



# SADDLE RIDGE - TARADALE COMMUNITY DESIGN

## PLANNING & DESIGN VISION BRIEF

Advanced Professional Planning Studio - Academic Project  
APRIL 20, 2023



**UNIVERSITY OF CALGARY**  
SCHOOL OF ARCHITECTURE,  
PLANNING AND LANDSCAPE



# ACKNOWLEDGMENTS

We would like to take this opportunity to acknowledge the traditional territories of the people of the Treaty 7 region in Southern Alberta, which includes the Blackfoot Confederacy (comprising the Siksika, Piikani, and Kainai First Nations), as well as the Tsuut'ina First Nation, and the Stoney Nakoda (including the Chiniki, Bearspaw, and Wesley First Nations). The City of Calgary is also home to Métis Nation of Alberta, Region 3.

Our team would also like to acknowledge and thank the residents of Saddle Ridge - Taradale Communities, members of the Community Associations and the professionals who guided us through this process. Noting this Planning and Design Vision Brief is an Academic Report and could not be completed without the help of the people below.

Our Professor: **Francisco Alaniz Uribe** (Instructor | University of Calgary)

Our Steering Committee:

**Asim Baig** (President | Saddle Ridge Community Association)

**Peter Bhullar** (Vice-President | Saddle Ridge Community Association)

**Terri Littau** (President | Taradale Community Association)

**Ben Bailey** (Planner | City of Calgary)

**Maggie Dycke** (Neighbourhood Partnership Coordinator | City of Calgary)

**Boris Karn** (Urban Planner | CivicWorks)



# MEET THE TEAM



## GARIMA CHAUDHARY

Garima is a final year Master of Planning Student at the University of Calgary. She brings wide experience in the field of Architecture as well as Real Estate Development alongside her expertise in sustainable economic development.



## MIA LEUNG

Mia is a final year Master of Planning Student at the University of Calgary. With an undergraduate degree in Urban Studies and minor in Sociology she brings theoretical knowledge to the team and is interested in the social, and cultural intersections of building identity in community spaces.



## KRISHA SHAH

Krisha is a final year Master of Planning Student at the University of Calgary. With an undergraduate degree in Architecture from India, she is interested in the intersection between public participation, urban design, and active mobility.





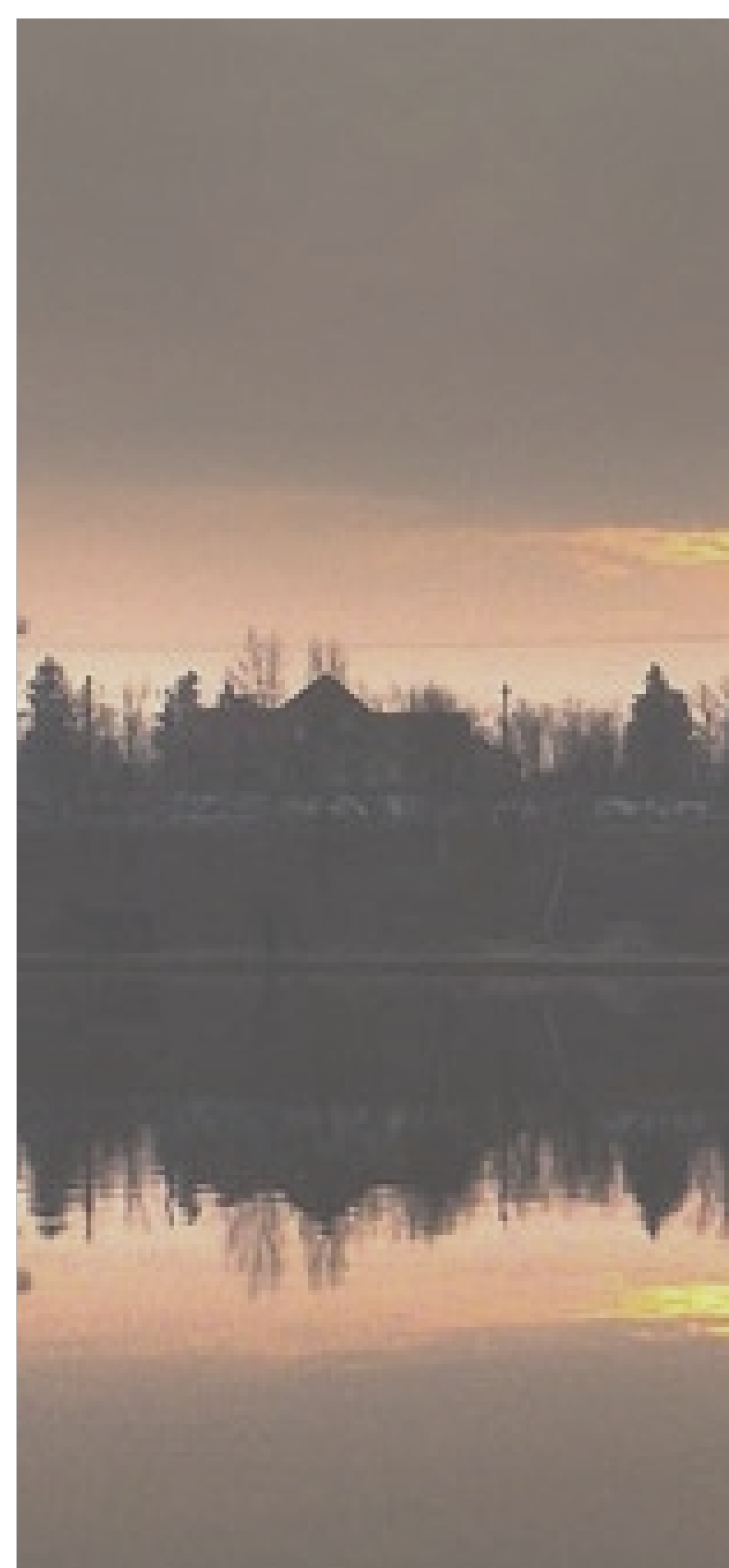
# EXECUTIVE SUMMARY

Saddle Ridge - Taradale Community Associations sought a “partnership” with ONE SKY PLANNING through the Federation of Calgary Communities to showcase the importance of planning within a community and highlight Saddle Ridge - Taradale within Calgary. This planning project will serve as recommendations to the Saddle Ridge & Taradale communities for future land use planning, and an administrative toolkit for urban design interventions.

This report and work done by ONE SKY PLANNING, holistically understands the opportunities and challenges within Saddle Ridge - Taradale, through spatial analysis, thorough engagements with the public communities, our professor, and the steering committee in different formats over the course of the four month process. This method of feedback and collaboration at ONE SKY PLANNING, created functional and sophisticated design strategies that addresses the future and current standing of Saddle Ridge - Taradale. Our recommendations in a holistic manner to re-imagine Saddle Ridge - Taradale includes:

- A complete community through rebuilding Saddle Ridge - Taradale;
- A well-connected community through a multi layered safe network; and
- A comprehensive sense of belonging to the community through reactivation.

These recommendations are functional, but also sophisticated with the curation through the feedback of the stakeholders throughout the project. This report inform and provide some guidance in the world of planning, and allowing Saddle Ridge - Taradale to advocate for themselves to create in their mind a holistic community that everyone loves!





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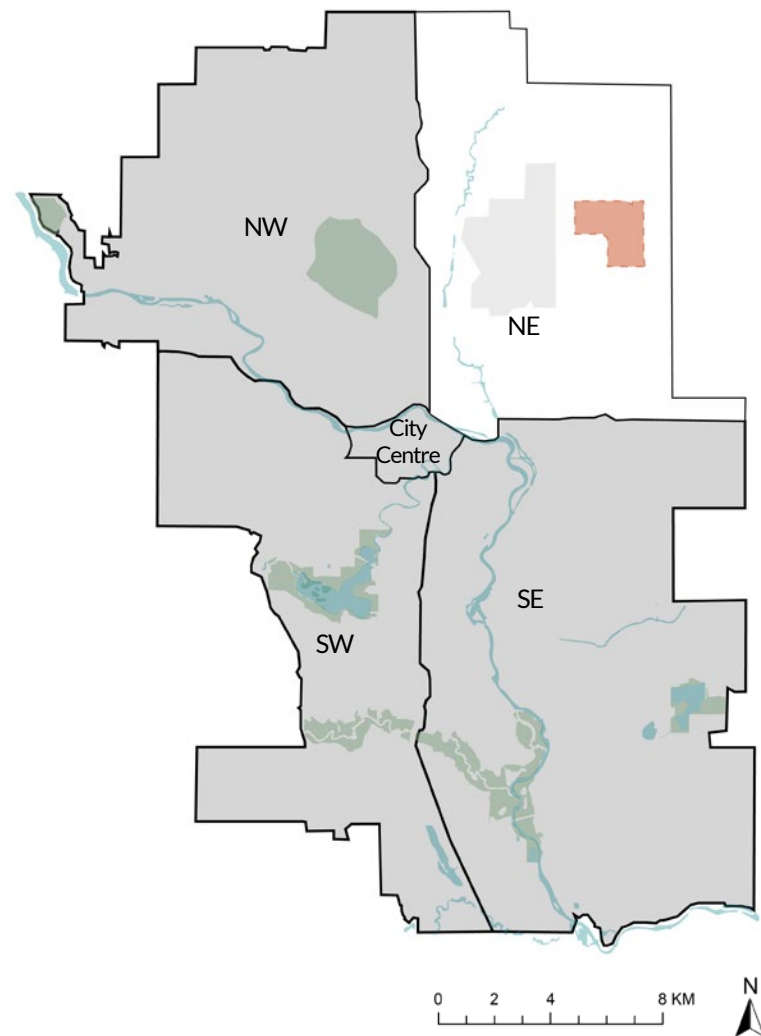
# 1.

## INTRODUCTION





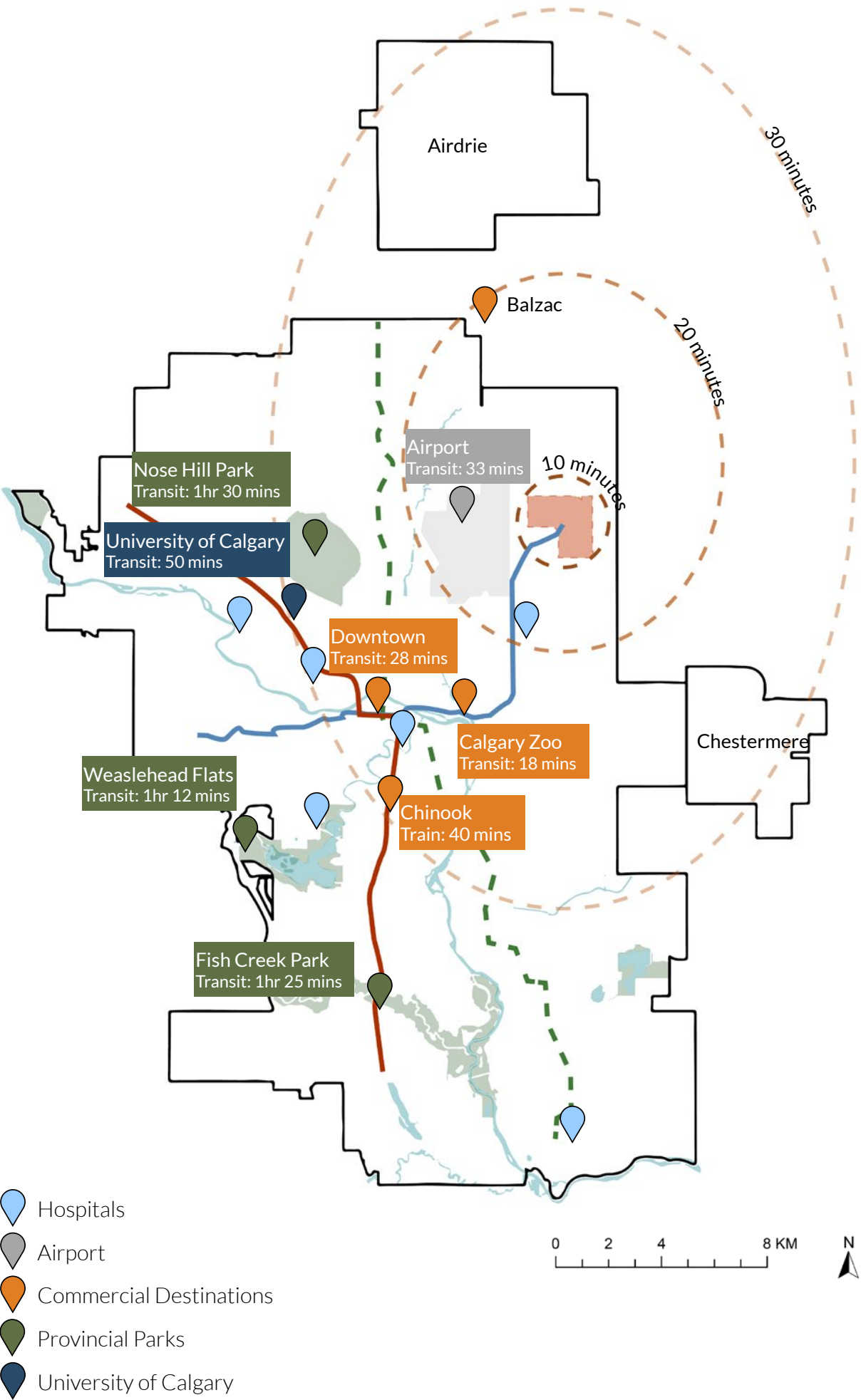
# 1.1 SITE CONTEXT



Saddle Ridge - Taradale is located in the north east quadrant of Calgary. Once an agricultural location filled with rural style living. Now, Saddle Ridge - Taradale is one of the most diverse communities in Calgary.

Located only a stone throw away from the Calgary airport, and other industrial job hubs to the east. Saddle Ridge - Taradale are connected by the Ring Road, and regional roads. It is the last stop of the Saddletowne Station on the Blue Line LRT.

Using the context of the city and the iconic locations within Calgary, Saddle Ridge - Taradale is more relatable through travel times using transit inside of the city. While traveling outside of the city is denoted through travel time via vehicular travel.





# 1.2 PROJECT UNDERSTANDING

A neighbourhood connects people to a spatial location, It is integral in creating a whole city. A neighbourhood is where people have pride, identity and voice, this is key for the community, to connect to the city.

Saddle Ridge - Taradale are communities that face challenges like disconnection, exacerbated by the lack of commercial corridors, vehicular priority streets, and lack of housing and land use diversity. In addition, a lack of voice and identity leads to unknown certainty for the future lifecycle of their community.

These challenges open the opportunities and possibility for a planning guidelines for Saddle Ridge - Taradale.

# 1.3 STAKEHOLDERS & COLLABORATORS

- Community Members
- Saddle Ridge - Taradale Community Associations
- The 8 Schools within Saddle Ridge - Taradale
- Business Owners
- City of Calgary Airport Authority
- City of Calgary Development & Planning Department
- City of Calgary - Parks Department
- City of Calgary - Police Services
- City of Calgary - Recreation Department
- City of Calgary - Transportation Department
- The Genesis Centre
- Private Landowners & Developers
- Religious Institution
- YMCA

*“The population here predominantly consists of immigrants with diverse backgrounds. To be honest, it seems that this community is neglected. While we have a lot of nice parks and some pathways, they are disconnected, and the area lacks mapping and wayfinding. We have a lot of cultural assets that are not highlighted. We would like to see more color and vibrancy added to the area. Our community is located at the end of the C-Train line, and this seems to not be well integrated as an asset. With many newcomers and many working multiple jobs, our community lacks capacity and therefore voice. We have a lot to offer but it is hard for us to tell our story and advocate for improvements.”*

**- Asim Baig, Saddle Ridge Community Association**

*“Our community is small but very dense. Taradale has a large multicultural community. During the pandemic it became evident that our community did not have enough places for our community members to use, instead they went to the other communities. We would like to make our community a hub - somewhere everyone wants to be. We want all to feel they belong and incorporate their countries and Canada’s diversity in our parks and green spaces.”*

**- Terri Littau, Taradale Community Association**

# 1.4 LEGAL FRAMEWORK

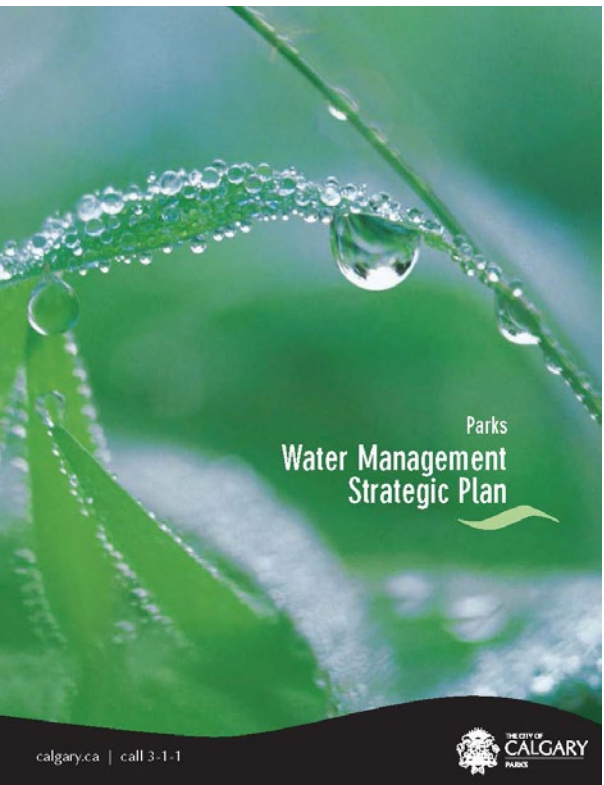
The intention of the proposal is to align with the current statutory and non-statutory documents regarding future development plans and priorities in the City of Calgary. Our team is using these documents to inform and guide our design for the future of Saddle Ridge - Taradale community in an attainable sustainable manner that would align with the vision of City of Calgary.



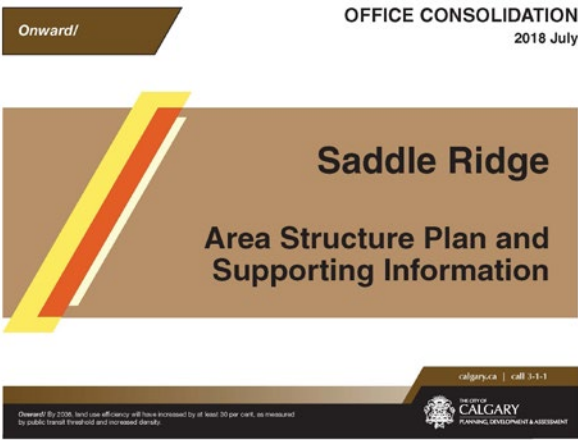
Both the **Municipal Development Plan** and the **Calgary Transportation Plan** are large overarching statutory plans that guide the goals and vision of the City of Calgary’s growth economically and socially. In union these documents frame land use and transportation planning across the city.



The **Guide for Local Area Planning** is a non-statutory plan that provides a toolkit for the planners and the community to facilitate how planning and design should be designed, and how to plan the future lifecycle within an established community.



The **Water Management Strategic Plan** and **Calgary Climate Strategy Plan** are non-statutory; however, planning and designing in the lens of climate change and sustainability is necessary to incorporate these documents as much as possible.



The **Saddle Ridge Area Structure Plan** is non-active and a non-statutory document. However, the Area Structure Plan informs the planner and developers of information that might be referenced to.



# 1.5 PROJECT METHODOLOGY

This project follows a multi-step approach to develop a conceptual design that utilizes research-based solutions to solve key issues being observed in Saddle Ridge - Taradale Communities. The proposed approach will be carried out in the following five phases.

## PHASE 1: DISCOVER

A preliminary problem definition phase will utilize a synthesis of quantitative and spatial methods to achieve an understanding of community challenges.

## PHASE 2: ENVISION

The analysis and planning phase will lay the groundwork for design work through further data collection and stakeholder feedback.

## PHASE 3: EXPLORE

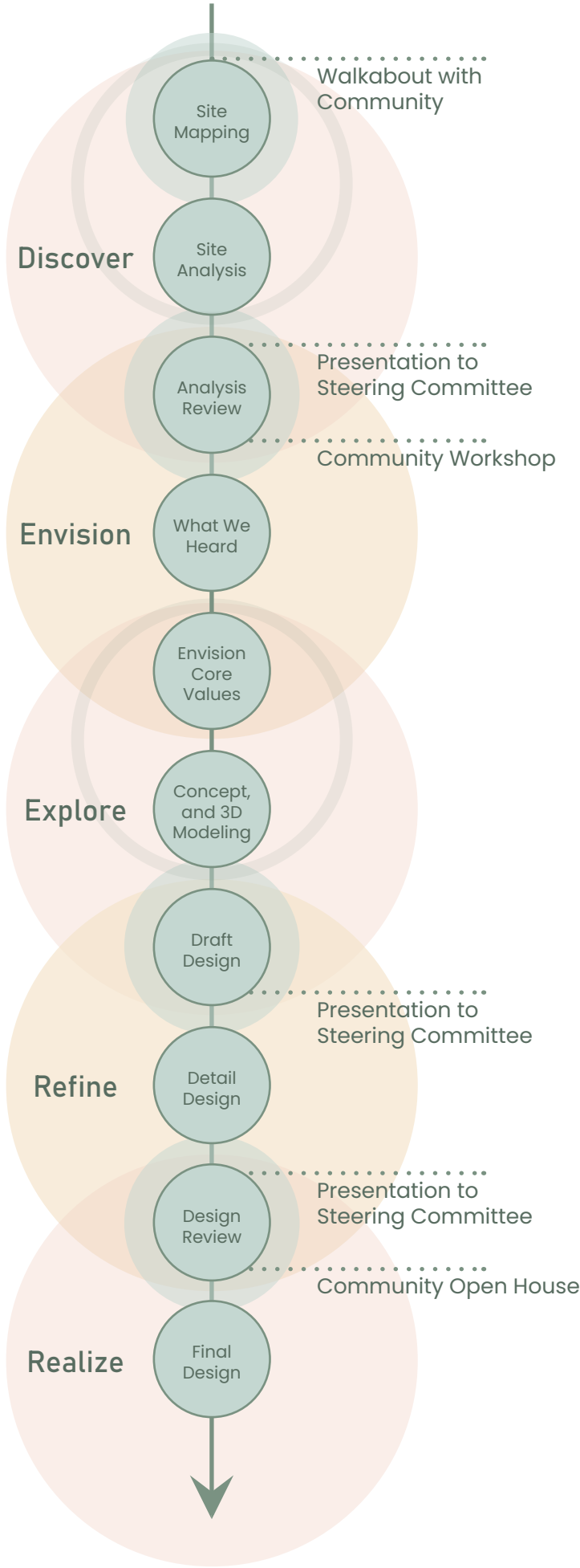
Once the necessary research has been completed, an interactive design process will be undertaken.

## PHASE 4: REFINE

A round of public review will begin and will guide revisions to the concept for finalization.

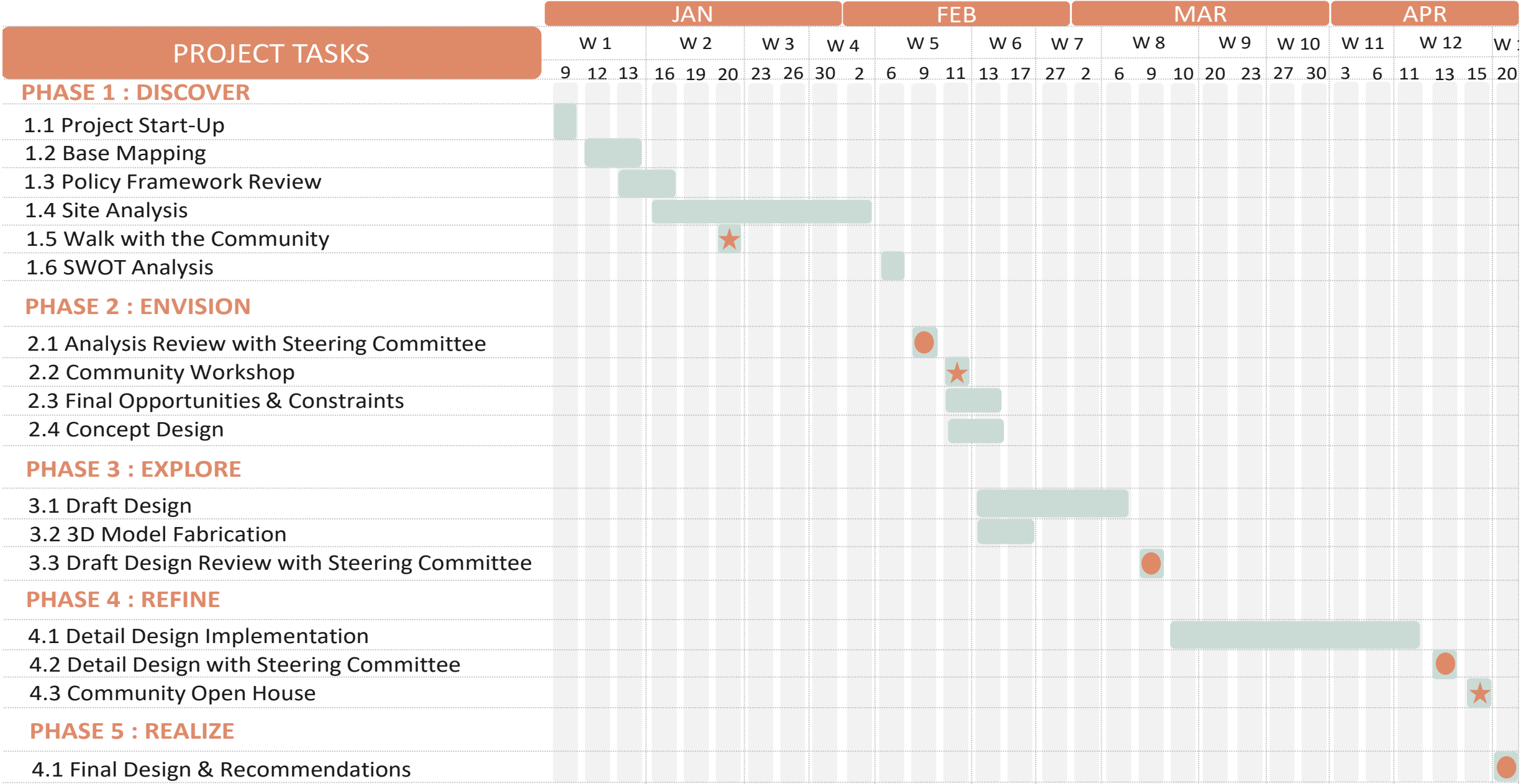
## PHASE 5: REALIZE

The final proposal developed for the Saddle Ridge & Taradale Community Association can be utilized as a recommendation for future development in the community.



# 1.6 PROJECT TIMELINE

The Saddle Ridge - Taradale Community Project has been diffused into five phases for the course of four months. Starting from the group on the ground with the community then moving upwards. A spatial analysis in addition to on the ground analysis and visualization let us fundamentally understand the inner workings of the community rather than the documents that tell us how the space is zoned to be used. In the Envision Phase, with the further collaboration of the steering committee, and the residents of Saddle Ridge - Taradale through the collaboration and guidance, a draft concept design was created. Further through the third and fourth phase were to Explore and Refine, with additional feedback through the Open House with public members, a realistic lens was placed onto our concept designs and thought of how to implement these design strategies were at the forefront.





# 2.

## SITE ANALYSIS







Cultural Landscape



Natural Environment



Built Form



Infrastructure



# 2.1

## CULTURAL LANDSCAPES

People and legacy shape and influence how the community functions and the expectations of how the community uses spaces. The history of Saddle Ridge - Taradale starts from the community being the land of abundance of resources like medicine for the Tsuut'ina nation, agriculture, and country style living. This shaped the beginnings of the community. As religious buildings, schools and other cultural infrastructure are the heart of communities, diverse populations also moved to Saddle Ridge - Taradale, this redefined what family is, how social infrastructure are shaped, and added diversity to food systems.



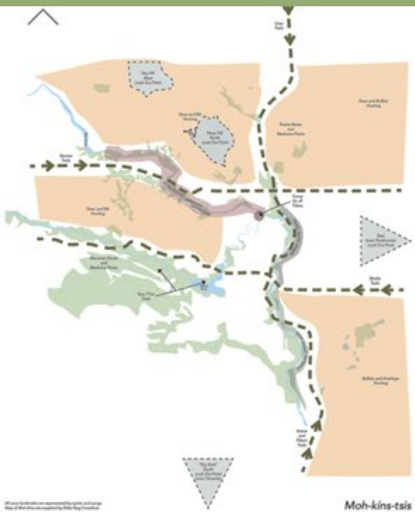


# HISTORIC TIMELINE

## EVOLUTION OF THE COMMUNITY

1940

- Camping Ground at Prairie Land

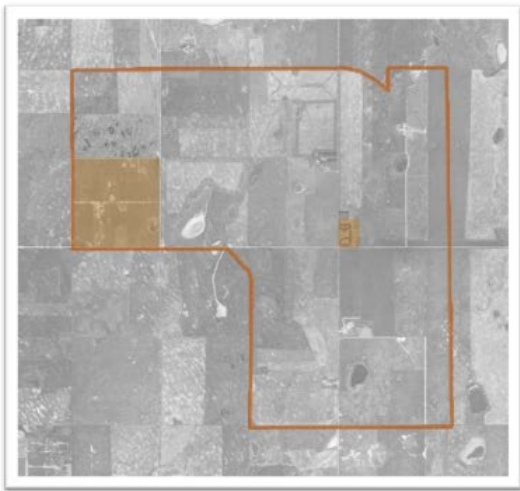


- Community land utilized for Prairie Roots & Medicine Plants

Source: calgaryunitedway.org

1960s

- Known for country style living & rodeo culture



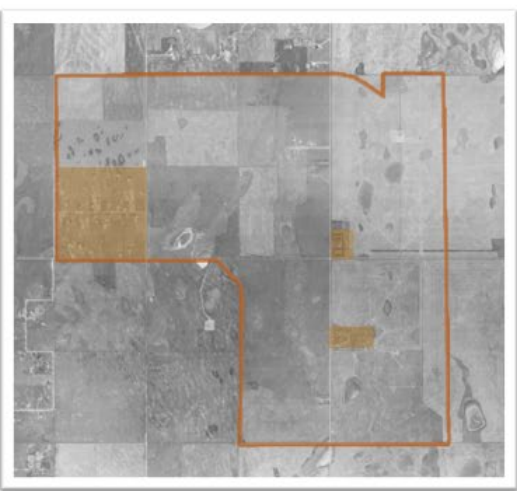
- Community consisted of acreages of farm land

1970s

- SRCA formed & Taradale annexed to the City



SADDLE RIDGE  
COMMUNITY  
ASSOCIATION



- Saddle Ridge started taking shape with families buying rural homes



# HISTORIC TIMELINE

EVOLUTION OF THE COMMUNITY

1980 - 1990

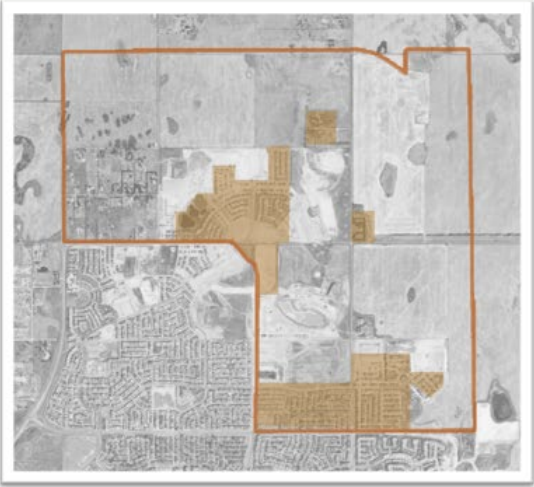
- Dashmesh Cultural Centre was built



- Big Developers started to approach for land development

2001

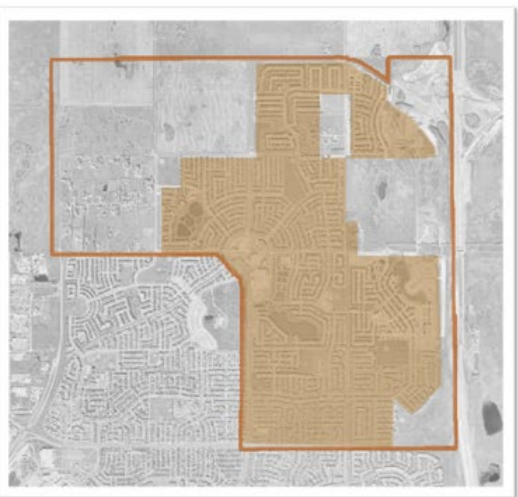
- Big land development projects launched



- Intended urbanization of the Communities began

2007 - 2009

- Stoney Trail - NE leg built

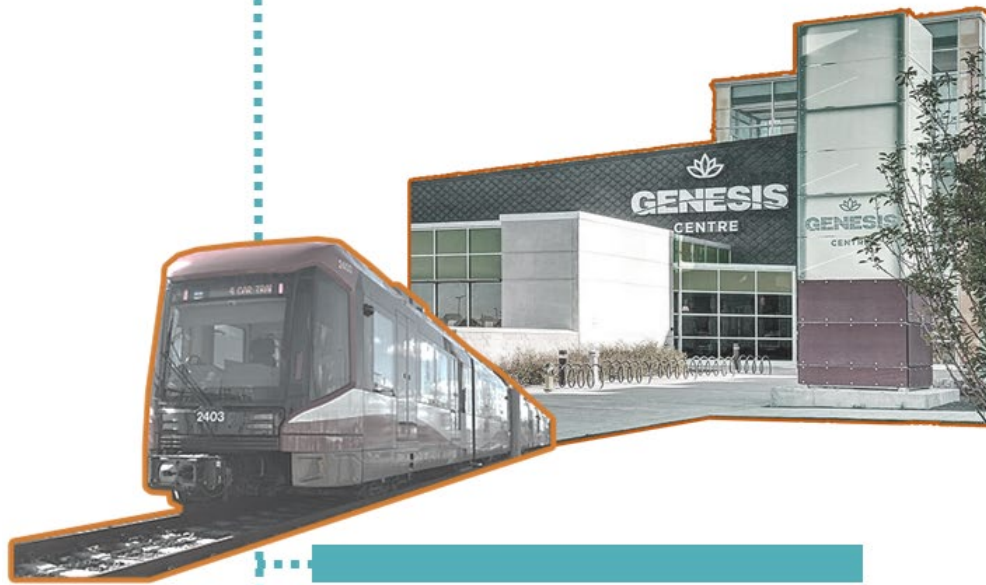


- Rapid land development and community growth



2012

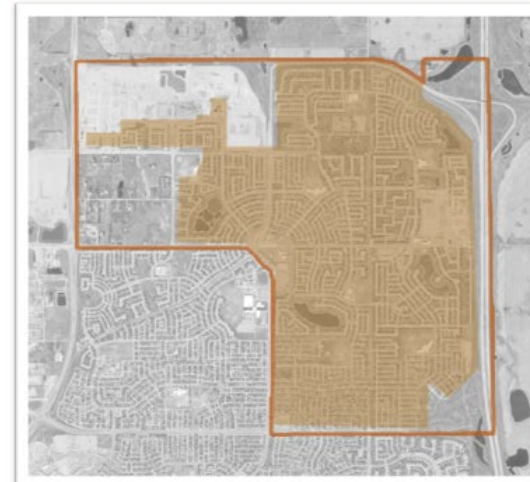
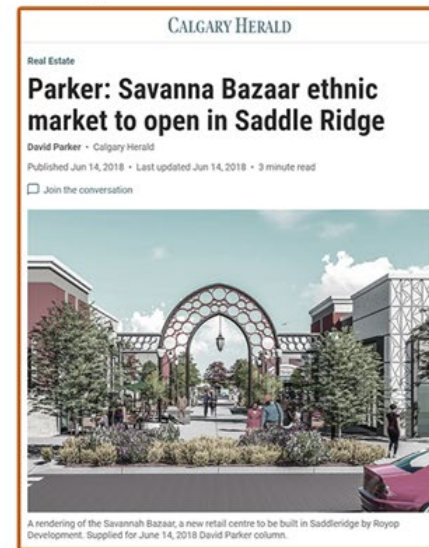
- Saddle Ridge LRT Station & Genesis Centre opened



- Saddle Ridge Industrial Area developed

2018 - 2020

- Construction of Savanna began



- Final expansion to Saddle Ridge Community

2021 - 2022

- Bilal Islamic Centre opened attracting many Muslims in the NE



- The Community continues to expand

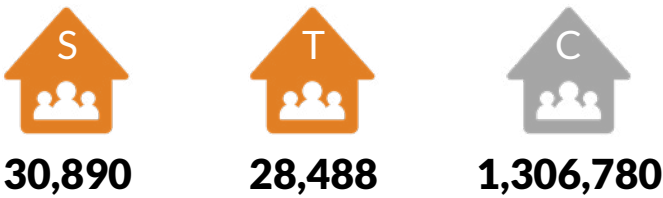


# COMMUNITY PROFILE

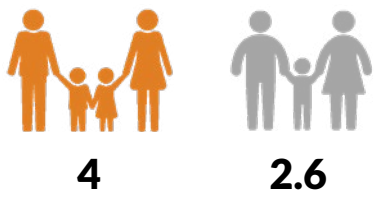
## DEMOGRAPHICS, HOUSING AND INCOME

Saddle Ridge - Calgary

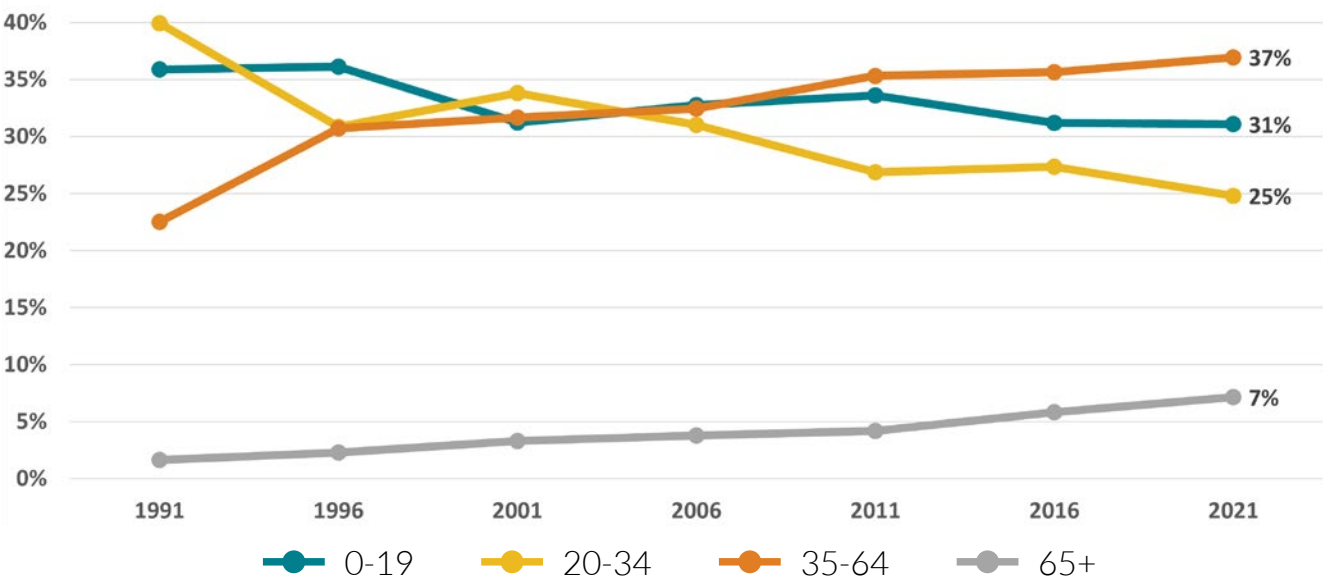
Population in Private Households (2021)



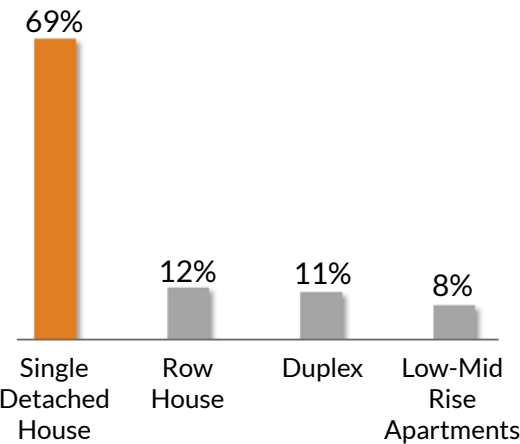
Average Household Size



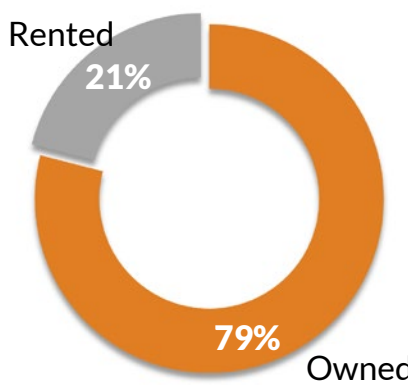
Saddle Ridge - Taradale Age Distribution



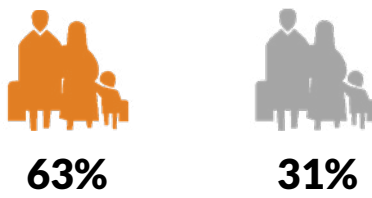
Housing Structure Type



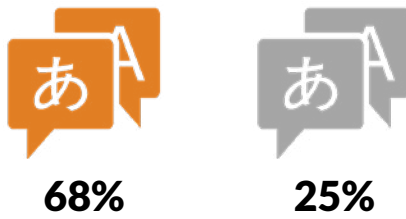
Housing Tenure



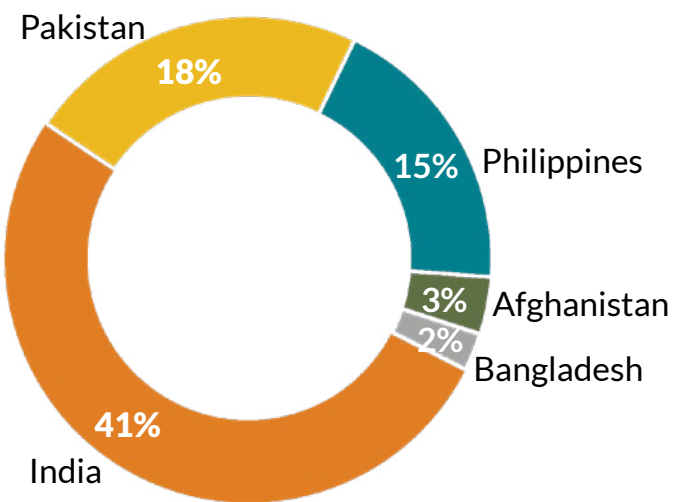
% Immigrants (2021)



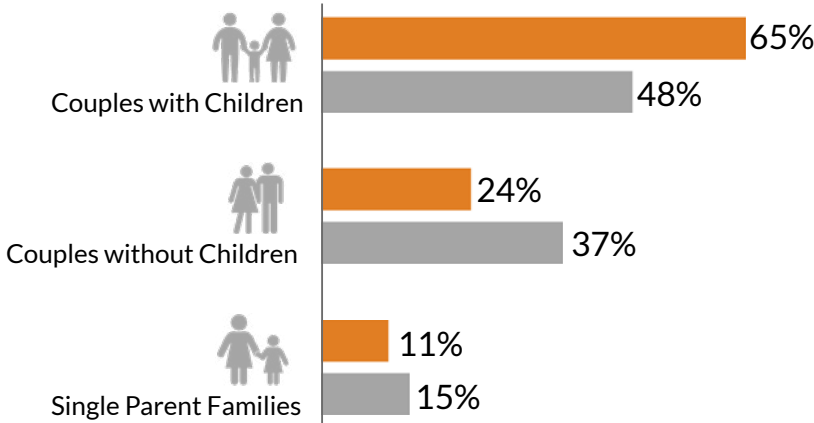
% Speaking a Language Other than English at home



Top 5 Countries of Birth of Immigrants



Households with Children



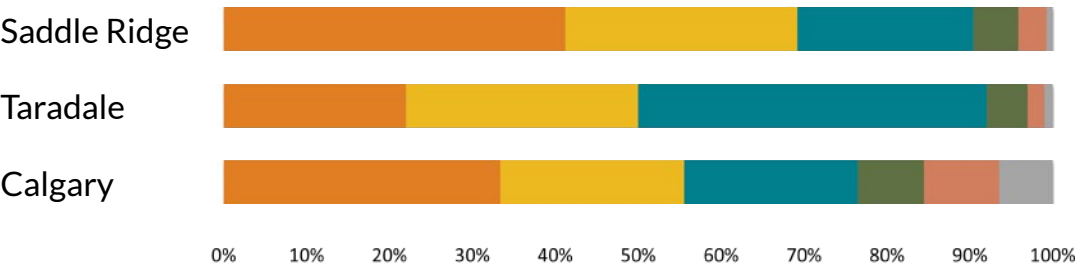
Family Size Distribution (Saddle Ridge - Taradale)



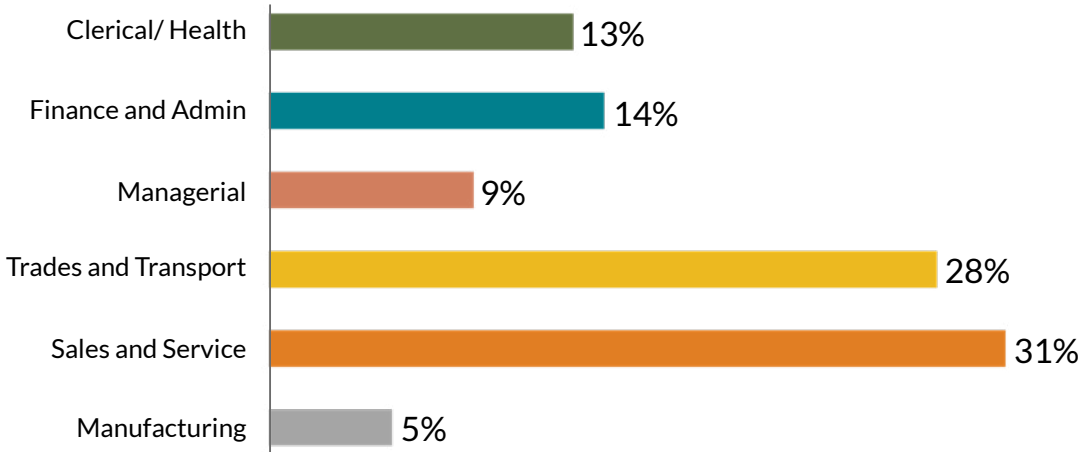
Median Total Household Income (2021)



Household Income Distribution



Employment Type



**30%**  
Households spend 30%  
or more of the  
Total Income on Shelter

Community Crime Statistics (2012-2019)

| Saddle Ridge      |                 | Taradale          |                 |
|-------------------|-----------------|-------------------|-----------------|
| Physical Disorder | Social Disorder | Physical Disorder | Social Disorder |
| 471               | 4622            | 515               | 4616            |



**Astha, Sunny + 1**  
Age: 36  
Marital Status: Married  
Labour Force: Customer Service/ Sales  
Household Income: \$98,000  
Dwelling Type: Townhome  
Neighbourhood: Saddle Ridge



**Sara, Yasin + 4**  
Age: 48  
Marital Status: Married  
Labour Force: Business Owner  
Household Income: \$120,000  
Dwelling Type: Single Family Detached  
Neighbourhood: Taradale



**Sally + Renz**  
Age: 28  
Marital Status: Married  
Labour Force: Clerical  
Household Income: \$72,000  
Dwelling Type: Low-Rise Condominium  
Neighbourhood: Saddle Ridge



# SOCIAL INFRASTRUCTURE

“Robust social infrastructure  
doesn’t just protect our  
democracy; it contributes to  
economic growth.”  
-Eric Klinenberg



Genesis Centre YMCA



Genesis Skate Park



Dashmesh Cultural Centre



Bilal Islamic Cultural Centre



Nelson Mandela High School



Saddletowne Public Library

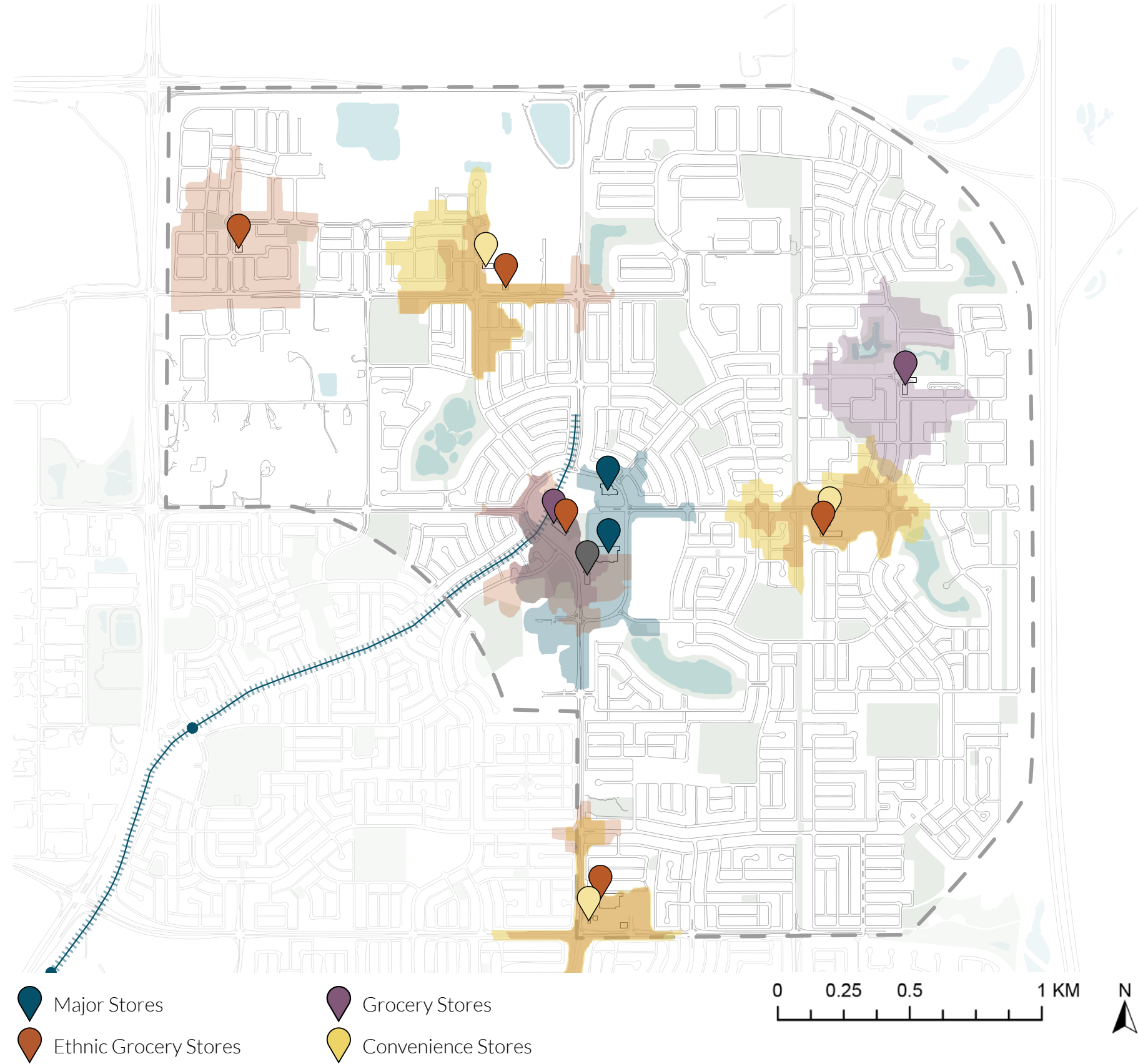


Taralake Park Walking Trail



# FOOD SYSTEMS

## GROCERIES AND CONVENIENCE STORES



Major Store - Chalo FreshCo



Ethnic Grocery Store - Sanjha Punjab



Grocery Store - Calgary Produce Market

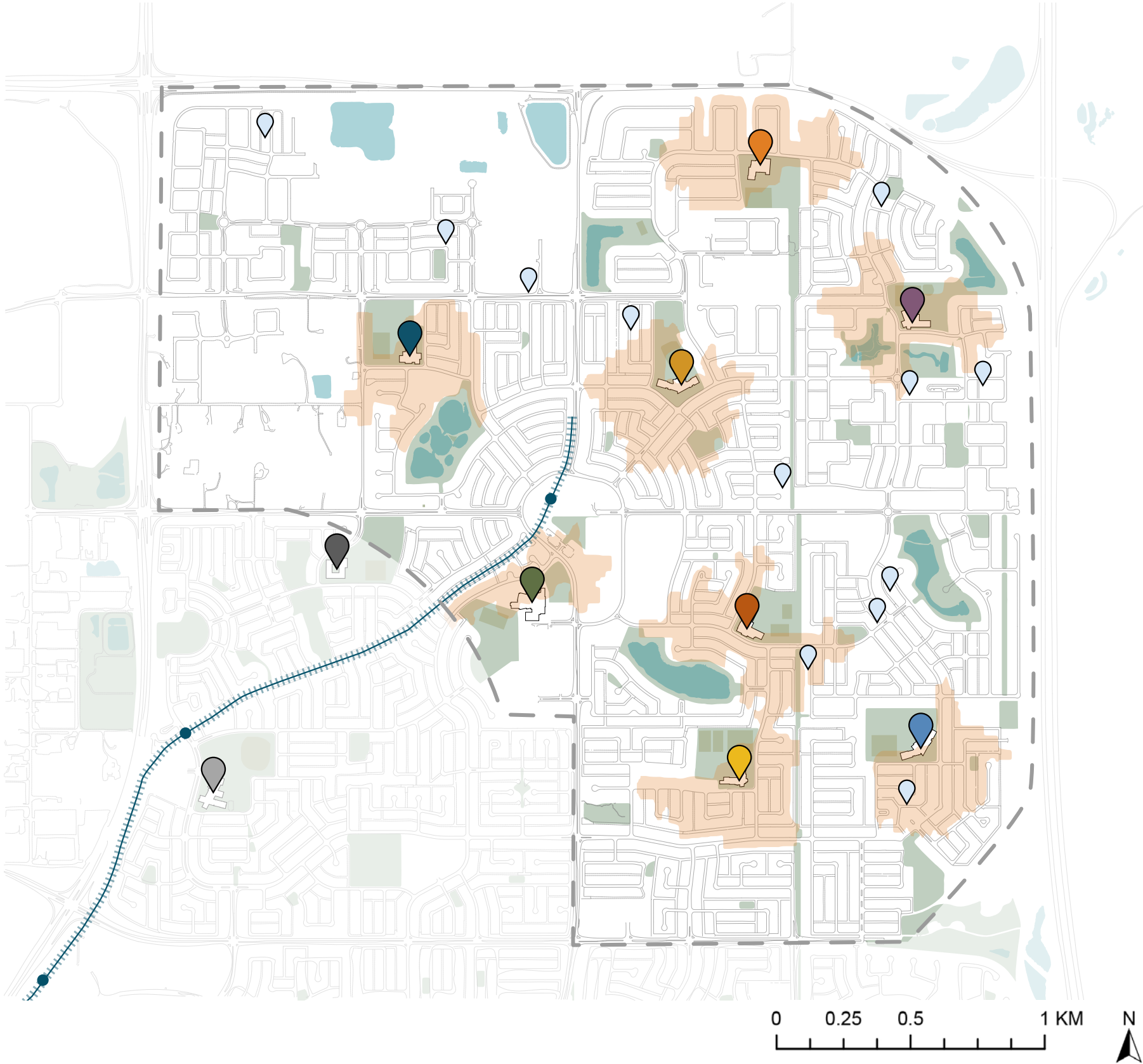


Convenience Store - Circle K

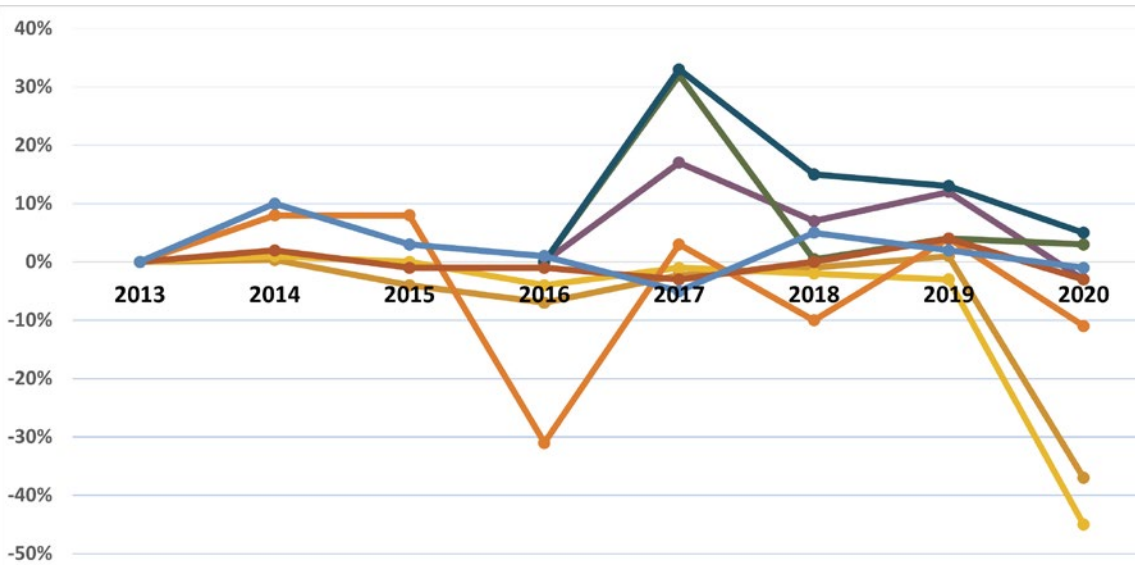


# SCHOOL ENROLLMENT

## EDUCATIONAL AND LEARNING INSTITUTIONS



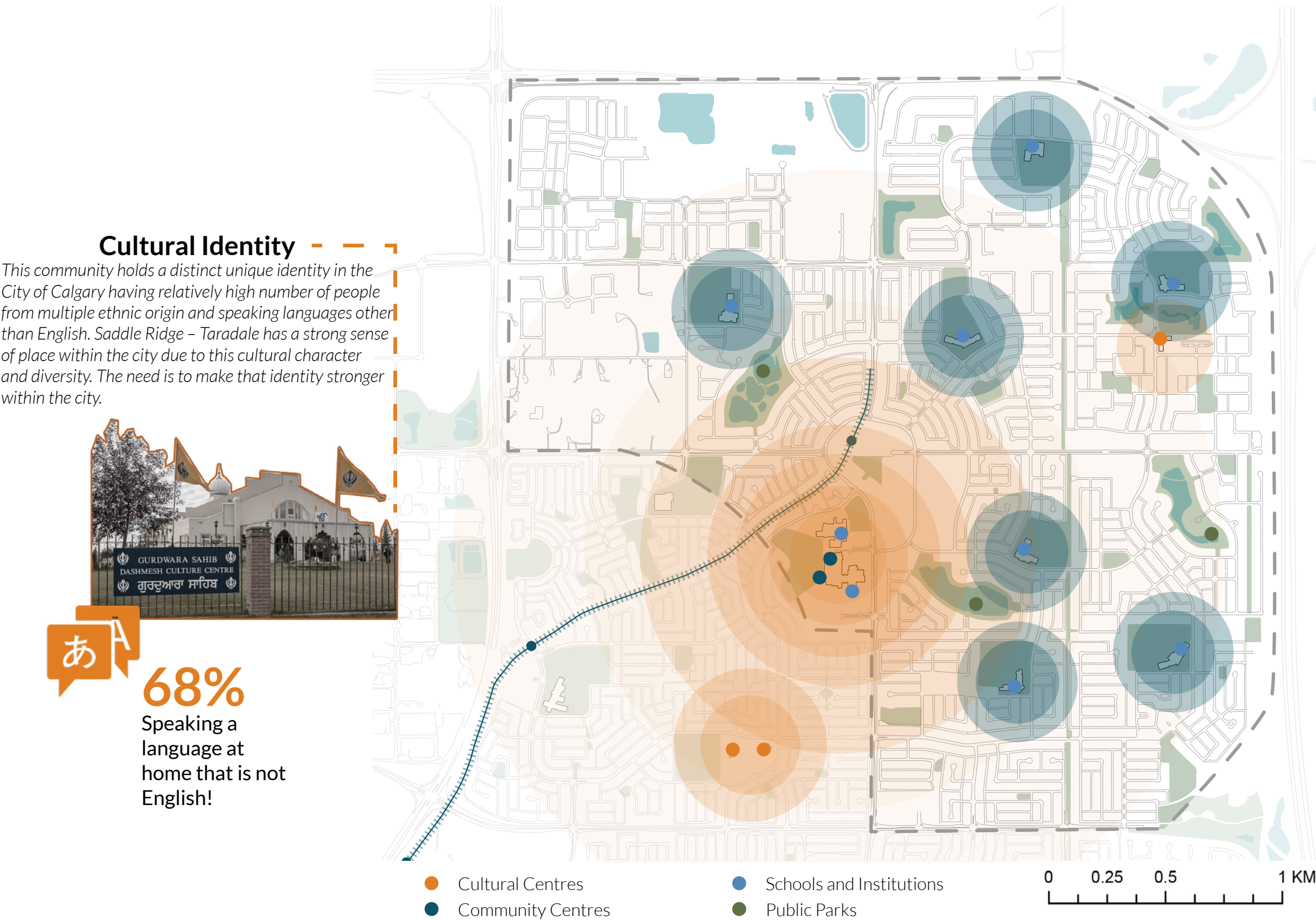
*“Its wonderful to have a school nearby where I can just walk to school. It leaves my parents happy and stress-free too”*  
-Ayesha, Grade 11 (Nelson Mandela High School)



- Peter Lougheed School (5-9)
- Nelson Mandela High School (10-12)
- Ted Harrison School (5-9)
- Hugh A. Bennett School (K-4)
- Manmeet Singh Bhullar School (K-6)
- Daycare
- Taradale School (K-4)
- Saddle Ridge School (K-4)
- Light of Christ Catholic School (K-9)
- Our Lady of Fatima School (K-9)
- Crossing Park School (K-9)

# OUR UNDERSTANDING AND TAKEAWAYS

## CULTURAL LANDSCAPES



### Cultural Identity

This community holds a distinct unique identity in the City of Calgary having relatively high number of people from multiple ethnic origin and speaking languages other than English. Saddle Ridge - Taradale has a strong sense of place within the city due to this cultural character and diversity. The need is to make that identity stronger within the city.



68%

Speaking a language at home that is not English!



63%  
Immigrant Population

### Community of Large Family Size with Children

The community of Saddle Ridge & Taradale essentially comprises of families with children and significant number of multi-generational households. Development should be sensitive to this age group gaps and needs.



### Lacking Avenues for Social Interaction

Social Infrastructure within these communities lack avenues for social interaction catering to diverse age groups and multi-cultural population. These kind of social hubs will make the community cohesive and stronger.





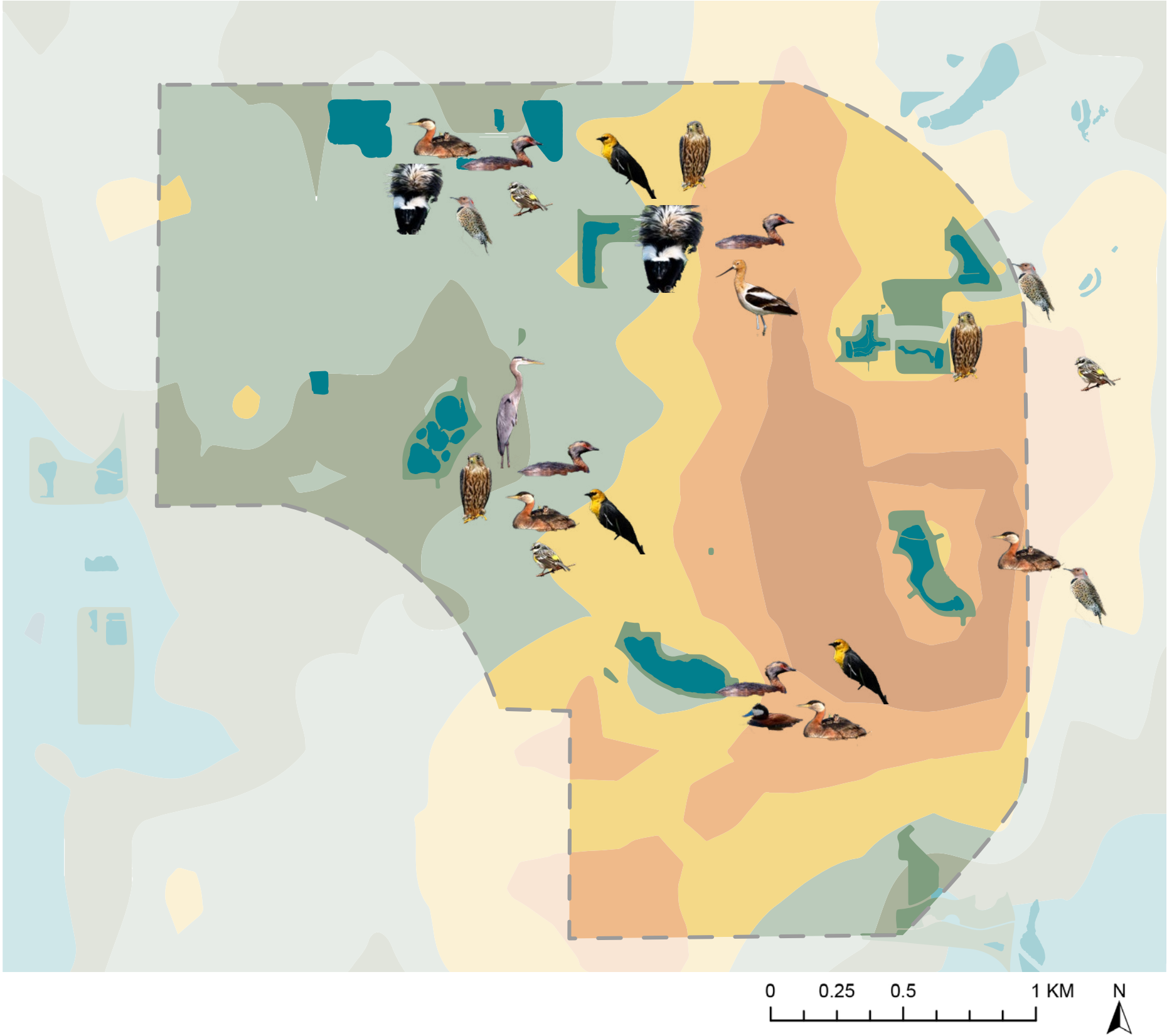
# 2.2

## NATURAL ENVIRONMENT

The Natural Environment heavily influences the relationship of one's physical and mental well-being. Connection with nature allows further learning that cannot be learned through books and pictures. The experience of these outdoor spaces and current connections from the community to nature illustrates how individuals move actively within the community.

# NATURAL SYSTEMS

## SPECIES OBSERVED IN THE COMMUNITY



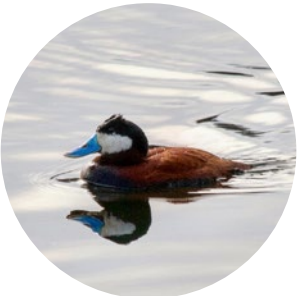
Yellow Blackbird



Black-billed Magpie



Canada Goose



Ruddy Duck



Skunk



Jackrabbit

### Elevation

|        |        |
|--------|--------|
| 1089 m | 1098 m |
| 1092 m | 1101 m |
| 1095 m | 1105 m |



# DENSITY OF TREES



## Evergreen



Spruce



Evergreen Pine



Larch

## Deciduous



Poplar



Elm



Mountain Ash

## Tree Count

Saddle Ridge

**4617**

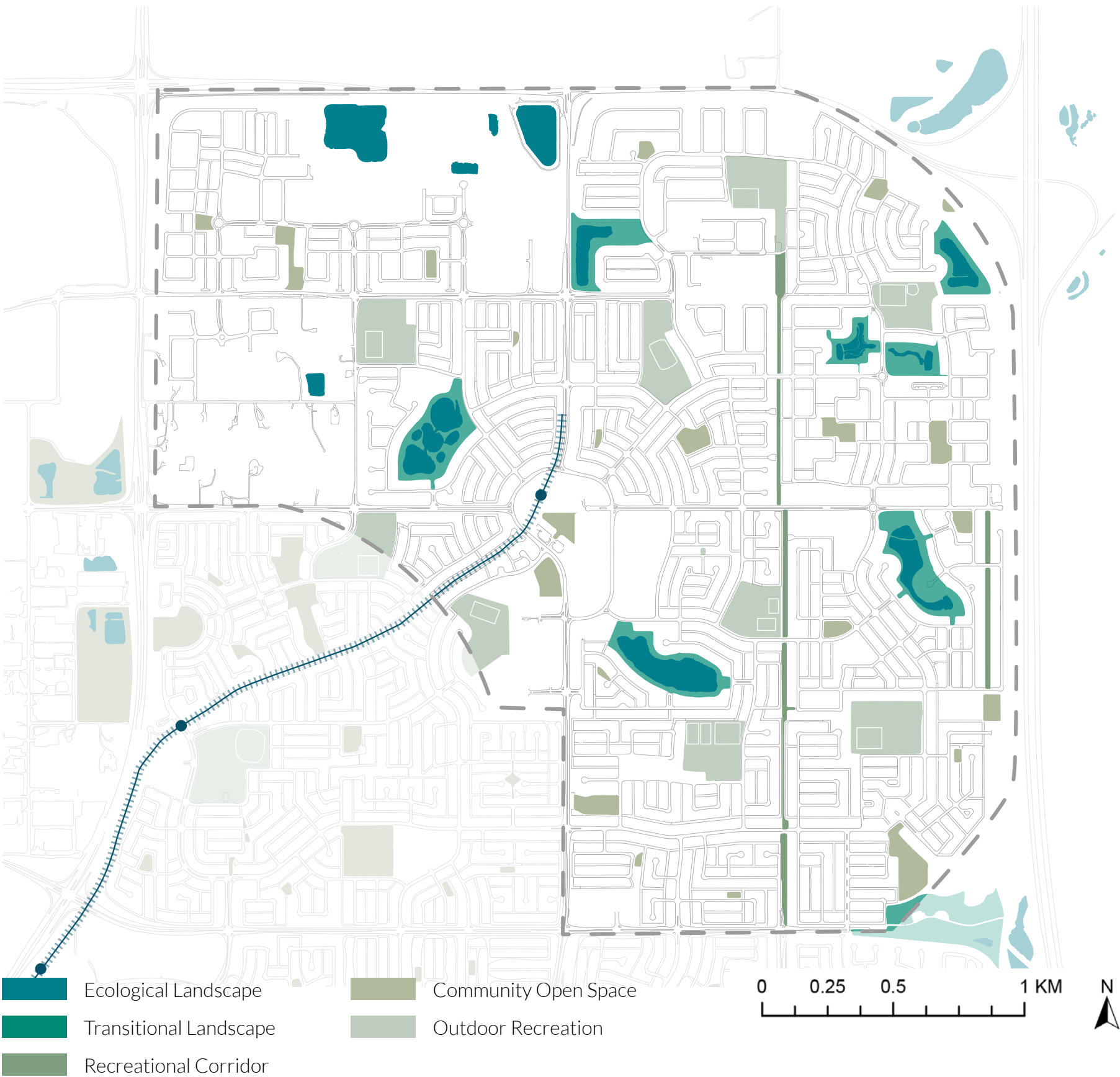
Taradale

**3062**



# PARKS AND OPEN SPACES

## GREEN LUNGS OF THE COMMUNITY



Ecological Landscapes

*Grasslands  
Nature Parks  
Wetlands  
Ecological Reserve*

**Activities:**  
Walking Trail  
Bike Trail  
Bird Watching



Transitional Landscapes

*Remediation sites  
Event spaces*

**Activities:**  
Play Areas  
Temporary Events



Recreational Corridor

*Pathways  
Bikeways  
Rights of Ways*

**Activities:**  
Walking  
Biking



Community Open Space

*Dog Parks  
Playgrounds  
Gardens  
Recreation Areas  
Open Gym*

**Activities:**  
Dog Walking,  
Community Events  
Walking  
Fitness Activities



Outdoor Recreation

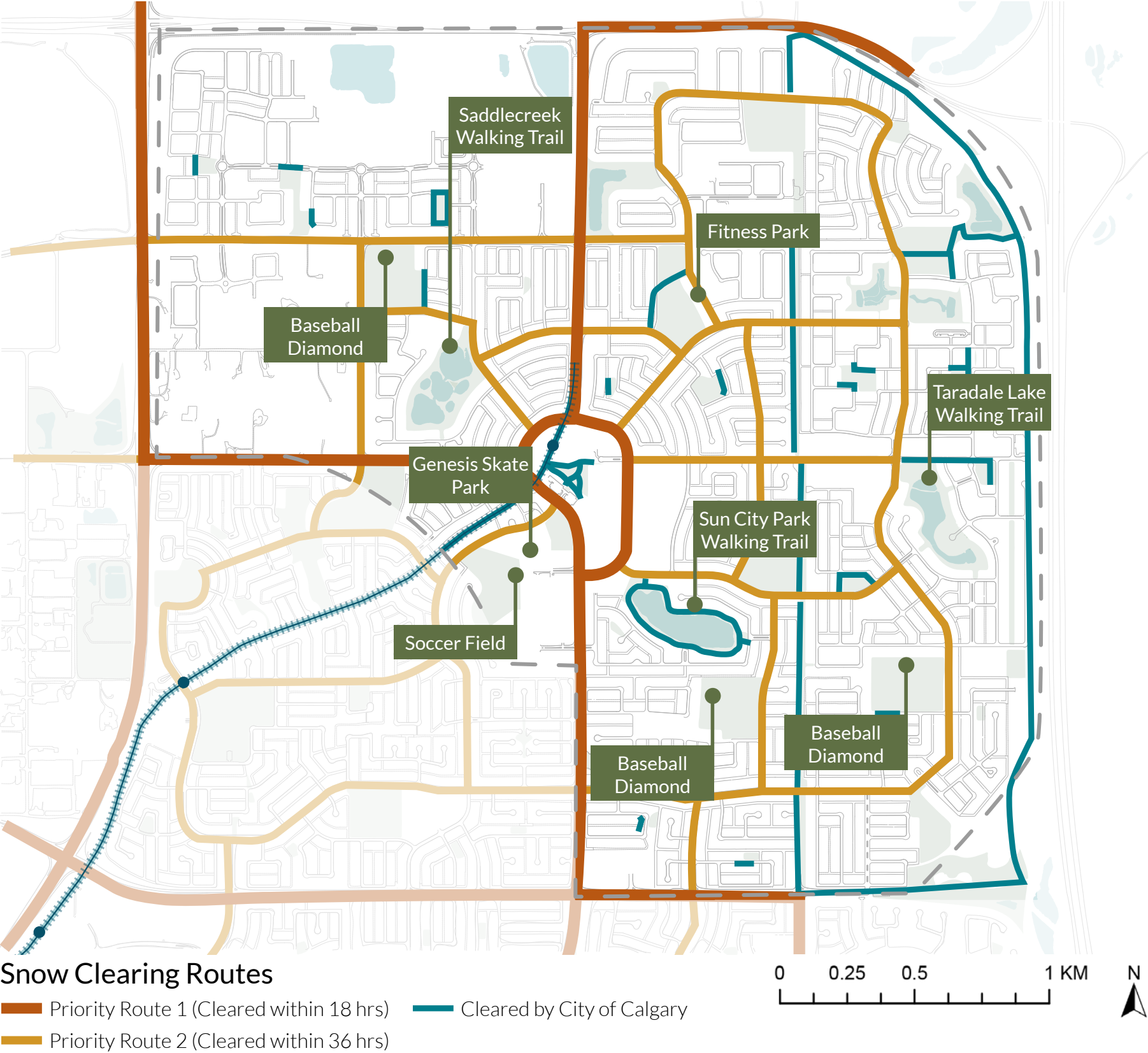
*Soccer Fields  
Baseball Diamonds  
School Fields  
Skate Parks  
Playgrounds*

**Activities:**  
Playing Sports



# SEASONAL ACTIVITIES

## SEASONAL USAGE OF THE COMMUNITY AREAS



Annual Snowfall  
**144 cm**

Average Snow Days  
**56**



### All-Season Activities

- Taradale Lake Walking Trail
- Genesis Skate Park
- Soccer Field
- Outdoor Fitness Centre
- Baseball Diamond

### Missing Winter Activities

- Outdoor Skating Rink
- Toboggan Hill
- Fire Pit

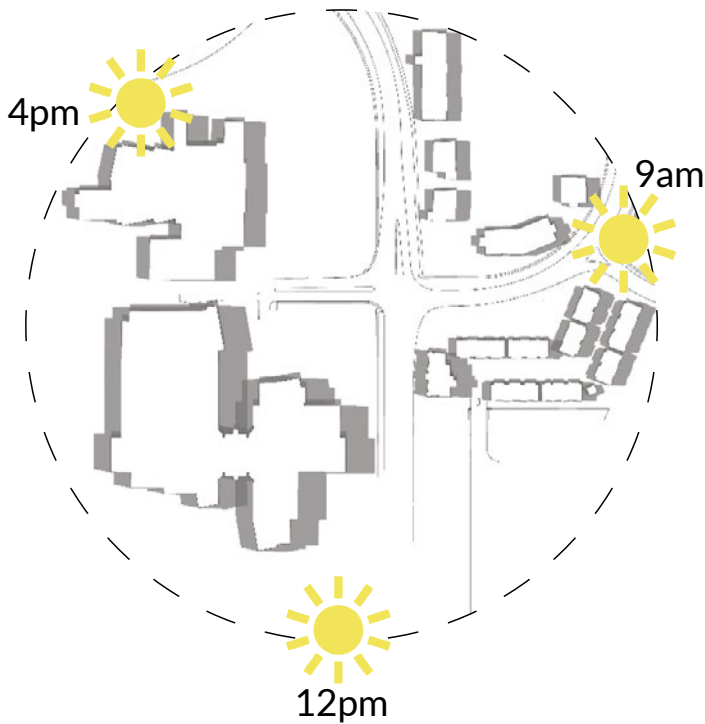


# SOLAR CONSIDERATIONS

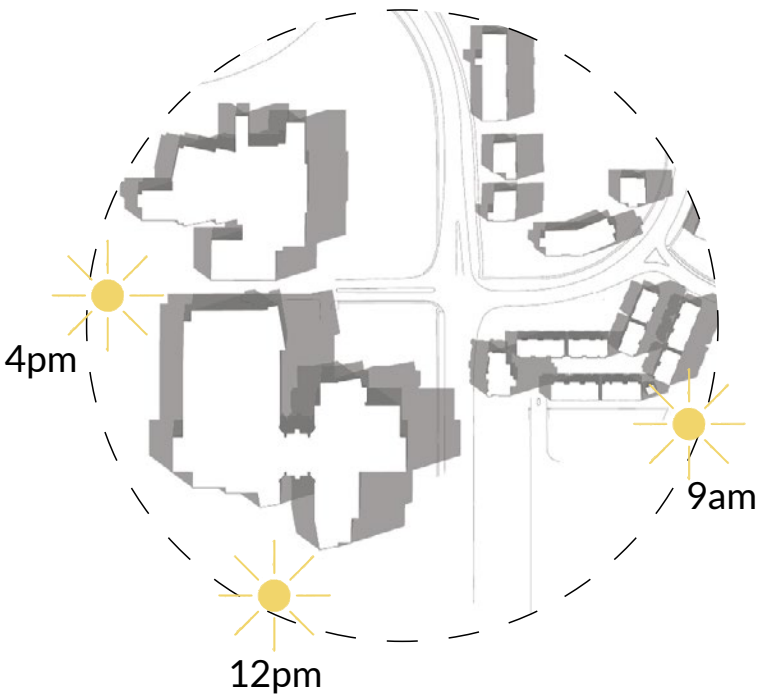
## SUN AND SHADOWING

Genesis Centre

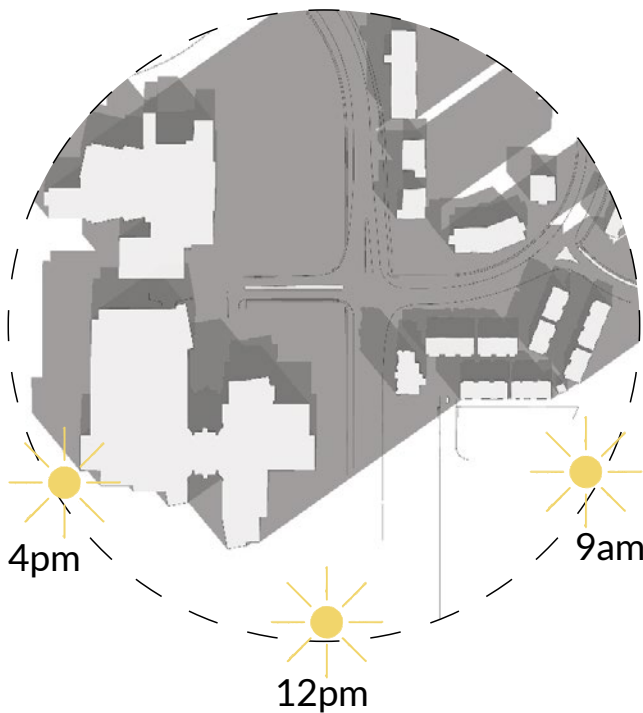
Summer Solstice  
21st June



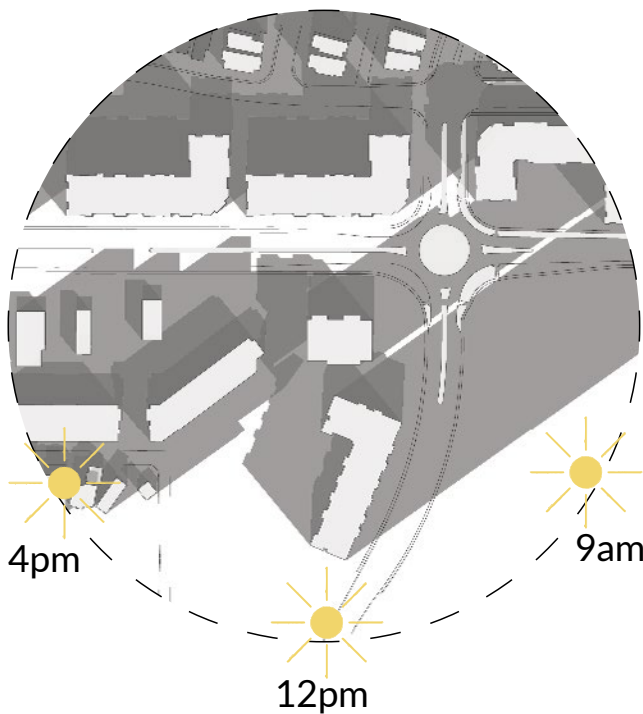
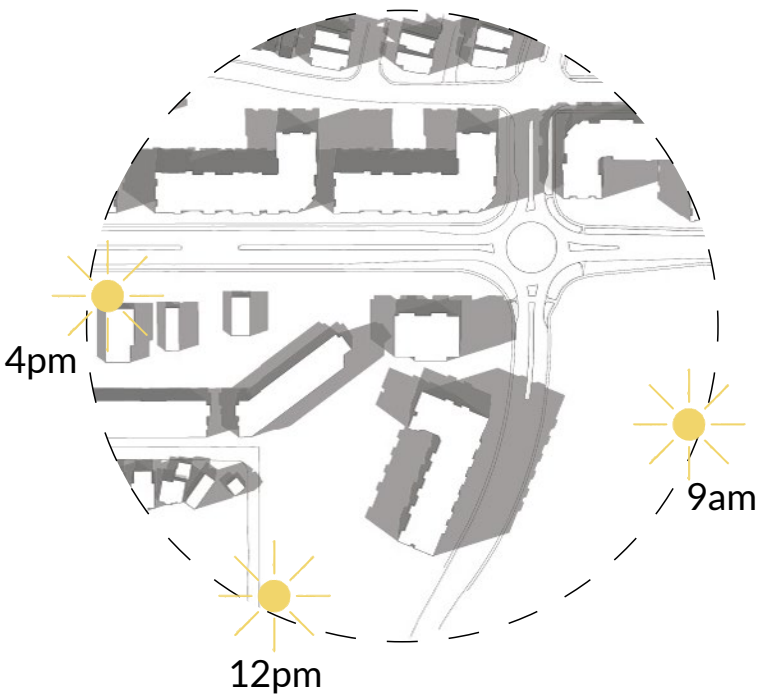
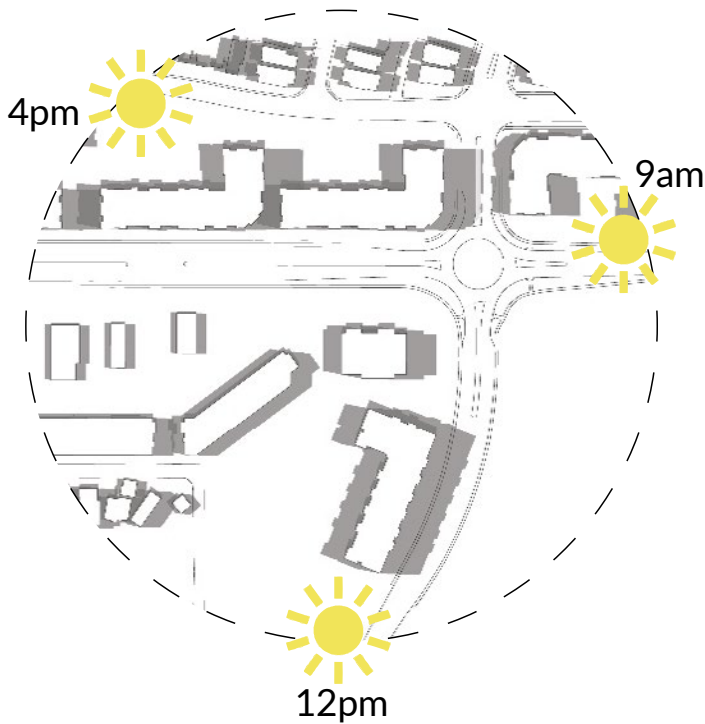
Spring/Fall Equinox  
21st March/ 21st September



Winter Solstice  
21st December



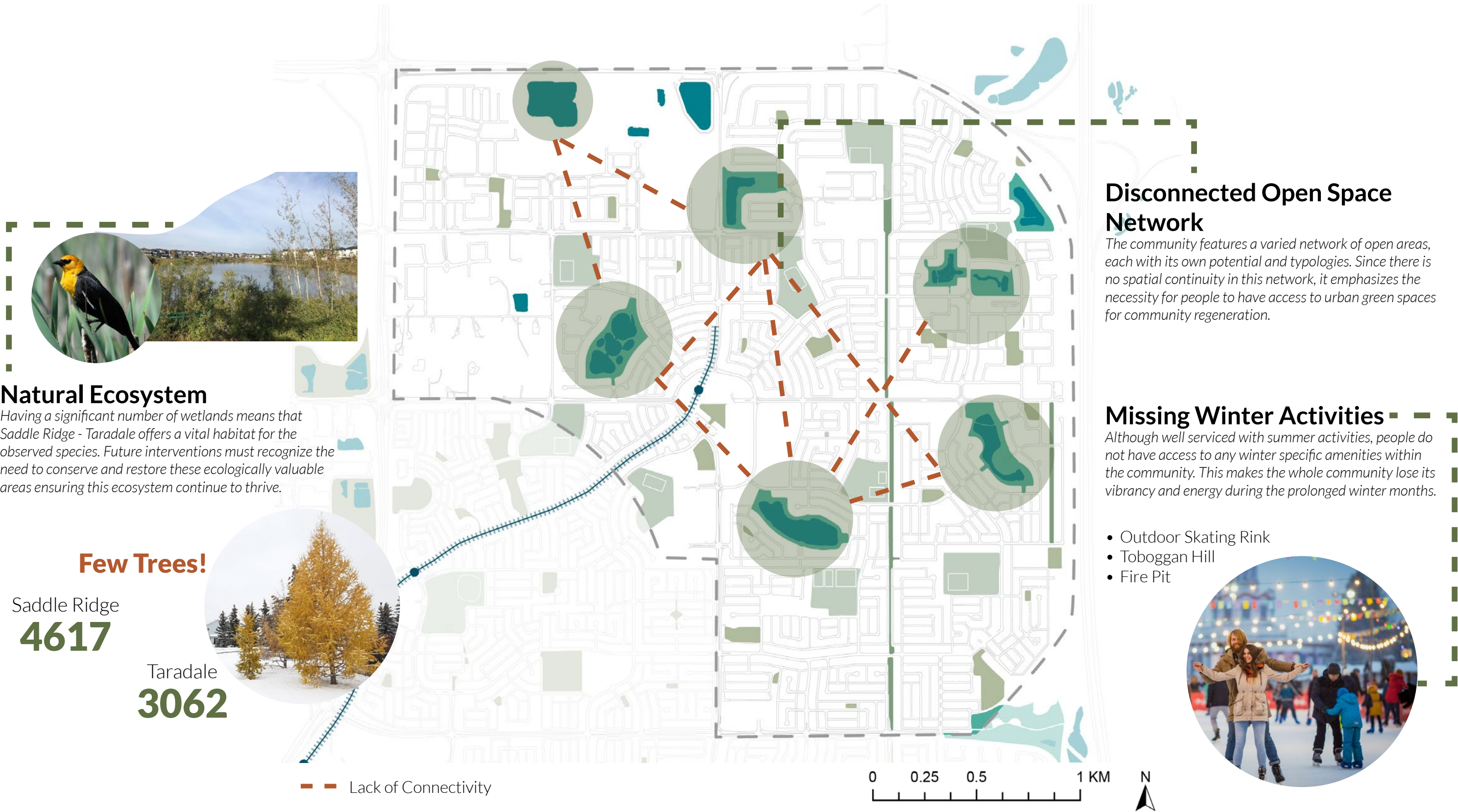
80th Avenue NE





# OUR UNDERSTANDING AND TAKEAWAYS

## CULTURAL LANDSCAPES



*“Each of us-adult or child-must earn nature’s gift by knowing nature directly,  
however difficult it may be to glean that knowledge in an urban environment.”*

*- Richard Louv*



# 2.3

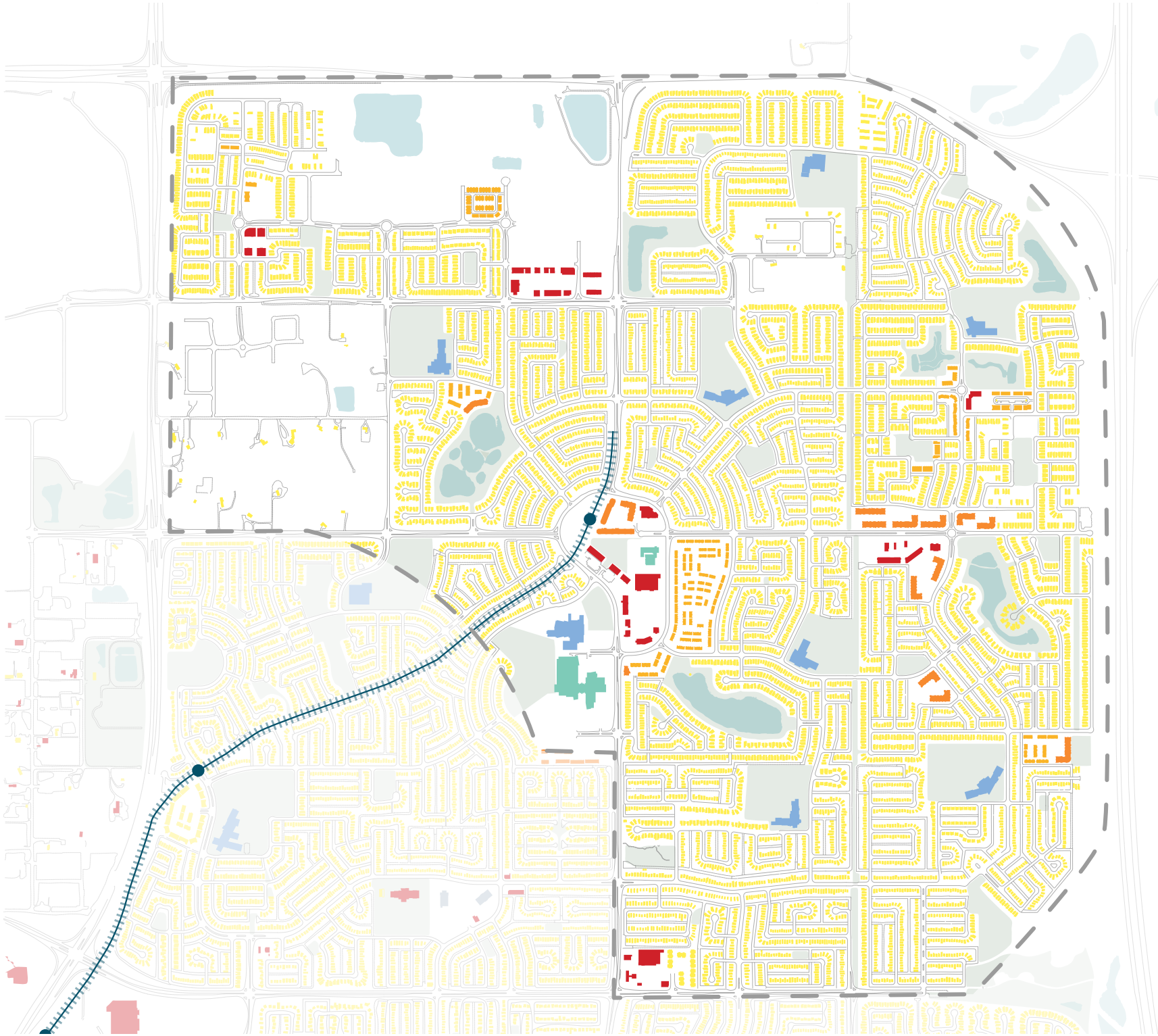
## BUILT FORM

Saddle Ridge - Taradale in general has a larger family unit than the normal household family size which affects how they use their personal space. As located in the suburbs, Saddle Ridge - Taradale has a suburbia structure. People commute to work, do necessary tasks like grocery shopping, going to the bank, and school at longer distances. The majority of the land is privately owned, affecting how we are to design to those spaces.





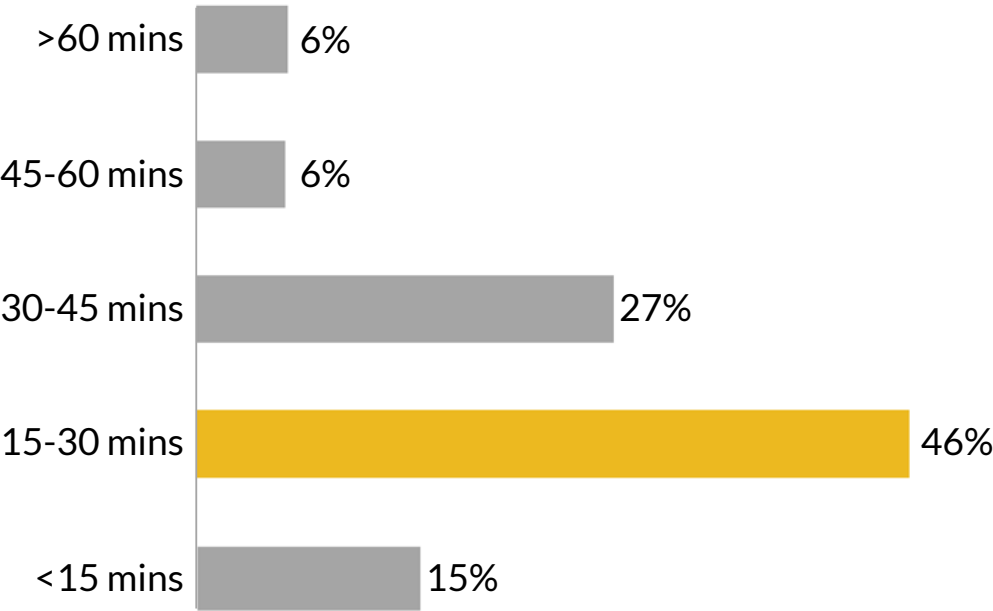
# CURRENT BUILDING USE



- Residential - Single Detached
- Residential - Multi-Residential - Low Profile
- Residential - Multi-Residential - Medium Profile
- Commercial
- Institutional
- Community Service

*“The longer you commute the less happy you’re likely to be.”*  
 -Geoff Mulgan

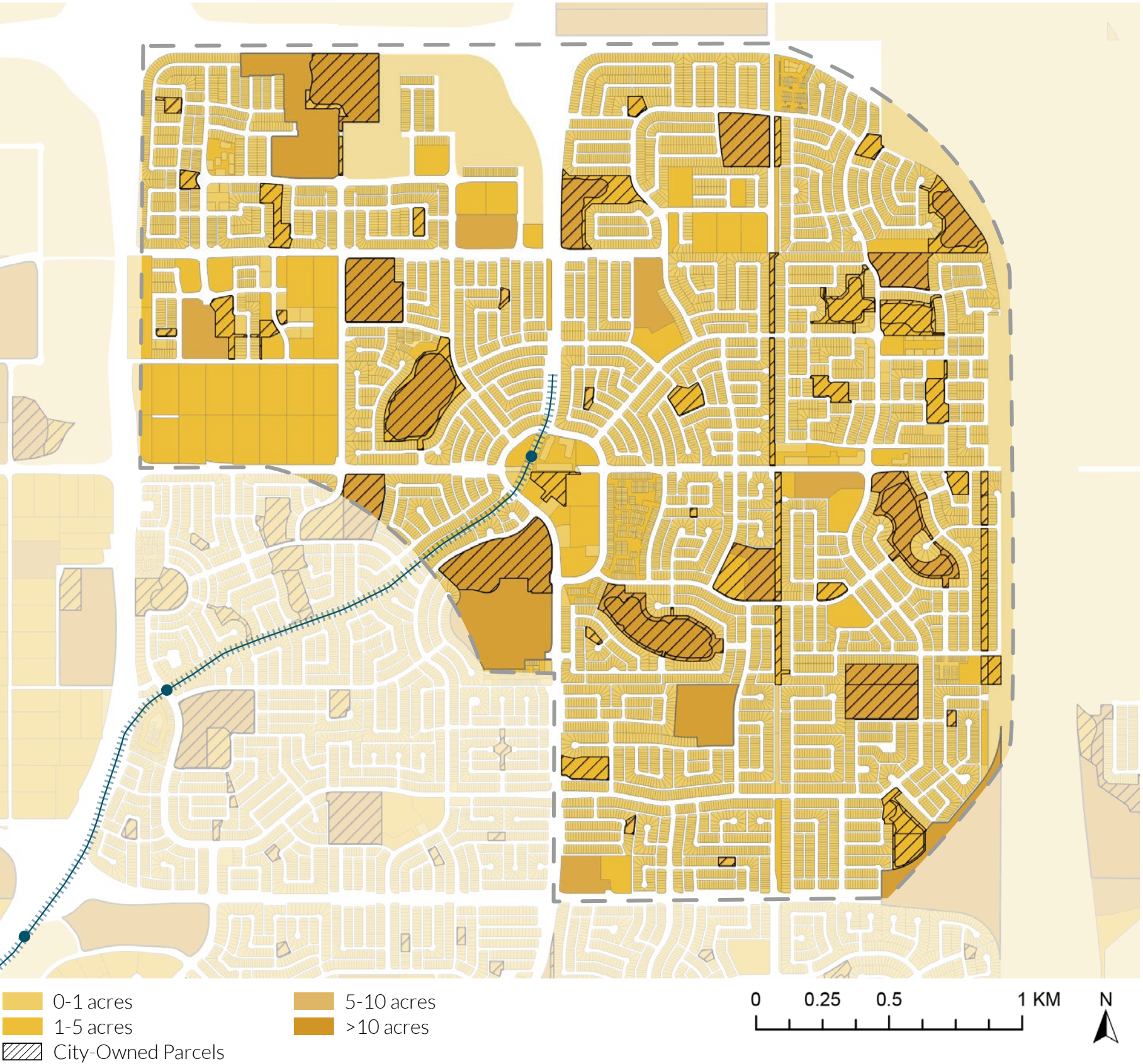
## Commuting Duration to Work





# PARCEL SIZE AND OWNERSHIP

PRIVATE AND CITY-OWNED LAND



City-Owned Land  
**34%**

Calgary Transit Land



Soccer Field



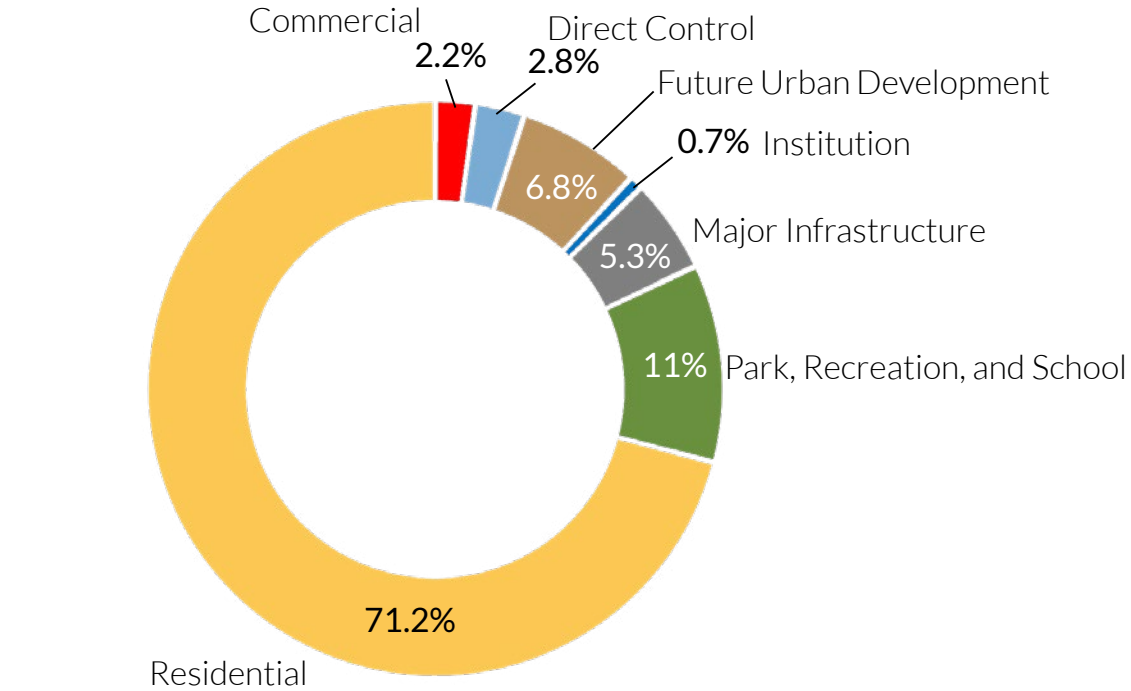
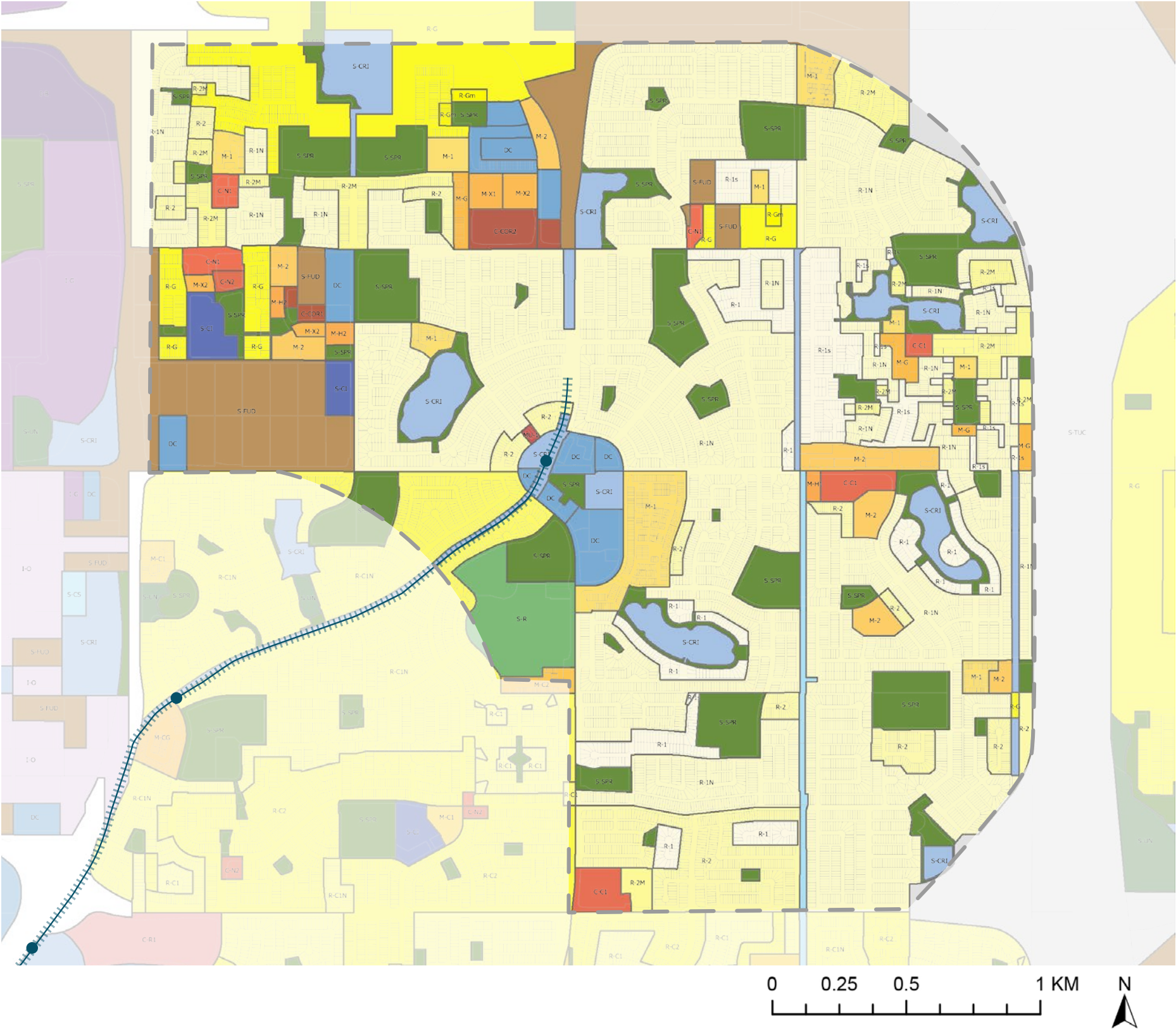
Sun City Park





# LAND USE ZONING

## PRIVATE AND CITY-OWNED LAND

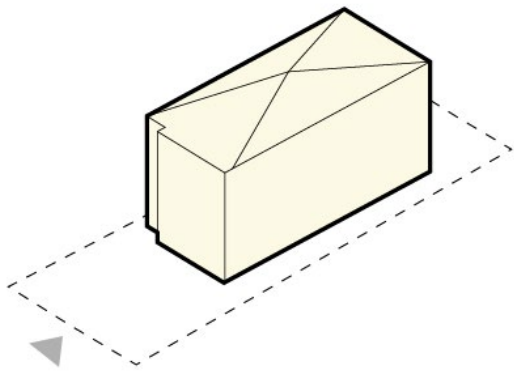


- |  |   |
|--|---|
| R-1 (Residential - One Dwelling)                                       | MU-1 (Mixed Use - General)                                    |
| R-1s (Residential - One Dwelling - Provision for Secondary Suite)      | C-N1 (Commercial - Neighbourhood 1)                           |
| R-1N (Residential - Narrow Lot Dwelling)                               | C-N2 (Commercial - Neighbourhood 2)                           |
| R-2 (Residential - One/Two Dwelling)                                   | C-COR1 (Commercial - Corridor 1)                              |
| R-2M (Residential - Low Density Multiple Dwellings)                    | C-COR2 (Commercial - Corridor 2)                              |
| R-G (Residential - Low Density Mixed Housing)                          | C-C1 (Commercial - Community 1)                               |
| R-Gm (Residential - Low Density Mixed Housing - Attached Housing Only) | S-UN (Special Purpose - Urban Nature)                         |
| M-1 (Multi-Residential - Low Profile)                                  | S-SPR (Special Purpose - School, Park and Community Reserve)  |
| M-2 (Multi-Residential - Medium Profile)                               | S-R (Special Purpose - Recreation)                            |
| M-G (Multi-Residential - At Grade Housing)                             | DC (Direct Control)   |
| M-X1 (Multi-Residential - Low Profile, Support Commercial)             | S-CS (Special Purpose - Community Service)                    |
| M-X2 (Multi-Residential - Medium Profile Support Commercial)           | S-CRI (Special Purpose - City and Regional Infrastructure)    |
| M-H1 (Multi-Residential - High Density, Low Rise)                      | S-CI (Special Purpose - Community Institution)                |
| M-H2 (Multi-Residential - High Density, Medium Rise)                   | S-FUD (Special Purpose - Future Urban Development)            |
|  | S-TUC (Special Purpose - Transportation and Utility Corridor) |



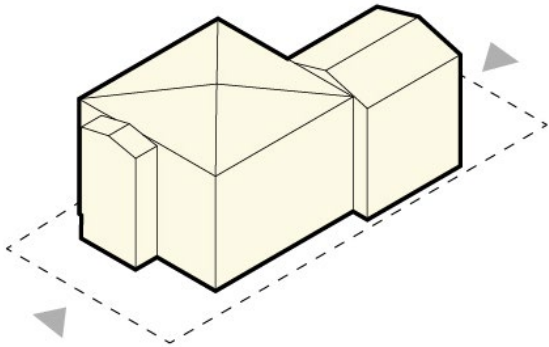
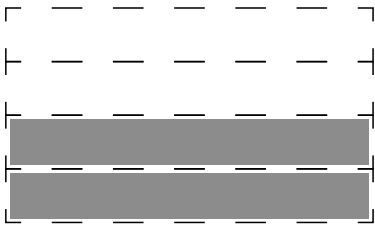
# BUILDING TYPOLOGIES

## EXISTING BUILDING TYPOLOGIES



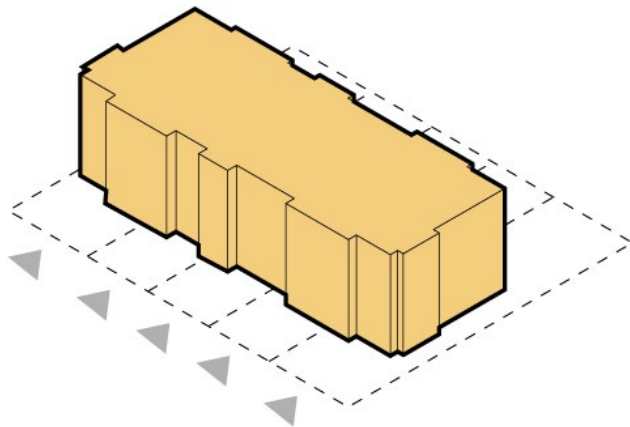
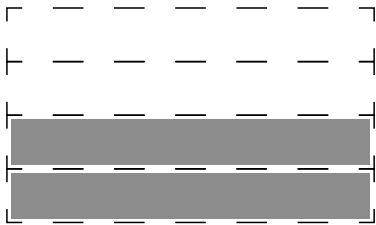
Single-Detached (Front Garage)

**R-1**



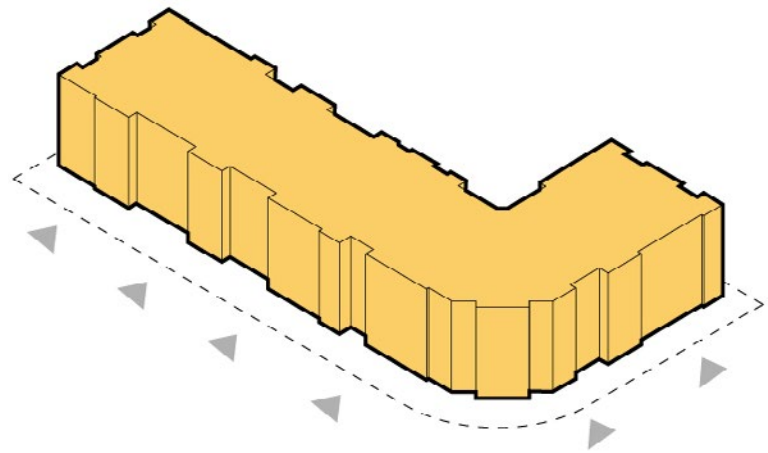
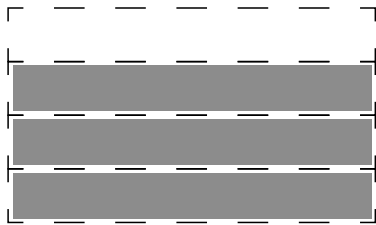
Single-Detached (Rear Garage)

**R-1s**



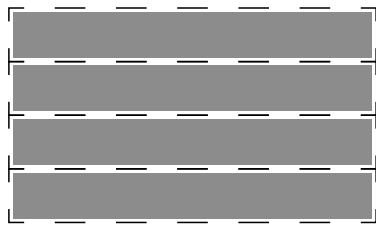
Townhomes

**R-2M**

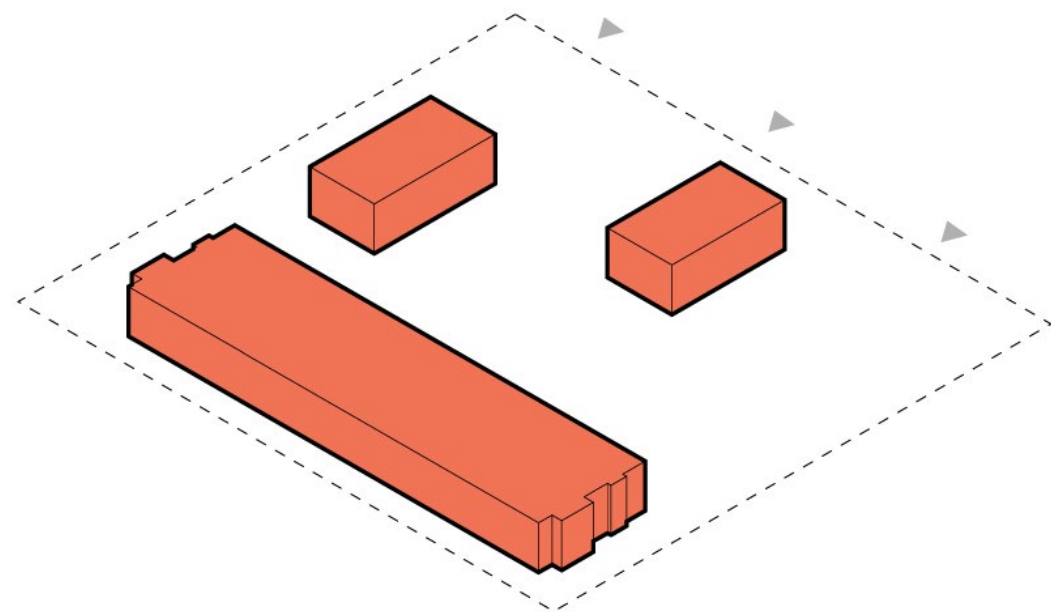


Low-rise Apartments

**M-1**







Commercial Strip

**C-C1**



*“We need a **greater mix** of housing types to meet differing income and generational needs. This is where Missing Middle Housing can change the conversation.”*

*-Debra Bassert, National Association of Home Builders*

## MISSING BUILDING TYPOLOGIES



Duplex (Side-by-side)



Duplex (Stacked)



Triplex (Stacked)



Fourplex (Stacked)



Live-Work Units

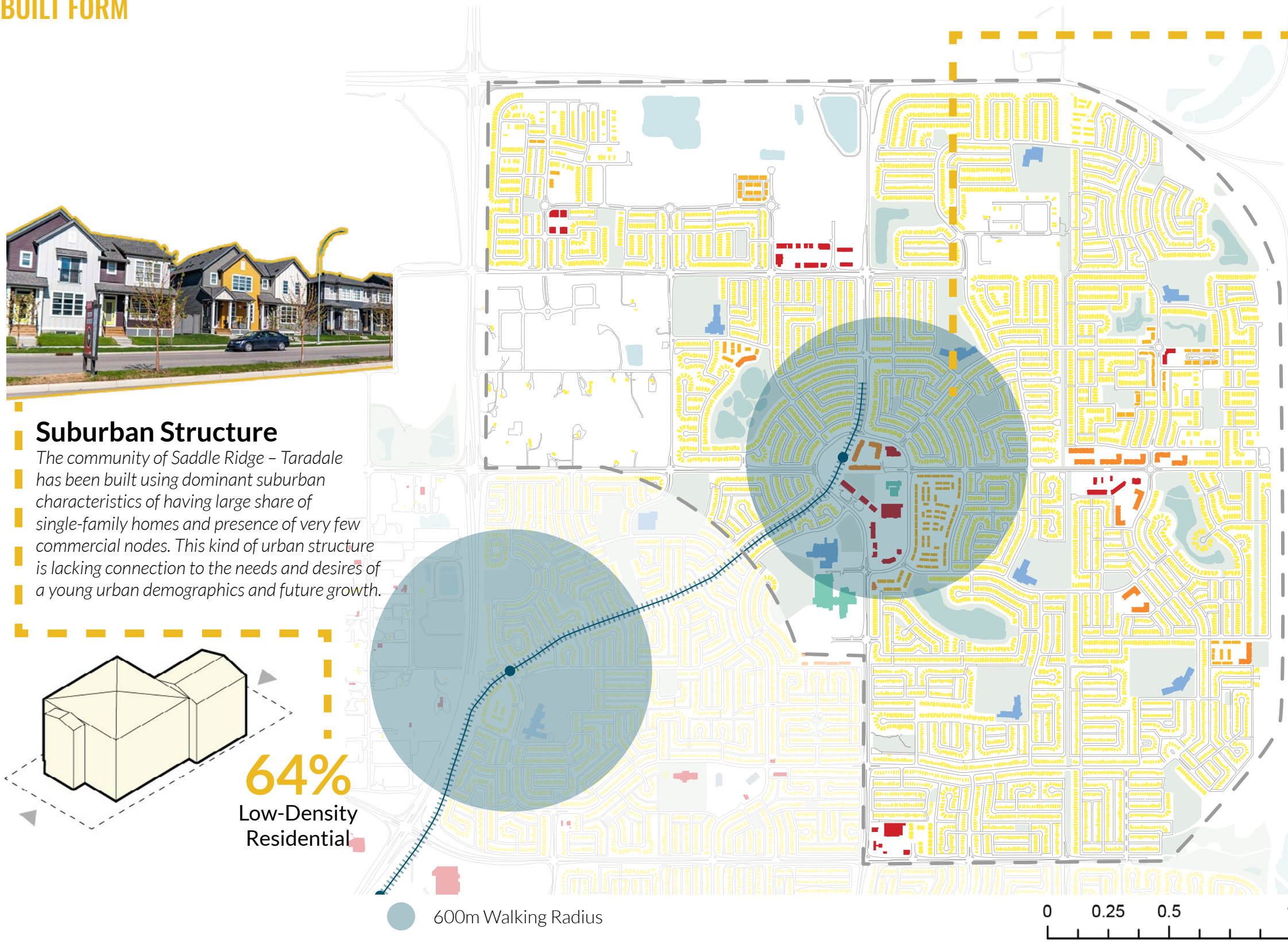


Multiplex (Medium)



# OUR UNDERSTANDING AND TAKEAWAYS

## BUILT FORM



### Suburban Structure

The community of Saddle Ridge – Taradale has been built using dominant suburban characteristics of having large share of single-family homes and presence of very few commercial nodes. This kind of urban structure is lacking connection to the needs and desires of a young urban demographics and future growth.

### Lost Transit Value

Presence of LRT station within the heart of community, points towards the missed opportunity for a transit oriented development, a walkable grid street network and diverse and flexible land uses.

2.2% Commercial



### Missing Building Typologies

The existing housing stock options in the community offers large share of single-family homes and just few townhomes or low-rise condominiums. Hence, leaving a huge gap for diverse housing options that support locally serving retail and existing public transportation.



*“Great neighbourhoods have their own personality, but great neighbourhoods are more complete, diverse, accessible, equitable, healthy, sustainable and walkable/transit friendly. A successful neighbourhood is distinguishable from living anywhere else.”*

*-Brent Toderian*



# 2.4

## **INFRASTRUCTURE**

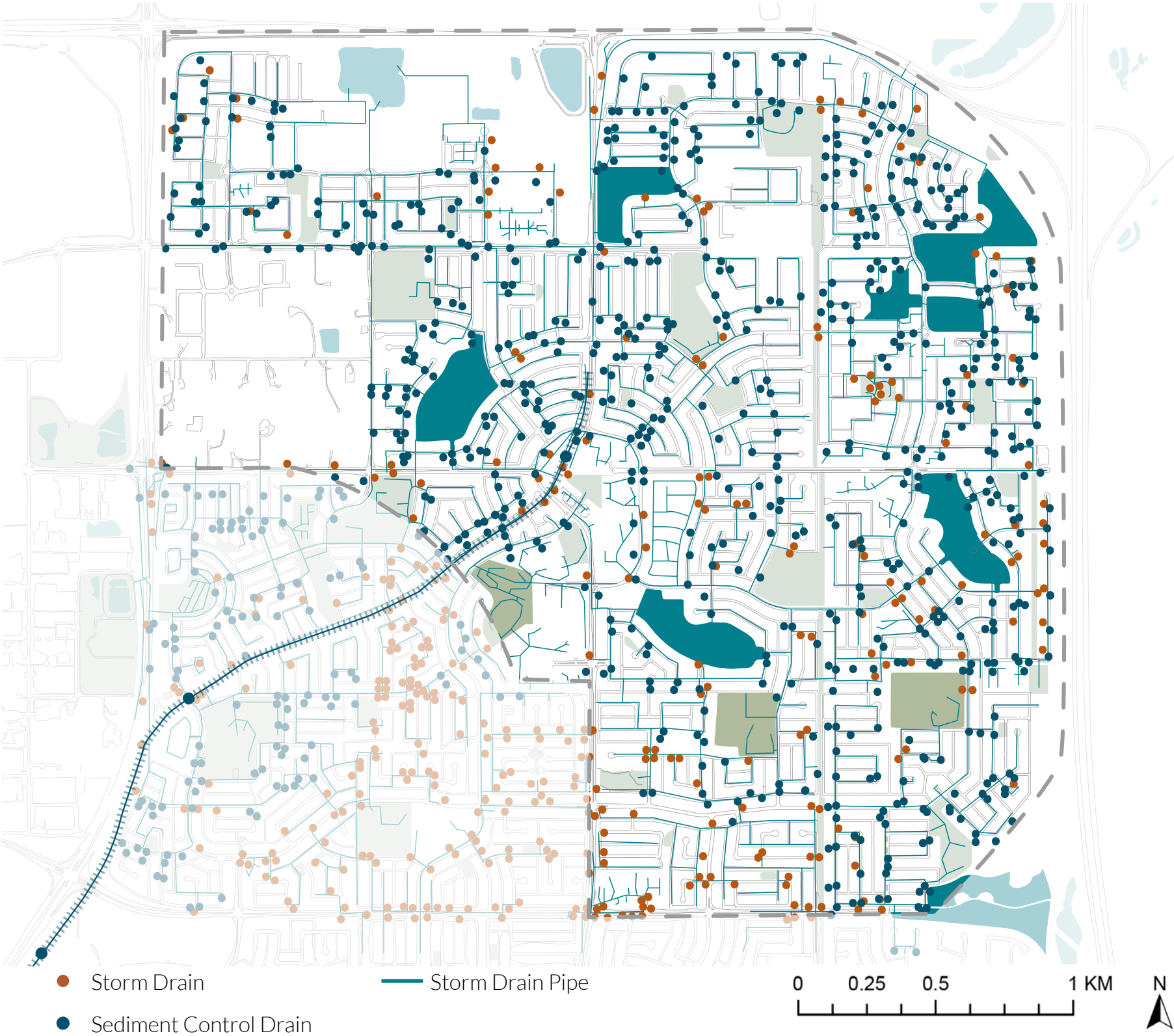
Analysis of the road networks, connectivity, and issues brought to light through vehicular designed roads are some of the hard infrastructures we examined. Existing hard infrastructure like roads, stormwater drains, pathways, etc. limits certain types of developments to occur onsite as well. So, understanding what limitations there are on site allows for more efficient planning within Saddle Ridge - Taradale.





# STORMWATER INFRASTRUCTURE

## STORM DRAINS AND PIPES



Wet Stormpond



Dry Stormpond



Storm Drain

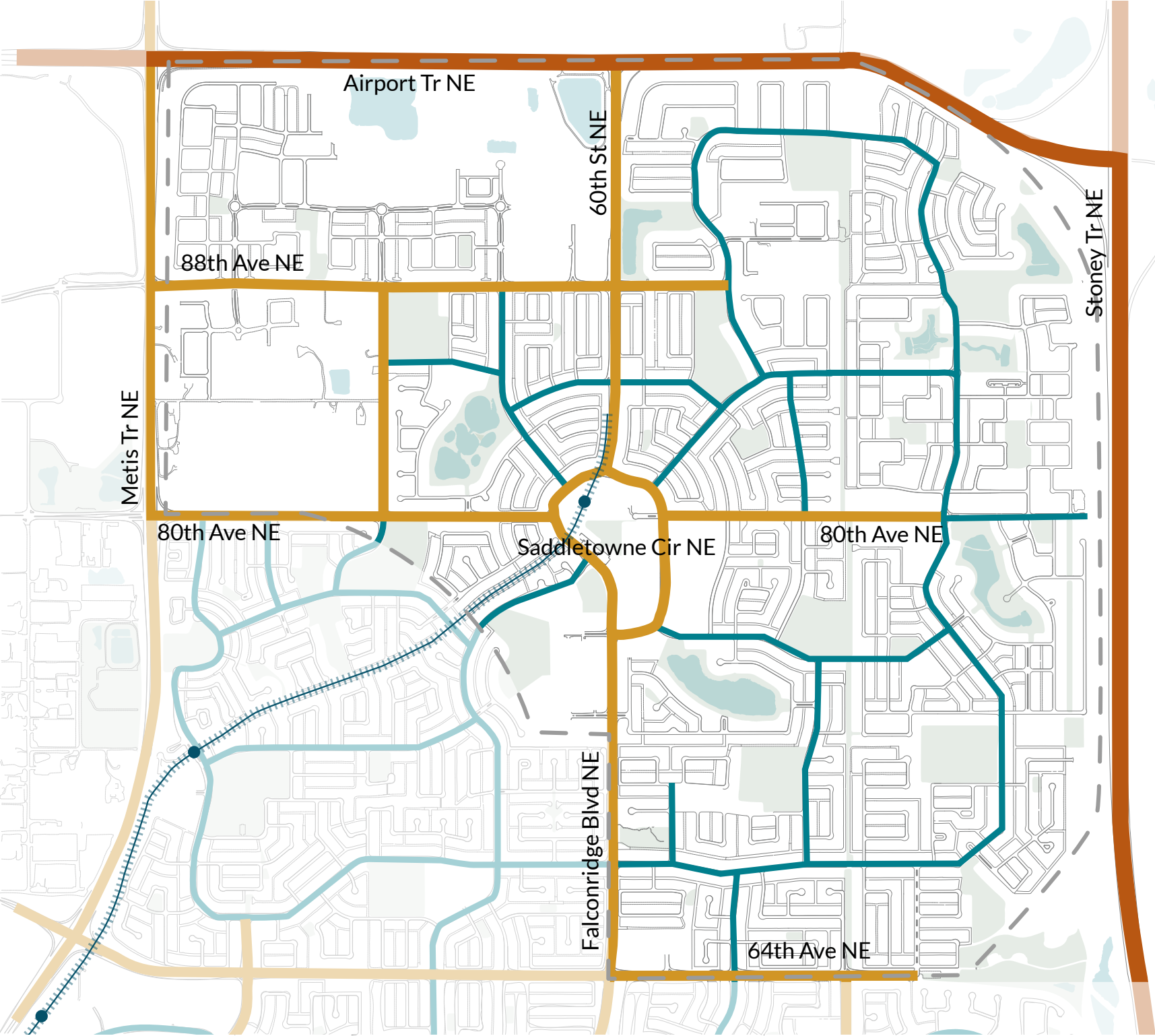


Sediment Control Drain

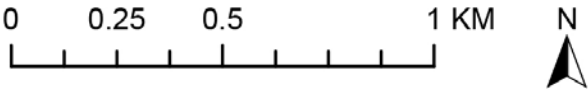


# ROAD TYPOLOGIES

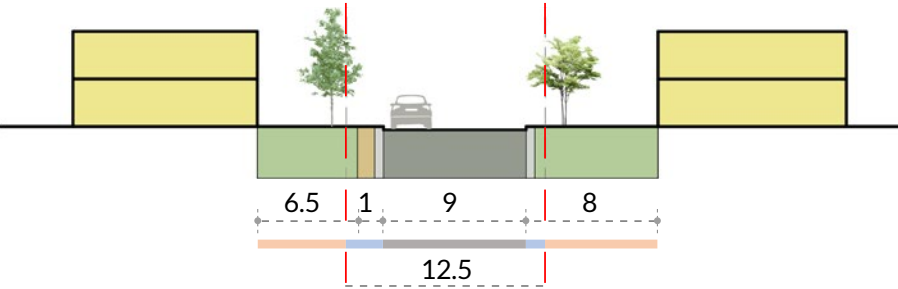
ARTERIAL, COLLECTOR, AND RESIDENTIAL



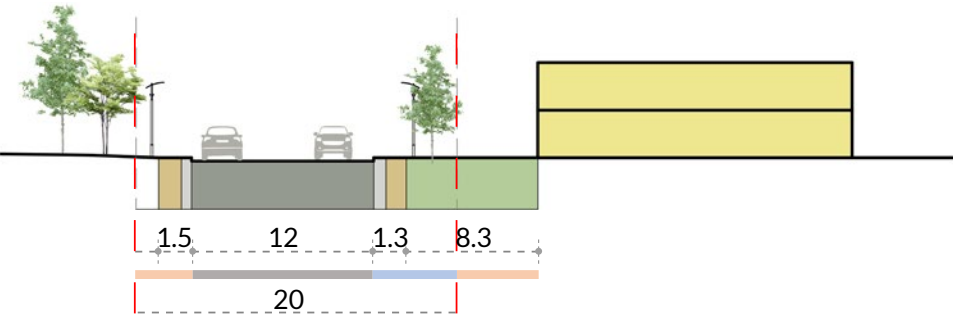
- Skeletal Road
- Arterial Street
- Collector Road
- Internal Road
- Blue Line LRT Line
- LRT Station



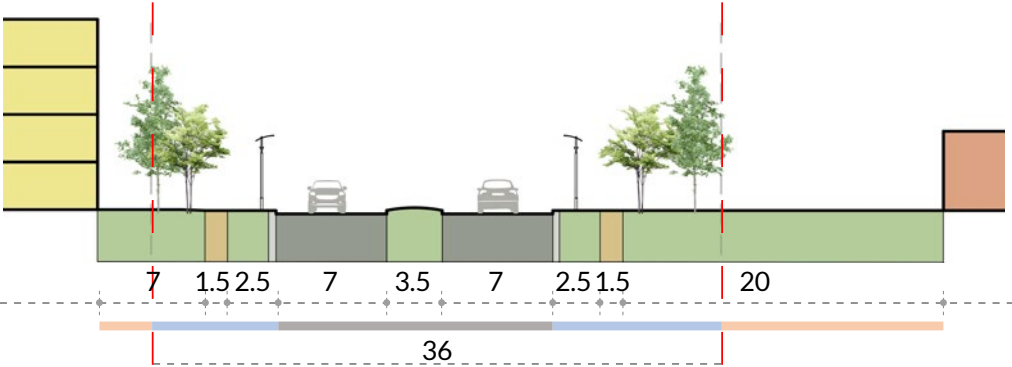
Residential Street



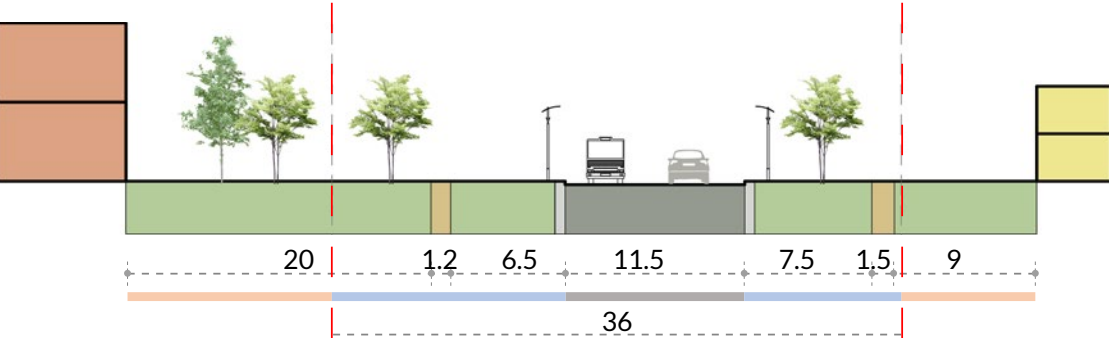
Collector Road



Two-Way Arterial Road



One-Way Arterial Road

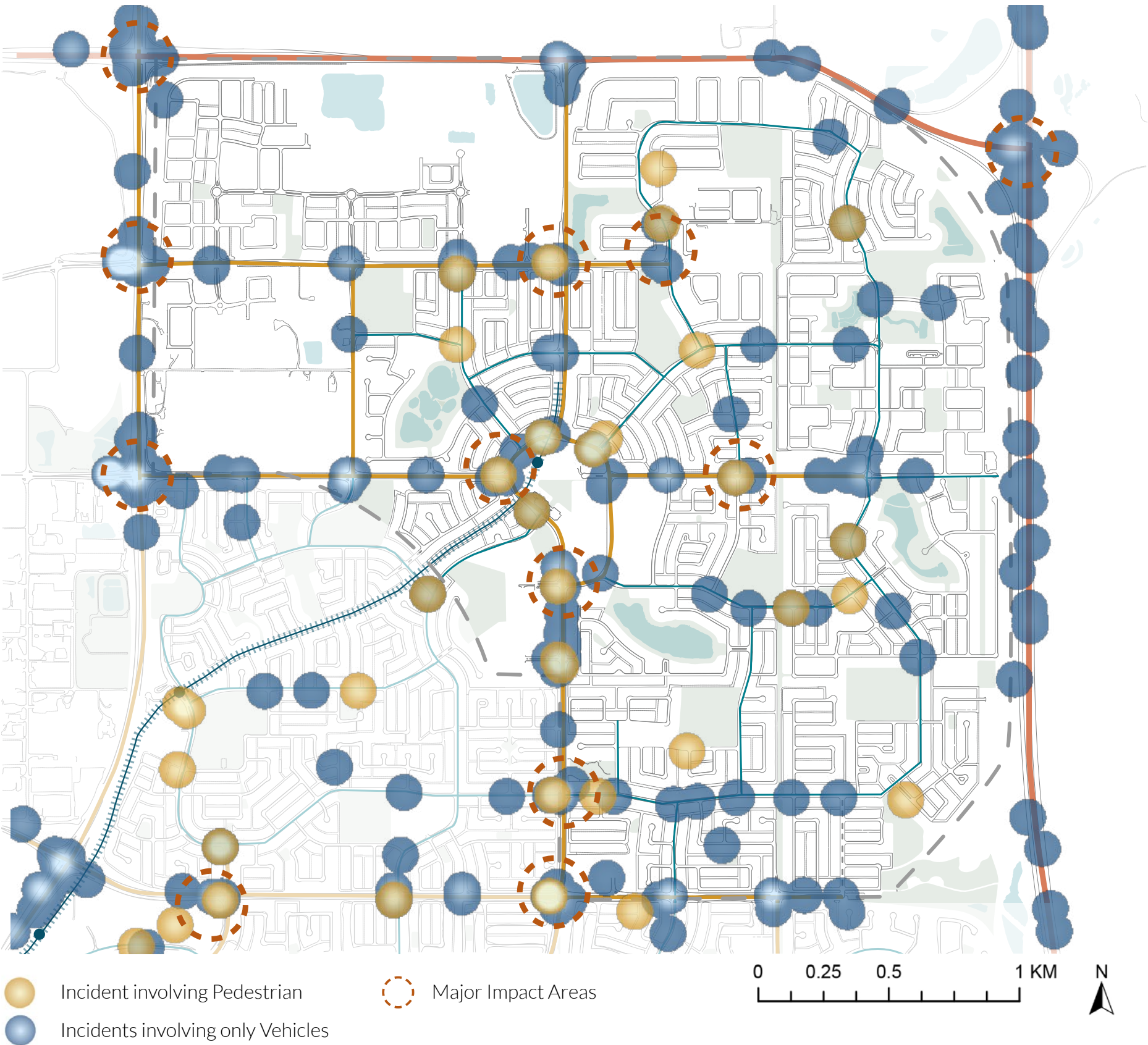


\*All dimensions are in Meters



# ROAD INCIDENTS

PEDESTRIAN AND VEHICLE



Incidents (2016-2023)

|              |            |
|--------------|------------|
| Saddle Ridge | Taradale   |
| <b>278</b>   | <b>105</b> |

## Walkability Barriers



Few Crosswalks



Sidewalk on one side



Few Crosswalks at Intersections

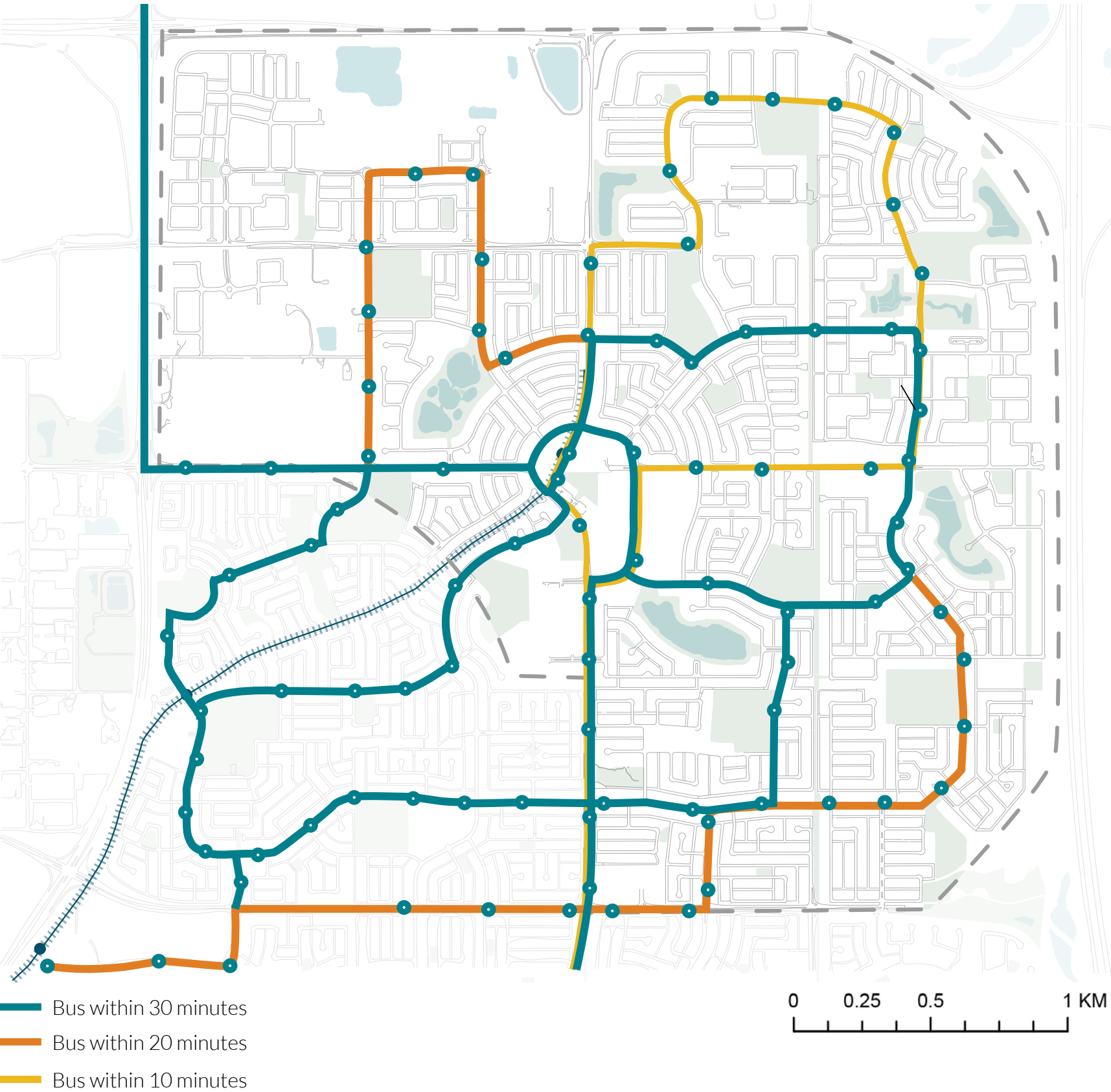


Slip lanes resulting in Higher Speed

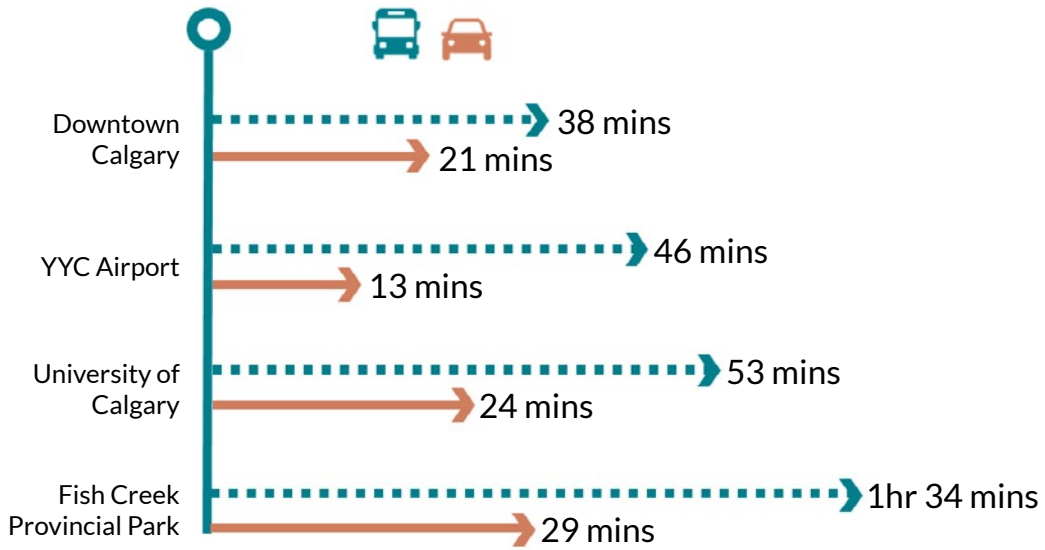


# TRANSIT MOBILITY

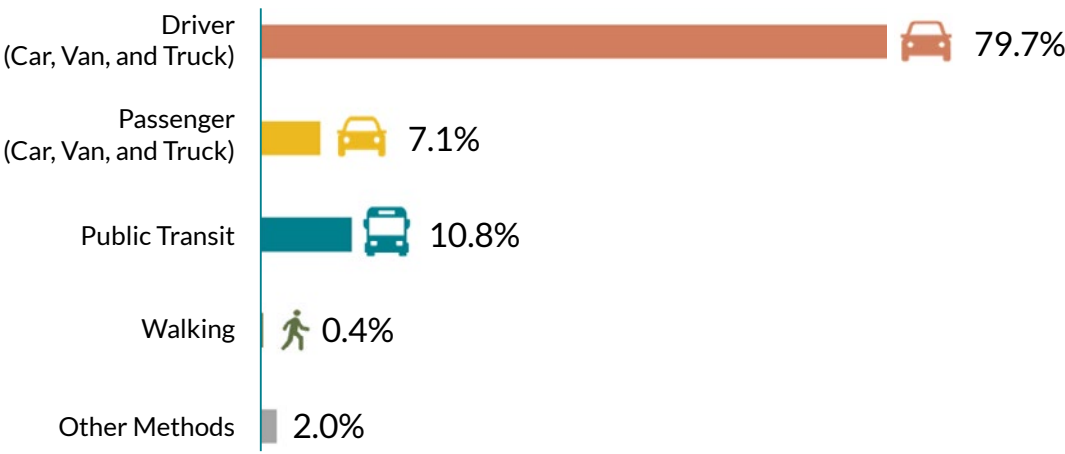
## PUBLIC TRANSIT



### Travel Times (From Saddletowne Station)



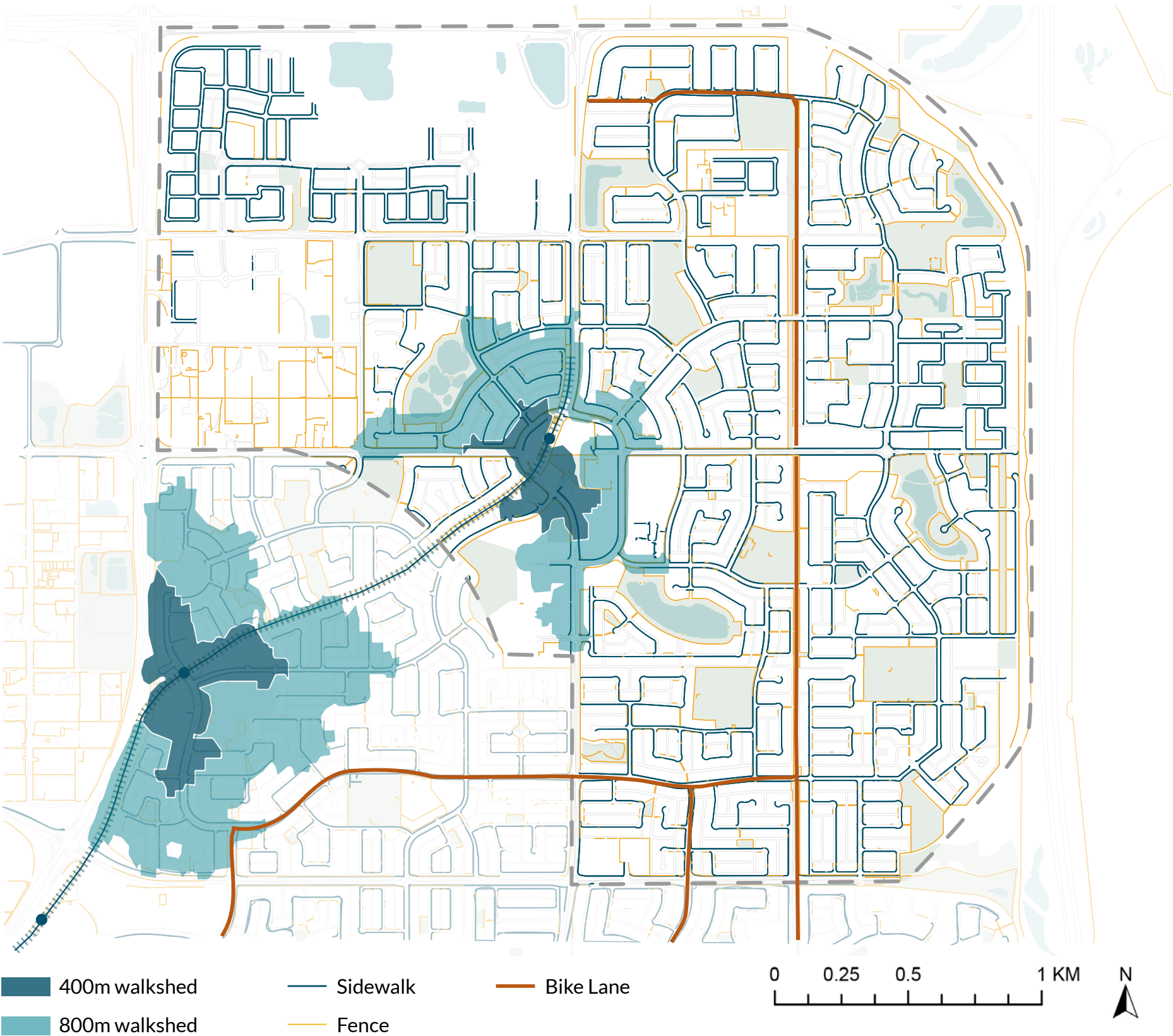
### Mode of transportation to work











# ACTIVE MOBILITY

## WALKABILITY OF THE COMMUNITY



*'It's not safe': Residents voice safety concerns over northeast intersection.*  
-CBC News. August 26, 2019

| Saddle Ridge  |   |   |
|---|---|---|
| Walk Score  | Transit Score   | Bike Score  |
|    |    |    |
| 32  | 53  | 48  |
| Taradale  |   |   |
| Walk Score  | Transit Score   | Bike Score  |
|  |  |  |
| 45  | 56  | 53  |

Source: <https://www.walkscore.com/CA-AB/Calgary>



# OUR UNDERSTANDING AND TAKEAWAYS

## INFRASTRUCTURE

### Vehicle-Centric Street Design

The community's road network and street design is heavily vehicle centric with smooth slip roads around the main arterial road junctions leading to faster vehicle speeds detracting from the pedestrian experience. Streets designed for cars are less safe and welcoming to pedestrians and cyclists.

### Incidents

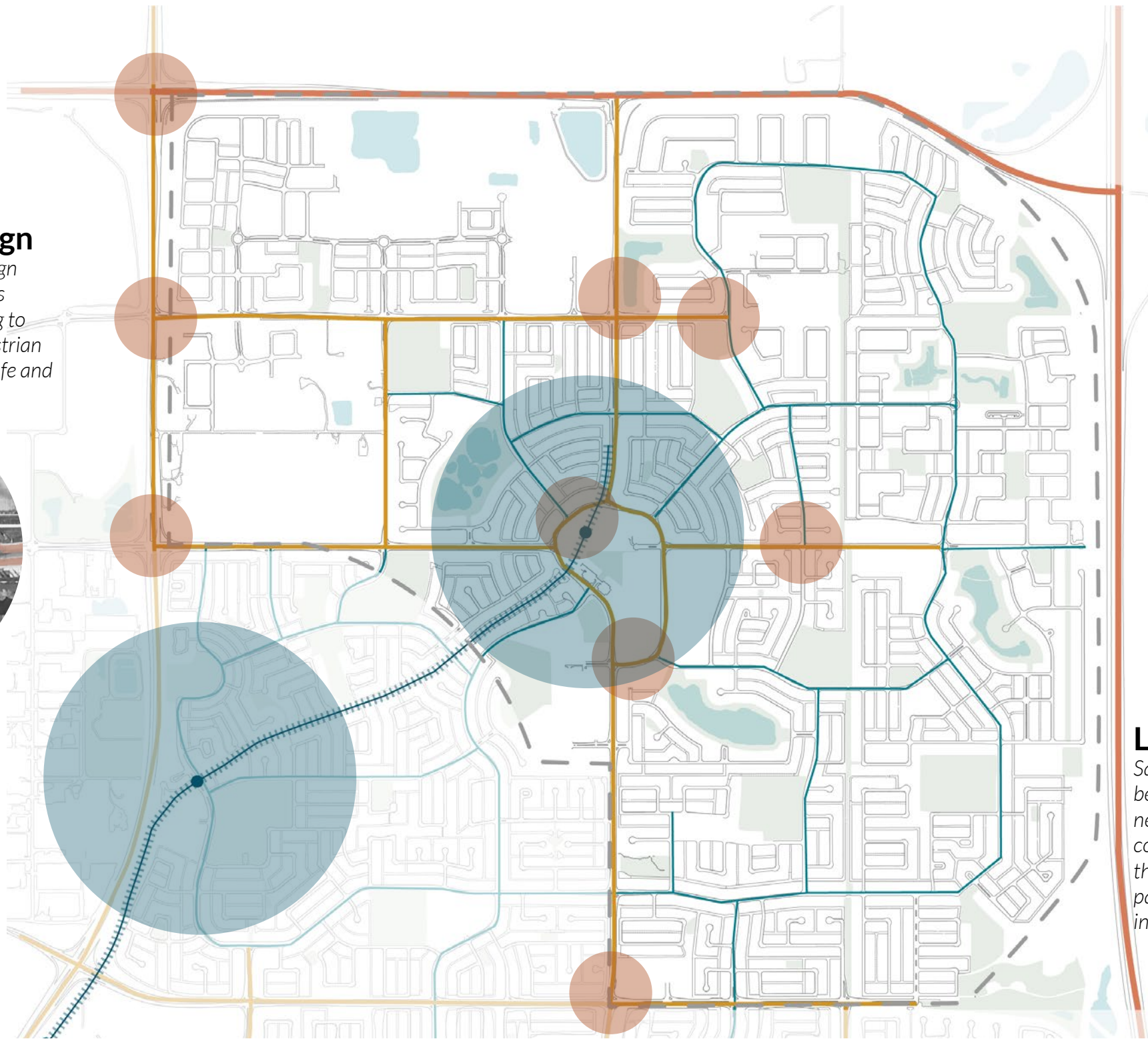
Saddle Ridge

278



Taradale

105



High Incident areas  
600m Walking Radius



### Road and Street Connections

The road and street connections in the community imposes constant safety concerns within the community with lack of crosswalks, sidewalks and relative short waiting time for pedestrians at important traffic junctions. These walking barriers affects the walking score for the community and needs to be addressed.



0.4%



0%

### Low Active Mobility

Saddle Ridge - Taradale community has people who belong to varying age group, which puts a pressing need for different level of mobility options in the community area. The community currently suffers through a limited option for walking and biking paths and trails which needs attention in any future intervention.



*“I’m a strong believer in planning based on the human body – what we can see, how we move, and what speed we naturally move. That speed we move affects the way we see the details and understand the surroundings.”*

*- Jan Gehl*



# 2.5

## SUMMARY

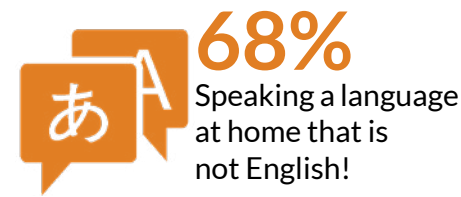
Analyzing the cultural landscape, natural environment, built form, and the infrastructure we summarized all four aspects onto a map. Based on the opportunities and challenges we are able to focus on certain locations are our first step in the concept draft, our next step of understanding Saddle Ridge - Taradale.



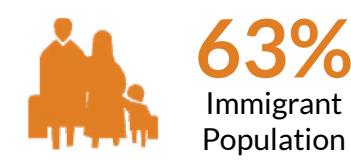


# WHAT WE OBSERVED

## Distinct Cultural Identity



## Community of Large Family Size with Children



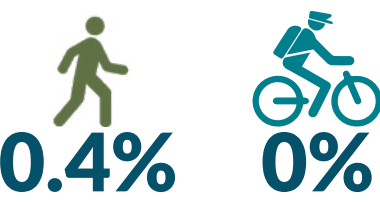
## Lost Transit Value



## Lacking Avenues for Social Interaction



## Low Active Mobility



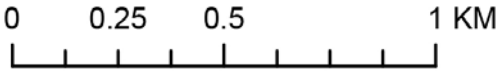
Disconnected Open Space Network

Existing Bike Lane

Social Node

Wetlands

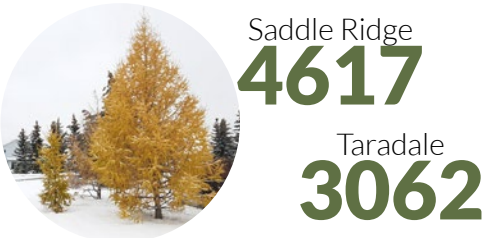
Vehicle-Pedestrian Incidents



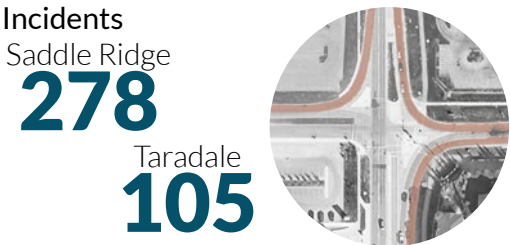
## Natural Ecosystem



## Few Trees!



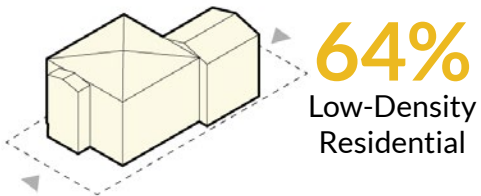
## Vehicle-Centric Streets



## Missing Building Typologies



## Suburban Structure





# 3.

## COMMUNITY ENGAGEMENT





We acknowledge and are aware of how important engagement and collaboration are when it comes to planning. Recognition of the opportunities and challenges within Saddle Ridge - Taradale is one-side of the whole picture. Acknowledgement of the entirety of the priority and the beliefs from the residents of what stems from these issues allows us to understand the community as whole. When creating the future of Saddle Ridge - Taradale, it is important in our opinion that the community also feels empowered, and enthusiastic to their community’s future. Noting that we engaged not only with the steering committee, but the community members, the people who extensively use the amenities within the community, and the general public from across Calgary. Taking the engagement to the people at both the Community Workshop and the Community Open House. We used multiple methods of conveying our ideas.

At the **Community Workshop** (February 11, 2023), activities such as drawing, writing and guided dialogue / interviews with the community members was a way to prioritize and locate specific locations of Saddle Ridge - Taradale.

At the **Open House** (April 8, 2023), the creation of posters and sticker usage was a great way to engage with the general public about our draft strategies. In addition, a 1:2000 fabrication of the community was created, this additionally helped the community see the community at a different dimension, providing more insightful feedback and suggestions.

## COMMUNITY WORKSHOP



## COMMUNITY OPEN HOUSE









We don't want to live in a traditional family home. It's not affordable for us.

We need more rental spaces for our kids to do their activities, this keeps our kids active and safe!

We want to be close to our families for health and medical reasons, but I want personal space as well.

I love the skatepark! But I wish I could have my own time to skateboard without the children in the same park.

We think that our parents are being cooped up in the house during the winter because of the poor pathways.

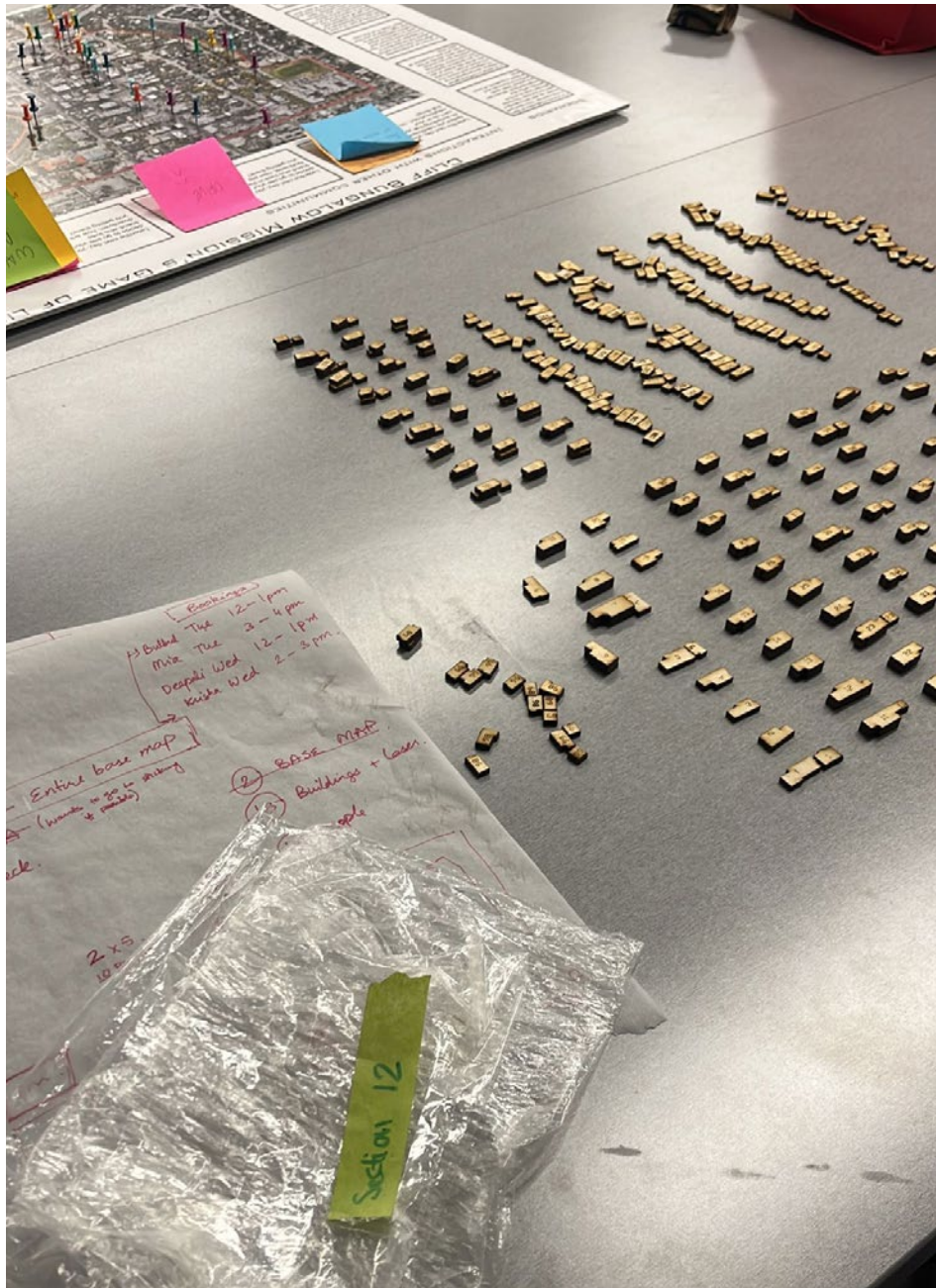
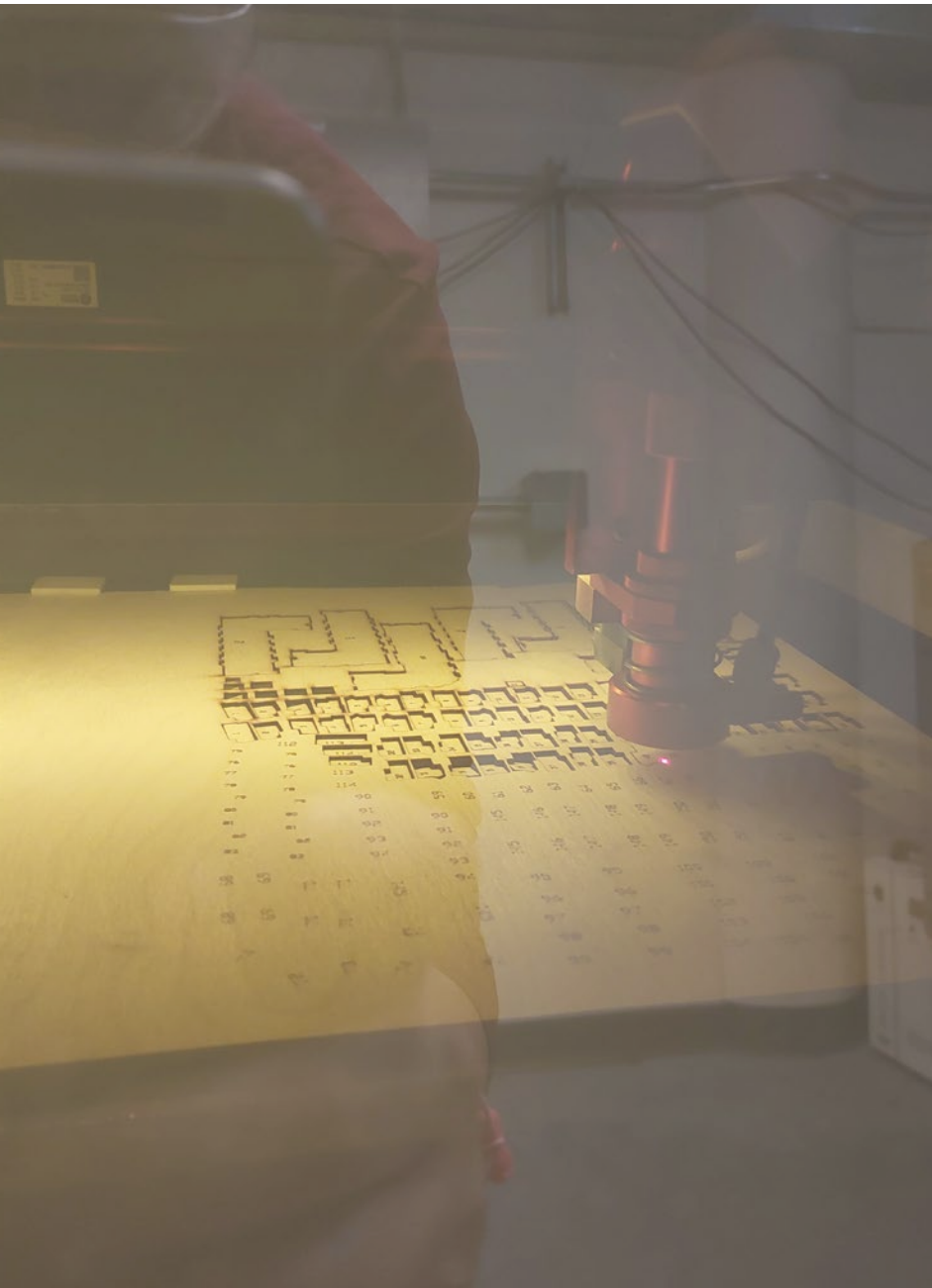
When we bike around, the pathways just end. We would like to bike around the whole neighbourhood.

It would be a great opportunity for our community to learn new things outdoors. Ice Skating is very Canadian!



# MODEL FABRICATION

Before starting the design process, we, as a whole batch, laser cut, glued, and put together a 1:2000 scaled model - fabricated to engage with the community members. The model was also proven essential for the residents to visualize their communities on scale and physically discuss the opportunities and challenges they see in Saddle Ridge - Taradale at the Open House.







# 4.

## COMMUNITY DESIGN



# RE-IMAGINE SADDLE RIDGE - TARADALE

*A Holistic Community that Everyone Loves!*

**One Sky's community design** is categorized by three high level, community scale conceptual design strategies. These strategies guided our approach to developing the final design recommendations required to realize our vision for the RE-IMAGINE SADDLE RIDGE - TARADALE Community.



# GUIDING PRINCIPLES



Through amendments to the land use policy and urban form categories including design interventions directed at creating gentle density area, commercial nooks (corner store) and also forging a new identity for the community through cultural wayfinding. Land use plays an important role in guiding the intensity and diversity of the built form through redevelopment, while preserving a neighbourhood’s character and sense of place.



Through green network connections, bike and pedestrian trails creating an ecological and recreational infrastructure that provides sustainable habitat for people and nature. This approach considers different systems that make up the layers of the green network and trails including cultural landscapes, parks, wetlands, recreation, and how these layers interact with the urban fabric through safe intersections. The conceptual design interventions aim to connect the natural environment with active transportation and mobility to attract people and natural systems into the community.



Through walkable, mixed-use main street development within 5-minute (500m) walkshed of the Saddletowne LRT station. Energizing the community by providing diverse use of open and green spaces and through social nodes providing avenues for the social interaction needed for diverse age group.

# GOALS

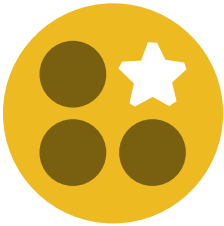
To make Saddle Ridge - Taradale



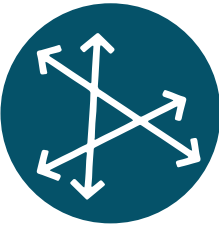
DIVERSE



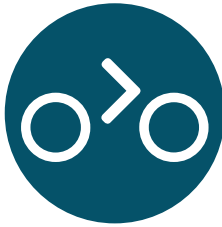
ACCESSIBLE



DISTINCT



INTERCONNECTED



ACTIVE



SAFE



VIBRANT



VERSATILE



COLLABORATIVE





# 4.1

## REBUILDING SADDLERIDGE - TARADALE

Within the design strategies of REBUILDING SADDLE RIDGE - TARADALE, these three conceptual design approaches provide additional design considerations and recommendations that apply on a community wide or site-specific basis. This design approach provides general policy recommendations which primarily focus on gentle density intensification, and more specific policies applied to areas such as corner stores. It also entails developing a toolkit for creating a unique identity for the community through cultural wayfinding and legibility initiatives.

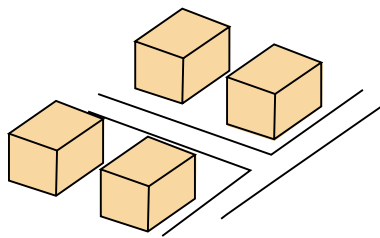


# OPPORTUNITIES AND CHALLENGES

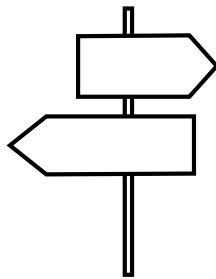
# GOALS



LOST TRANSIT  
VALUE



MISSING BUILDING  
TYPOLOGIES



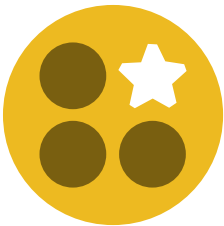
MISSING  
WAYFINDING



DIVERSE



ACCESSIBLE

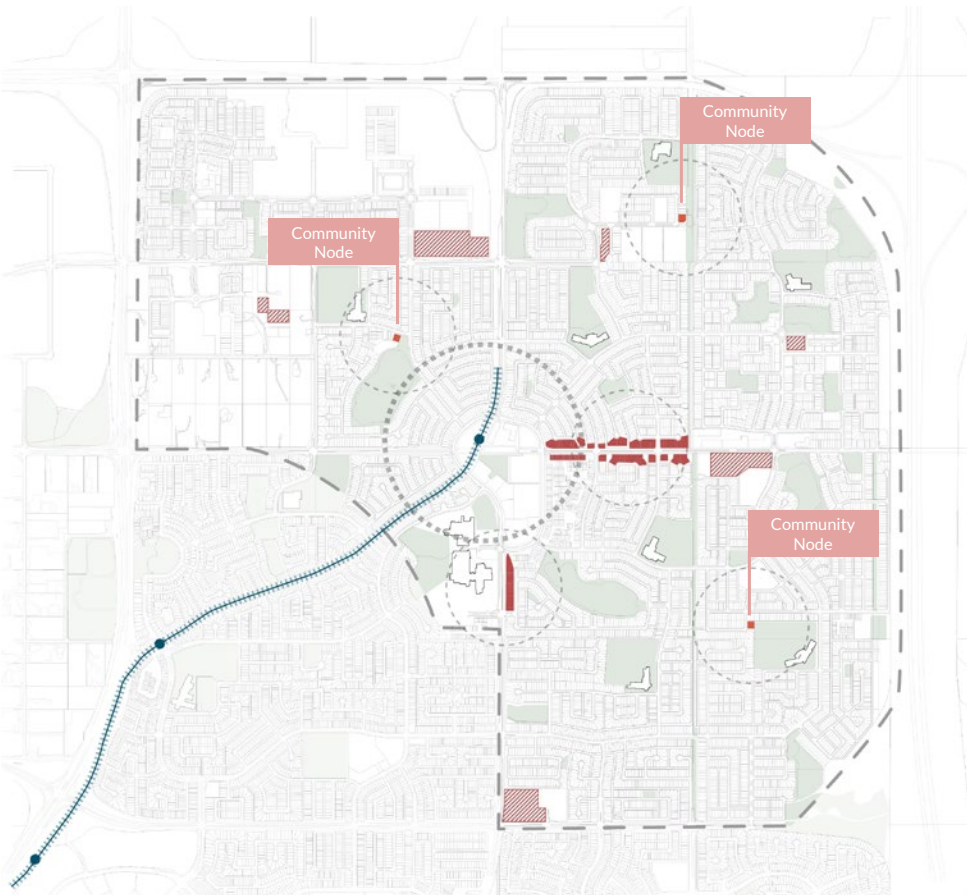


DISTINCT

# STRATEGIES



1. GENTLE DENSIFICATION



2. NOOKS



3. IDENTITY AND WAYFINDING

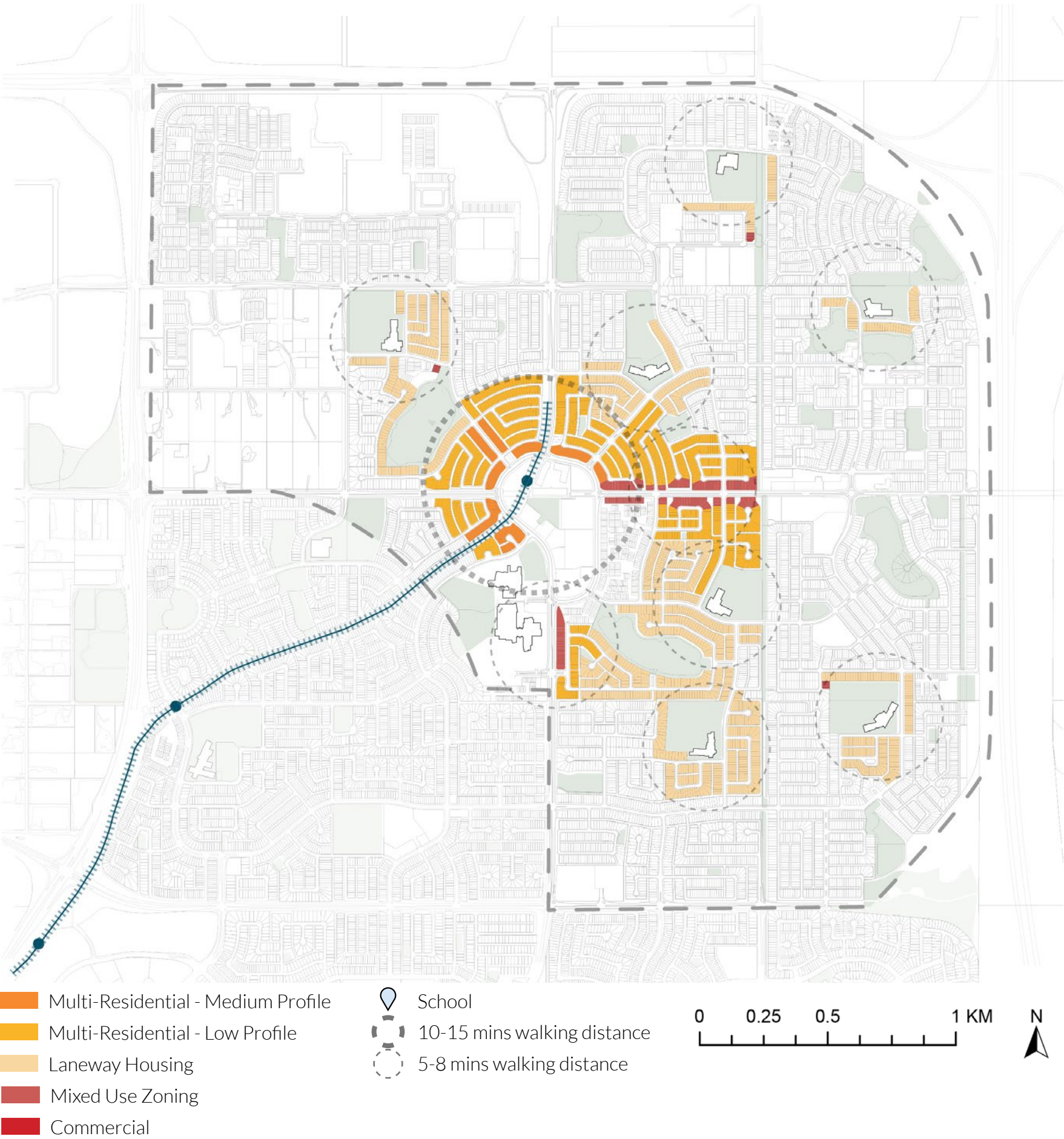


# 4.1.1 GENTLE DENSIFICATION

Gentle densification refers to the process of increasing the population density of an established community while still maintaining the existing character of the neighbourhood. Gentle density is being considered as a way to address the challenges of affordable housing, population growth, and community livability in the Saddle Ridge - Taradale communities in Calgary.

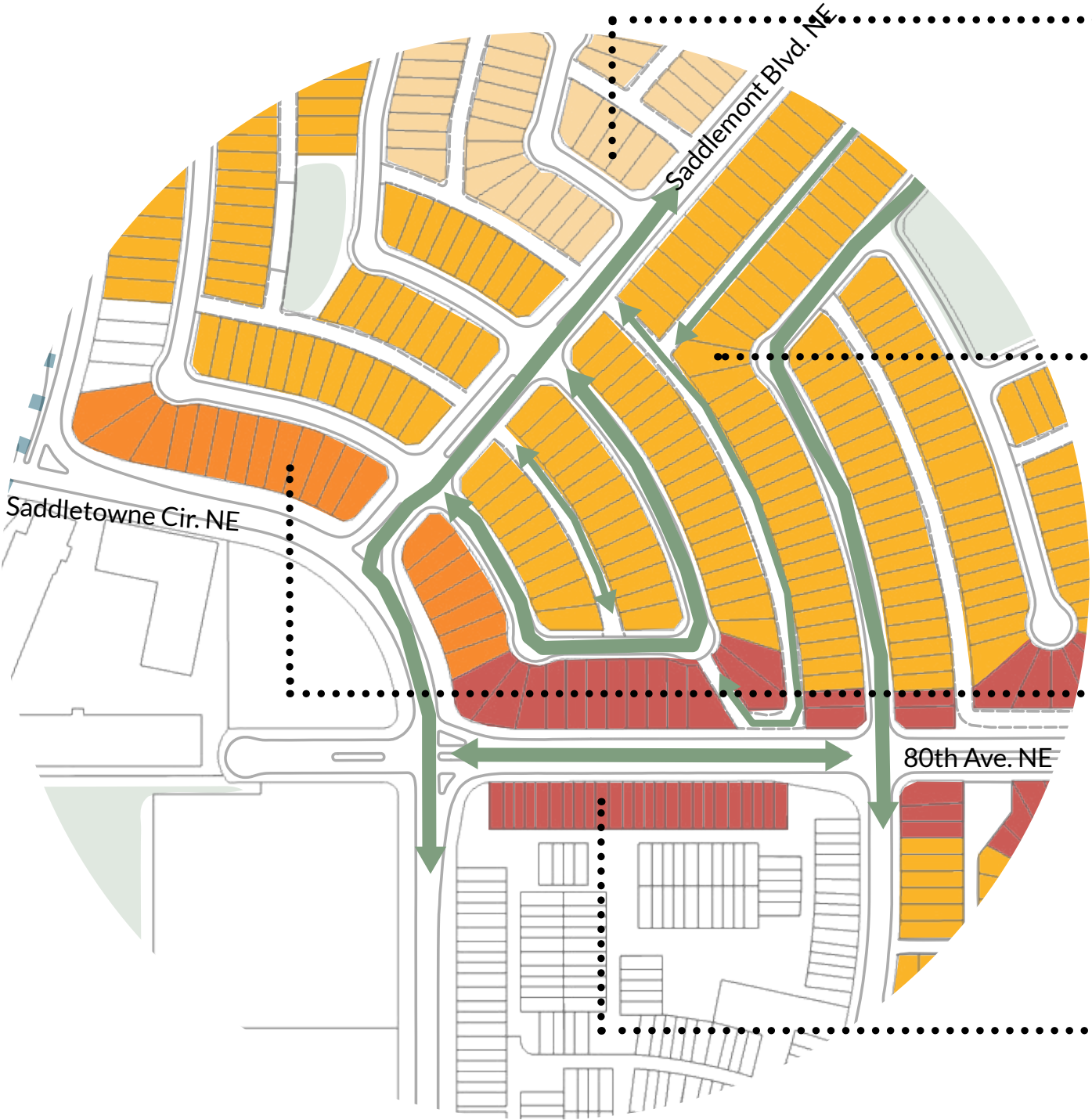
In the context of the Saddle Ridge - Taradale communities in Calgary, gentle densification can be achieved through various strategies, such as allowing for the construction of secondary suites, laneway homes, duplexes or triplexes and small-scale multiplexes in existing residential areas. These strategies can provide more housing options for families and individuals while also utilizing existing infrastructure and amenities in the community without significantly altering the character and aesthetics of the neighbourhood.

Through demographic and urban form analysis, ONE SKY PLANNING found out that area around the Saddletowne LRT station along the Saddletowne Drive NE, Falconridge Blvd NW and 80th Ave NE have high potential for gentle density, leading the community to capitalize on transit focused development. This will also allow the community to house more residents and meet the density targets as established in the Calgary Metropolitan Region Board's Growth Plan and Calgary Municipal Development Plan.



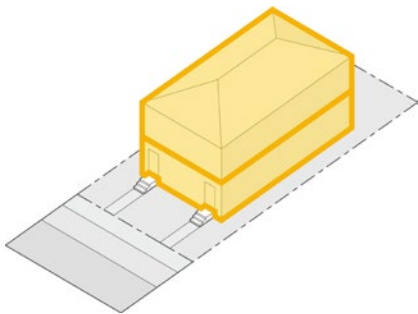


# TRANSIT FOCUSED DEVELOPMENT

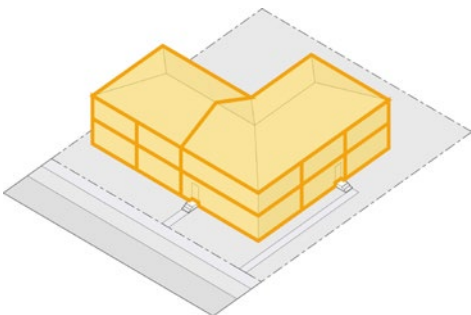


# GENTLE DENSIFICATION - TYPOLOGIES

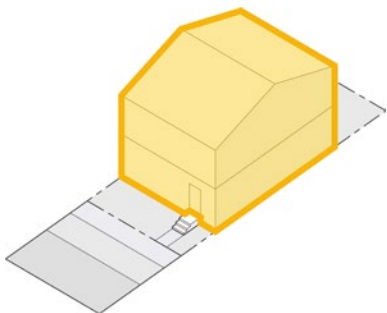
LANE-WAY HOUSING



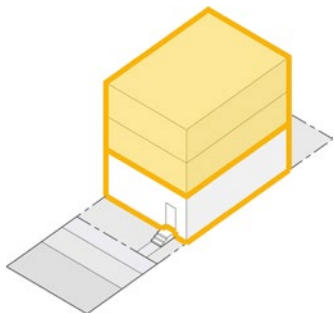
MULTIPLEX



TOWNHOUSE



LIVE-WORK UNITS



PARKDALE, CALGARY



NORTH GLENMORE 20, CALGARY



KENTLAND, UK



AUSTIN, USA



# LANEWAY HOUSE

Laneway Houses, also known as backyard suites or carriage houses, are smaller secondary dwellings located on the same lot as a primary residence. They have become increasingly popular in many urban areas in established communities for a number of reasons.

Benefits of Laneway Houses:

1. **Increased housing options** for homeowners, renters, and multi-generational families. They can be used as rental units, guest houses, or even as a primary residence for homeowners who want to downsize or live closer to family members.
2. **Increased affordability** in the community where the cost of housing is high.
3. **Increased income** for homeowners who rent out their lane way houses, they can provide an additional source of income.
4. **Increased density** in the established neighbourhood without significantly changing the character of the community. This can help to make more efficient use of existing infrastructure and services.
5. **Sustainable and energy-efficient design** of the lane way house can help in reducing the carbon footprint.



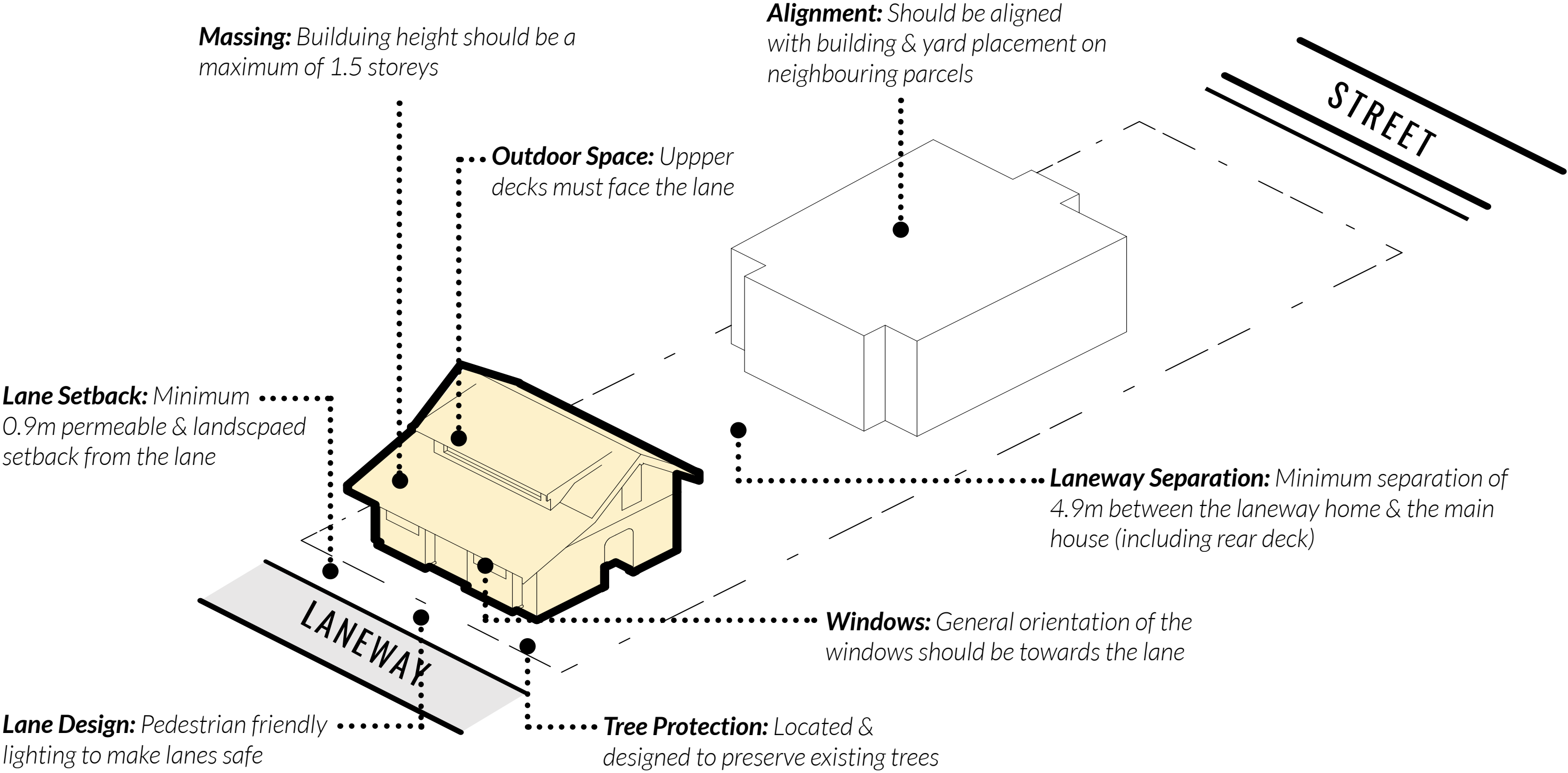
LANEWAY HOME, ROSEDALE, ONTARIO



LANEWAY HOME, PARKDALE, CALGARY



# DESIGN GUIDELINES





# MULTIPLEX

Multiplex housing, also known as multi-unit housing or multi-family housing, refers to a residential building that contains multiple housing units within a single structure.

Benefits of Multiplex Housing:

1. Multiplex housing can provide **affordable housing** options for individuals and families who cannot afford single-family homes.
2. Multiplex housing can **increase density** in urban areas, which can help reduce urban sprawl and promote more efficient use of land.
3. Multiplex housing can offer **common spaces** such as shared outdoor areas that facilitate social interaction among residents.
4. Multiplex housing can provide greater **accessibility** for individuals with disabilities, as many buildings offer features such as elevators and ramps that make it easier for individuals with mobility issues to navigate the space.
5. Multiplex housing often offers **shared amenities** such as laundry facilities, fitness centers, and pools, that would be difficult to afford or maintain as an individual homeowner.
6. By sharing a building, residents can reduce their individual environmental impact by sharing resources such as heating and cooling systems, **reducing energy consumption and waste**.



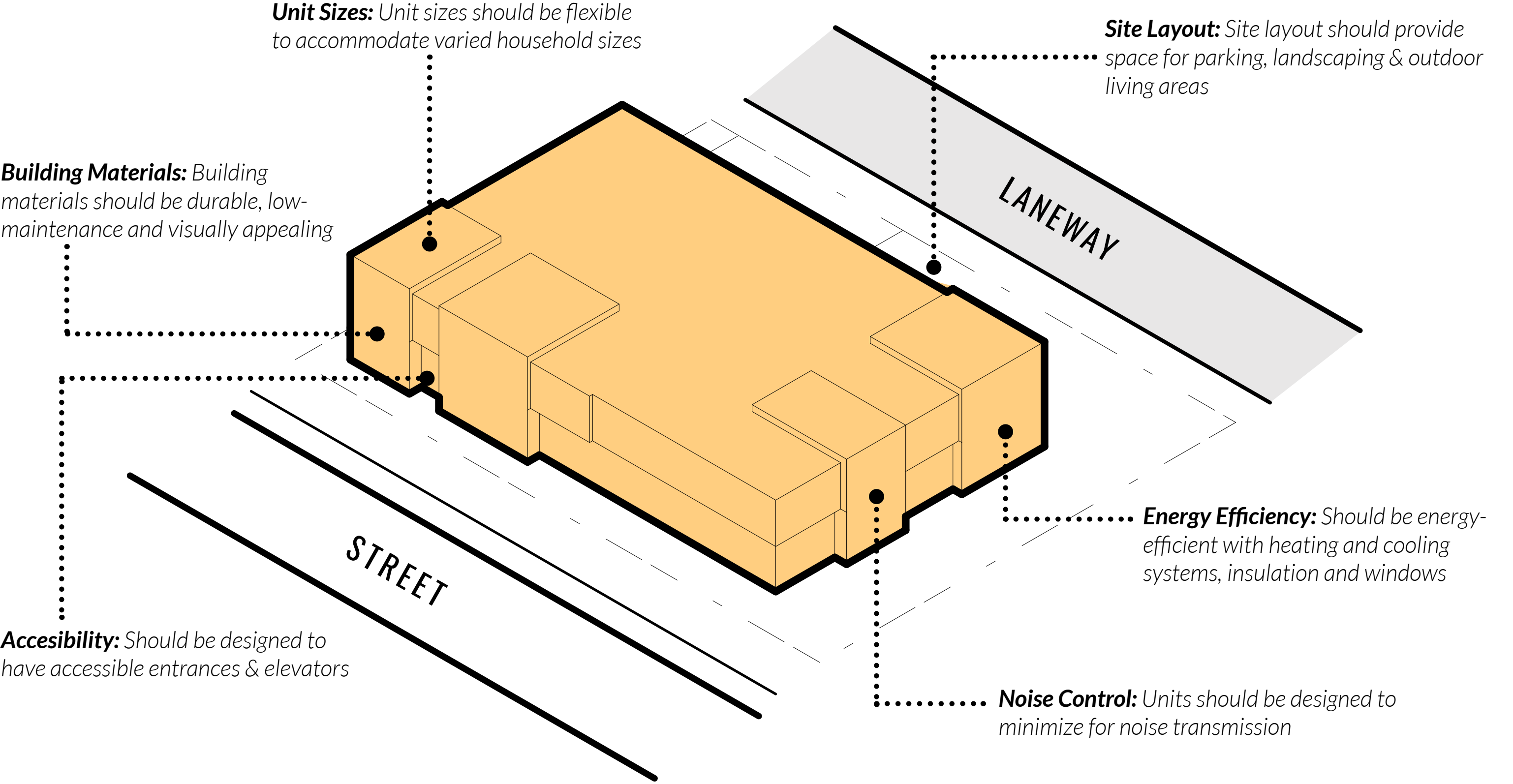
MULTIPLEX HOUSING, MONTREAL



MULTIPLEX HOUSING, AUSTIN, USA



# DESIGN GUIDELINES





# TOWNHOUSE

Townhouses are a type of residential housing that typically share walls with adjacent homes and are usually multi-storey, providing several floors of living space.

Benefits of Townhouses:

1. Townhouses can offer a more **affordable housing** option than single-family homes, as they generally cost less to build and maintain.
2. Townhouses typically have a **smaller footprint** than single-family homes, making them a space-efficient option for urban areas.
3. Townhouses may offer **shared amenities** that may be expensive or difficult to maintain in a single-family home.
4. Townhouses often come with **low maintenance** requirements, as they may be managed by a homeowners association that takes care of exterior maintenance, landscaping, and other communal areas.
5. Townhouses offer a **higher security** than apartments, limiting the number of entry points into the home.
6. Townhouses often offer a **sense of community** and may have access to communal spaces such as courtyards or playgrounds.
7. Townhouses often offer a multi-storey layout while still being **accessible** to those with mobility issues.



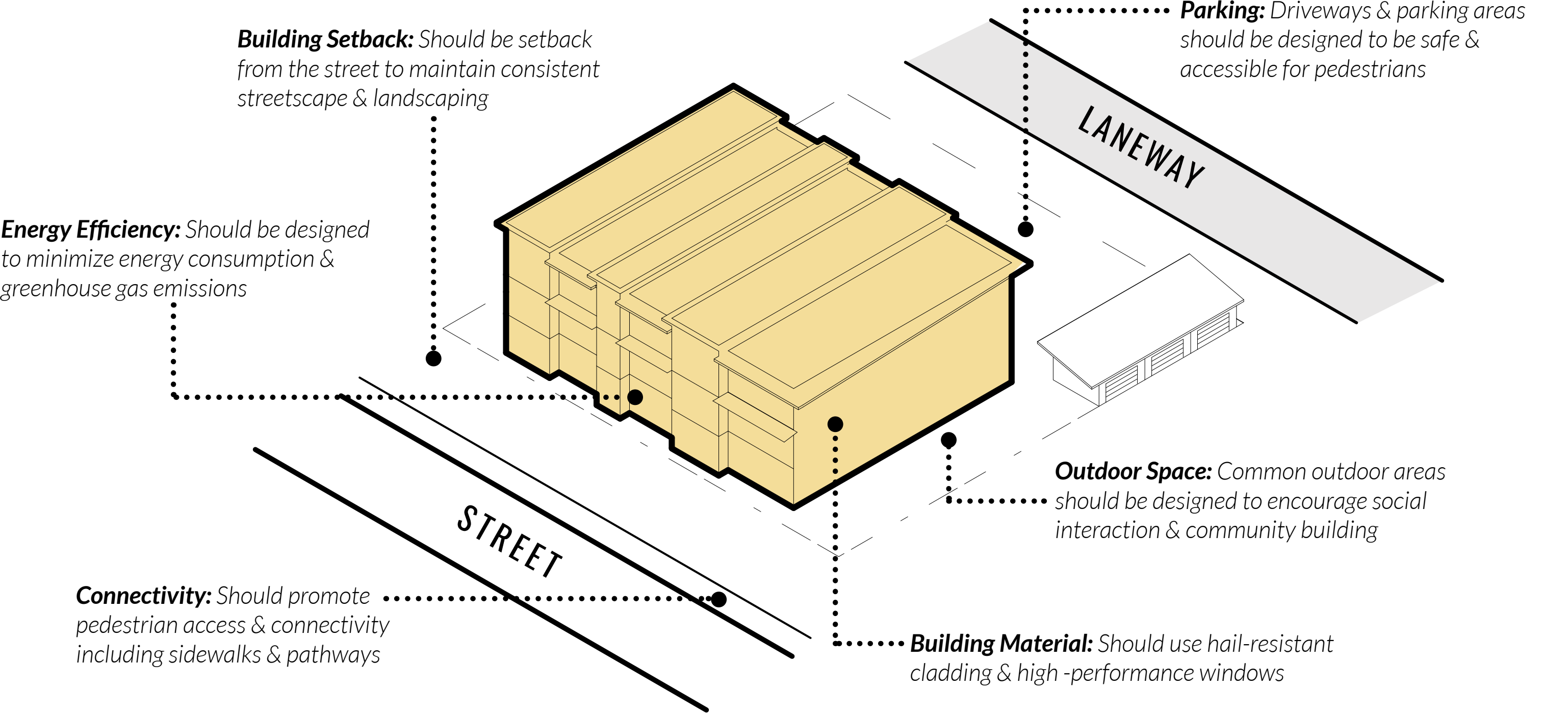
TOWNHOUSE, NEW MARKET, ONTARIO



TOWNHOUSE, GLENMORE, CALGARY



# DESIGN GUIDELINES





# LIVE-WORK UNITS

Live-work units are a type of housing that combines a residential living space with a workspace or commercial space, allowing residents to live and work in the same building.

Benefits of live-work units:

1. Live-work units offer the **convenience** of having a workspace and living space in the same location, eliminating the need for commuting or renting a separate commercial space.
2. Live-work units offer **flexibility for small business owners** or freelancers who can use the workspace for a variety of purposes, including a home office, art studio, or retail space.
3. Live-work units can offer significant **cost savings**, as residents can save on rent and transportation costs, as well as tax benefits for running a business from home.
4. Live-work units can offer a better **work-life balance**, as residents can easily switch between working and personal activities without having to travel between locations.
5. Live-work units can be **customized** to meet the specific needs of the resident, with a specific workspace layout or living space design.
6. Live-work units can offer a **sense of community**, as residents may have access to shared spaces or amenities, allowing for social interaction and collaboration with other residents.



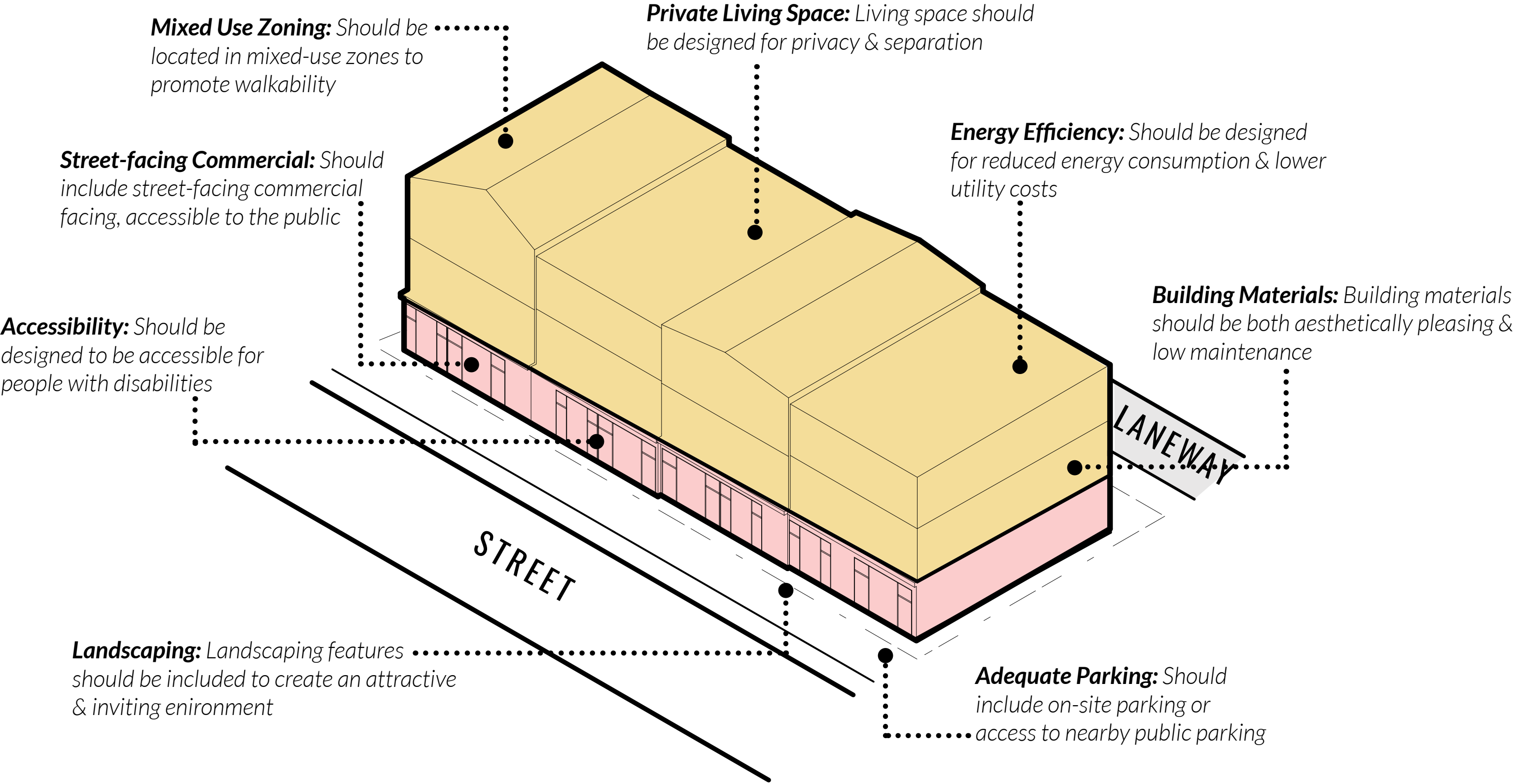
LIVE-WORK, OAKVILLE, ONTARIO



LIVE-WORK, HAMILTON, ONTARIO



# DESIGN GUIDELINES



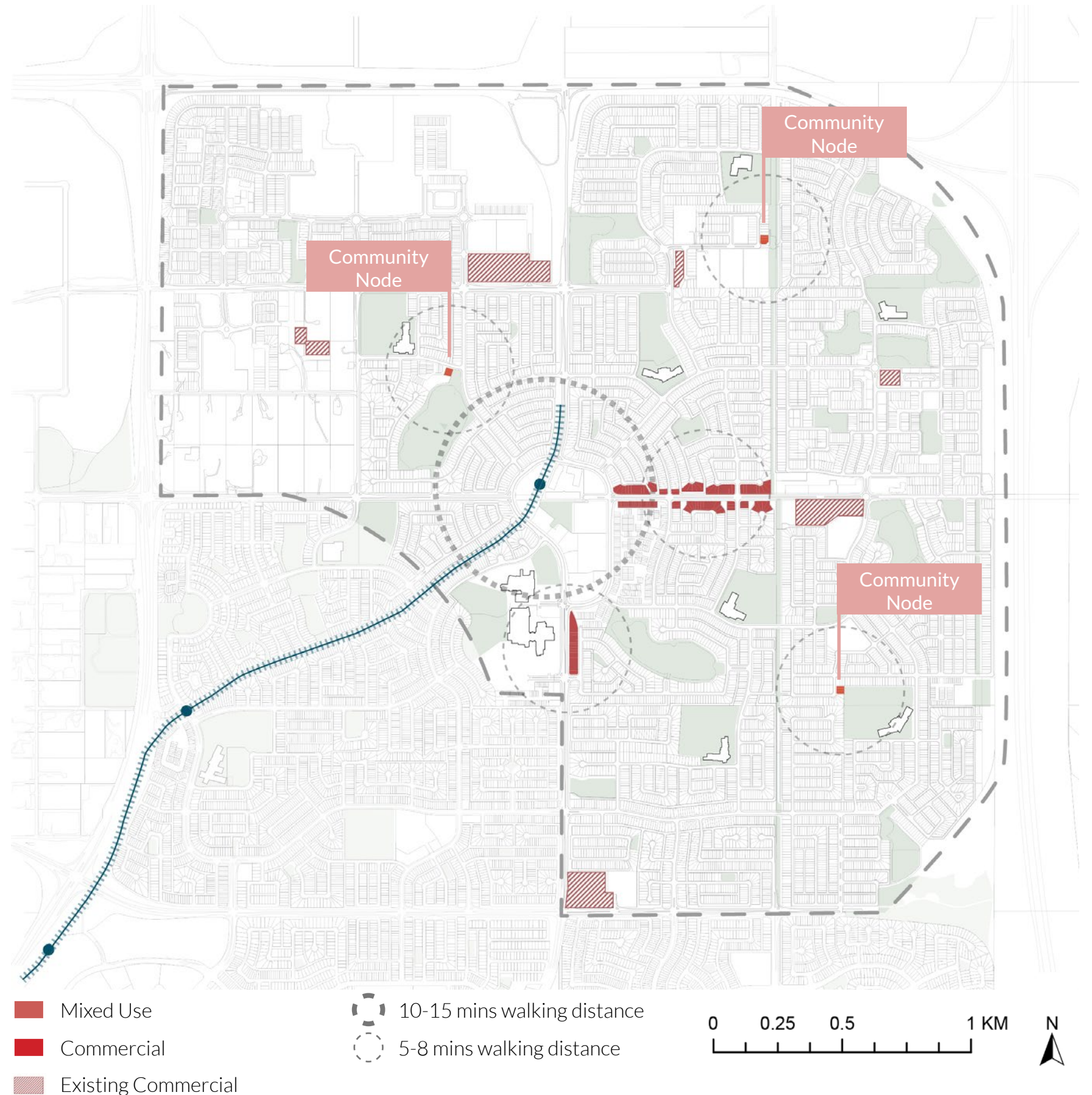


## 4.1.2 NOOKS

Corner stores and neighbourhood activity centres are key community components which are typically located on street corners or in residential neighbourhoods. While both communities have access to larger supermarkets and grocery stores, there may still be a need for corner stores to provide convenient access to essential goods and services for local residents.

These small neighbourhood stores are often within walking distance for residents, making it easier for residents to quickly pick up items they need without having to travel long distances. Additionally, these corner stores are often independently owned and operated by small business owners. By supporting these businesses, residents can contribute to the local economy by providing job opportunities and supporting small businesses. These neighbourhood activity centres can also serve as community gathering places, where residents of Saddle Ridge & Taradale can socialize and connect with one another. This can help to create a stronger sense of community and social cohesion.

*Neighbourhood corner store also acts as **third space** within the community while also encouraging amenities within the walking distance.*





# RECOMMENDATIONS



BROOKLYN, USA



BRISBANE, AUSTRALIA

**Sites:** Locations for this intervention are noted on the map.

**Built form:** Massing and built form should fit within the block context and should correspond to the scale of the adjacent blocks.

**Active Frontage:** To ensure a vibrant activity centre, all identified corner stores must provide at grade active frontage and high visibility from the street to attract potential customers which can be achieved through clear signage and large windows.

**Live-Work:** Where possible live-work units should be encouraged at identified corner store sites.

**Food:** Emphasis should be given to food-related commercial activities such as corner stores, local markets, cafes, bakeries, and restaurants. To facilitate this, short-term measures such as utilizing parking spaces for food trucks or community gatherings like barbeques could be taken.

**Accessibility:** The identified corner stores should be easily accessible to all members of the community, including those with disabilities. This can include features such as ramps, automatic doors, and wide aisles.

**Safety:** The store should be designed with safety in mind, including adequate lighting both inside and outside the store.



# EXISTING - HOUSING NEAR SADDLECREEK POND





# RECOMMENDED - CORNERSTORE NEAR SADDLECREEK POND





# 4.1.3 IDENTITY AND WAYFINDING

Community identity is an important element for creating a strong, vibrant, and inclusive community in Saddle Ridge - Taradale. We sought to represent these values simultaneously through the community-wide multilingual wayfinding program that assists people in getting to key places by all modes of transportation and establishes an unique community identity. Multilingual signage can play an important role in helping to ensure that all members of the community can easily navigate and access essential services in their neighbourhood.

Based on both the communities' urban structure and road network, we are proposing entrance signage to be placed at the key gateways in and out of the community. We are providing a cohesive approach to the larger branding strategy for the community, which includes directional signage (both pedestrian and vehicular), maps, and identification signage for civic facilities, parks, trails and the many amenities the community has to offer.



TUSTIN LEGACY, ORANGE COUNTY, CALIFORNIA





# RECOMMENDATIONS

## POTENTIAL LOCATIONS FOR THE SIGNAGE PROGRAM:

### Landmark Signage:

They should be used to identify important community features and attractions, such as Taradale Park, Saddle Ridge Park, Genesis Centre, shopping centres like Saddletowne Circle and transit hub such as the Saddletowne LRT station. These signages should be used to mark the entrances to these locations, identify specific features within them, and provide directional information.

### Informational Signage:

They should be installed at parks and recreational areas to provide park rules and regulations, safety information and educational information about the flora and fauna. They should also be used at transit hub such as Saddletowne LRT station to provide transit schedules, maps and safety information and also at community centres like Genesis Centre.

### Directional Signage:

They should be used at important junctions within the community and at Saddletowne LRT station to guide commuters. They should also be installed at parks and recreational areas and thus help guide visitors to specific features within the park such as playgrounds, sports fields, or picnic areas.





# EXISTING - ENTRANCE TO SADDLE RIDGE - NEAR SADDLETOWNE STAION





# RECOMMENDED - ENTRANCE GATEWAY TO SADDLE RIDGE AND SIGNAGE





# IMPLEMENTATION STRATEGIES

## 1 GENTLE DENSIFICATION

Long Term  
10 + Years

**Housing Supply Challenge (Round 4)**  
Up to \$150,000 for incubation  
Additional \$40 million for implementation

CMHC SCHL- Canada Mortgage and Housing Corporation



This challenge is about finding ways to make it easier to build houses. The challenge prioritized solutions that accelerate the creation and preservation of housing that is affordable, climate compatible and meets people’s needs.



## 2 NOOKS

Mid Term  
4 - 10 Years

**Invests In Energy-Efficient Homes**  
Up to \$5,000 + additonal \$600

Canadian Federal Government



The Canada Greener Homes Grant: encourages and helps homeowners make their homes more energy-efficient, create new jobs across Canada for energy advisors, and grow the domestic green supply chains and fight climate change.



## 3 IDENTITY AND WAYFINDING

Short Term  
> 1 - 3 Years

**Activate YYC**  
Stream 1: \$1,000 | Stream 2: \$10,000

Federation of Calgary Communities



Stream 1 - The intent of the program is to get people out in their communities enhancing neighbourhood activities, vibrancy, and social cohesion. Stream 2: This stream’s intent is to reclaim the streets through traffic calming, pedestrian-oriented streets, and tactical urbanism through Bump Outs and Parklets.



# WHAT WE HEARD AT OPEN HOUSE

We don't want to live in a traditional family home. It's not affordable for us.



We want to be close to our families for health and medical reasons, but I want personal space as well.





# 4.2

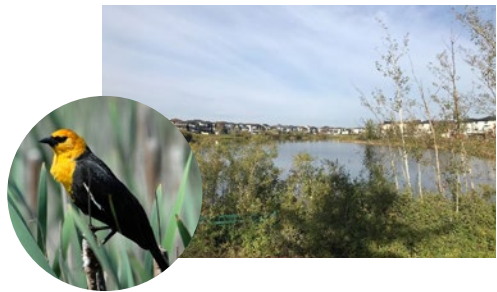
## RECONNECTING SADDLERIDGE - TARADALE

Within the design strategies of RECONNECTING SADDLE RIDGE - TARADALE, these three conceptual design approaches provide additional design considerations and recommendations that apply on a community wide or site-specific basis. This design approach provides general policy recommendations which primarily focus on green network planning and more specific policies applied to creating bike and pedestrian network. It also entails developing design interventions to make the intersections within the communities more safe and accessible.





# OPPORTUNITIES AND CHALLENGES



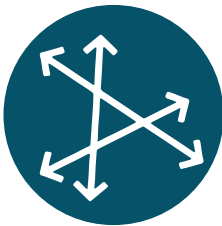
DISINTEGRATED  
NATURAL ECOSYSTEM



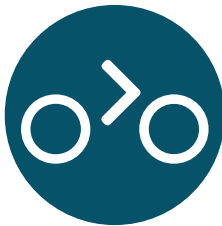
LOW ACTIVE  
MOBILITY



VEHICLE-CENTRIC  
STREET DESIGN



INTERCONNECTED

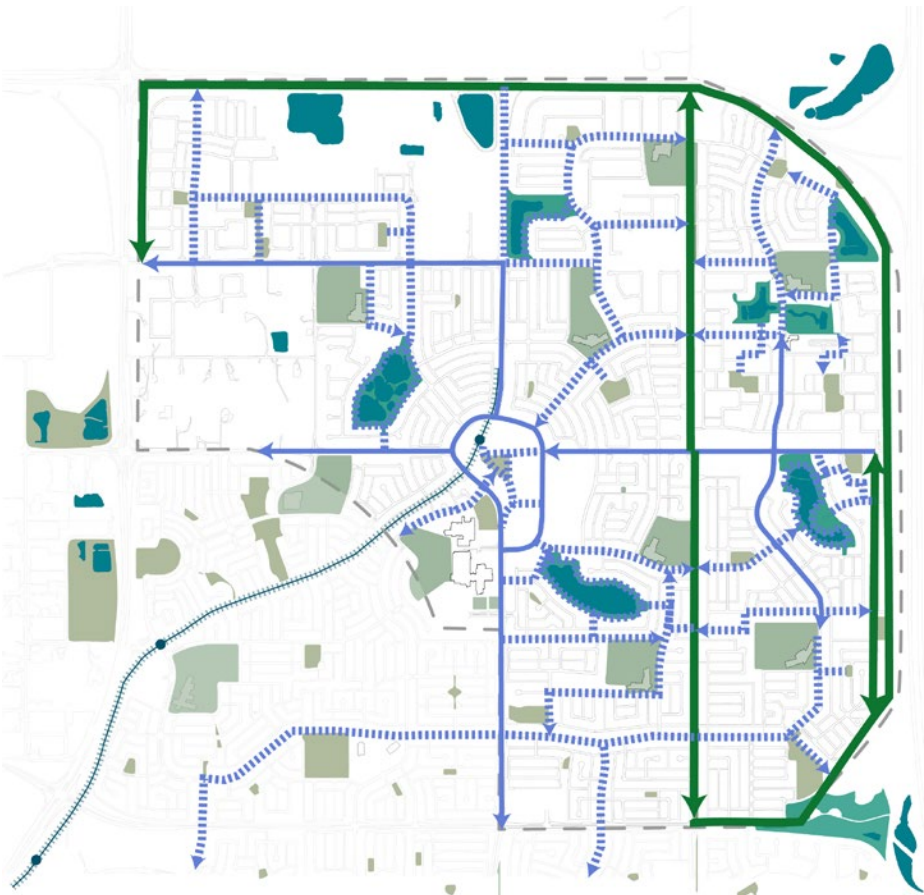


ACTIVE

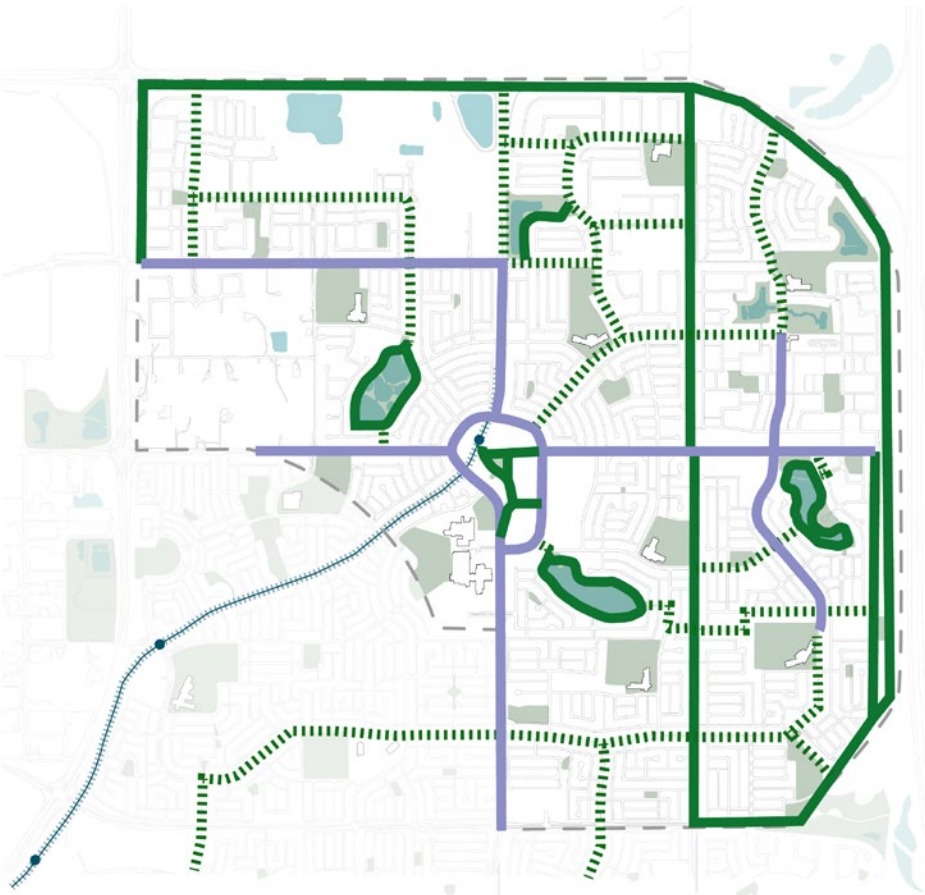


SAFE

# STRATEGIES



1. GREEN NETWORK



2. BIKE AND PEDESTRIAN NETWORK



3. SAFE INTERSECTIONS



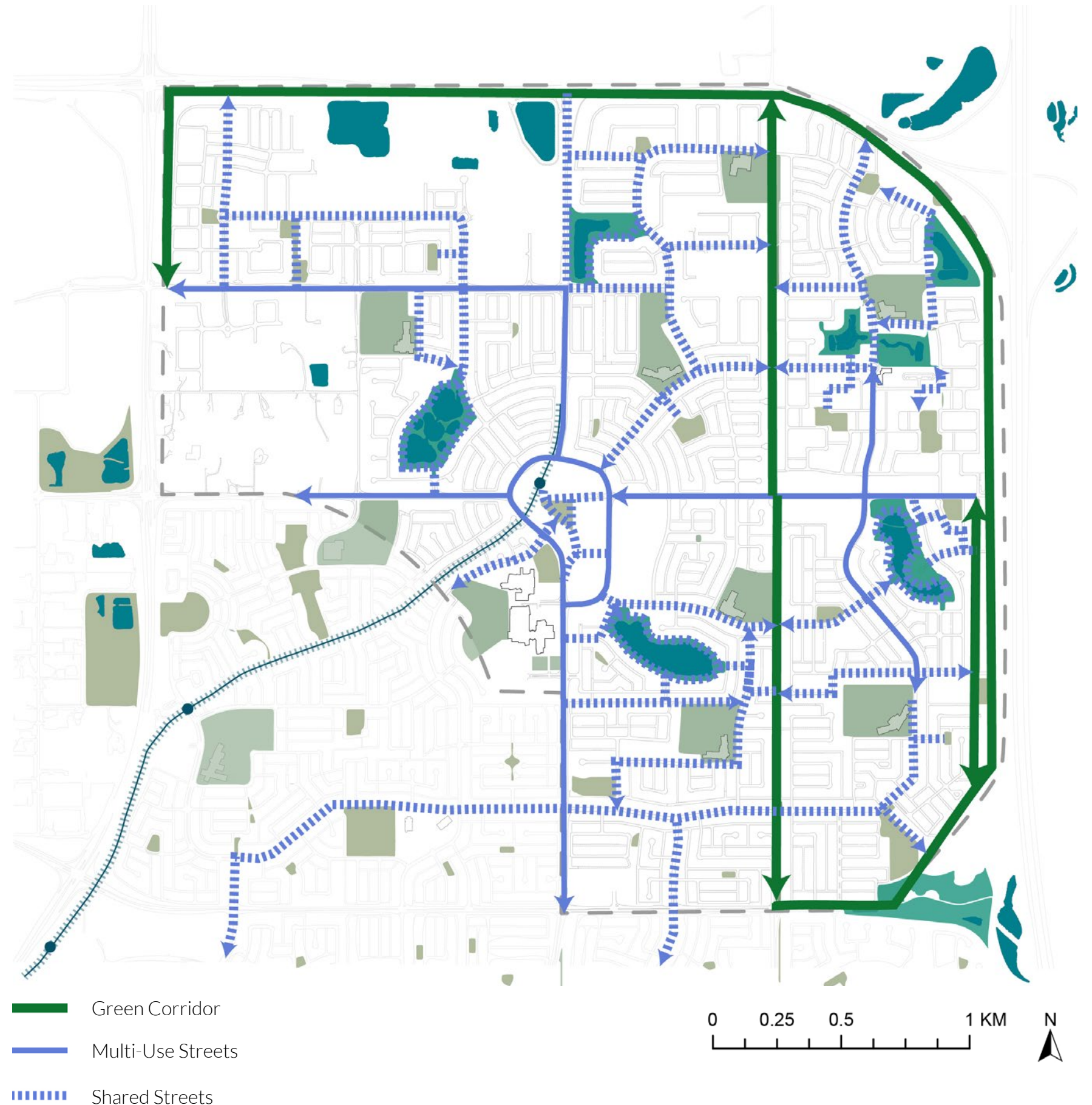
## 4.2.1 GREEN NETWORK

By formalizing the pathways and connecting the green spaces, a green network has many benefits:

1. **Increased connectivity:** It can provide a safe and accessible route for people to connect with local amenities within the community.
2. **Improved health and well-being:** It can encourage people to get outside and be more physically active.
3. **Environmental benefits:** It can also help to mitigate the effects of urbanization by providing green space and improving air and water quality.
4. **Economic benefits:** A green network trail can help to attract businesses and investment, as well as increase property values.



HALIFAX GREEN NETWORK





# RECOMMENDATIONS: TRAIL MAP AT TARALAKE PARK



# DESIGN TOOLKIT

When designing a green network trail in the Saddle Ridge - Taradale communities in Calgary, there are several key things to keep in mind:

**Accessibility:** The trail should be designed to be accessible to all users that includes providing accessibility support, and ensuring that the trail surface is firm, stable, and slip-resistant.

**Safety:** The trail should be designed to be safe for users of all ages and abilities. This may include providing appropriate signage, crossings, and lighting, as well as ensuring that the trail is separated from vehicular traffic wherever possible.

**Connectivity:** The trail should be designed to connect key destinations within the community, and integrated with other transportation networks, such as bike lanes and public transit.

**Sustainability:** The trail should be designed to be environmentally sustainable, with minimal impact on local ecosystems and natural resources.

**Maintenance:** The trail design should incorporate features that facilitate maintenance and upkeep, such as durable construction materials, easily accessible trash and recycling containers, and signage that clearly indicates maintenance responsibilities.

With the above factors, this toolkit can help to create a green network trail that is safe, accessible, sustainable, and well-suited to the needs and preferences of the local community.



# EXISTING - LINEAR PARK





# RECOMMENDED - GREEN CORRIDOR - LINEAR PARK



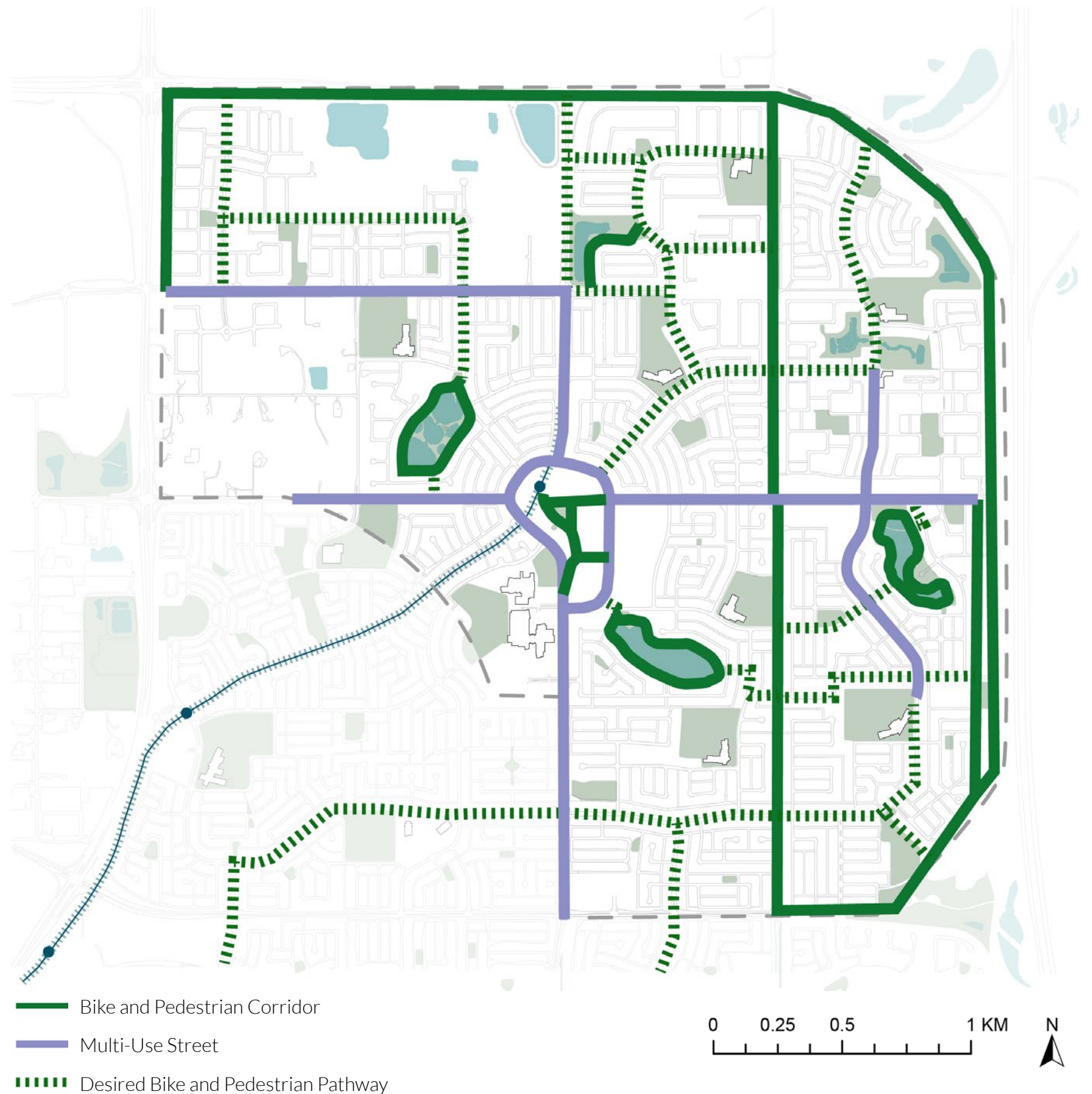


## 4.2.2 BIKE AND PEDESTRIAN NETWORK

Through the analysis stage and our interaction with the community members during the community workshop, we observed that both the communities lack a bike and pedestrian network which makes the community amenities under utilized by a large section of population.

We recommend a well-designed bike and pedestrian network for these suburban communities for several reasons:

1. **Safety:** It reduces the risk of accidents between pedestrians, cyclists, and motor vehicles.
2. **Health:** It promotes healthier lifestyle and reduces the prevalence of obesity and related health issues.
3. **Sustainability:** It reduces car usage leading to a more sustainable community.
4. **Access:** It provides greater accessibility to local businesses, services, and amenities to all members of the community.
5. **Quality of Life:** It enhances the overall quality of life, making it more enjoyable and livable.





# NETWORK PLANNING

1. **Assess Existing Infrastructure:** Initially assessing the existing bike and pedestrian infrastructure in the area and identify areas where improvements are needed and where there are gaps in the existing network.

2. **Identify Destinations:** Identifying key destinations such as schools, parks, and commercial areas that are important for community members to access by walking or biking.

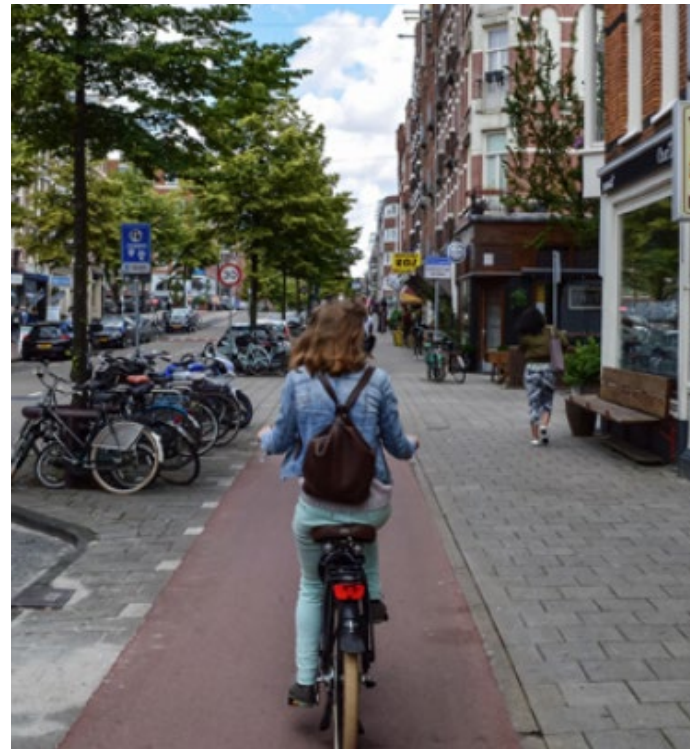
3. **Determine Network Design:** The type of infrastructure that will be required to connect these destinations, including bike lanes, multi-use paths, and sidewalks.

4. **Prioritize Network Implementation:** Based on key factors such as usage patterns, safety concerns, and available funding and also implementing the network in phases, starting with high-priority areas and routes.

5. **Engage the Community:** To get feedback on the network design and ensuring that community members feel included in the process.



DELFT, NETHERLANDS



ZWOLLE, NETHERLANDS

## 80th AVENUE NE MAIN STREET





# EXISTING: FALCONRIDGE BOULEVARD





# RECOMMENDED: FALCONRIDGE BOULEVARD - ACTIVE MOBILITY





# EXISTING - 80TH AVE NE



# RECOMMENDED - 80TH AVE NE





# WAYFINDING

**Consistent and Clear Signage:** Use simple, easy-to-read fonts and symbols, and make sure that signs are placed in visible locations.

**Provide Multiple Forms of Wayfinding:** Such as signage, maps, and mobile apps, to accommodate different types of users and their preferences.

**Use Universal Design Principles:** This may include using braille or tactile signage, providing audio cues, or using high-contrast colors for visibility.

**Incorporate Community Landmarks:** Such as Genesis Centre, LRT station, or parks, into the wayfinding system to help users orient themselves and navigate the network more easily.



MILWAUKEE, USA



ARLINGTON, VIRGINIA

# SAFETY

**Separation from Motor Vehicle Traffic:** Protected bike lanes, pedestrian islands, or grade-separated crossings.

**Intersection and Crosswalk Safety:** Providing signalized crossings where necessary to ensure safe passage for pedestrians and cyclists.

**Lighting:** Ensuring that bike and pedestrian facilities are well-lit to improve visibility and increase safety.

**Accessibility:** By providing curb cuts, ramps, and other features that facilitate safe and easy access.



ZWOLLE, AMSTERDAM



WISCONSIN, USA



# 4.2.3 SAFE INTERSECTIONS

According to our Traffic Incident study during the analysis stage, we have observed that there have been numerous incidents at intersections in both communities over the past few years. The intersections involved in Saddle Ridge are Saddletree Drive and Saddlecreek Way NE, as well as at the intersection of 80 Ave NE and Falconridge Blvd NE. In Taradale, incidents have occurred at intersections such as Taradale Drive and Tarawood Road NE, and Taradale Drive and Taralake Park NE.

These incidents include various types of collisions, such as rear-end collisions, intersection-related collisions, and collisions involving pedestrians or cyclists. These incidents can result in property damage, injuries, or even fatalities.

Safe intersections are required in Saddle Ridge - Taradale to help prevent these types of incidents and improve the overall safety of the communities. This can be achieved through various design considerations, such as optimizing traffic signal timings, improving pedestrian and cyclist infrastructure, and implementing traffic calming measures.

By prioritizing safety at intersections, we can help ensure that these incidents are minimized, and that residents can move around their communities in a safe and efficient manner.





# TOOLKIT FOR TRAFFIC CALMING MEASURES

We recommend the following design considerations for traffic calming measures using speed humps and speed tables for traffic in the Saddletowne and Taradale communities in Calgary.

**Height and Length:** Speed humps should be typically 3 to 4 inches in height and 10 to 14 feet in length whereas speed tables are 22 to 30 feet in length.

**Spacing:** Speed humps should be typically spaced 100 to 250 feet apart and Speed tables are typically spaced 250 to 500 feet apart to maintain a consistent speed.

**Placement:** Speed humps and speed tables should be placed in areas where speeding is a concern, such as residential streets or school zones.

**Markings:** Speed humps and speed tables should be marked with reflective paint or reflectors to increase visibility and reduce the risk of collisions.

## SPEED TABLE



CAMBRIDGE, UK

## CORNER RADII



SALT LAKE CITY, UTAH

## SPEED HUMPS



BRISBANE, AUSTRALIA

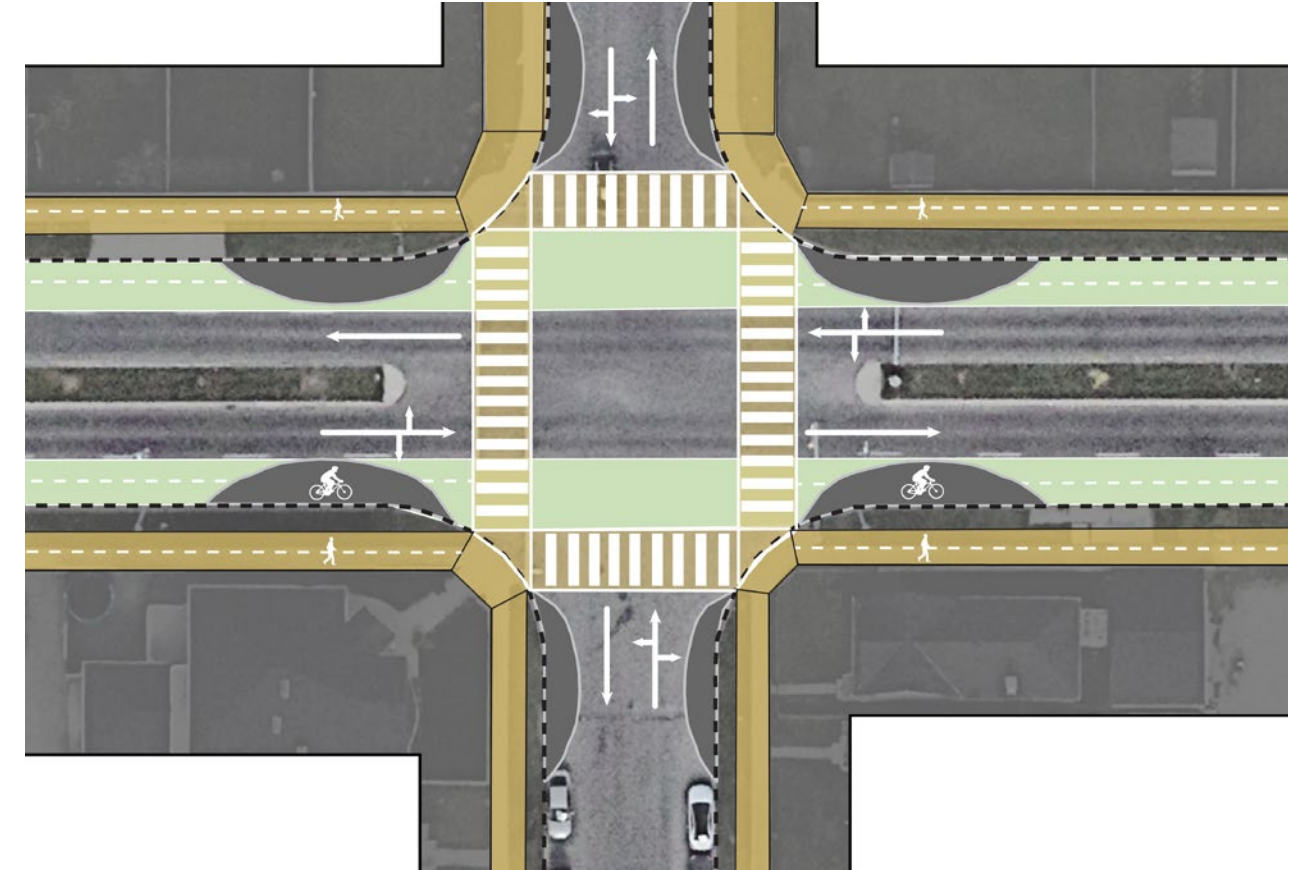
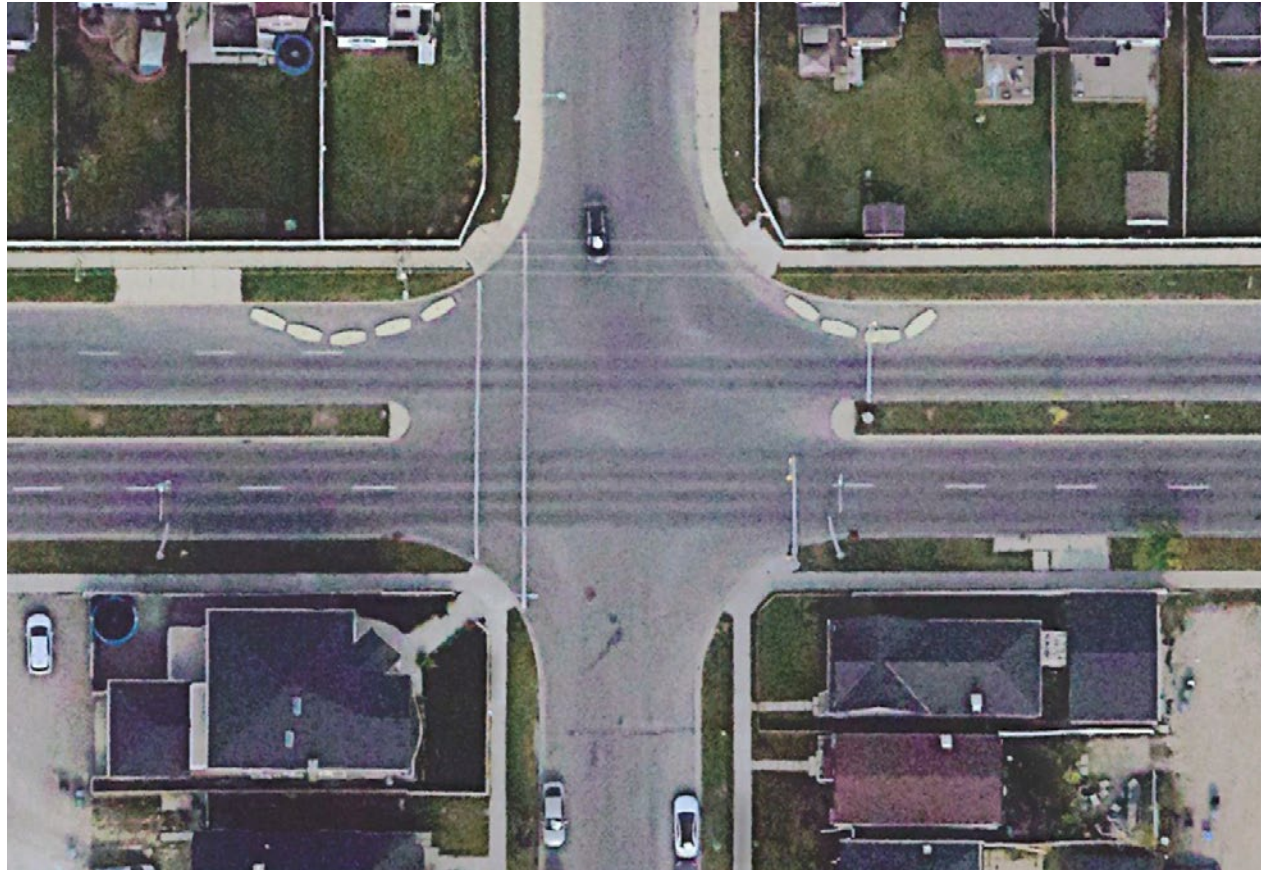
## RAISED INTERSECTIONS



CHICAGO, USA



# MAJOR INTERSECTIONS



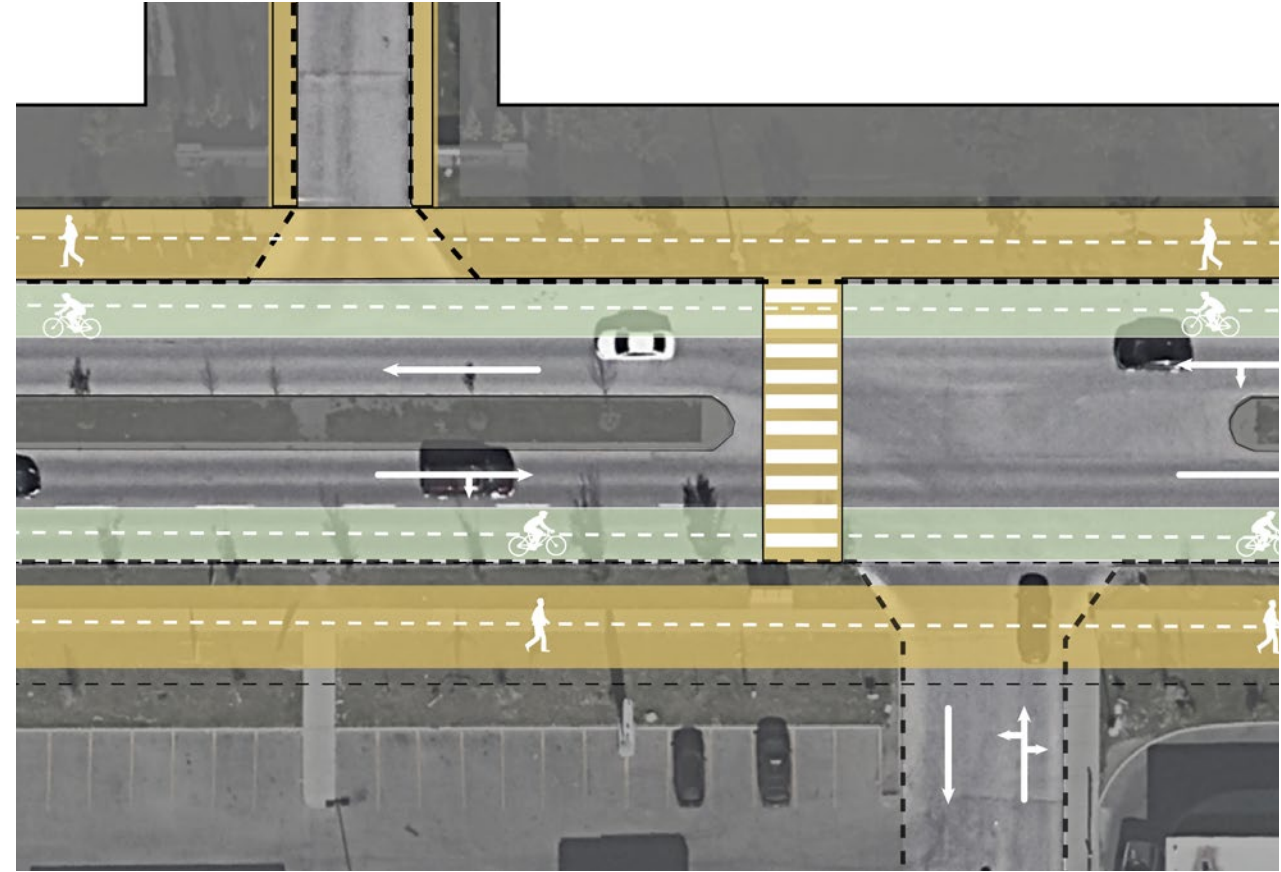
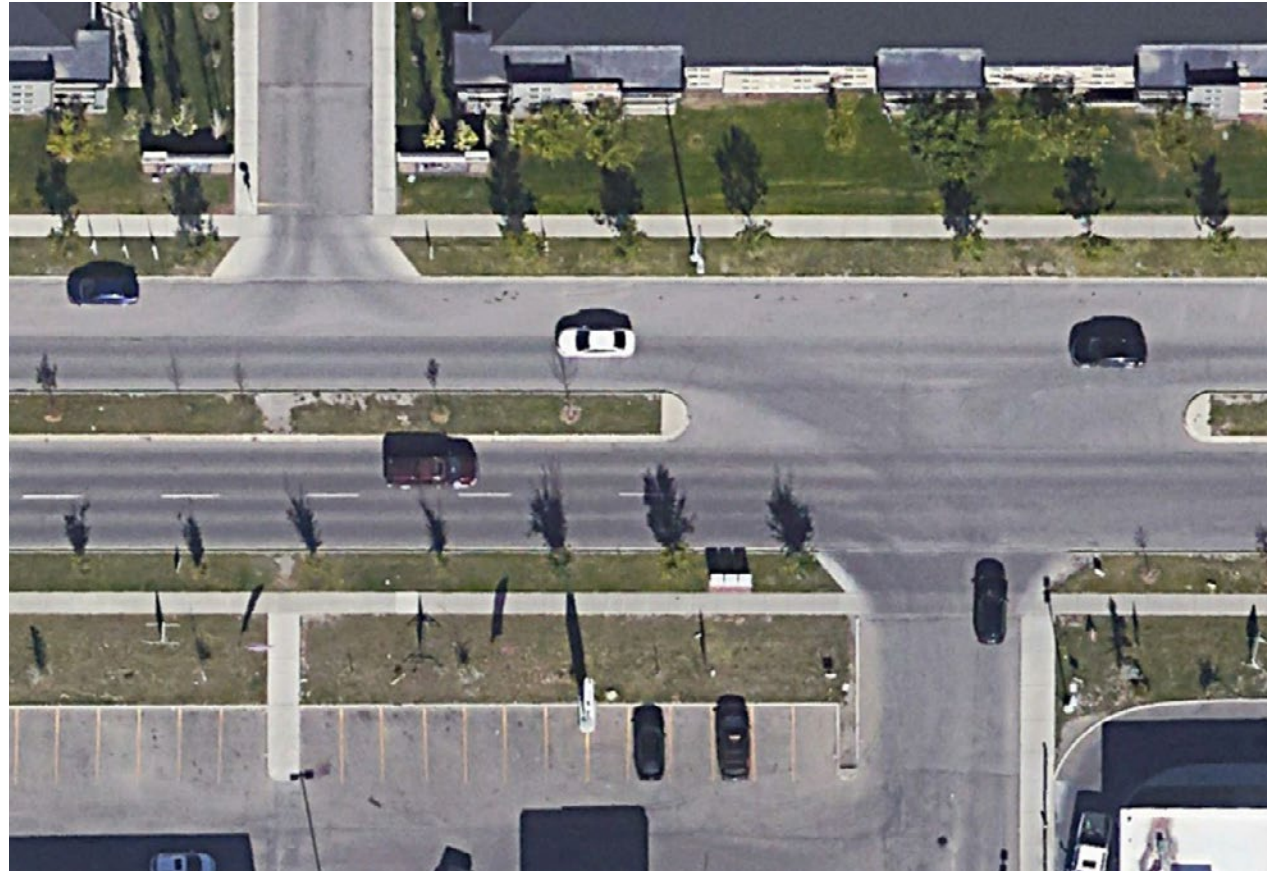
■ Pedestrian Movement  
■ Bicycle Movement

1. **Safety:** Intersection layouts, traffic signal timings, pedestrian crossing designs should be considered to ensure safe and efficient traffic flow.
2. **Corner Radii:** Traffic signal timings, turn lanes, and geometric design should all be optimized for traffic flow and speeding.
3. **Accessibility:** Major intersections should be designed to be accessible to all users, including those with disabilities. This may include features such as curb ramps, tactile paving, and audio signals for pedestrians.

4. **Context:** It should take into account the surrounding land use, adjacent properties, and nearby transportation facilities.
5. **Active Transportation:** Dedicated and protected bike lanes and sidewalks.
6. **Landscaping:** Landscaping can help to create an attractive and welcoming environment for all users.



# MID-BLOCK CROSSWALK



Yellow Pedestrian Movement  
Green Bicycle Movement

1. **Visibility:** This may include features such as high-visibility pavement markings, signs, and lighting.
2. **Crossing Distance:** The crossing distance should be kept as short as possible, to reduce the risk of accidents.
3. **Pedestrian Refuges:** Pedestrian refuges can be used to break up the crossing distance and provide a safe place for pedestrians to wait while crossing the road.

4. **Accessibility:** This may include features such as curb ramps, tactile paving, and audio signals for pedestrians.
5. **Traffic Calming:** Mid-block crosswalks can also serve as a traffic calming measure, as they require motorists to slow down and yield to pedestrians.
6. **Traffic Control:** Mid-block crosswalks should be designed to ensure that traffic flows smoothly and safely. This may include features such as traffic signals, stop signs, or yield signs.



EXISTING: 80TH AVENUE NE





# RECOMMENDED: 80TH AVENUE NE MID-BLOCK CROSSWALK





# IMPLEMENTATION STRATEGIES

## 1 GREEN NETWORK

Long Term  
10 + Years

Reaching Each And Everyone

Up to \$50,000

CPRA ACPL - Canadian Parks and Recreation Association



Reaching Each and Everyone Grant: To support the mandate to provide publicly accessible community sports and recreation opportunities to all Canadians. These community lead projects are aimed at removing barriers and increasing participation rates for underrepresented groups.



## 2 BIKE AND PEDESTRIAN NETWORK

Mid Term  
4 - 10 Years

Building Communities Grant  
Helping Turn Project Dreams Into Reality

One time funding up to \$30,000

Calgary Parks Foundation



Building Communities Grant: Helping turn projects dreams into reality- helps to support a wide range of community-led parks and or playground initiative. Building community capacity and promote stewardship among children and community residents in valued community spaces.



## 3 SAFE INTERSECTIONS

Short Term  
> 1 - 3 Years

Energizing Spaces

Up to \$10,000 per application per year

Federation of Calgary Communities



Energizing Spaces (powered by Emax): helps to support communities in a wide range of community amenities, providing safety for existing and new lighting for not only security but for winter and summer activities, education, and replacement of appliances to the public and community members be safe and more energy efficient.



# WHAT WE HEARD AT OPEN HOUSE

We think that our parents are being cooped up in the house during the winter because of the poor pathways.



When we bike around, the pathways just end. We would like to bike around the whole neighbourhood.



Will these new fancy parks add to my cost of living and H.O.A Fees ?





# 4.3

## REACTIVATING SADDLERIDGE - TARADALE

Within the design strategies of REACTIVATING SADDLE RIDGE - TARADALE, these three conceptual design approaches provide additional design considerations and recommendations that apply on a community wide or at small block level. This design approach provides general policy recommendations which primarily focus on creating a main street and a tool kit to develop and program diverse open spaces. It also entails various short term design interventions to create social nodes within the communities for collaboration and mutual interaction among the residents.

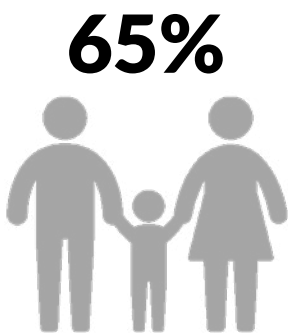




# OPPORTUNITIES AND CHALLENGES



LACKING AVENUES FOR  
SOCIAL INTERACTION



LARGER FAMILY  
SIZE



MISSING WINTER  
ACTIVITIES

# GOALS



VIBRANT

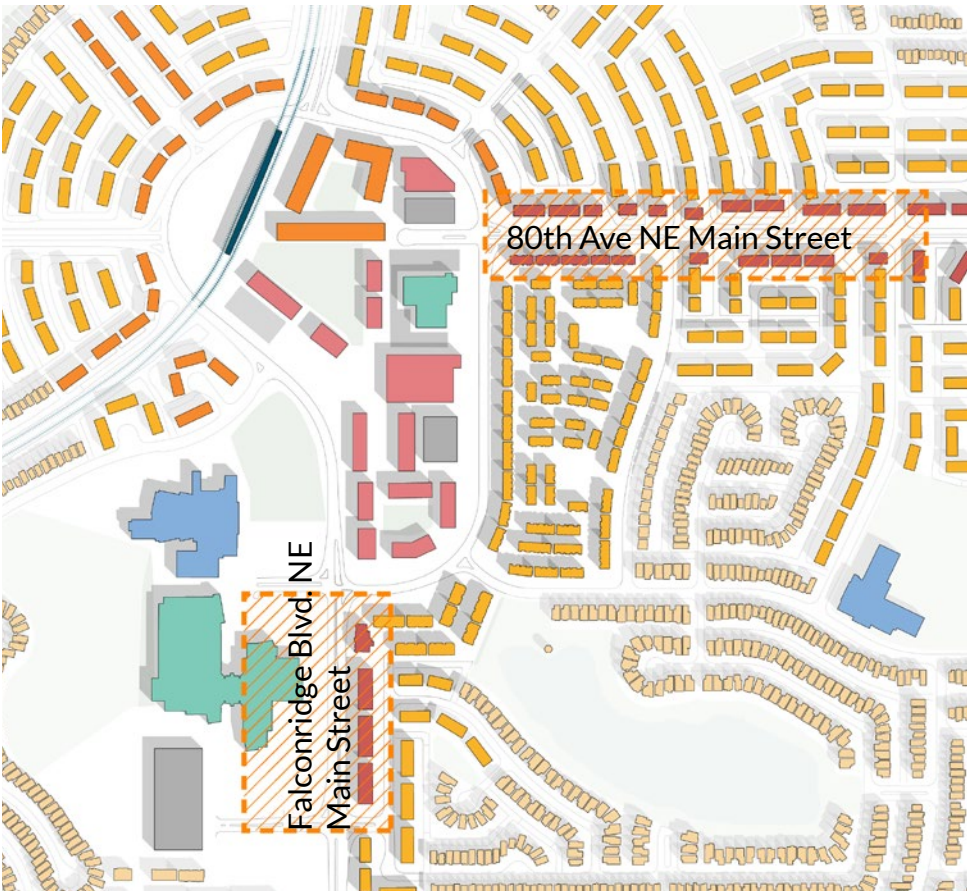


VERSATILE



COLLABORATIVE

# STRATEGIES



1. MAIN STREET



2. DIVERSE OPEN SPACES



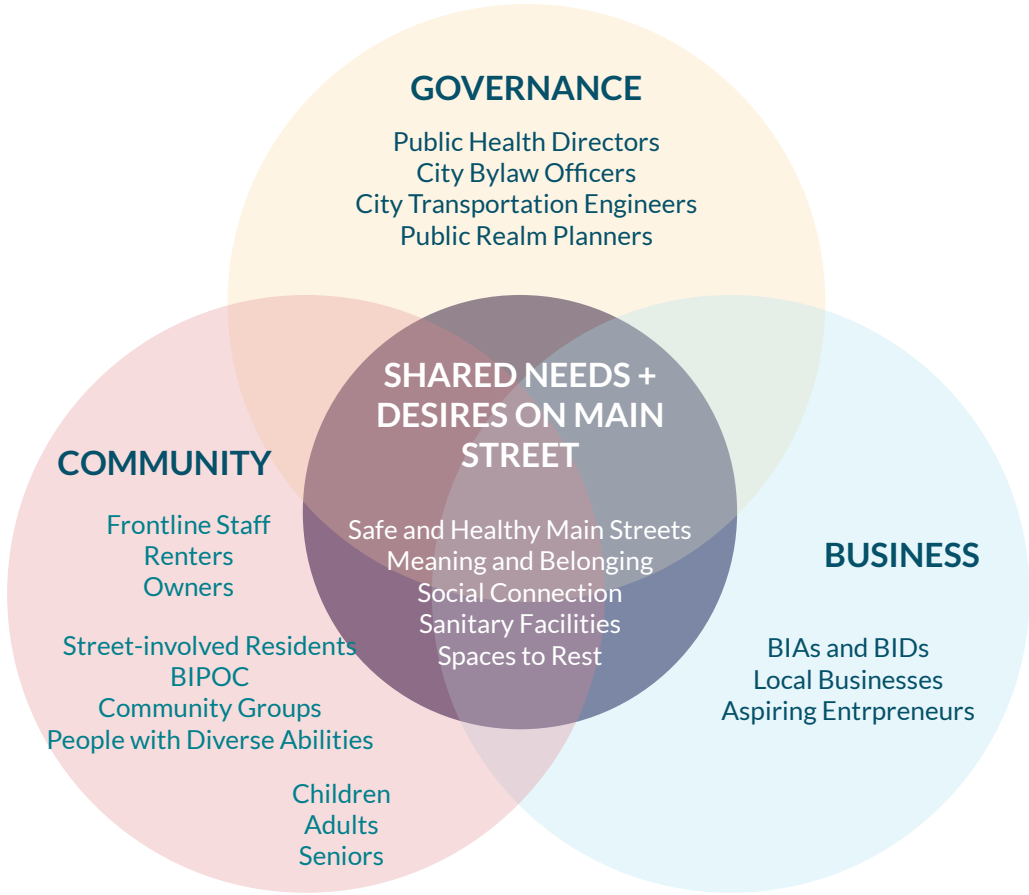
3. SOCIAL NODES



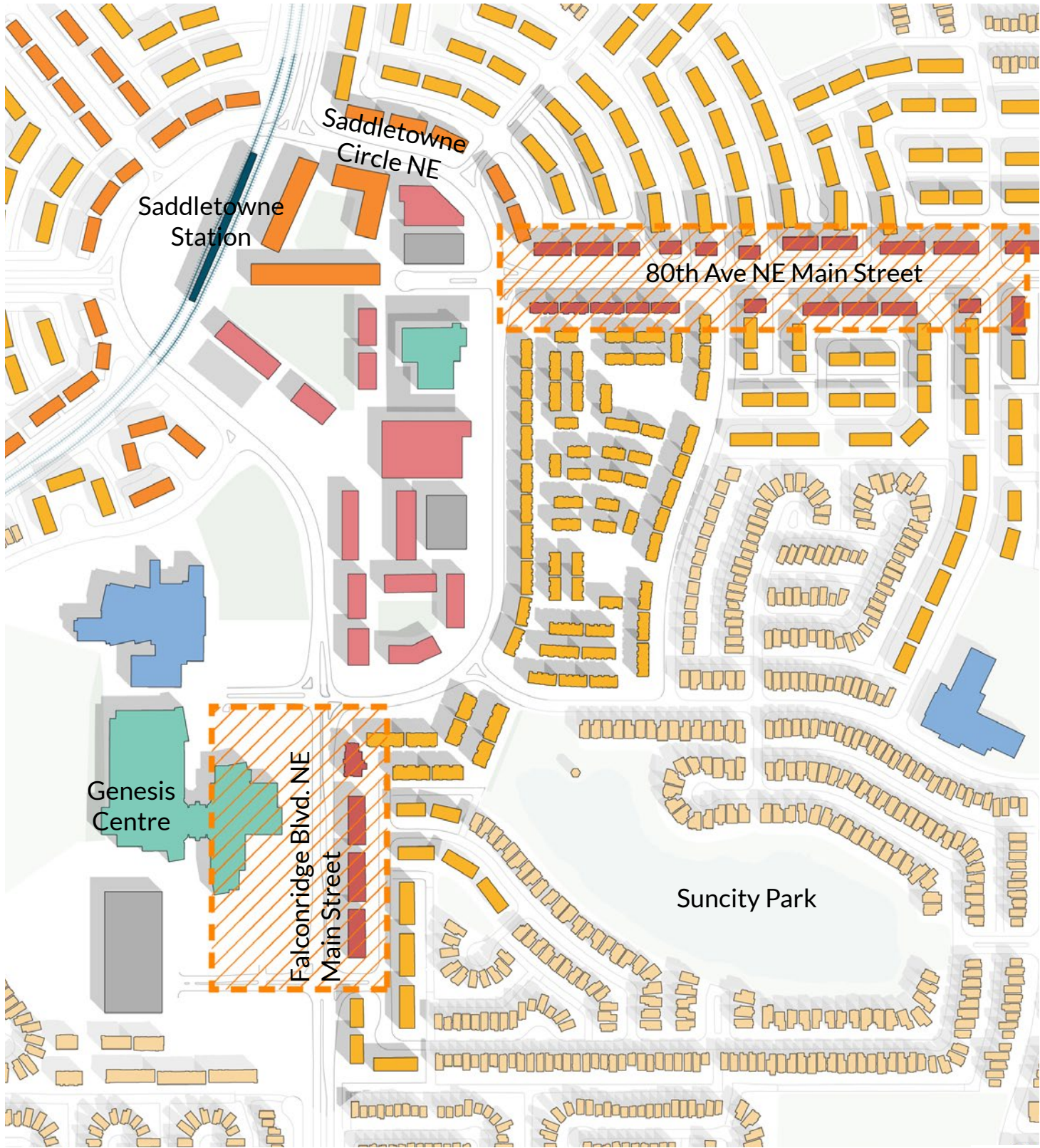
# 4.3.1 MAIN STREET

A main street is an important feature for these communities as it provides a range of benefits to residents with access to goods and services, a community gathering space and promotes economic development. It also contributes to the overall livability and vibrancy of the community.

As seen in the map here, we propose the 2-block stretch of 80th Avenue and a block of Falconridge Blvd as the two main streets connected via the Saddletowne Circle. These main streets are supported by commercial mixed with a medium-density residential. Our recommendations for these main streets are to be pedestrian and bike friendly, human-scale that foster social connection, and boosts economic growth.

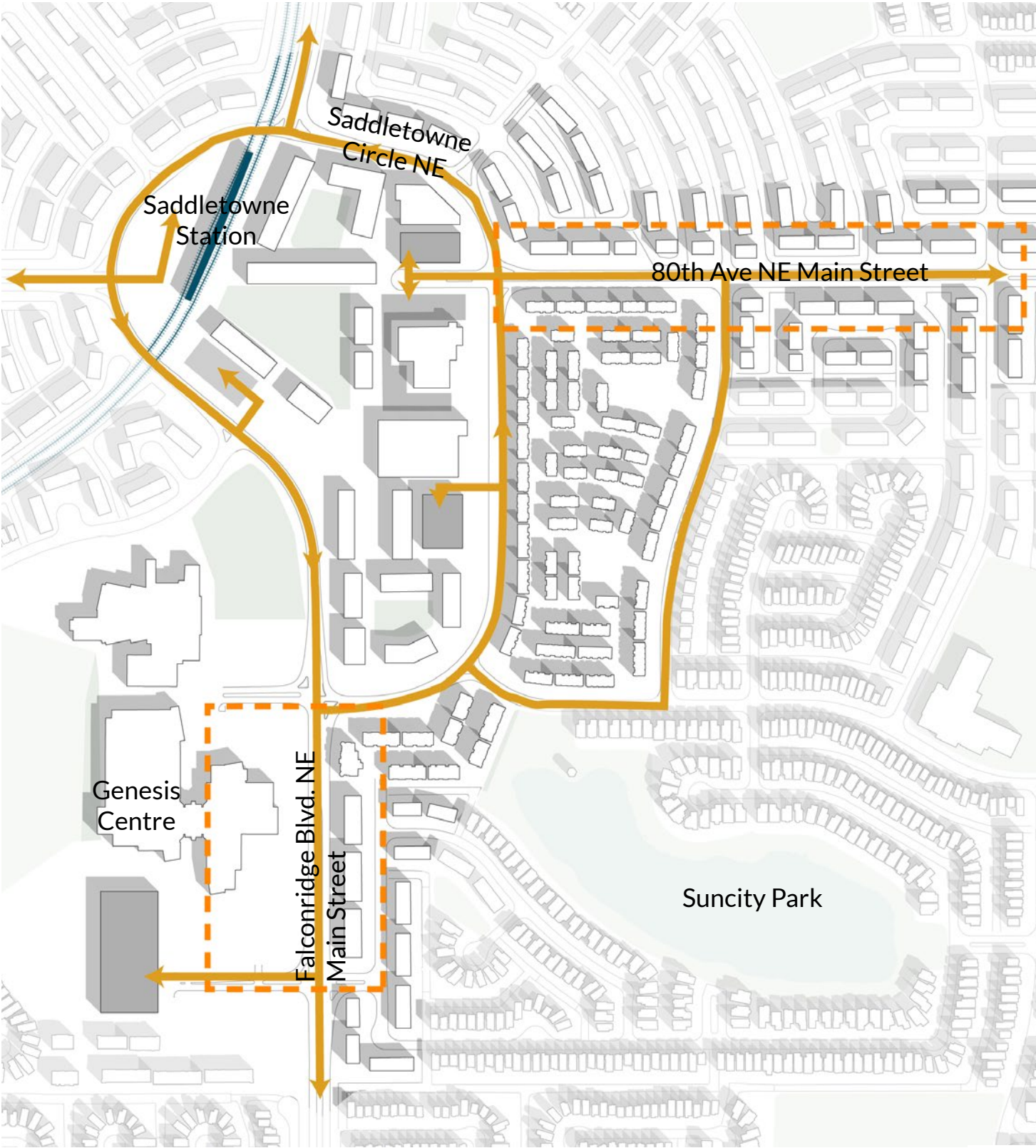


Source: Bring Back Main Street Toolkit, Happy Cities

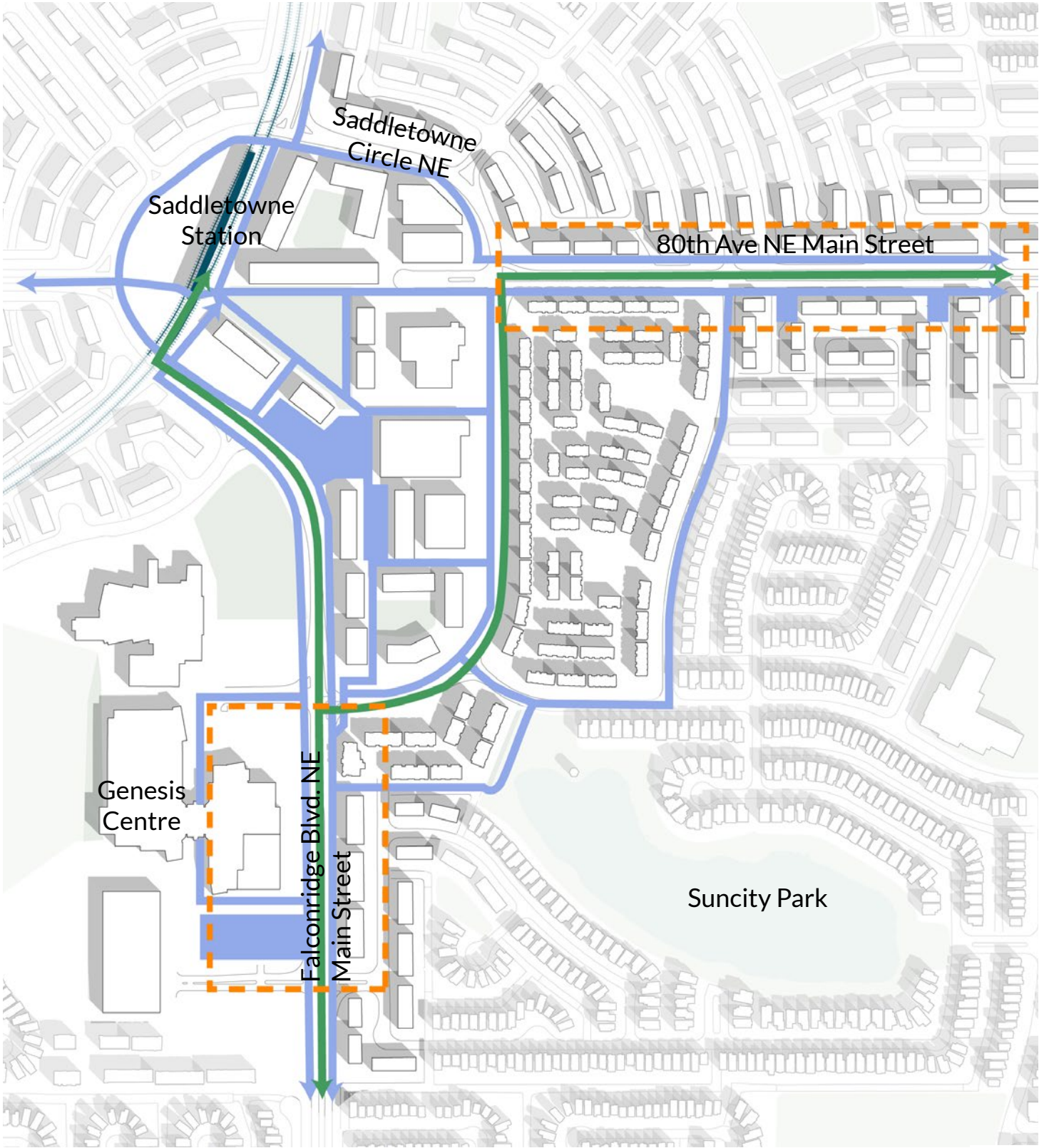




# VEHICULAR MOVEMENT



# PEDESTRIAN AND BIKE MOVEMENT

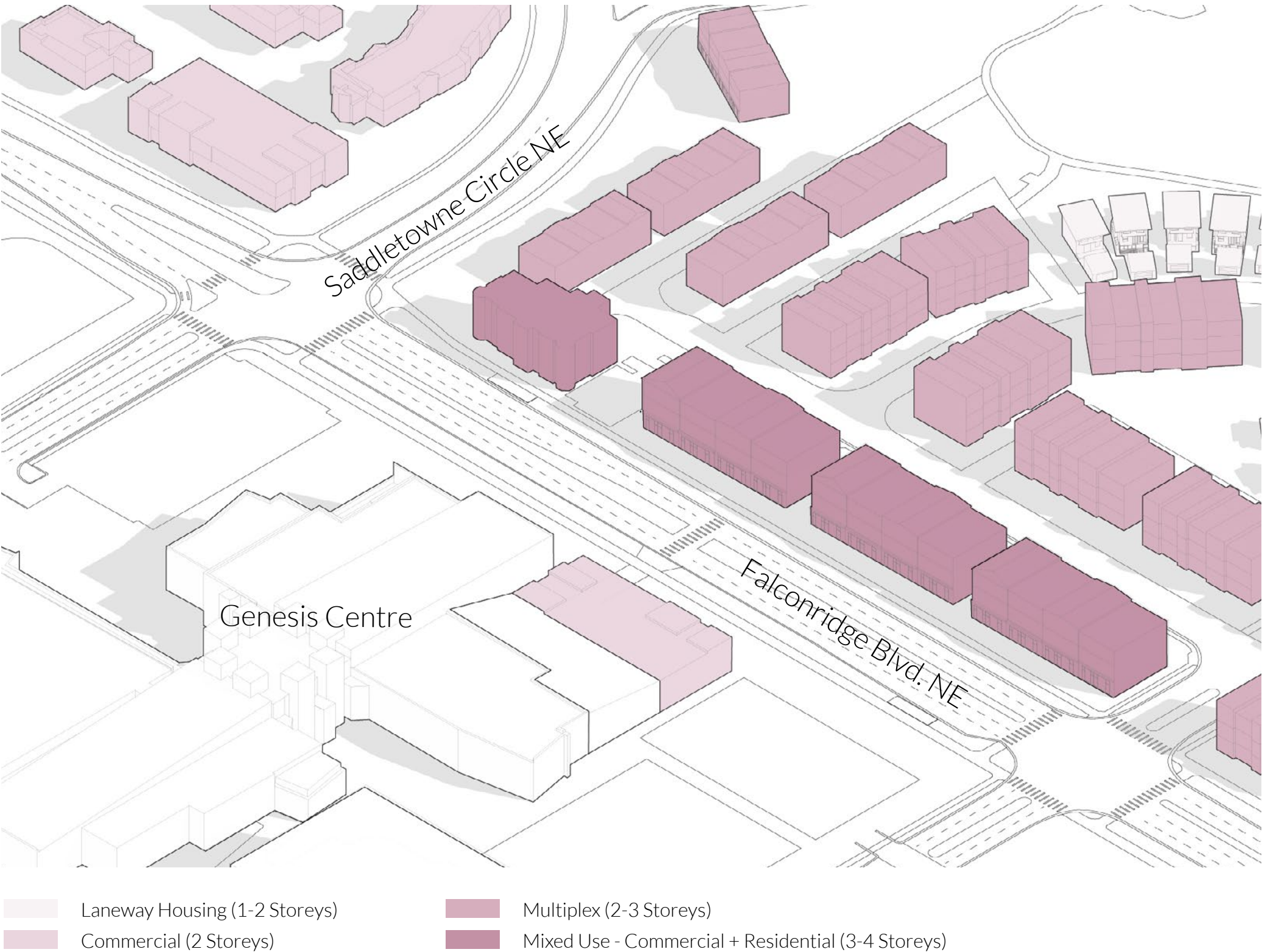




# HEIGHT AND SCALE

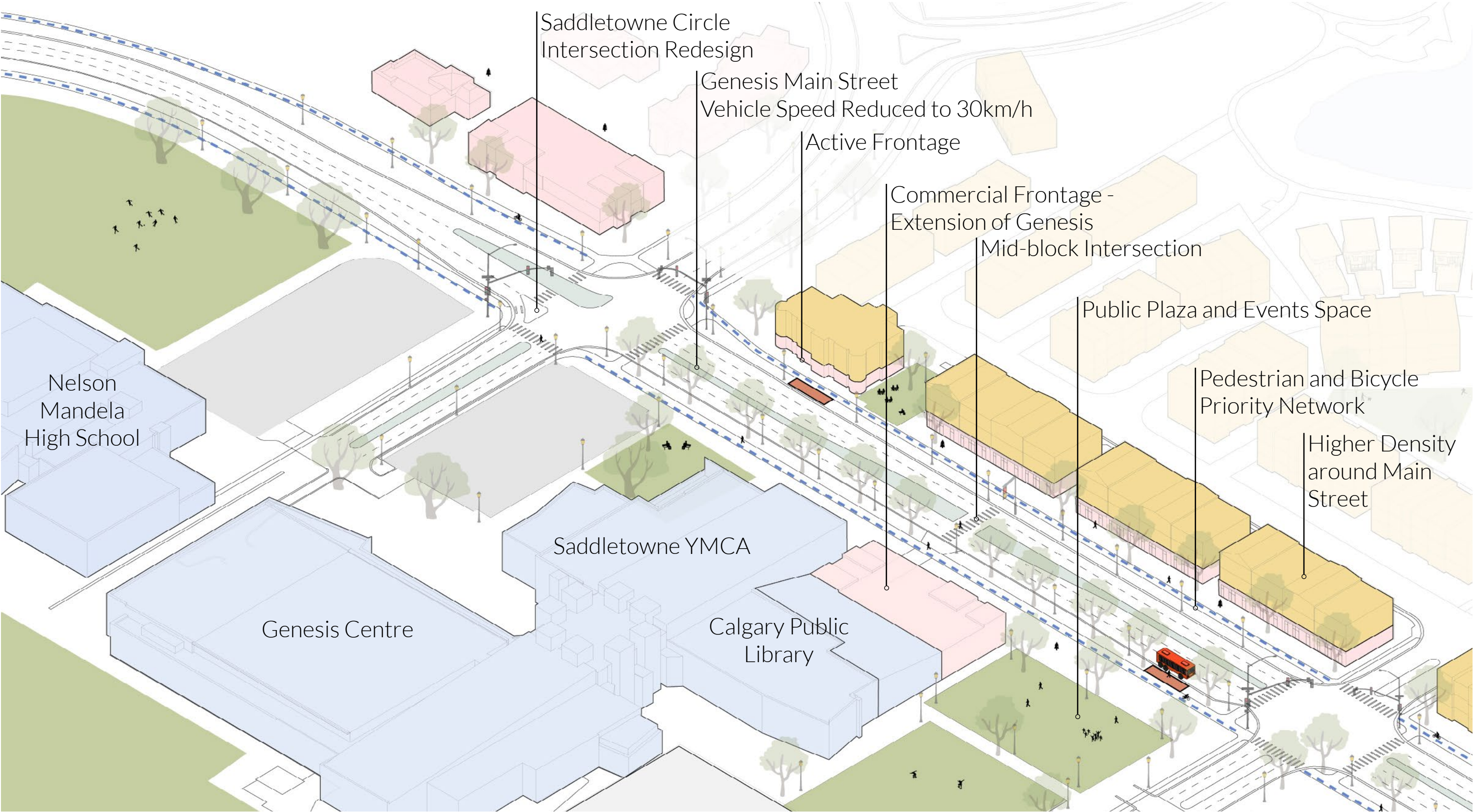
The building scale of this main street would typically involve mid-rise buildings that are between three to four storeys tall.

This scale is appropriate for a suburban community, as it allows for a mix of commercial and residential uses while still maintaining a human-scale streetscape that is visually appealing and encourages pedestrian activity.





# FALCONRIDGE BOULEVARD MAIN STREET





# MIXED USE - FALCONRIDGE BOULEVARD





# TOOLKIT FOR TRAFFIC CALMING MEASURES

These design considerations can help create a safe, accessible, and attractive main street that serves the needs of residents and supports the local economy in the Saddle Ridge - Taradale communities of Calgary.

**Mixed-Use Development:** Main streets should include a mix of commercial, residential, and office spaces to create a vibrant and lively environment that attracts people to the area.

**Pedestrian-Friendly Design:** Main streets should prioritize pedestrian safety and comfort. This can include features such as wide sidewalks, crosswalks, benches, and pedestrian-friendly lighting.

**Public Transportation:** It should be well connected to the Saddletowne LRT station and should have designated bus stops and shelters.

**Parking:** Adequate parking space in the form of parkade should be conveniently located the main street to support local businesses and visitors.

**Green Spaces:** Incorporating green spaces such as parks, plazas, and streetscapes can enhance the visual appeal of the main street and provide opportunities for outdoor activities and community events.

## COMMUNITY ASSETS

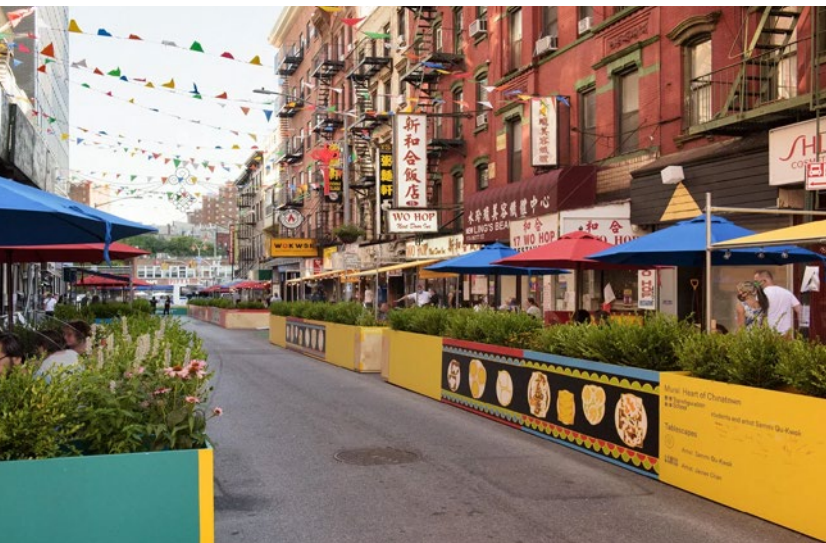


COMMUNITY FRIDGE, YYC



GOOD NEIGHBOUR STORE

## STREETERIES



MOTT STREET, CHINATOWN, NYC



BETHESDA, MARYLAND



# EXISTING: FALCONRIDGE BOULEVARD





# RECOMMENDED: FALCONRIDGE BOULEVARD MAIN STREET





# 4.3.2 DIVERSE OPEN SPACES

Diverse parks and open spaces are important for the diverse population of Saddle Ridge - Taradale community as they can promote inclusivity, cultural expression, health and well-being, community building, and environmental sustainability.

These spaces can help bring people together, celebrate diversity, and promote a healthy and sustainable community for all residents.





# PARKS FOR ALL AGES

By incorporating the following design considerations, parks in Saddle Ridge - Taradale can be inclusive and welcoming spaces for people of all ages to enjoy outdoor activities, connect with nature, and build a sense of community.

**Multi-generational** activities including playgrounds, fitness stations, walking trails, and picnic areas can appeal to people of all ages can create a space where families can come together and enjoy outdoor activities.

**Universal accessibility** with features such as accessible pathways, seating areas, and playgrounds designed for children of all abilities and ages.

**Shade structures** like pergolas, or pavilions installed throughout the park can provide a comfortable space for people to relax particularly during hot summer months.

**Outdoor fitness** equipment like balance beams, step-up platforms, and resistance bands can provide an opportunity for people to exercise and stay active.

**Gathering spaces** such as picnic areas or community gardens can encourage social interaction and create a sense of community.

**Green space and natural elements** such as grassy fields, trees, and water features can create a calming and relaxing environment for people of all ages to enjoy.



MEMORIAL PARK, MORTON, IL

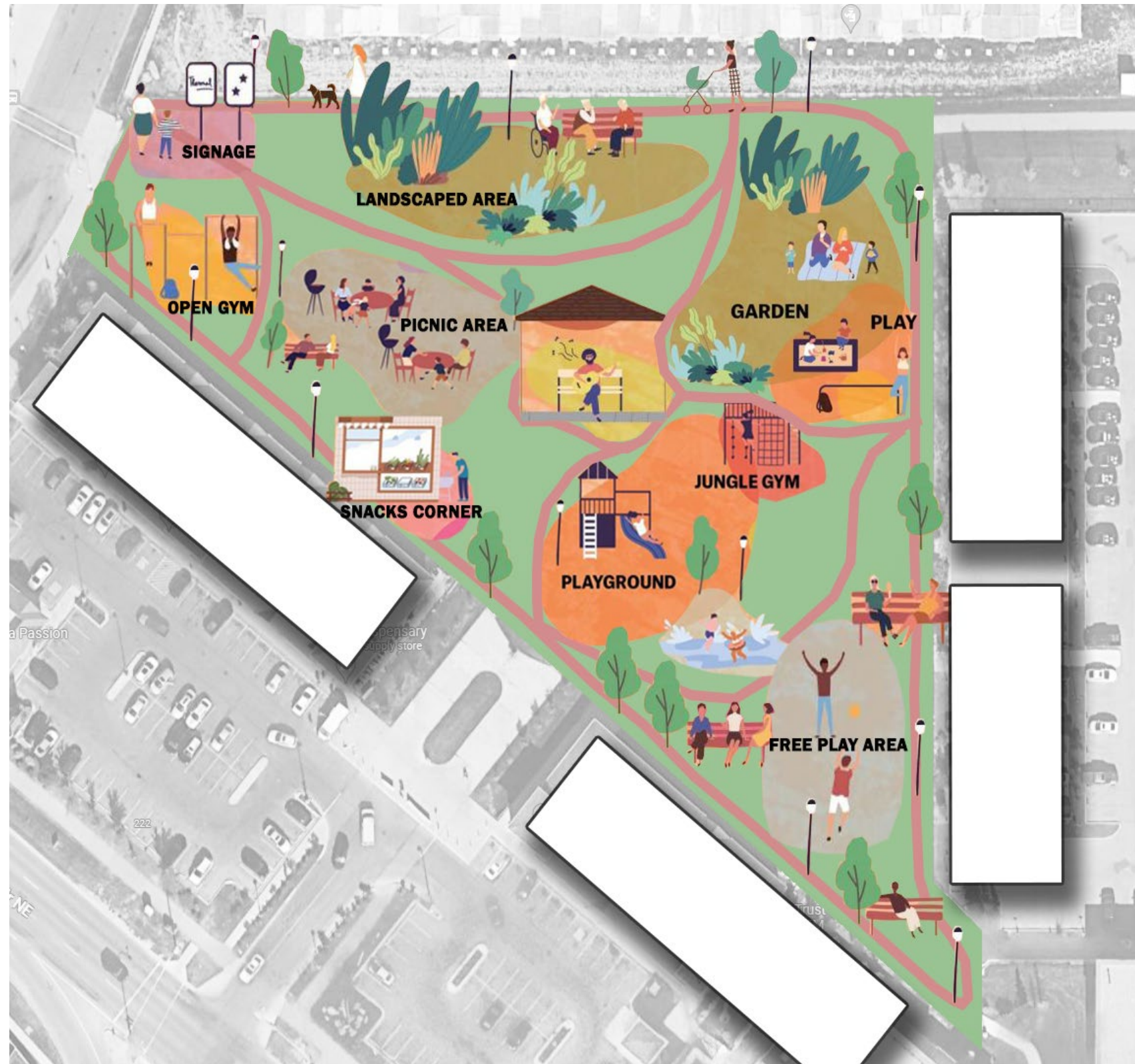


MEMORIAL PARK, MORTON, USA



# RECOMMENDATIONS FOR PARKS AND OPEN SPACES

## CENTRAL PARK, NEAR SADDLETOWNE LRT STATION



**Multi-use trails** that are wide enough for strollers, wheelchairs, and bicycles can accommodate people of all ages and abilities.

**Inclusive Playground Facilities** that are accessible to children of all abilities

**Shade structures** and seating for parents enhances the experience.

**Multi-lingual signage** that provides information about the wetland ecosystem and amenities in the park.

**Outdoor classrooms or gathering areas** with seating which can accommodate school groups or community events that are educational and engaging for people of all ages.

**Viewing platforms** that are elevated and provide clear views of the wetland ecosystem can be a fun and educational experience for visitors of all ages.



**Restrooms and water fountains** to ensure that visitors of all ages are comfortable and hydrated during their visit to the wetland park.

**Shaded picnic areas** with tables and benches can create a welcoming and comfortable space for families.

**Waste stations** should be easily accessible and conveniently located.

**Separate areas for dogs** to run and play off-leash, and areas for on-leash activities such as training or walking.

**Lighting** throughout the park can make it more accessible and safe for visitors of all ages especially important during the winter months when daylight hours are limited.

## WETLAND PARK



WEILIU WETLAND PARK, CHINA

## ATHLETIC PARKS



POP DAVIES PARK, CALGARY

## DOGS ON-IT PARKS



EAST VILLAGE DOG PARK, CALGARY





# EXISTING - CENTRAL PARK





# RECOMMENDED - CENTRAL PARK - PARK FOR ALL AGES





# 4.3.3 SOCIAL NODES

The communities of Saddle Ridge - Taradale lack avenues for social interaction and bonding within the residents with just one Genesis Centre catering to everyone. By investing in social nodes, the community can create a more vibrant, connected, and resilient community for all residents. The benefits of having varied social nodes are:

**Promote Social Connections:** By providing opportunities for residents to come together and socialize.

**Support Community Interaction:** By providing a location for community events and activities, social nodes can bring residents together and encourage participation

**Enhance Community Safety:** By increasing the number of people in a given area, social nodes can help deter crime and improve safety.

**Foster Community Identity:** By celebrating the community’s diverse culture, social nodes can help create a sense of shared identity and belonging among residents.



BOUNCE, EAST VILLAGE

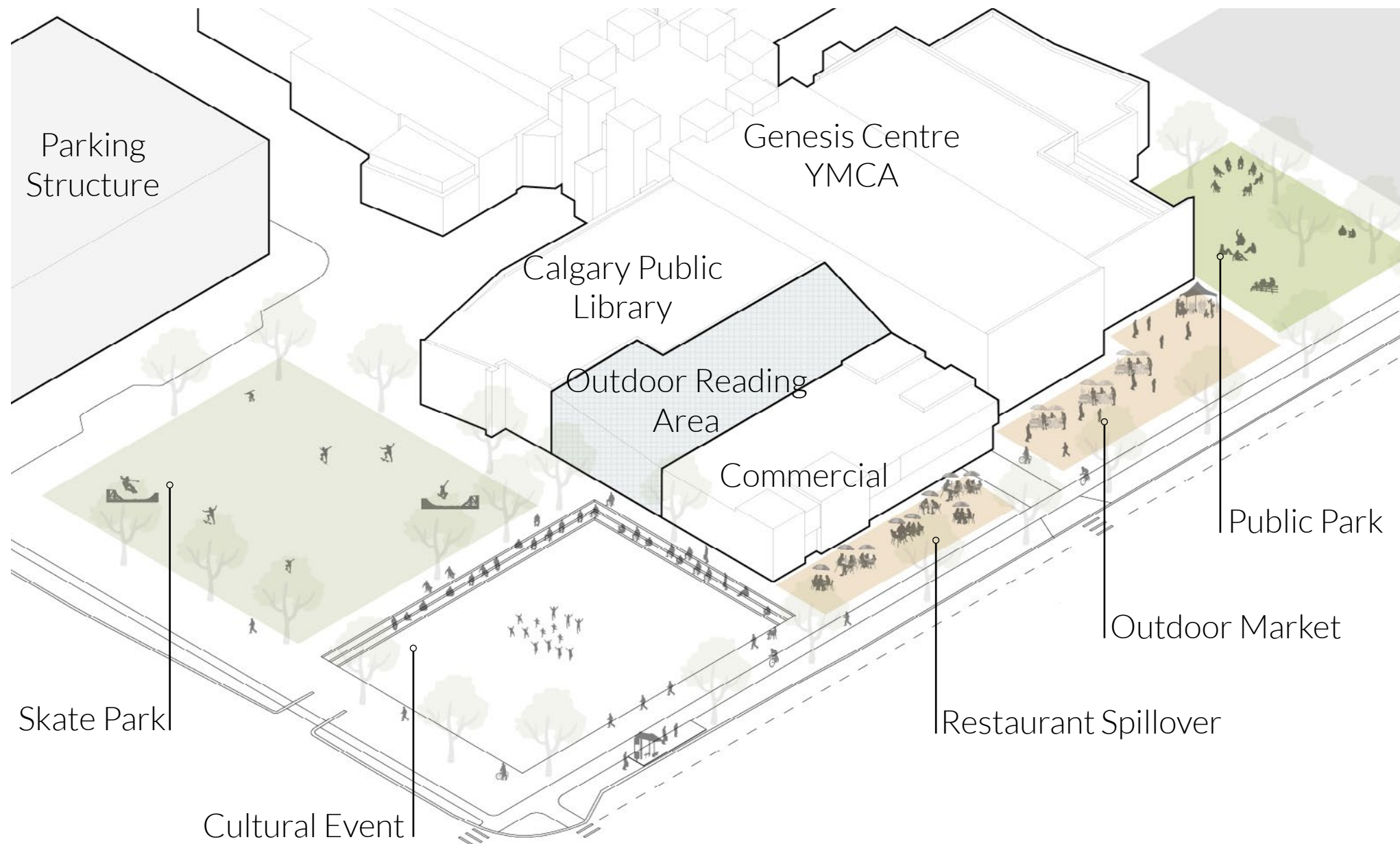


HARVARD UNIVERSITY PLAZA



- Social Node
- Plaza
- Multi-functional Space
- Main Street
- Community Fridge
- Community Gardens
- Community Store
- Community Engagement through Tactical Urbanism

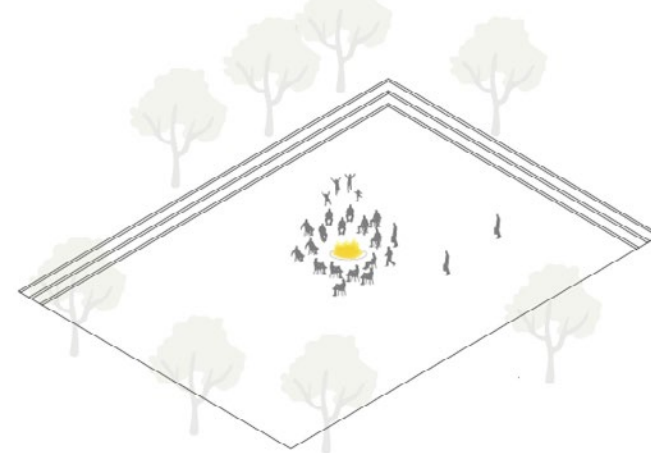




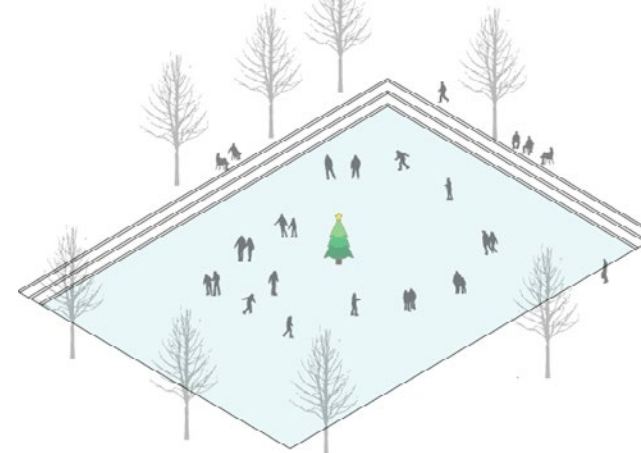
## Multi-Functional Celebration Zone



Pop-Up Market



Splash Park



Winter Ice Rink

## MULTI-FUNCTIONAL CELEBRATION ZONE



CULTURAL EVENT, OLYMPIC PLAZA



CHINOOK BLAST, OLYMPIC PLAZA

- Multi-functional Community Event Space
- Outdoor Basket Ball Courts
- Outdoor Seating Areas
- Parklets
- Streeteries
- Pop-Up Markets



# EXISTING: 80TH AVENUE NE COMMERCIAL AREA





# RECOMMENDED: PARKLETS ON 80TH AVENUE NE





# IMPLEMENTATION STRATEGIES

## 1 MAIN STREET

Long Term  
10 + Years

**Community Facility Enhancement Program +  
Community Initiatives Program**  
  
Small Funding: Up to \$125,000  
Large Funding: Up to \$125,000 to \$ 1 Million

Government of Alberta



Enhancement Program: Financially assist to upgrade, expand, purchase, or build public-use community facilities.  
  
Initiative Program: To provide funding to new community-based programs, initiatives, events, and publications.



## 2 DIVERSE OPEN SPACES

Mid Term  
4 - 10 Years

**Project Grant Program – Organizations**  
  
Up to \$ 25,000

Calgary Arts Development



To provide one-time project funding to registered non-profit arts organizations in Calgary.



## 3 SOCIAL NODE

Short Term  
> 1 - 3 Years

**Grassroots Grants**  
  
Stepping Stones Grant: \$1,000  
Neighbourhood Grant: \$7,500

Calgary Parks Foundation



Stepping Stones - Stepping Stones encourage active citizenship by helping grassroots community groups undertake small creative projects that build a sense of inclusive belonging in local communities. Neighbour Grant - to help people build their sense of inclusive belonging in their own neighbourhoods and communities.



# WHAT WE HEARD AT OPEN HOUSE

We need more rental spaces for our kids to do their activities, this keeps our kids active and safe!



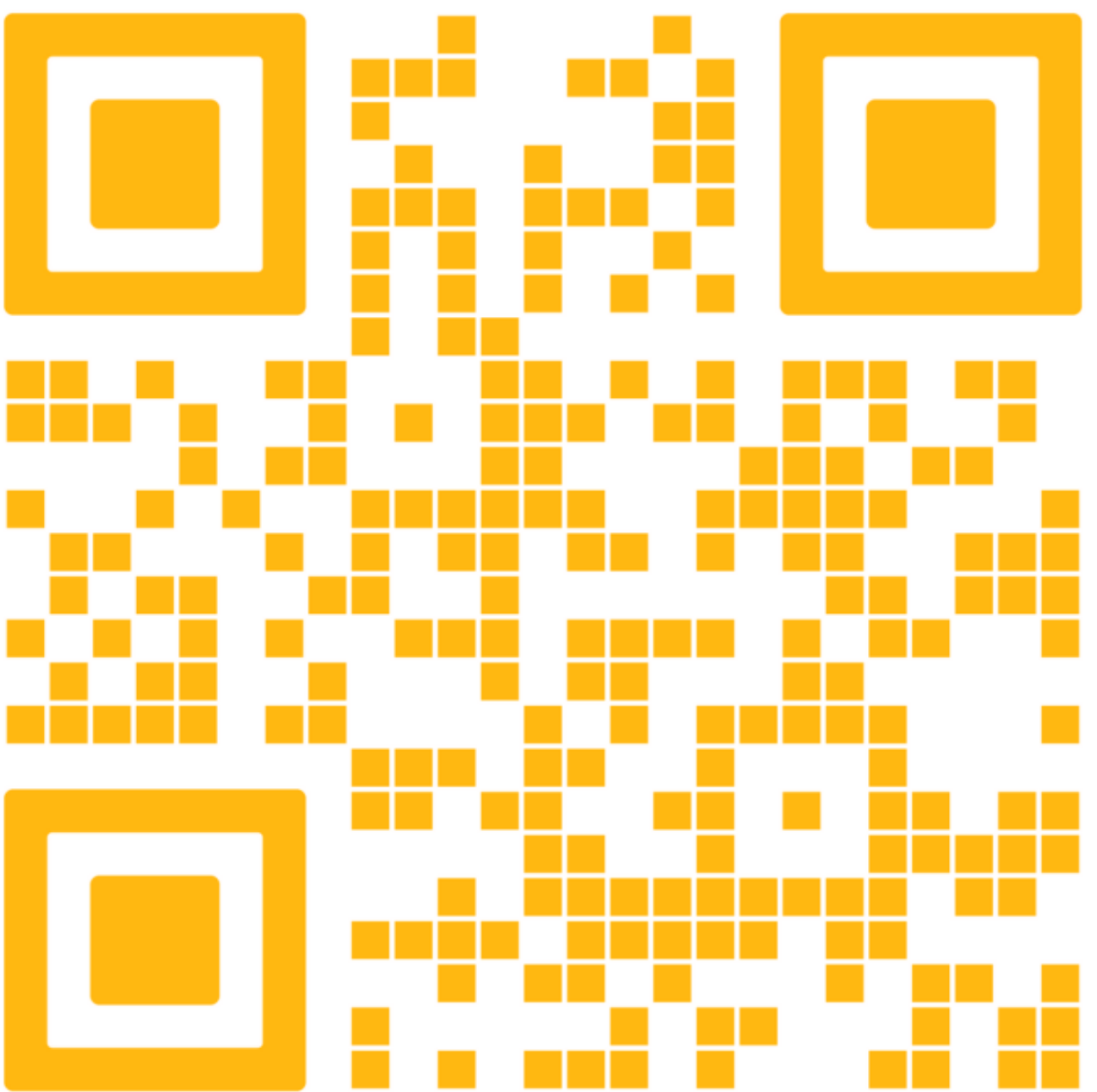
I love the skatepark! But I wish I could have my own time to skateboard without the children in the same park.



It would be a great opportunity for our community to learn new things outdoors. Ice Skating is very Canadian!







Scan the QR Code to see three visualizations for

1. 80th Avenue NE
2. The Central Park
3. The Falconridge Main Street

Or Visit: <https://app.lapentor.com/sphere/saddle-ridge-taradale-open-house-community-design-2023>



# SUMMARY



In closing, the team at ONE SKY PLANNING would like to thank the communities of **Saddle Ridge - Taradale** for welcoming us and our ideas with open arms, our **Steering Committee** for their generosity in making time for us in their schedule as well as their thoughtful advice, and the **University of Calgary** in particular, **Professor Francisco Alaniz-Urbe**, whose kindness, professionalism, and high level of industry intellect was on display throughout this process.

We would also want to thank **our colleagues** who were also a part of this meaningful experience. We gained so much as a team by learning from our colleagues.

We hope that the work of ONE SKY PLANNING and all of the partner groups in this **Advanced Professional Planning Studio** inspires readers and that some of the ideas created over the previous four months are reflected in the future of Saddle Ridge - Taradale.

Thank you for your time and attention.

- Garima Chaudhary, Mia Leung, Krisha Shah



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**REBUILDING LIVINGHOUSES: PARADIGM**

**RECOMMENDATIONS**

**GUIDELINES & CONSIDERATIONS**

**LAYERED HOMES**

**MULTIPLY**

**OUTCOMES**

**TOWNHOUSES**

**LIVE - WORK**

**Benefits for the Community**

- Increased affordability
- Space efficiency
- Shared ownership
- Less maintenance
- Stronger community

**Benefits for the Community**

- Carve-out of workspace & housing options
- Office flexibility
- Proximity to transit
- Supports local businesses
- Supports work-life balance





# SADDLE RIDGE - TARADALE COMMUNITY DESIGN

## PLANNING & DESIGN VISION BRIEF

Advanced Professional Planning Studio - Academic Project  
APRIL 20, 2023



**UNIVERSITY OF CALGARY**  
SCHOOL OF ARCHITECTURE,  
PLANNING AND LANDSCAPE