree in Urban Planning and joined EVDS as a Masters student in Fall 2017. Inspired by the development taking place in her hometown, Crystal is interested in smart growth and the effect urban structure has on community formation. In her spare time she collects craft techniques and enjoys cooking. You can catch her on the weekend taking in a film or wandering the Calgary Zoo. She is proudly owned by two cats. Crystal will be completing her degree in Winter 2019. ”

### CHRISTOPHER MCCAW

“I decided to pursue a career in planning because I think the nature of municipal systems are so dynamic and intriguing to understand. I am striving to be a part of a professional community that discusses and provides innovative solutions to the way we live our daily lives. Planners can contribute in so many ways to the community and I am hoping that one day I will be able to assist a wide range of residents in providing the best opportunities for success.

I began school at SAIT as an Architectural Technologist. My time there has given me the ability to understand how the architecture of communities can shape the character and provide a rich history. I completed my undergraduate degree in Urban Studies and have a great depth of knowledge on the social, economic, and environmental features that make cities operate as a system. Finally, I have just completed my Masters of Planning program over the past two years and look forward to becoming a planner within Calgary.

When I’m not engaged with academics, I am out with friends in a social atmosphere. I enjoy going out and being part of various communities around Calgary and exploring each region’s unique character. ”

### FABIAN NEUHAUS

“Fabian Neuhaus is assistant professor in planning at the Faculty of Environmental Design University of Calgary. He has received his doctorate in urban planning from UCL. His research interests are temporal aspects of the urban environment. His research focuses on the topics of Habitus, Type and Ornament in the sense of Activity, Technology and Memory. He has worked with architecture, planning and urban design practices in the UK and Switzerland as well as on research projects at universities in Switzerland, Germany, the UK and Canada. He is the principal author of [www.urbantick.org](http://www.urbantick.org). ”



## NAZANIN A. NOOSHABADI

“Nazanin was born in Iran. She received her Bachelor’s of Architecture degree from the West of Tehran University in 2012. She immigrated to Canada in 2013. She pursued her passion for urban design in the Master of Planning program at the University of Calgary. She will be convocating in June 2019. Nazanin has been working with great interest for the Calgary South Central communities’ Island: Connected Isolation project. As a result of her work and research, she would love to see great urban design changes, health, and happiness for the future of Calgarians in their living environments. She has gained a unique life experience by growing up in Iran and now living in Canada. She is eager to apply this life experience, together with her education and her skills in her profession to make great progress in urban design for our multicultural country. When it comes to personal interests, she enjoys creative visualization, which is a mindfulness exercise to promote success in every area of life.”

## JANU RAJ

“Hailing from the jewel of Western India – Gujarat, Janu pursued Bachelor of Architecture from School of Planning and Architecture, Vijayawada. As time rolled, she started realizing that it was important to look at the larger picture and not be confined to the extents of the building boundaries. These were the foremost sparks that got her interested into Urban Studies. She has a passion for understanding good Urban Design strategies, Community Planning processes and essential Planning Policies to create developments that are not just well designed but also economically feasible, socially inclusive and environmentally responsive. Lastly, she believes that she is a learner and that learning never ends. Fun Fact: She is trained in two Indian Classical Dance forms and in evenings, Janu can often be found shooting YouTube dance videos around the City, if the weather permits.”

## T. ALEXANDER TASSIOULAS

“Born in the USA, Alex has emigrated twice, living for prolonged periods in Athens, Greece and throughout Alberta, and Ontario in Canada. A graduate of the University of Lethbridge’s Bachelor of Fine Arts and SAIT’s Architectural Technology programs, he has also attended the University of Waterloo’s Architecture program, and is eagerly anticipating opportunities in the Planning profession following his graduation from the University of Calgary.

Alex has a particular interest in how cities can integrate architectural design into their street layouts, creating atmospheres where building programs are pulled out to the public, and vice versa. When the weather permits, he works on his motorcycling proficiency. “







