Saddleridge + Taradale

Community Design Concept

URBAN
PULSE

Acknowledgements

Course   PLAN 630: Advanced Planning Studio

Professor   Prof. Francisco Alaniz Uribe

Steering Committee   Asim Baig, SRCA President
Peter Bhullar, SRCA Vice-President
Terri Littau, TCA President
Ben Bailey, Planning, City of Calgary
Maggie Dycke, Neighbourhood Services, City of Calgary
Boris Karn, CivicWorks

The Team   Our approach is to ensure all interested parties have the opportunity to be part of the process. We will deliver community based solutions with input directly from the community and provide a variety of outcomes, grounded in public participation. Our Project Team brings together a diverse group with local and international experience to deliver comprehensive design solutions for Saddle Ridge and Taradale.

Andrea Rudiger   **Neal Greywall**   **Sushmitha Tenkasalai**

Executive Summary

As part of the Final Urban Design Studio within the Master of Planning Program, Urban Pulse participated in a design exercise with the communities of Saddle Ridge and Taradale. The objective of this studio was to work with both community associations to provide potential urban design interventions and strategies to solve challenges identified through a neighbourhood analysis and public engagement session.

PROCESS + PRIORITIES

The process for this exercise involved simulating a Planning consultant firm that would undertake this design work for the communities. The first step in the process was to outline the methodology, timeline, deliverables, and hypothetical budget for required tasks. Next Urban Pulse performed a neighbourhood analysis that evaluated existing Cultural Landscape, Natural Landscape, Urban Morphology, Parks and Opens Spaces, and Infrastructure. This analysis revealed challenges and opportunities for design interventions. A public engagement session was then held to understand the specific needs of the community. From this session we heard concerns around lack of gathering spaces, mobility challenges, lack of community identity, and disconnected opens spaces and parks.

DESIGN APPROACH

Based on engagement and our analysis, Urban Pulse focused our design decisions around Mobility, Open Spaces & Parks, Land Use, and Community Identity. Our interventions were targeted to achieve five design principles: Connecting the Community, Celebrating Unique Character, Encouraging Healthy Living, Promoting Safety, and Fostering Resilience. Urban Pulse provided a range of funding opportunities and timelines for implementation of each strategy.

INTERVENTIONS

Community Identity:
Strategies in this topic are **Wayfinding** and **Programming.** These included installing Public Art in strategic locations, providing new wayfinding via identity signage, and introducing a series of activations along the Strip Park. Programming opportunities included passive and active programming through portable seating, play installations, festivals, and on-going community events.

Mobility:
Interventions included introducing **Complete Streets** in a number of key locations, including traffic calming measures on residential streets and **Tactical Urbanism** to bring vibrancy to the community and encourage walkability.

Parks + Open Spaces:
Strategies in this topic include installing more options for **Urban Furniture**, **Structures**, **Stormwater Pond** repurposing, realignment across the community to include **Greenways**, and **Climate Resilience** in the form of reclamation and green infrastructure.

Land Use:
Intensification of the 80th Avenue corridor and redevelopment of two key commercial spaces were chosen for land use. A complete redevelopment of Saddletowne Circle which aligns with principles of Transit-Oriented Development (TOD) is central to diversifying land use within the communities. Additionally, redevelopment of the commercial area on 80th Avenue was proposed. These redesigns provide more diversity in commercial options and improved public realm opportunities, both central tenants for our land use interventions.
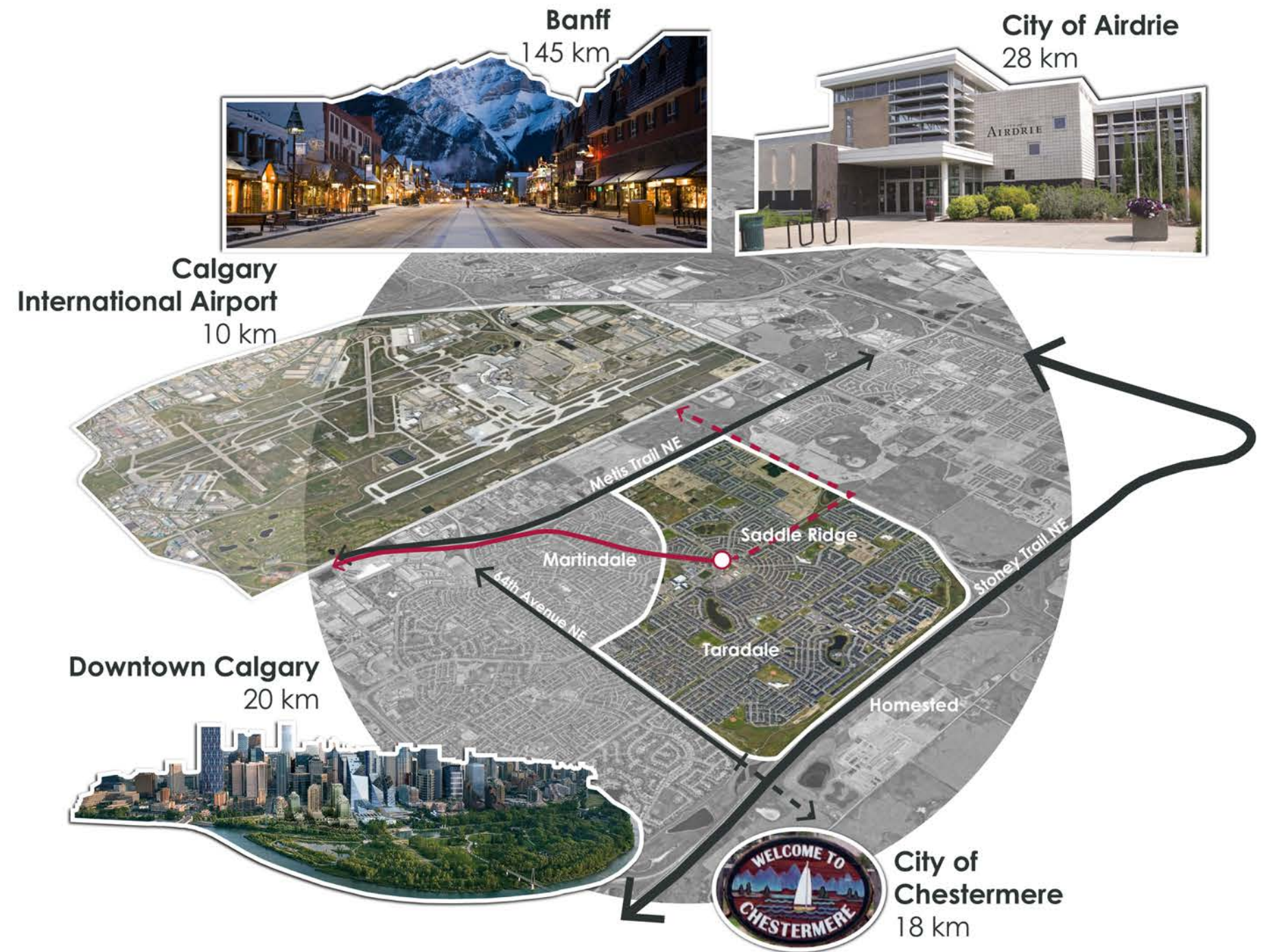
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Introduction

Site Context

Saddle Ridge & Taradale are located in the Northeast quadrant of the City of Calgary. The Project Site includes two communities with separate community associations that share similar urban morphological issues. Located directly east of the Calgary International Airport there are height limiters on a portion of the development in these neighbourhoods. The site is characterized by largely low density residential dwelling. Saddletowne LRT station is located in the heart of these communities. There is a future planned LRT connection the will connect directly to the airport. Major Routes into the communities include Falconridge Blvd and 80th Ave NE. The eastern edge of Saddle Ridge and Taradale are bordered by the major freeway of Stoney Trail.

Banff 145 km

City of Airdrie 28 km

Calgary International Airport 10 km

Downtown Calgary 20 km

City of Chestermere 18 km

City

North

Northwest | Northeast

West | Centre

East

Southwest | Southeast

Scope + Key Issues

SCOPE

The scope of this community initiative includes providing urban design recommendations to improve livability and functionality of the community. Design solutions are presented at a conceptual level and the scope of this project does not include implementation of specific solutions. Public engagement sessions will be conducted, feedback synthesized and incorporated into design solutions by Urban Pulse. Feedback from the steering comittee, comprised of Professional Planners will direct our project development.

CREATIVE COMMUNITY HUBS

Creating central areas that promote gathering and give residents the ability to embrace their multi-cultural and multi-generational living situations promotes livability and community connection.

HIGHLIGHT UNIQUE IDENTITY

Enhancing a sense of place by providing place making and wayfinding strategies provides branding solutions to make Saddle Ridge and Taradale a unique destination within the City of Calgary and provides a sense of pride for current community members.

MOBILITY

Provide additional transportation options and make the streets safer for residents.

PARKS + OPEN SPACES

Improve Park connectivity through pedestrian boulevards and utilization of recreational spaces through animation of space.

POP-UP URBANISM

Create opportunities for public participation through seasonal interventions and provide more public realm opportunities for all times of year. Increase lighting to make residents feel more safe around their community.
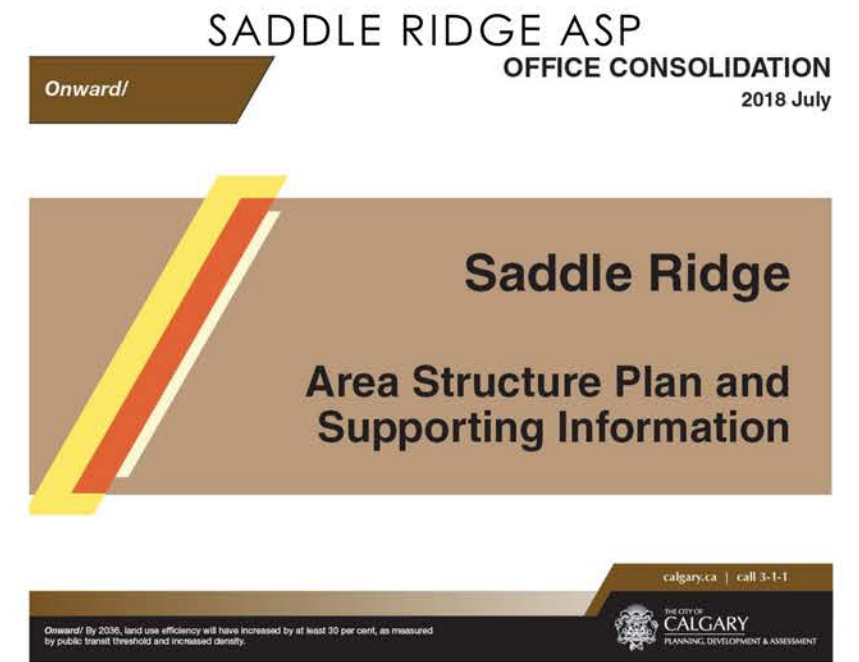
CalgaryHomes

Legal Framework

MUNICIPAL DEVELOPMENT PLAN

Municipal Development Plan 2020
Adopted 2009 and Updated 2020

The Municipal Development Plan (MDP) was updated in 2020 andapproved by council in February 2021. The MDP consist of three Volumes: MDP Volume 1, MDP Volume 2, and Calgary Transportation Plan Volume 3. The MDP provides policies to guide Calgary's future and existing land use, development, transportation systems, municipal services and facilities while considering regional and provincial planning documents, such as the Calgary Metropolitan Region's Growth Plan, Intermunicipal Development Plans, and the South Saskatchewan Regional Plan. The overall vision of the MDP is to become a sustainable, global city, provide high quality living, adaptable local economy, and balanced municipal financial system for current and future Calgarians.

CALGARY TRANSPORTATION PLAN

Calgary Transportation Plan – 2020
Adopted 2009 and updated 2020
Municipal Development Plan - Volume 3
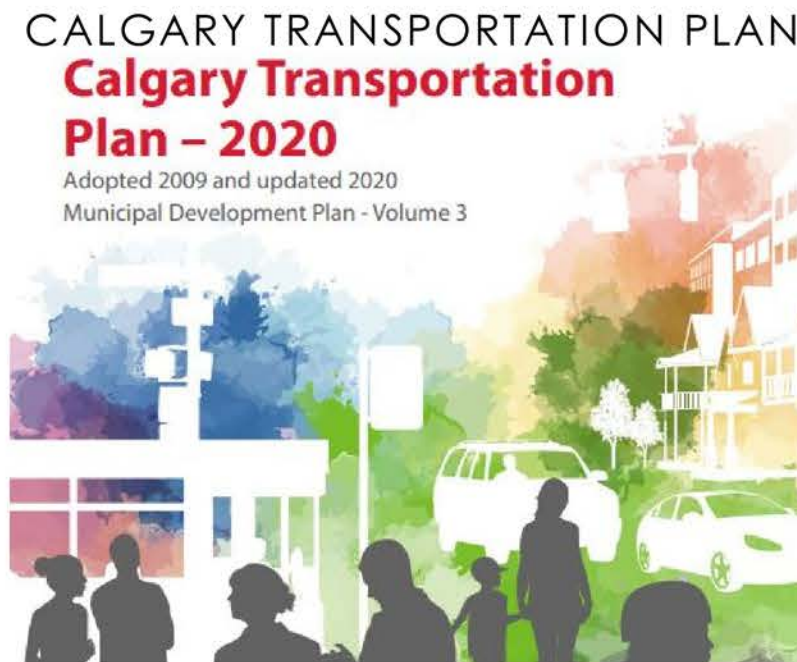
The Calgary Transportation Plan (CTP) is Volume 3 of the Municipal Development Plan. The MDP Volume 1 and CTP Volume 3 collaborate to guide all other statutory and non-statuary documents within the City of Calgary. The CTP's vision is to develop an integrated, multimodal transportation system to increase efficient land use, citizen and community connectivity, and supporting the local economy. Specific goals of the CTP include aligning transportation planning and infrastructure investments, providing safe and affordable mobility for all, promoting public and passive transportation as preferred methods, ensuring effective and efficient movement of workers and goods, and advancing environmental sustainability.

SADDLE RIDGE ASP

OFFICE CONSOLIDATION
2018 July

Onward/

Saddle Ridge

Area Structure Plan and Supporting Information

Onward/ By 2036, land use efficiency will have increased by at least 30 per cent, as measured by public transit threshold and increased density.

calgary.ca | call 3-1-1

CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

The Saddle Ridge Area Structure Plan (ARP) was approved in June 1984 and most recently amended in July 2018. The Saddle Ridge ARP includes the following neighbourhoods: Saddle Ridge, Taradale, and Martindale. The ARP seeks to create a complete community through accessible transportation, neighbourhood activity centres, community activity centres, and an industrial employment area. Adjacent planned land uses include residential and industrial to the north, as well as airport facilities to the south and west which are currently in draft. The ARP's outlines specific constraints within the area, including: the Transportation and Utility Corridor, Airport Vicinity Special Regulations (Calgary International Airport Vicinity Special Protection Area, Calgary International Airport Area Zoning Regulations, Calgary Area Aviation Master Plan), Sour Gas Facility Setbacks, Abandoned Wells and Pipelines, and Pipelines.

Legal Framework

TOD POLICY GUIDELINES
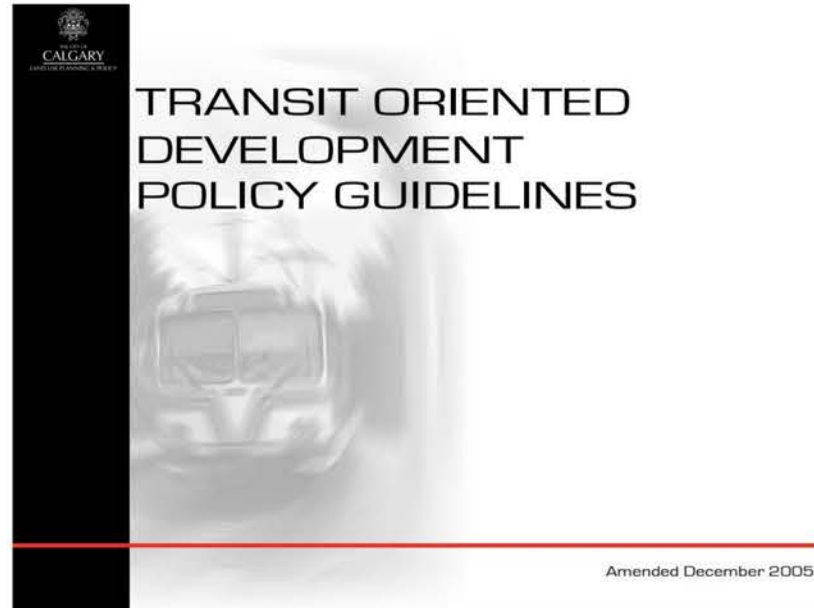
The Transit-Oriented Development (TOD) Handbook and Policy Guidelines were adopted by the City of Calgary in 2004. Transit Oriented Development (TOD) refers to walkable, high-density, mixed-use areas centered around major transportation areas, such as light-rail train stations and bus-rapid transit stops. Both of these documents are non-statutory and hold no legal standing, however should be used by council, developers, builders, planners, communities, and the general public.

ROCKY VIEW COUNTY IDP
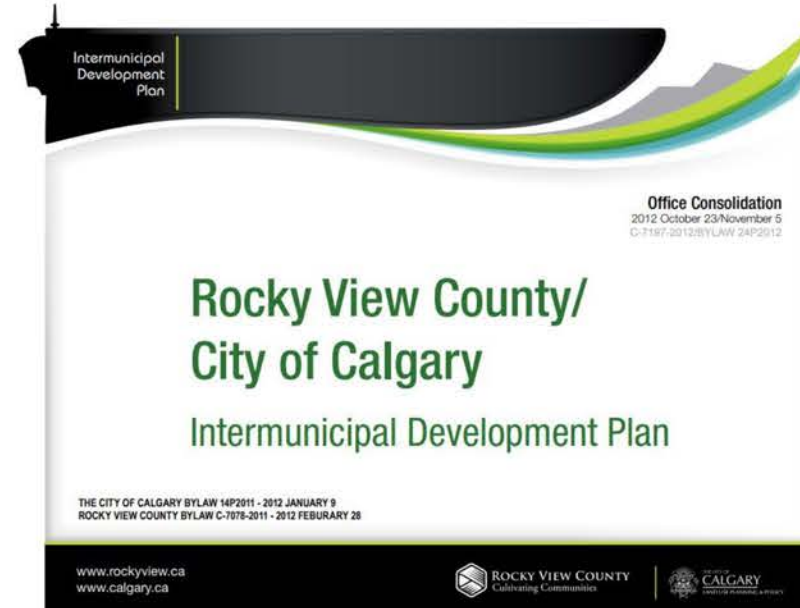
TThe Rocky View County & City of Calgary Intermunicipal Development Plan (IDP), approved in 2012, creates a collaboration agreement and guiding policies between each municipal with respect to areas immediately adjacent to the shared border, referred to as the Policy Area, as well as areas not immediately adjacent to the shared border, referred to as the Notification Zone. Portions of Saddle Ridge and Tardale are located within the Policy Area's Interface Planning area. The key goal of interface planning is to "facilitate compatible land use transitions across the municipal boundary" with special consideration to mitigate nuisance factors, intermunicipal entranceways, and transition tools along agricultural interfaces, commercial and residential interfaces, as well as industrial and residential interfaces.

Introduction

Project Understanding

The study area includes the entirety of Saddle Ridge, Taradale and the northeastern corner of Martindale. Saddle Ridge and Taradale are suburban, residential neighbourhoods located within the northeast quadrant of the City of Calgary. Two major roadways make up the northern and eastern boundaries: Airport Trail NE and Stoney Trail. Saddle Ridge and Taradale feature low-density housing, a centrally located community core and recreational centre, Saddletown LRT Station, multiple schools, and some neighbourhood nodes. Most of the residence within Saddle Ridge and Taradale area immigrants from the continent of Asia.

Based on the unique location of Saddle Ridge and Taradale, it is fundamental to introduce good urban design and planning practices while acknowledging the suburban nature.

Interested Groups

Throughout the project development process, various stakeholders will be consulted to receive feedback on proposed design solutions. This provides opportunities to effectively approach the requirements and desires of everyone involved in the project's development. This process comprises of identifying, mapping, and prioritizing stakeholders in order to establish the optimal communication techniques while making the most use of available resources.

COMMUNITY ASSOCIATIONS

The community associations are people driven, act as the voice of the community and aim to ensure a safe, friendly, and welcoming environment for its residents. Collaborating with these associations will enable us to better communicate with the community and understand their needs. The project team will work closely with the presidents of both community associations to ensure community needs are being met through this urban design initiative.
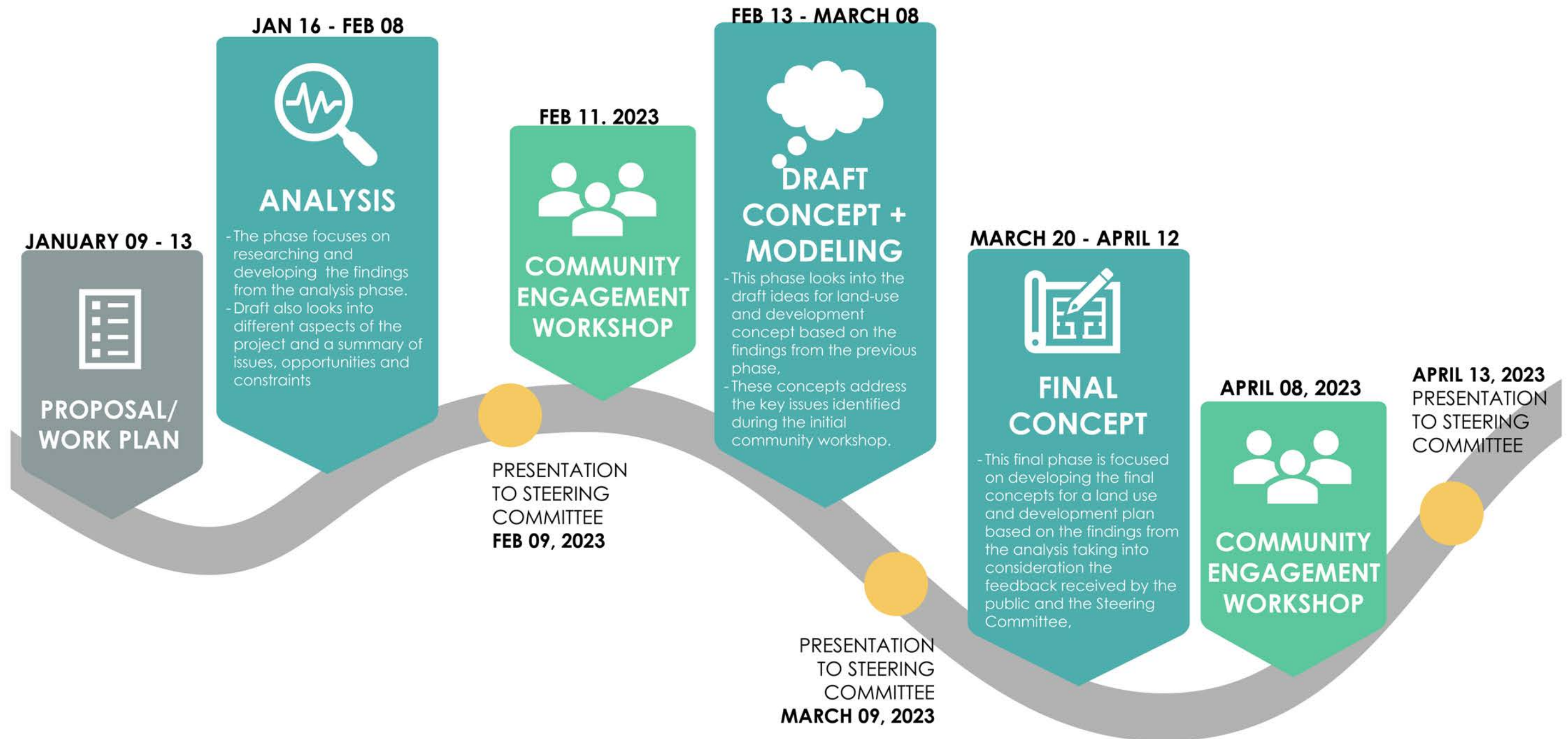
GENESIS CENTRE

This is the only recreational facility for these neighbourhoods. As the central community node for both Taradale and Saddle Ridge, Genesis centre has considerable weight in community engagement and programming.
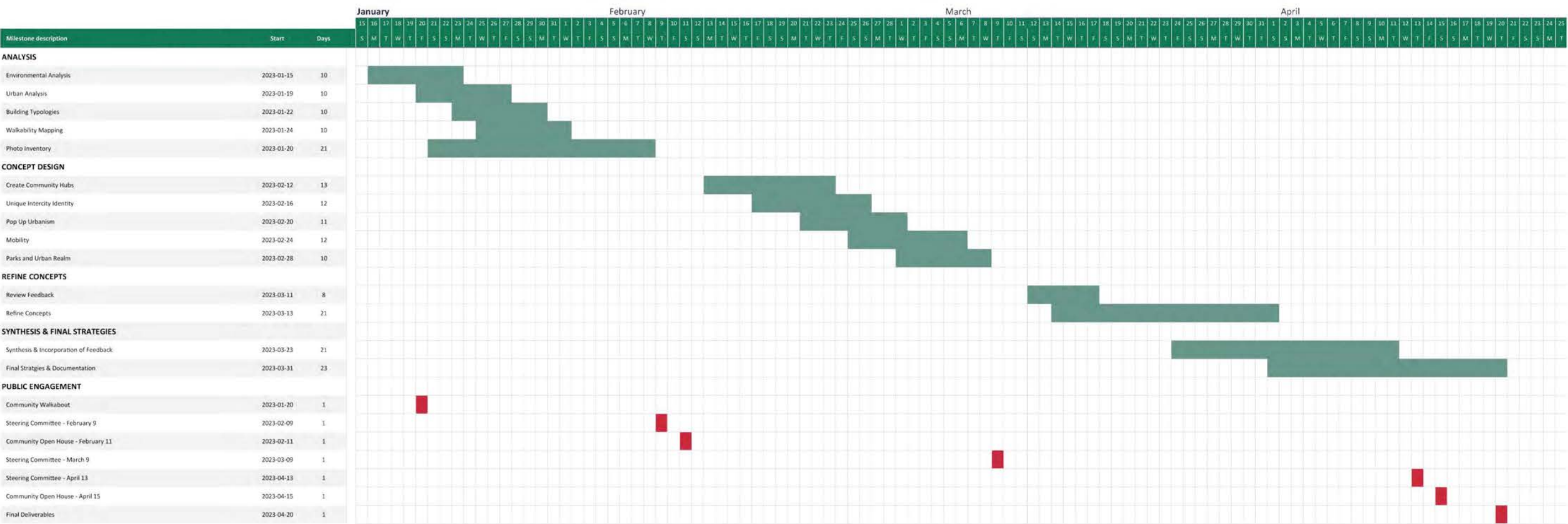
OTHER INTERESTED GROUPS

City of Calgary
Federation for Calgary Communities
Calgary Public Library
Local Developers
Business Owners
Dashmesh Culture Centre

Calgary Transit
Calgary Police Service
YMCA
Churches / Religious Institutions
Schools
Youth Centres

New Home Listing Service

Methodology + Timeline

JANUARY 09 - 13

PROPOSAL/ WORK PLAN

JAN 16 - FEB 08

ANALYSIS

- The phase focuses on researching and developing the findings from the analysis phase.
- Draft also looks into different aspects of the project and a summary of issues, opportunities and constraints

FEB 11, 2023

COMMUNITY ENGAGEMENT WORKSHOP

PRESENTATION TO STEERING COMMITTEE
FEB 09, 2023

FEB 13 - MARCH 08

DRAFT CONCEPT + MODELING

- This phase looks into the draft ideas for land-use and development concept based on the findings from the previous phase,
- These concepts address the key issues identified during the initial community workshop.

PRESENTATION TO STEERING COMMITTEE
MARCH 09, 2023

MARCH 20 - APRIL 12

FINAL CONCEPT

- This final phase is focused on developing the final concepts for a land use and development plan based on the findings from the analysis taking into consideration the feedback received by the public and the Steering Committee,

APRIL 08, 2023

COMMUNITY ENGAGEMENT WORKSHOP

APRIL 13, 2023
PRESENTATION TO STEERING COMMITTEE

Gantt Chart

Milestone description	Start	Days
ANALYSIS		
Environmental Analysis	2023-01-15	10
Urban Analysis	2023-01-19	10
Building Typologies	2023-01-22	10
Walkability Mapping	2023-01-24	10
Photo Inventory	2023-01-20	21
CONCEPT DESIGN		
Create Community Hubs	2023-02-12	13
Unique Intercity Identity	2023-02-16	12
Pop Up Urbanism	2023-02-20	11
Mobility	2023-02-24	12
Parks and Urban Realm	2023-02-28	10
REFINE CONCEPTS		
Review Feedback	2023-03-11	8
Refine Concepts	2023-03-13	21
SYNTHESIS & FINAL STRATEGIES		
Synthesis & Incorporation of Feedback	2023-03-23	21
Final Stratgies & Documentation	2023-03-31	23
PUBLIC ENGAGEMENT		
Community Walkabout	2023-01-20	1
Steering Committee - February 9	2023-02-09	1
Community Open House - February 11	2023-02-11	1
Steering Committee - March 9	2023-03-09	1
Steering Committee - April 13	2023-04-13	1
Community Open House - April 15	2023-04-15	1
Final Deliverables	2023-04-20	1

Analysis

Overview

The next step in our methodology was to analysis the existing framework of the community. We focused our understanding around four key categories of analysis including Cultural Landscape, Natural Landscape, Urban Morphology and Infrastructure. These categories allowed us to understand complex integrations and relationships which make-up the neighbourhoods of Saddle Ridge and Taradale.

CULTURAL LANDSCAPE

An understanding of the demographics, historical timeline of development, socio-economic status and ethnic makeup of Saddle Ridge and Taradale as well as how they may differ as compared to the rest of Calgary.

NATURAL LANDSCAPE

An understanding of the existing topography, drainage, urban forest, and climate within the neighbourhoods. This includes any observations around sun and shadows studies, as well as severe weather patterns in the area.

URBAN MORPHOLOGY

An analysis of the existing built form including block and parcel typology, ownership structures, existing zoning, and land use. Parks & Open Space analysis includes similar understanding of existing parks and open spaces resources, and how they are used or not used, including the interconnectivity of these assets.

INFRASTRUCTURE

A high level understanding of Water, drainage and Stormwater systems in the neighbourhoods. Current & Abandoned pipelines and Utility Right-of-Way restrictions. Included in this analysis is an understanding of mobility infrastructure, including existing street typologies and how it limits or encourages walkability.

Cultural Landscape

Natural Landscape

Urban Morphology
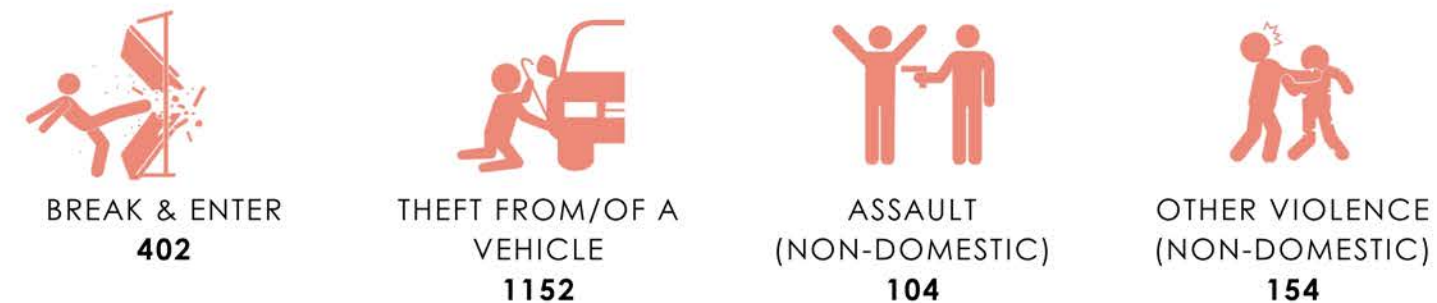

Infrastructure

Cultural Landscape

Demographic

Based on 2016 census data, the population of Saddle Ridge is predicted to increase exponentially until 2030, stabilizing 2042. Taradale, on the other hand, is anticipated remain relatively unchanged. The two neighbourhoods are largely comprised of immigrants, most of which are from the continent of Asia (89%). Punjabi and English are the two most commonly spoken languages. The Population Distribution for Saddle Ridge and Taradale is split equally between male and female while the age distribution is mostly concentrated between children and middle aged adults. Single family dwelling make up the majority of the building types (83%) with an average family size of 3.5 and home ownership at 80%. The average property value is $422,000 CAD.

LANUAGE SPOKEN
- PUNJABI 32%
- OTHER 20%
- ENGLISH 23%
- TAGALOG 8%
- URDU 10%

IMMIGRANTS
- 65% IMMIGRANTS
- 35% NON-IMMIGRANTS

POPULATION CHANGE

SADDLE RIDGE

TARADALE

60% 50% 40% 30% 20% 10%

CRIME STATISTICS

Average annual count observed from 2017 to 2022.

BREAK & ENTER
402

THEFT FROM/OF A VEHICLE
1152

ASSAULT (NON-DOMESTIC)
104

OTHER VIOLENCE (NON-DOMESTIC)
154

Age groups: 0-4, 5-9, 10-14, 15-19, 20-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70-74, 75-79, 80-84, 85-89, 90-94, 95-99

2000 1500 1000 500 0 500 1000 1500 2000

♀ ♂

AVG. FAMILY INCOME
$90,614
(CALGARY - $570,000)

AVG. FAMILY SIZE
3.5
(CALGARY - 2.6)

AVG. HOME OWNERSHIP
80%
(CALGARY - 71%)

FAMILIES WITH CHILDREN
64.5%
(CALGARY - 48%)

Historical Timeline

City of Calgary is incorporated as a City in 1894. The land where Saddleridge & Taradale are currenly established was divded and sold as plots until the 1960's.

1894 - 1960
City of Calgary

Taradale begins to develop

1962

1964

1988

1984

1989

1995

1995

Blackfoot Territory

Since time immemorial the land was home to the nomadic Blackfoot Confederacy, including Siksika, Kainai, Piikani), the Tsuut'ina, the Îyâxe Nakoda Nations, the Métis Nation (Region 3).

1962

Taradale

Taradale land annexed by City of Calgary.

1988

Saddle Ridge

Land for Saddle Ridge, previously acerages, is annexed by City of Calgary.

Indigeneity

Historical Timeline

NECCS Founded

North East Centre of Community Society formed. With the goal of establishing a central recreation and community hub.

City of Calgary on board for Genesis Centre

2021

1997

2000's

2005

2012

2021

Low Density Development

Low Density Residential Development continues into 2000's.

2005

Genesis Centre

Genesis Centre, funded by the community opens it's doors. Becomes central hub for the communities and home to YMCA, Library and Community Services.

School Enrolment

School enrolment for most schools in the two communities have experienced exponential increase through the years 2016 to 2021. Schools have been running at capacity, directly associated and impacted by the large youth demographic. In comparison to older schools, those that are more recent have experienced a higher percentage of growth. Newer schools have been opening up lately to accommodate the growing population. The schools listed here are all public and under the Calgary Board of Education.

HUGH A. BENNETT

↑ 34%

2015: 403
2021: 540

NELSON MANDELA

↑ 58%

2015: 1176
2021: 1861

PETER LOUGHEED

↑ 100%

2015: 476
2021: 955

SADDLE RIDGE

↓ 30%

2015: 768
2021: 536

TARADALE

↓ 2%

2015: 687
2021: 674

TED HARRISON

↑ 2.4%

2015: 744
2021: 762
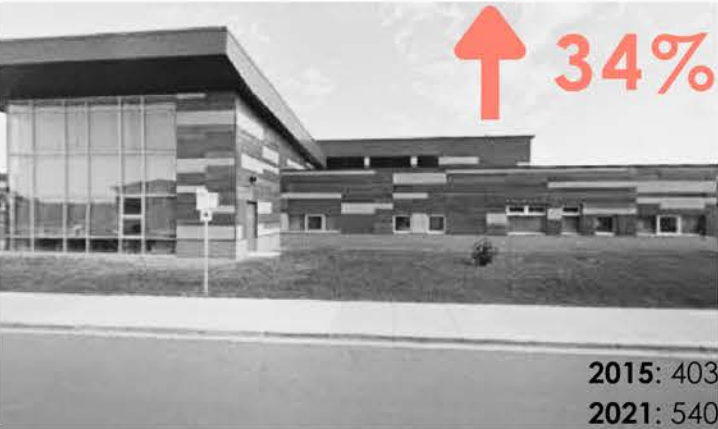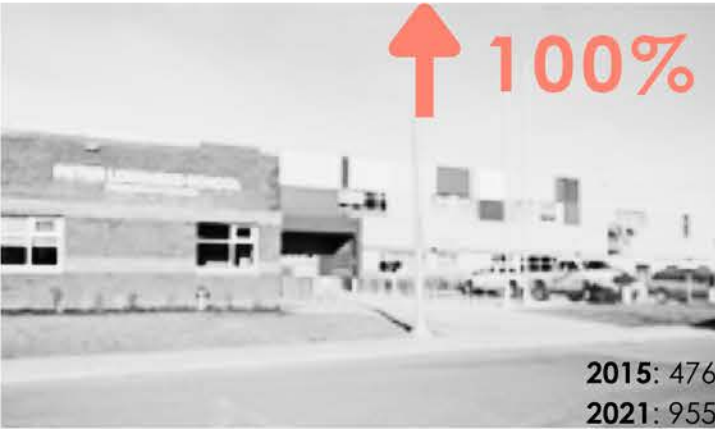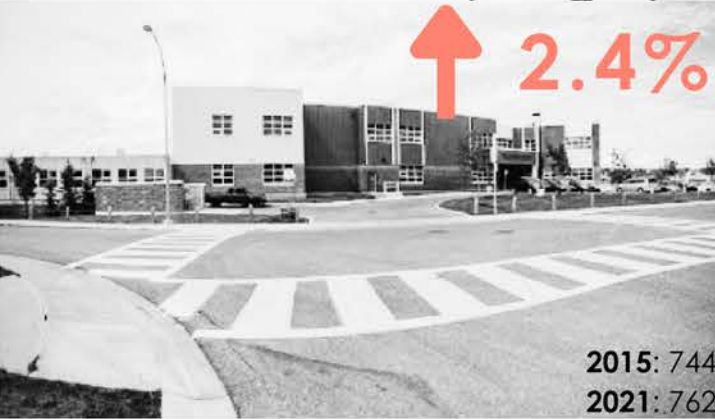
Natural Landscape

Drainage, Topography, + Severe Weather

DRAINAGE + TOPOGRAPHY

The project site's topography is relatively flat, and drainage of water is directed towards various stormwater ponds. In addition to water filling stormwater ponds, it is common for litter to end up in the stormwater ponds as well. Leading to concerns regarding maintenance of ponds. There are additional implications regarding drainage and topography due to severe weather experienced in the area.

SEVERE WEATHER

Drainage is a significant consideration due to the neighbourhoods' experiences with severe weather events, including the hailstorm of 2020, resulting in flash floods and $1.2 billion in damages. This aspect must be considered in the future as northeast Calgary is a hotspot for hailstorms.

Hail Size
- >10 mm
- 10-20 mm
- 20-30 mm
- 30-40 mm
- 40< mm

1081   1115 m

0   250 m
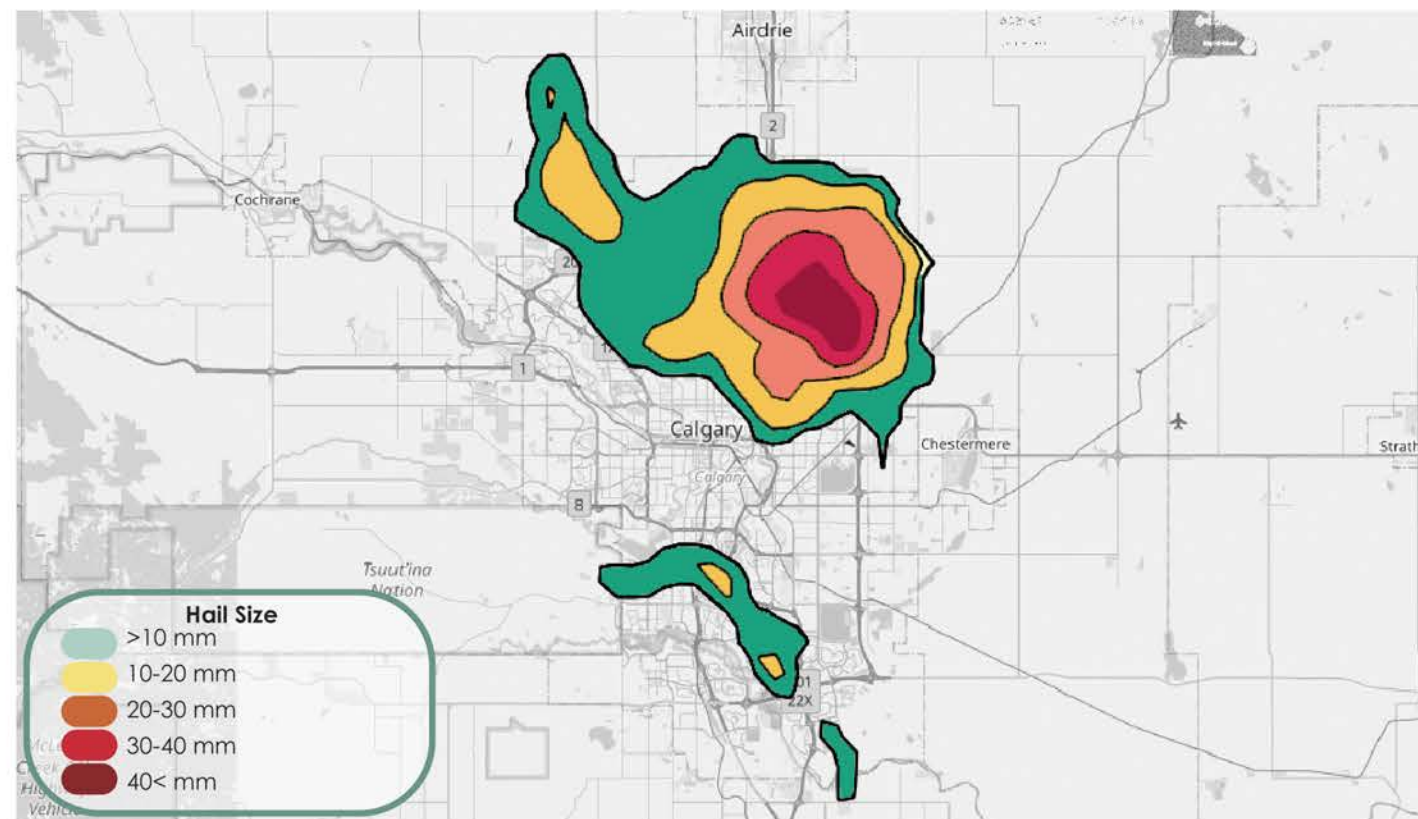
Urban Forest + Soil

The natural landscape in this area is unique and significant. Based on data review, the urban forest appears healthy, however our walkabout revealed a majority of the trees within the neighbourhood are immature, provide little to no canopy coverage, and add little to the public realm. Additional information from the Steering Committee reveals the neighbourhoods is subject to poor soil quality, which is a challenge resulting in continuous re-placement of trees.

Deciduous Trees
Coniferous Trees

0   250
     m

Sun + Shadow Study

Residential

A shadow study was conducted in a residential and commercial setting with the intention of understanding potential future public realm interventions. The Strip Park and the Saddletowne Circle node were chosen due to their high intervention potential through urban re-design or tactical urbanism.

The three times used for equinoxes and summer solstice are 9AM, 12PM, and 6PM, however due to shorter winter days, the times used for winter solstice are 9AM, 12PM, and 4PM.

Buildings in Saddletowne Circle range from one to four storeys tall. Buildings surrounding the Strip Park sample are two storeys tall.
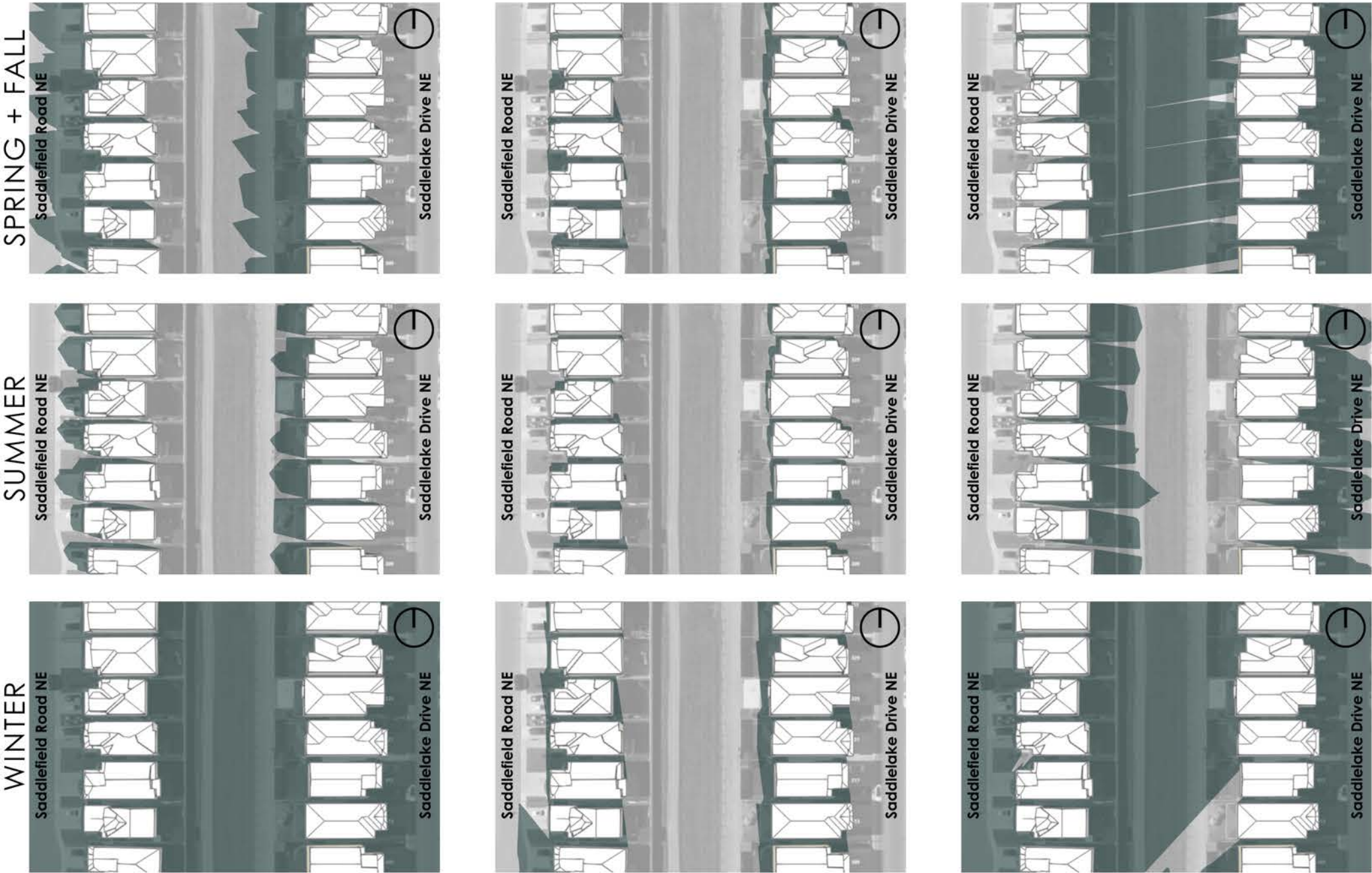
Sun + Shadow Study

Commercial

SPRING + FALL

SUMMER

WINTER
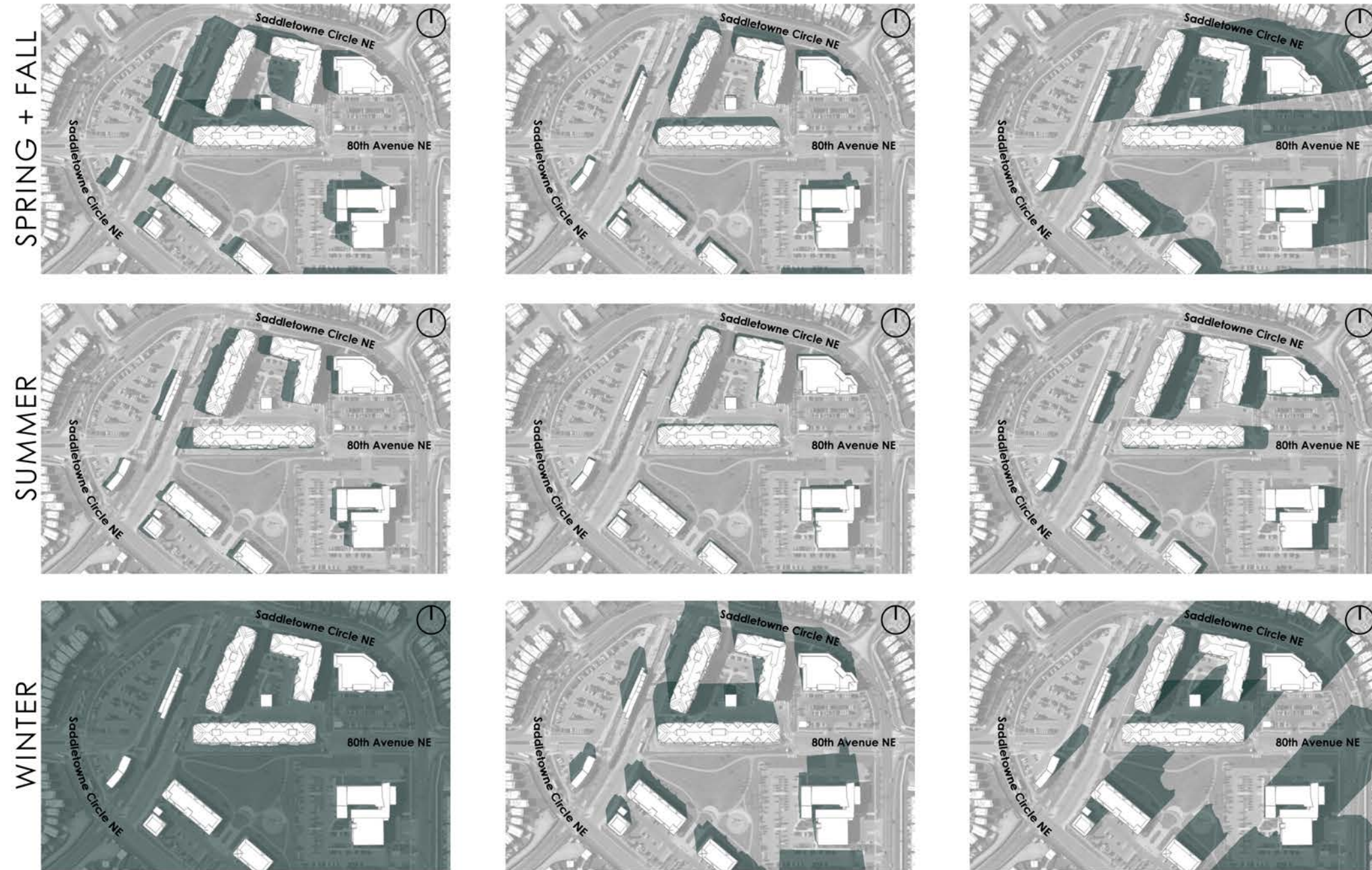
Urban Morphology

Functional Analysis

We performed a Functional Analysis on both neighbourhoods and noted some challenges around vehicle infrastructure, parks, commercial nodes, and recreation opportunities for users.

There were a number of dangerous intersections as indicated by higher collision rates. One-way traffic flow around Saddletowne Circle was challenging as most of the commercial amenities are located on the interior of the circle, leading to the nickname 'Saddletowne Speedway'. This caused congestion, inefficient traffic flow, and high speeds, discouraging residents trying to get to the amenities in the centre, such as FreshCo.

There is a large proportion of open spaces and parks within the neighbourhood, however they are not connected very well, lack basic amenities, and often overcrowded.

Two commercial nodes are present, however they are highly vehicle-centric, featuring drive throughs and parking lots.

An end of the line Light Rail Transit (LRT) Station, Saddletowne Station brings commuters into the neighbourhood, however upon arrival it is challenging to orient oneself or even find large landmarks and activity centres, such as Genesis Centre.

Genesis centre is the main recreational node for the community, however it is always busy. Parking and access are issues because it is used by many from outside of the neighbourhoods. There are no local or small recreation centres available, therefore all the residents use Genesis as it is the only option.

Legend:
- ✕ Dangerous Intersections
- → One Way Vehicle Arterial
- ↔ Two Way Vehicle Arterial
- Light Rail Transit
- Disconnected Parks
- Stormwater Ponds
- Commercial Nodes
- Recreational Node

0   250 m

Blocks + Parcels

BLOCK STRUCTURE

Block structure of the neighbourhood consists of Fragmented Grids, Warped Grids and Loops and Lollipops. Each block structure contributes to fragmented walkability and makes it challenging for residents to get through their neighbourhoods. Combine with vehicle centric nature of Saddle Ridge and Taradale, wayfinding on foot in these communities is challenging.

Throughout our site visit we noted many fences at the end of alleys had been kicked in to allow for temporary paths for pedestrians to pass through. This indicates pedestrians have a need for a more walkable and structured neighbourhood, however the existing block and parcel structure inhibits their movements, and they resort to vanalism of shared property and fences to be able to get around.
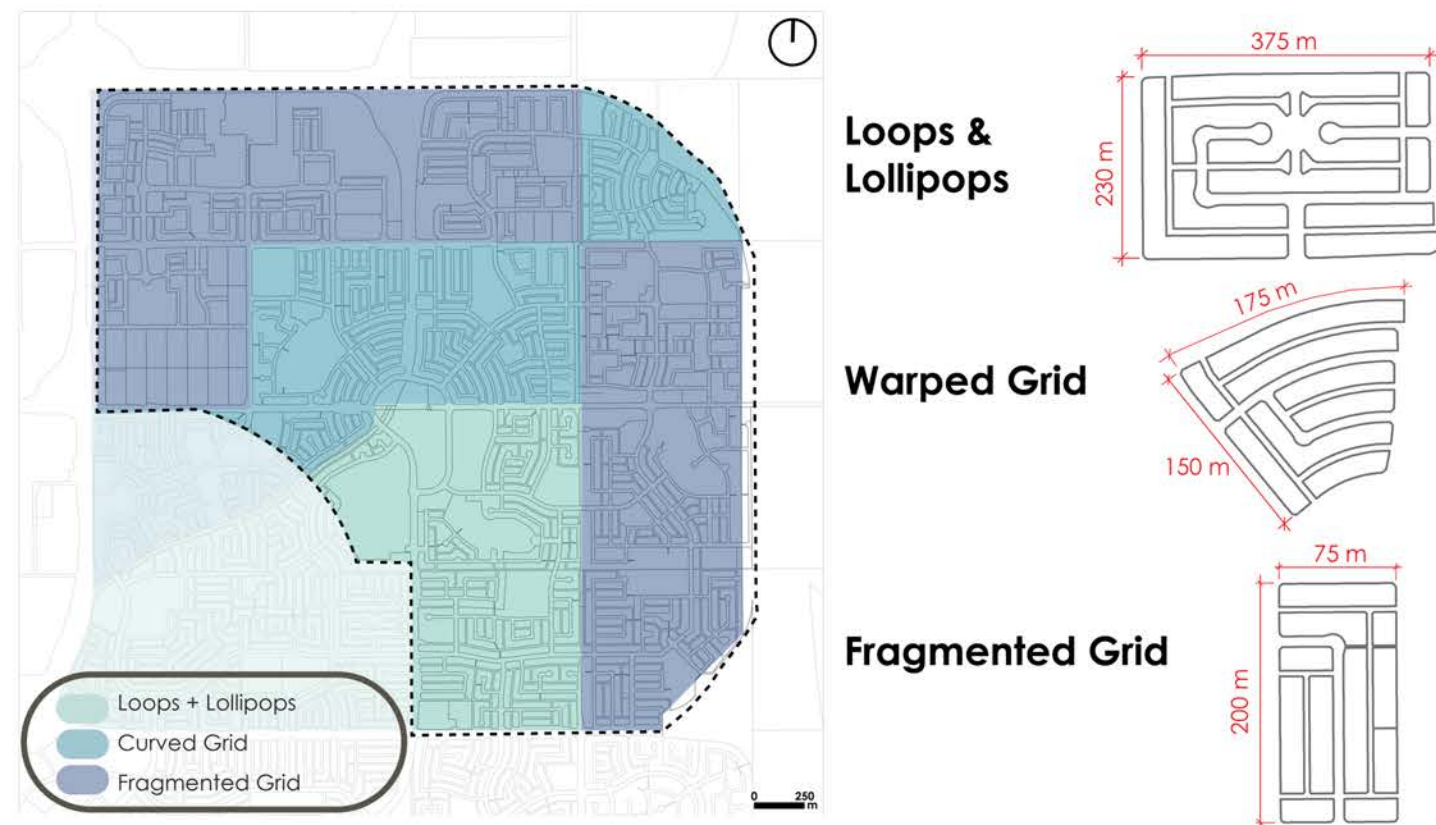
Loops + Lollipops: Large continuous blocks and cul-de-sacs turn inwards.

Warped Grid: Large continuous, angled, and offset blocks

Fragmented Grid: Grid layout, offset blocks, and laneways with barriers

PARCELS + OWNERSHIP

Parcels and Ownership information demonstrate availability of public land in the form of parks and schools. Due to the existing zoning, many of the parcels are privately owned. Schools and parks are public institutions, however the use is often limited to school hours and there is an opportunity to extend the use of these spaces for community activities outside of school hours.
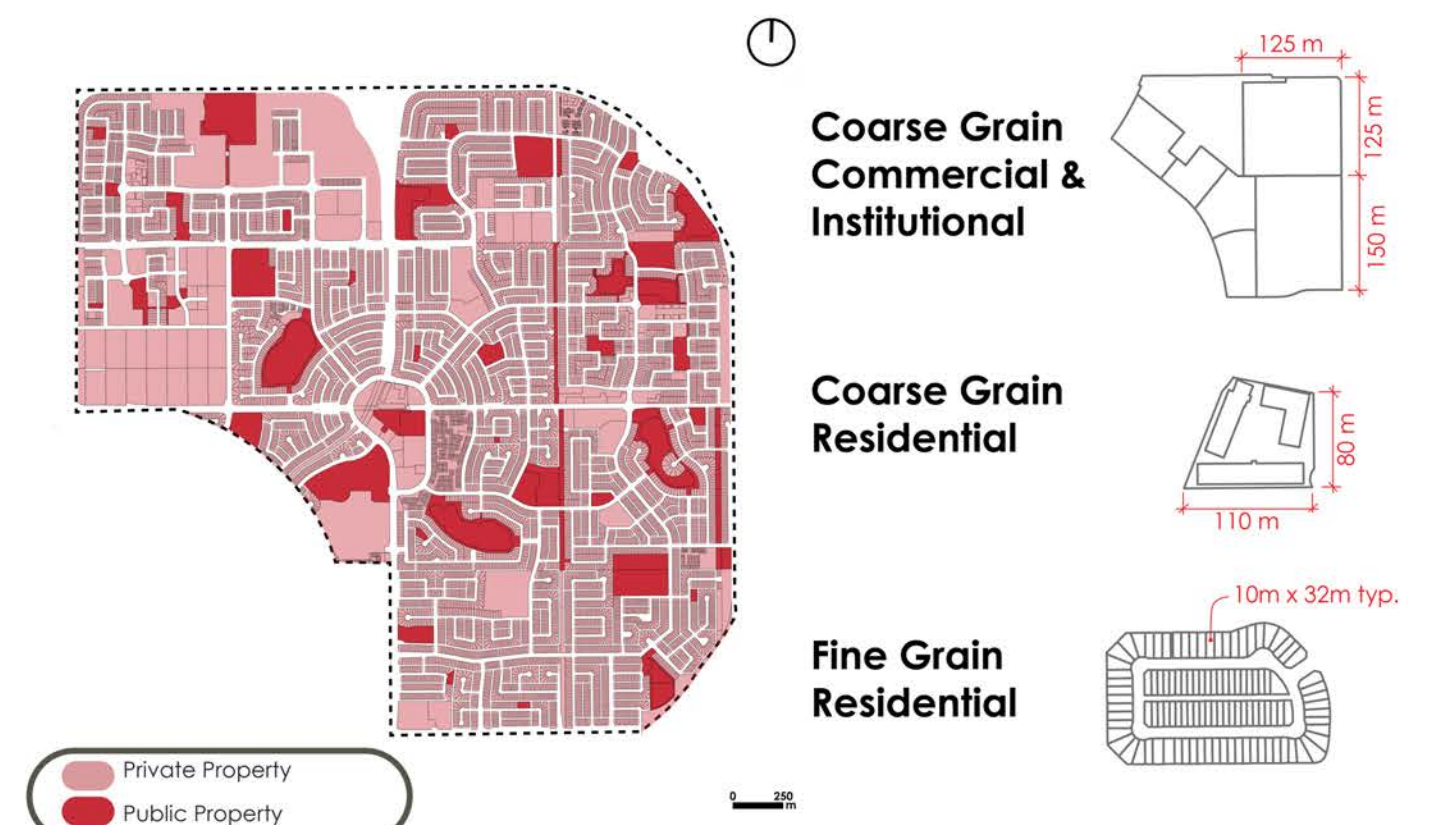
Coarse Grain Commercial: Vehicle-centric, poor human interface and scale

Coarse Grain Residential: Private gated building, few amenities or shared space

Fine Grain Residential: Lack of grade level diversity and connectivity

Land Use + Built Form

LAND USE

Existing Land Use for Saddle Ridge and Taradale are primarily low density residential dwellings. Land use at the centre of Saddletowne Circle is zoned as commercial and there are instances of institutional buildings including schools. police and fire. Genesis Centre acts as the central recreational node within the community.
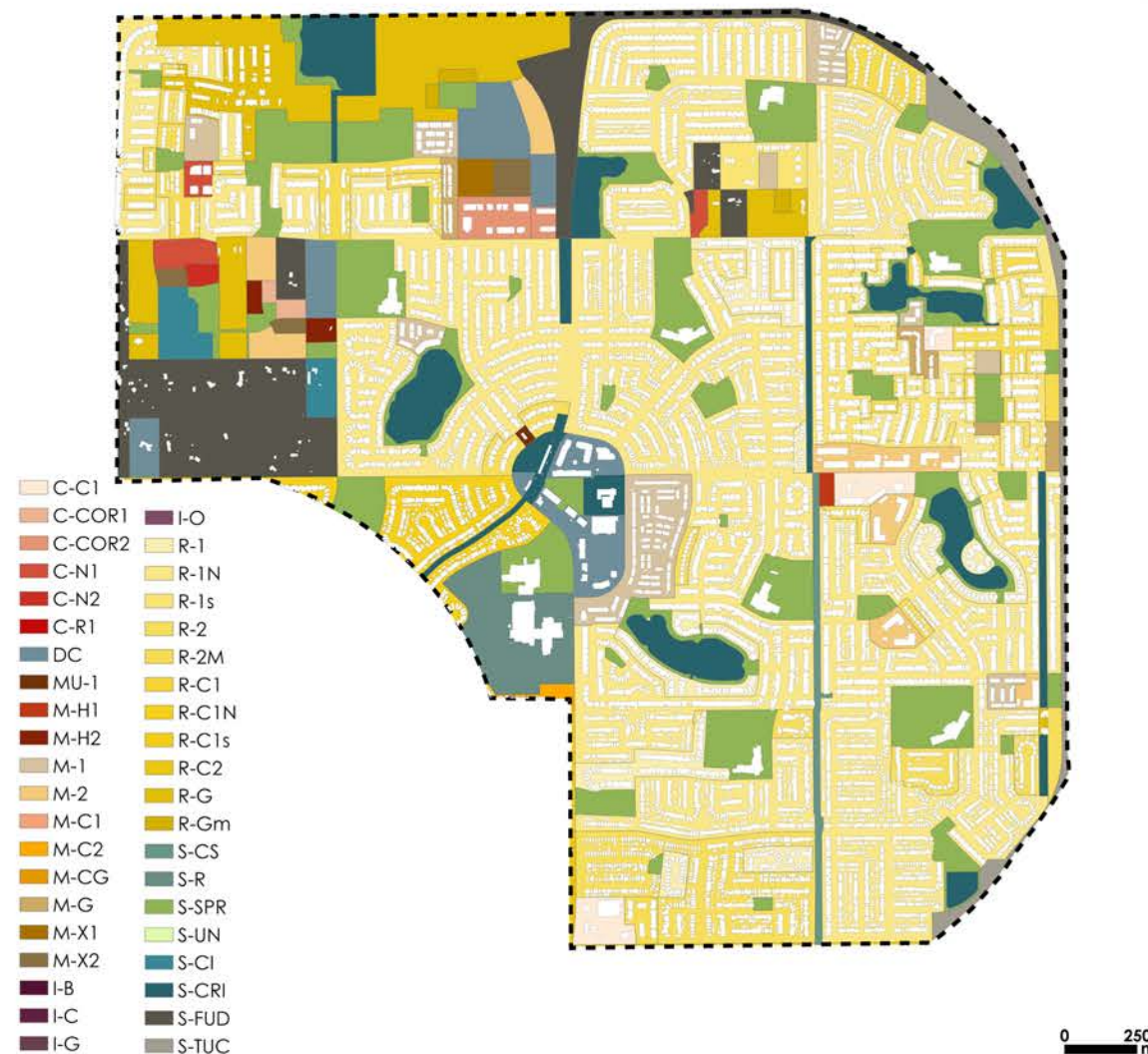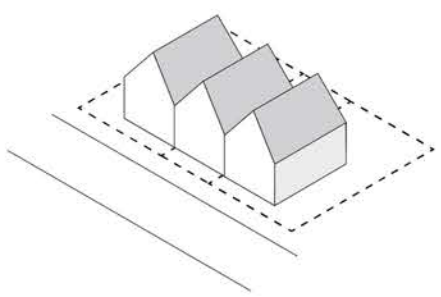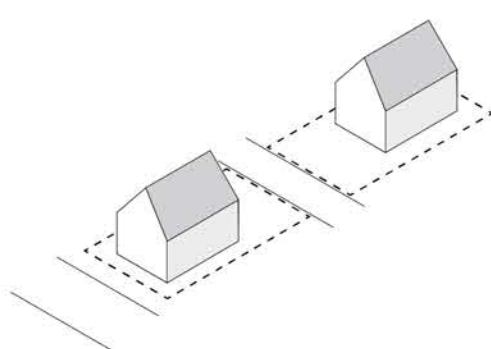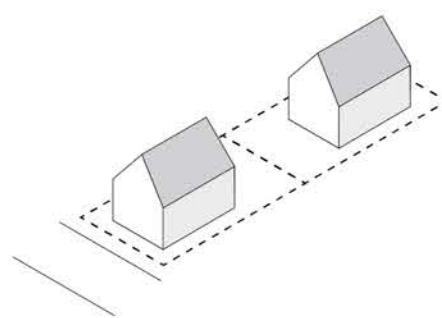
BUILT FORM

Built form differs from existing Land Use in that it comprises of the the existing structure on the parcel. While the zoning offers the potential for differing built forms, the built form map below demonstrates what currently exist. As demonstrated, homes are largely single family with limited pockets of commercial and multi-family residential.

Legend (Land Use):
- C-C1
- C-COR1
- C-COR2
- C-N1
- C-N2
- C-R1
- DC
- MU-1
- M-H1
- M-H2
- M-1
- M-2
- M-C1
- M-CG
- M-G
- M-X1
- M-X2
- I-B
- I-C
- I-G
- I-O
- R-1
- R-1N
- R-1s
- R-2
- R-2M
- R-C1
- R-C1N
- R-C1s
- R-C2
- R-G
- R-Gm
- S-CS
- S-R
- S-SPR
- S-UN
- S-CI
- S-CRI
- S-FUD
- S-TUC

0   250 m

Legend (Built Form):
- Recreational Centre
- School
- Single Family: No Lane
- Single Family: Laneway
- Single Family: Greenway
- Mult-Family: Condo
- Multi-Family: Townhouse
- Commercial

0   250 m

Built Form Typology

Residential

BUILT FORM + PARCEL

CURRENT USE

RESIDENTIAL SINGLE FAMILY

RESIDENTIAL SINGLE FAMILY

RESIDENTIAL MULTI-FAMILY

RESIDENTIAL MULTI-FAMILY
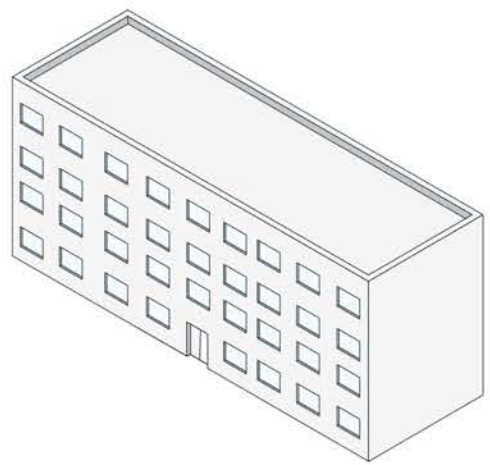
SAMPLE

Built Form Typology

Commercial
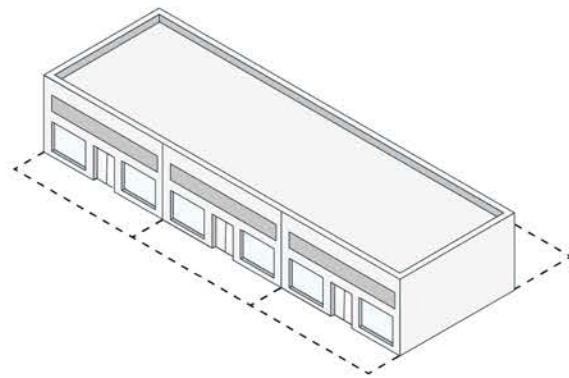
COMMERCIAL
STRIP MALL
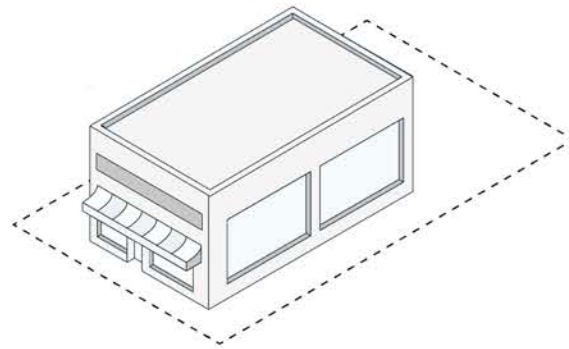
COMMERCIAL
STAND ALONE
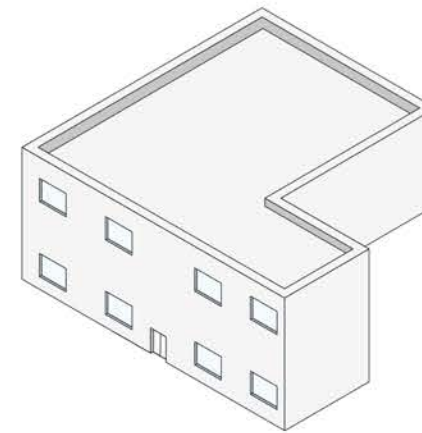
INSTITUTIONAL
SCHOOL
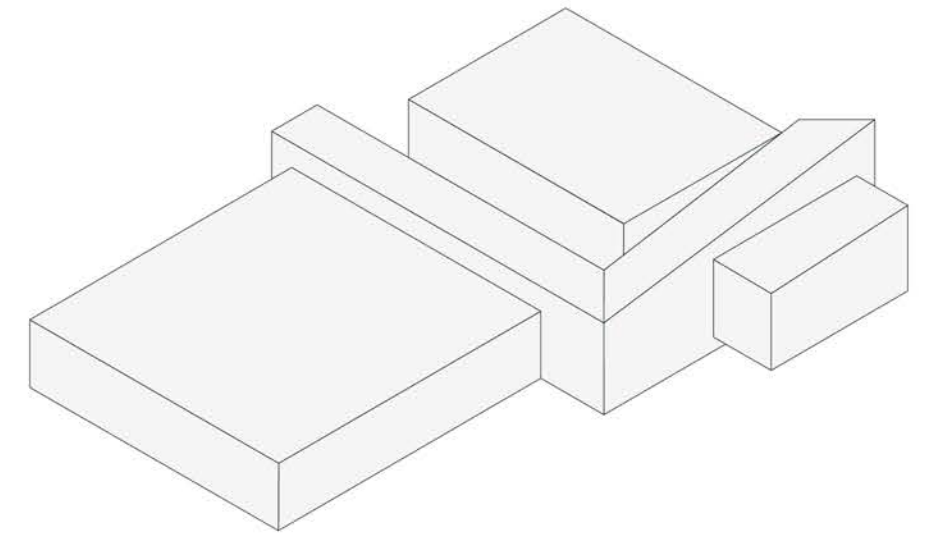
INSTITUTIONAL
PUBLIC SERVICES

Open Space + Parks

The parks and open spaces are categorized into five main types:
- Neighbourhood Parks
- School Parks
- Stormwater Parks
- Strip Park
- Genesis Centre

The majority of these open spaces are medium to large open green spaces. However, have been categories based on varying function and appearance. These open spaces severe lack urban forestry. As previously mentioned, while there are a number of spaces, they are disconnected.

TREE SPECIES

These are the most common trees found in the two neighbourhoods. Most of which are young and deciduous.

GREEN ASH

SIZE AT MATURITY - Large
CURRENT SIZE - Medium

COLORADO SPRUCE, WHITE SPRUCE

SIZE AT MATURITY - Medium
CURRENT SIZE - Small

BRANDON ELM, AMERICAN ELM

SIZE AT MATURITY - Large
CURRENT SIZE - Small

QUAKING ASPEN

SIZE AT MATURITY - Large
CURRENT SIZE - Large

CHOKECHERRY SCHUBERT

SIZE AT MATURITY - Small
CURRENT SIZE - Small
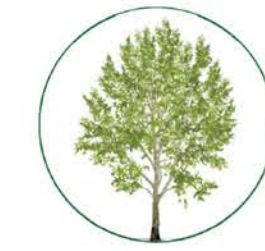
POPLAR

SIZE AT MATURITY - Larg
CURRENT SIZE - Large

Neighbourhood Park
School Parks
Stormwater Park
Strip Park
Genesis Centre

0   250
          m

Open Space Typology

PARCEL +TYPE
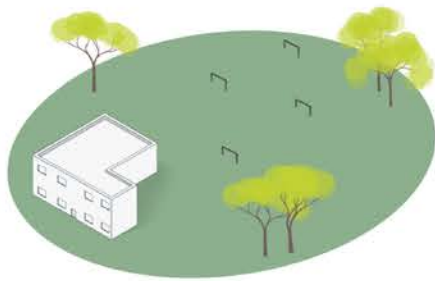
| SCHOOL PARK | NEIGHBORHOOD PARK | GENESIS CENTRE | STORM WATER PARK | STRIP PARK |
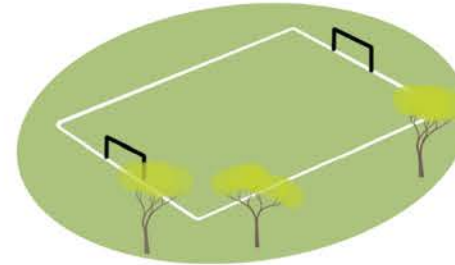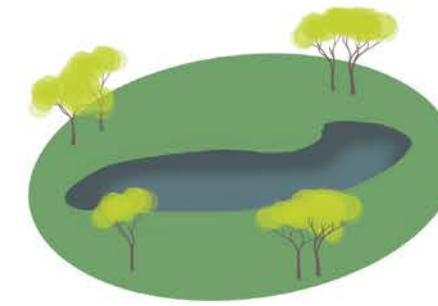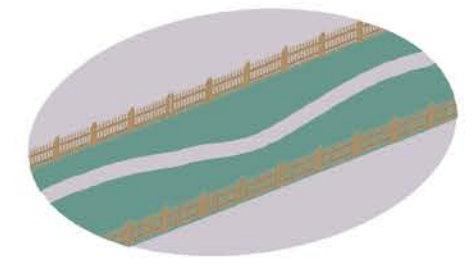
SAMPLE

TED HARRISON SCHOOL | **SADDLEMONT PLAYGROUND** | **GENESIS CENTRE** | **SUN CITY PARK** | **ADJ. TO TARADALE SCHOOL**

School parks are located on the same parcel as existing schools. They are currently only used during daytime hours and take up large portions of land within the community. School parks have the potential to be used for community gathering and other events during non-school hours

Neighbourhood parks have a dedicated recreational space for users. The neighbourhood parks in Saddle Ridge and Taradale have limited seating and poor options for multi-generational households to use these spaces.

The Genesis Centre features a large soccer field which is mostly used in summer months. Genesis Centre is adjacent to Nelson Mandela high school.

Stormwater Parks are defined by their inclusion of a stormwater pond. Stormwater ponds are often surrounded by green space. These park present specific pedestrian challenges around safety and cleanliness. These are high potential intervention locations.
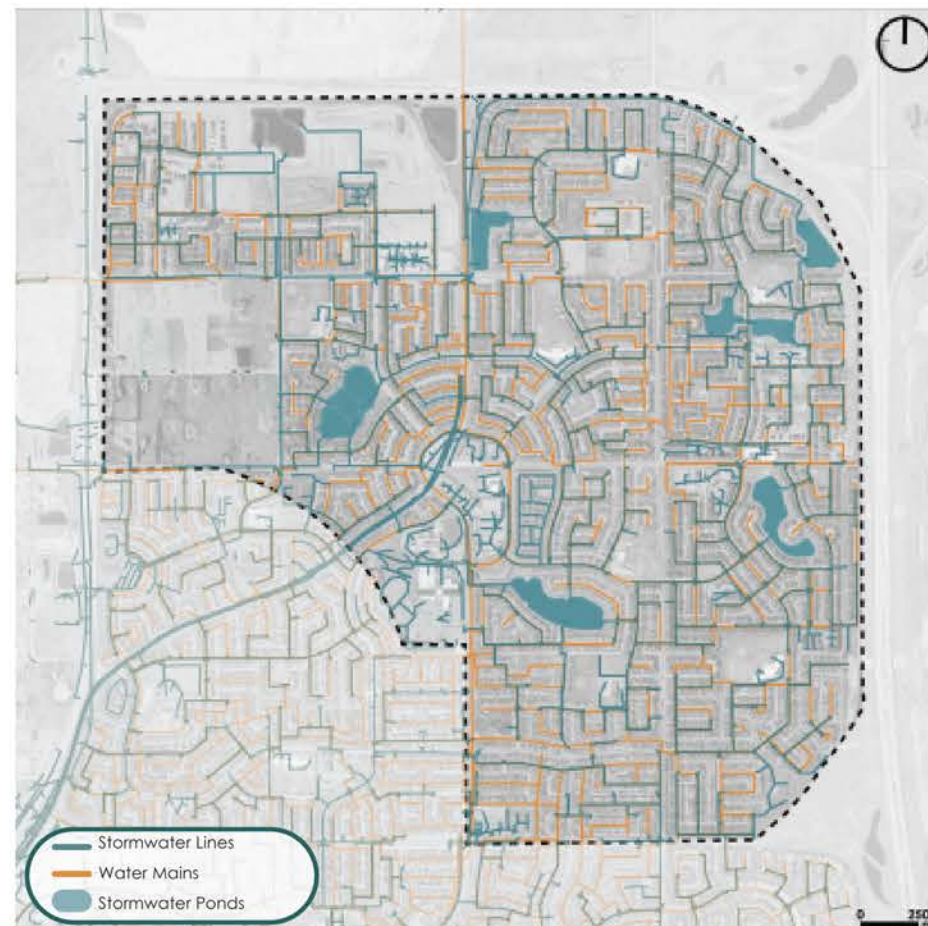
The Utility Right-Of-Way (ROW) has created a community long Strip Park. This longitudinal open space is open to pedestrians, however is currently under utilized due to lack of programming, light, seating, etc.

33

Infrastructure

Infrastructure

WATER, DRAINAGE, + STORMWATER

Stormwater Lines
Water Mains
Stormwater Ponds

UTILITY ROW + CELLULAR TOWERS

Cellphone Towers
Utility Right-of-Way

CURRENT + ABANDONED PIPELINES
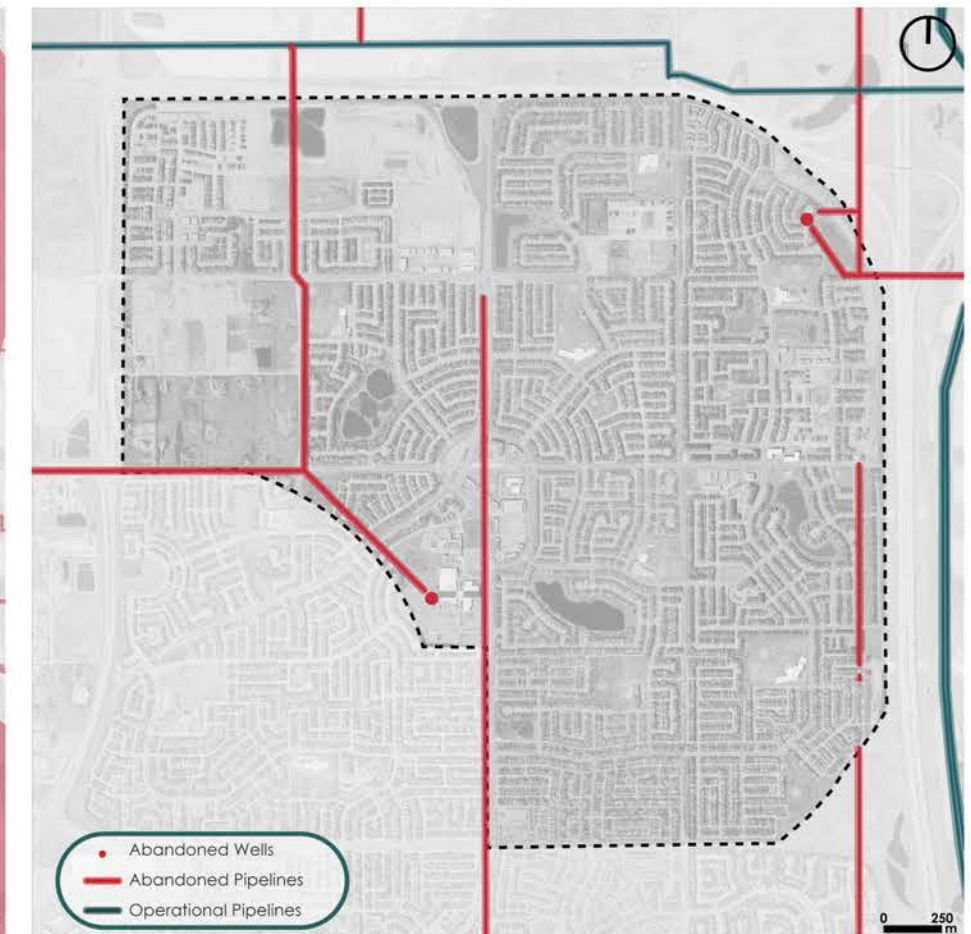

Abandoned Wells
Abandoned Pipelines
Operational Pipelines

Water Main Lines are well connected throughout the neighbourhood. Stormwater Ponds catch and filter rain fall, runoff, and snow melt.

There are a number of cellular towers inside and within proximity of the project area.

The site was initially home to sour gas wellsites and pipelines which present a unique constraint. Additionally, there are active infrastructure pipelines along the north and east periphery of Saddle Ridge and Taradale.

Mobility

Active Transportation

Parallel Sidewalks
•••• Single-Sided Sidewalk
Park Pathways + Trails

0   250
        m

Mobility infrastructure in the project area is abundant, however has several gaps. Currently, 77% of residents' prefer driving as their main transportation method, 19% use public transportation, and 4% walk or cycle. Pedestrian connectivity within the community is plagued by the lack of sidewalks along residential streets. Furthermore, there are a number of issues with respect to the pedestrian experience, including:

VEHICLE-
CENTRIC

NARROW
SIDEWALKS

LACK OF
SEATING

LACK OF
WAYFINDING

LACK OF
LIGHTING

NO OR POOR
CONNECTIVITY

Mobility

Walkability analyses were completed for six locations to gain and practical understanding of how current mobility infrastructure impacted pedestrian connectivity. These maps illustrate the potential walkability of 400-metres versus 400-metre walkable reality. 400-metres was used because it takes the average person 10-minutes to walk this distance. These walkability maps verify poor pedestrian connectivity due to blockades, such as major roads, lack of crosswalks, and sound barriers.

Walkability

400-metre walkability
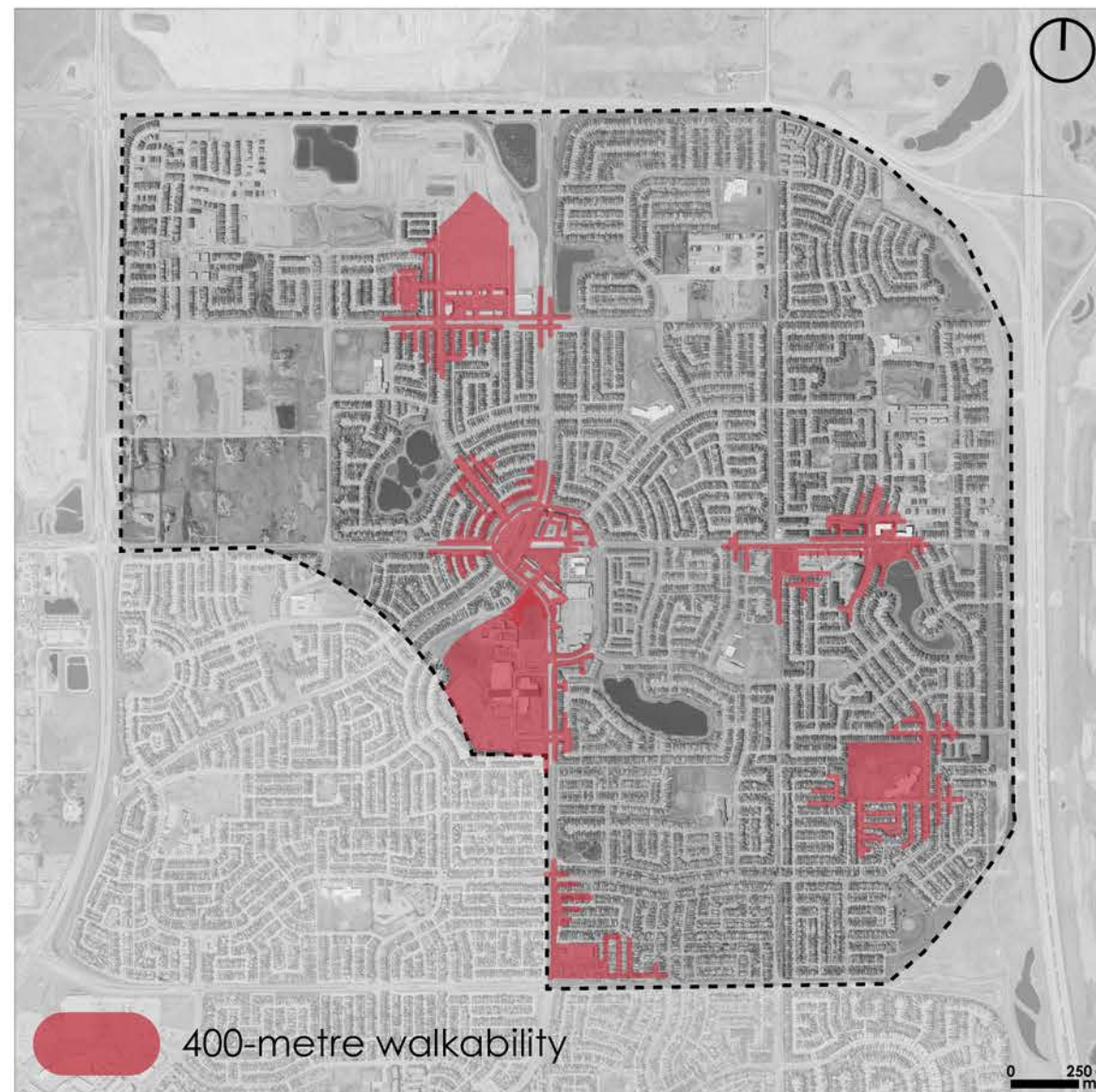
COMMERCIAL CENTRE

SADDLETOWNE STATION

RECREATIONAL NODE

GENESIS CENTRE

Mobility

Walkability

NEIGHBOURHOOD NODE

SAVANNA BAZAAR

NEIGHBOURHOOD NODE

FALCONRIDGE BLVD NE

NEIGHBOURHOOD NODE

80TH AVENUE NE

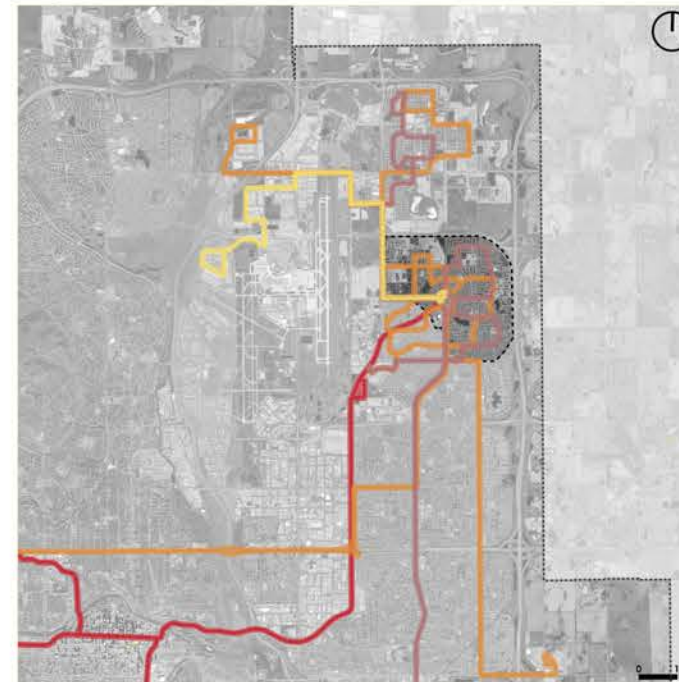RESIDENTIAL CONTEXT

TED HARRISON SCHOOL

Mobility

Public transportation from the neighbourhood is fairly well connected regionally, to employment areas, and across the community itself with plenty of bus stops. Furthermore, the neighbourhood has a west-east connection due to the Orange MAX BRT. However, frequency of public transportation routes range from less than 15 minutes to more than 45 minutes, reducing convenience of the service. Additionally, trips can take up to six times longer than driving.
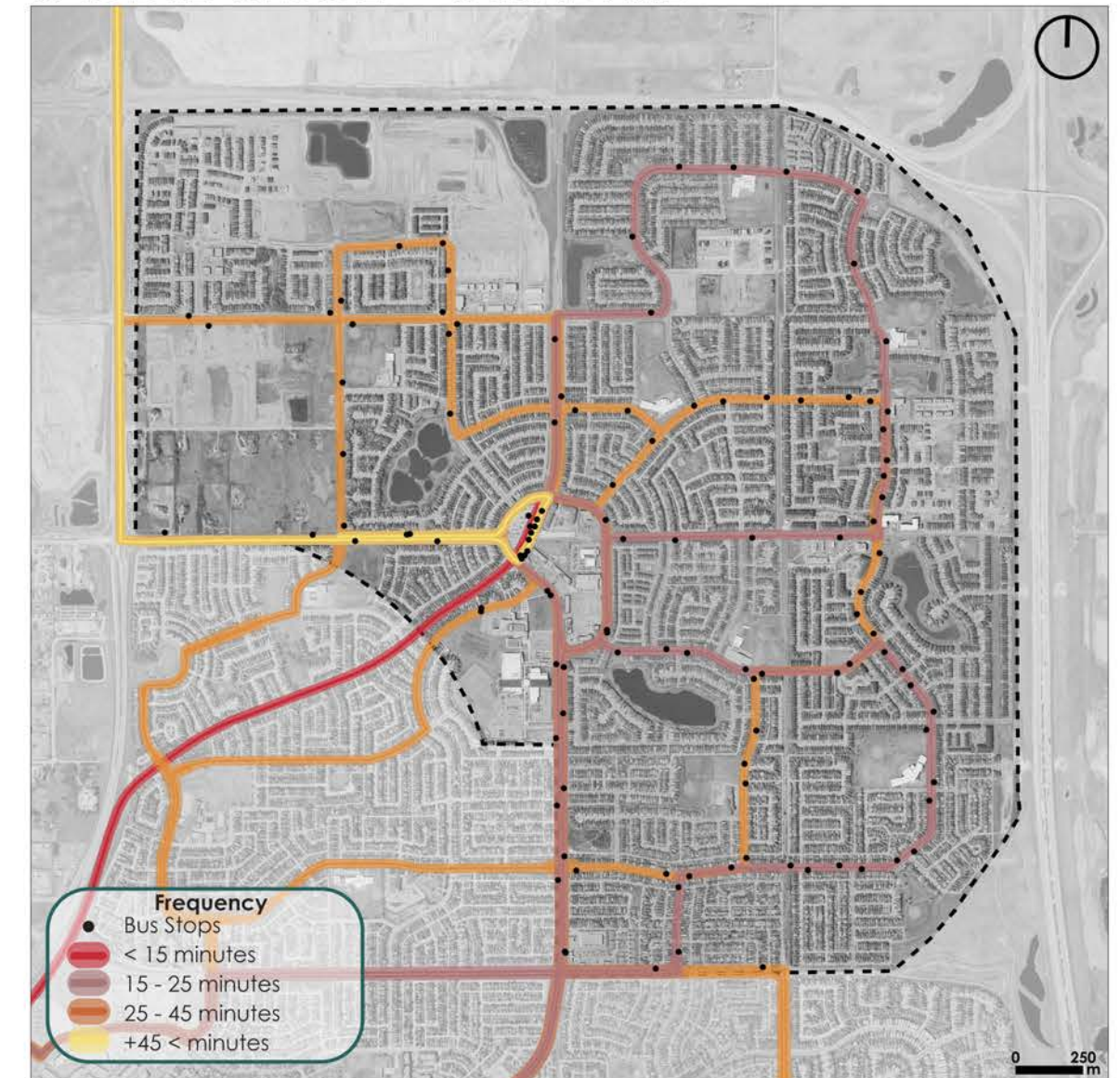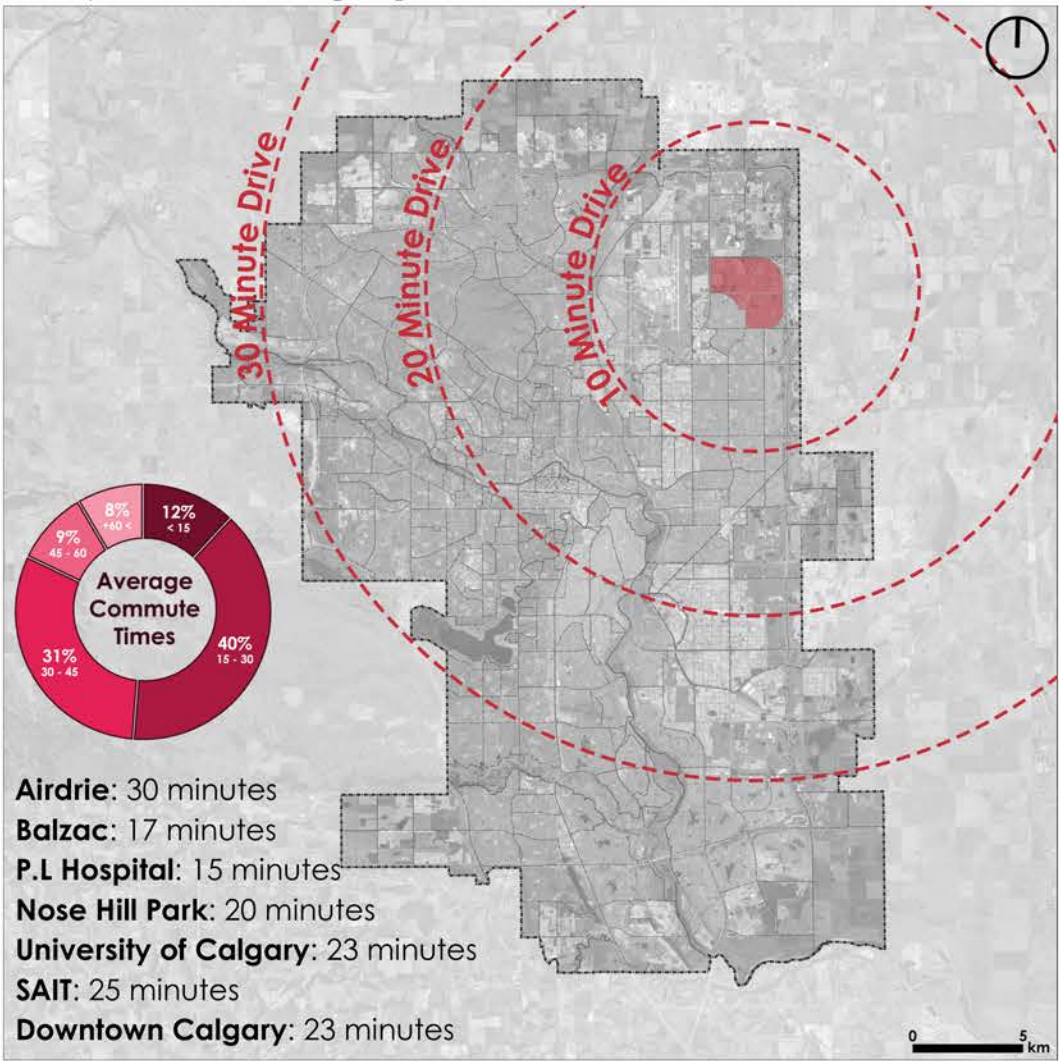
REGIONAL
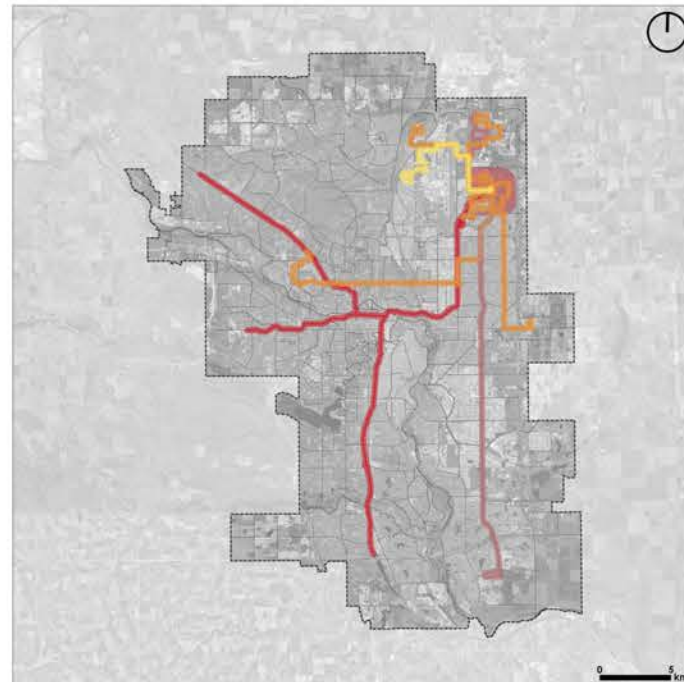
QUADRANT

SADDLE RIDGE + TARADALE

Frequency
Bus Stops
< 15 minutes
15 - 25 minutes
25 - 45 minutes
+45 < minutes

Mobility

Vehicle Infrastructure

TRAVEL TIMES

Upon travel times analysis we begin to unravel the vehicle-oriented nature of Saddle Ridge + Taradale. 2016 census data tells us the average commute for ~40% of people is 15-30 minutes one way. This map illustrates driving rings.

Airdrie: 30 minutes
Balzac: 17 minutes
P.L Hospital: 15 minutes
Nose Hill Park: 20 minutes
University of Calgary: 23 minutes
SAIT: 25 minutes
Downtown Calgary: 23 minutes

COLLISIONS

The vehicle-oriented nature of the neighbourhoods causes clear issues with respect to safety. As illustrated here, most major intersections in the project area are hotspots for vehicle collisions, and there are vehicle-pedestrian collisions throughout the neighbourhoods.

Mobility

Vehicle Infrastructure

Five Street Typologies existing within the project site:

1. Arterial Road (One-way)
2. Arterial Road (Two-way)
3. Collector Road
4. Residential Road
5. Laneway

Saddletowne Circle, nicknamed the Saddletowne Speedway by residents, is the one-way arterial road. Saddletowne Circle is prone to traffic congestion, speeding, and collisions. The intersections of this circle and connecting two-way arterial roads (60th Street NE, 80th Avenue NE, and Falconridge Boulevard NE) are dangerous for pedestrians and vehicles due to extra wide lanes and lengthy crosswalks. The two-way arterial roads are fragment Saddle Ridge and Taradale. Furthermore, they are often lined with sound barriers, further reducing connectivity and damaging street character. Collector and residential roads are two-way one lane streets with parking on either side. As previously mentioned, these road alternate between having parallel sidewalks and single-sided sidewalk. A number of laneways lead to the Strip Park and are separated via fencing. Many fences have been broken down by residents to access the Strip Park.

While the existing vehicle infrastructure presents major challenges, they also offer high potential for intervention. Both arterial and collector roads have high potential to transform into complete streets, enhancing walkability, wayfinding, and street character. The interface between laneways and the Strip Park can be transformed through tactical urbanism.

Arterial Road (One-way)
Arterial Road (Two-way)
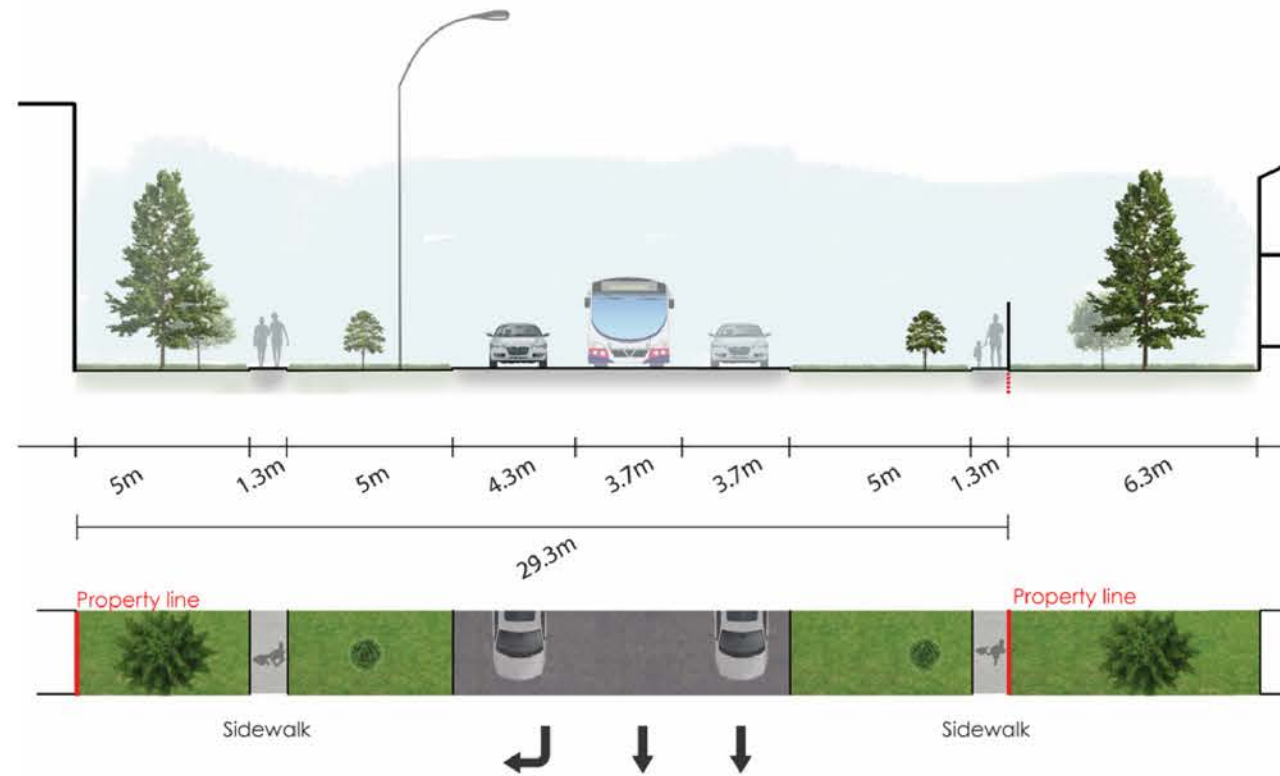Collector Road
Residential Road
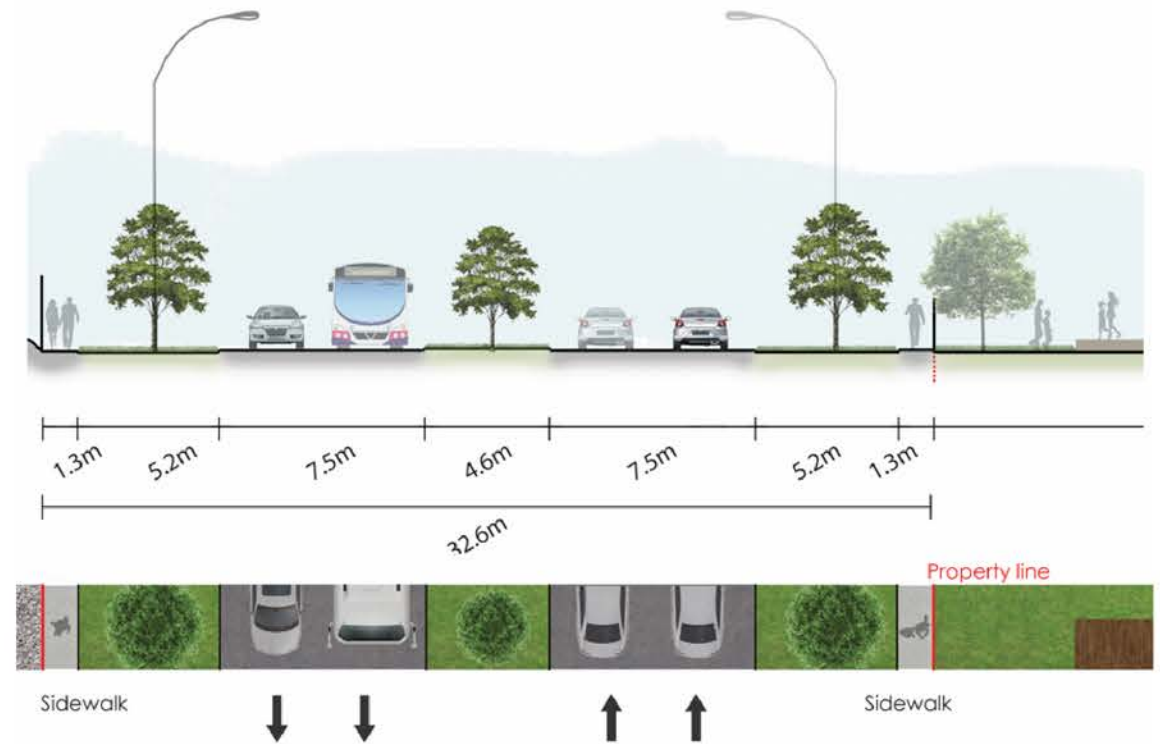Laneway

0   250
m

Street Typology

SECTION

PLAN

| 5m | 1.3m | 5m | 4.3m | 3.7m | 3.7m | 5m | 1.3m | 6.3m |

29.3m

Property line

Property line

Sidewalk

Sidewalk

TYPE

ARTERIAL ROAD (ONE-WAY)

SAMPLE

SADDLETOWNE CIRCLE NE

| 1.3m | 5.2m | 7.5m | 4.6m | 7.5m | 5.2m | 1.3m |

32.6m

Property line

Sidewalk

Sidewalk

ARTERIAL ROAD (TWO-WAY)

60TH STREET NE

Street Typology

5m | 1.6m | 2.5m | 12.4m | 2.5m | 1.6m | 5m

20.6m

Property line

Property line

Sidewalk (P) ↓ ↑ (P) Sidewalk

COLLECTOR

3.75m | 2.5m | 9.75m | 1.3m | 1.3m | 5m

14.85m

Property line

Property line

(P) ↓ ↑ (P) Sidewalk

RESIDENTIAL

8m | 8m | 8m

Property line

Property line

LANEWAY

TARAVISTA DRIVE NE

TARAWOOD CLOSE NE

TARAWOOD CLOSE NE - LANE-WAY

43
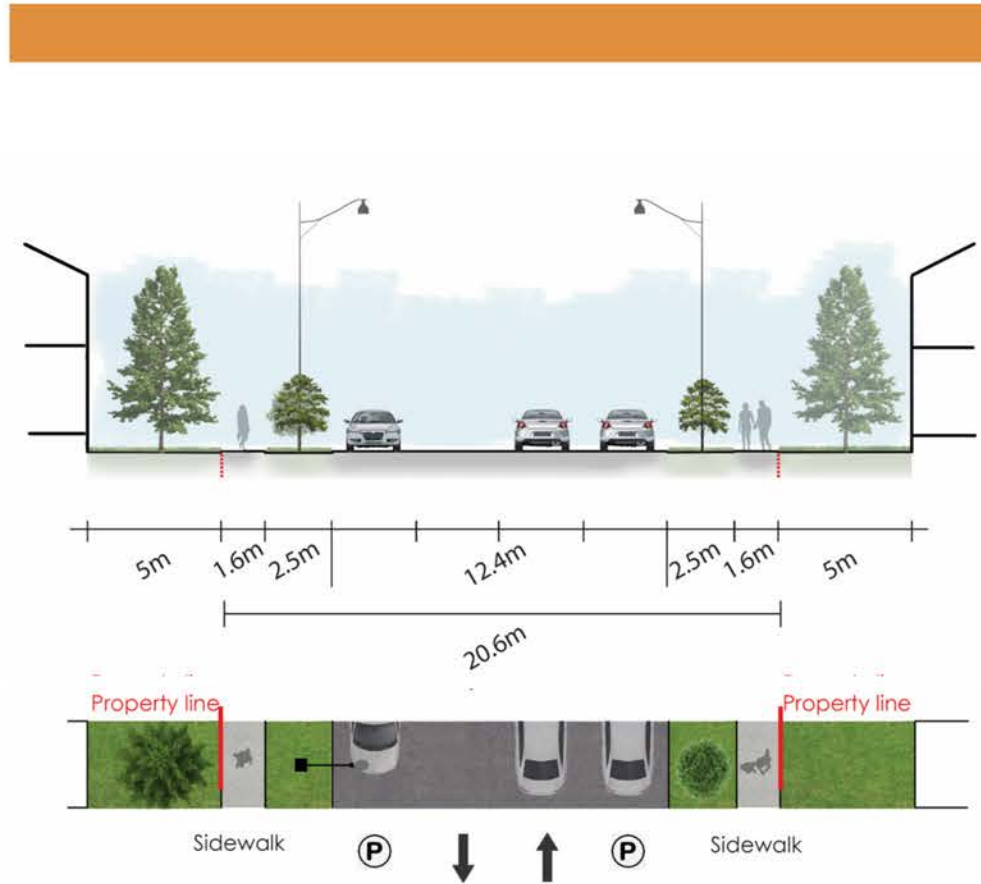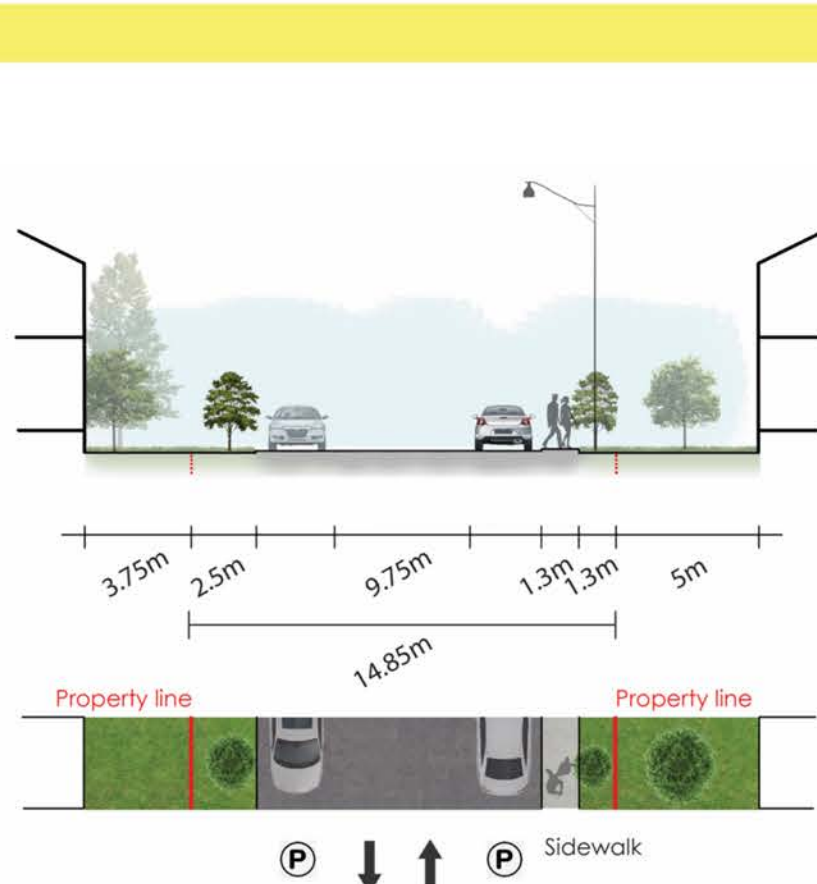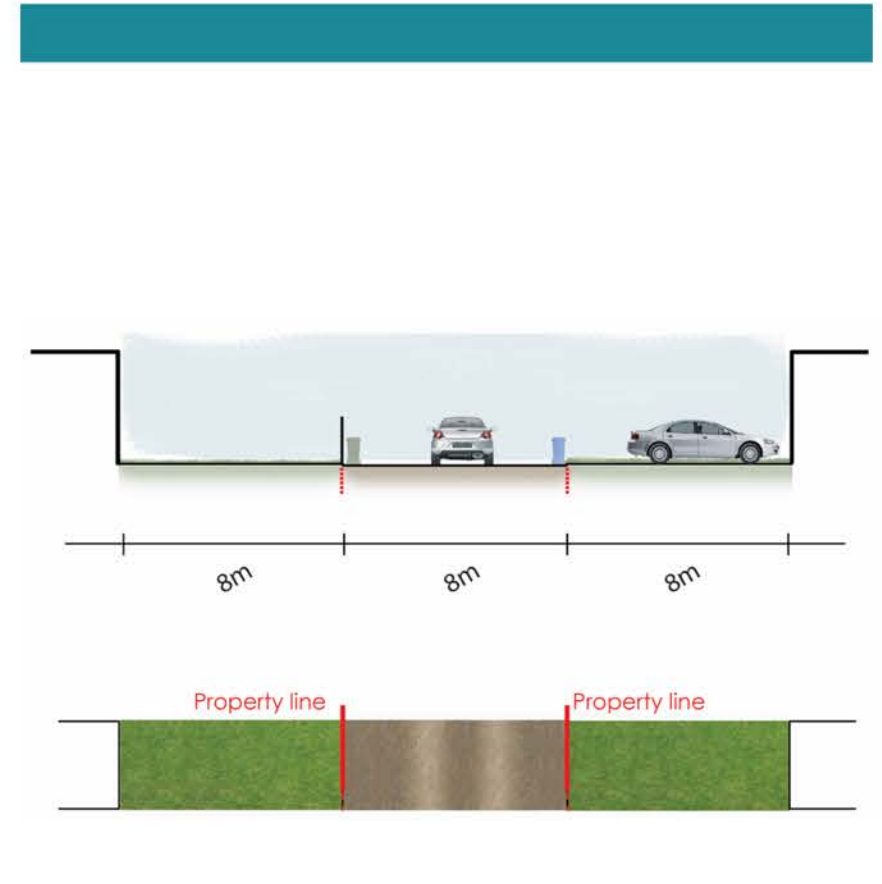
Public Engagement

Open House #1
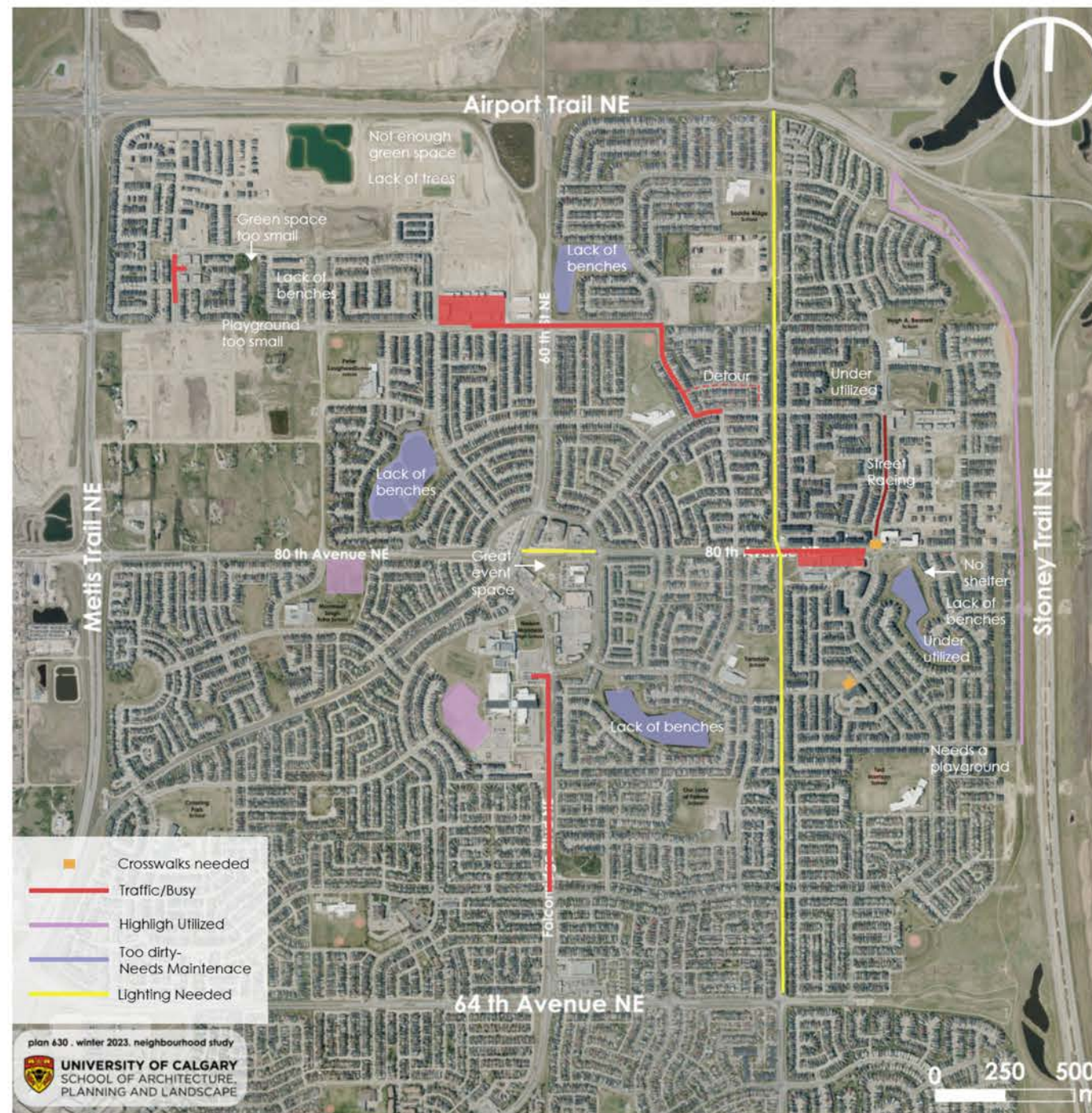
After completing an initital analysis of the neighbourhood we paricipated in a Public Open House at the Genesis Centre on **February 11 2023,** from **2:00-4:00pm**. Public and Community members were invited to share their input and ideas for areas their community could be improved. In groups of 2-4 students engaged with the community to record their input and understand what some of the challenges are with the neighbourhood. Key themes included:

NATURAL ENVIRONMENT

Poor Maintenance of Trees
Stormwater Ponds are poorly maintained
Women do not feel safe walking around
Trouble finding way around
No flowers or shrubs

URBAN MORPHOLOGY

Lack of Gathering Spaces
Houses too close together
Lack of Seating
Lack of Lighting
Interest in Diversity of Commercial spaces

MOBILITY

Lack of Parking
Speeding
Road Maintenance is Poor
Bus Stops are vandalized

Open House #2

Based on feedback received from the first open house and advice from the Steering Committee, Urban Pulse developed and refined design concepts around Community Identity, Open Spaces & Parks, Land Use and Mobility Infrastructure. A final open house was held on Saturday **April 8th 2023**, from **2:00-4:00pm** at the Genesis Centre. Public and Community members were invited to share their thoughts on the design interventions presented by each group of 3 students. In addition to creating specific poster style engagement materials for the Open House, students collaboratively created a 3.5m x 3.5 model of the communities of Saddle Ridge and Taradale for public and community members to engage with. The model will be donated to the community associations and put on display in the Genesis Centre.

What We Heard

We received valuable feedback from the community through both open houses. Themes of lack of gathering spaces, mobility concerns and speeding, parking, lack of opportunity to meet your neighbours and desire for more natural beautification were evident through the open houses. Urban Pulse strives to identity these challenges through our design interventions.

specifically taradale want
issue spaces
amenities desired public especially
need
water senior seniors children
feel observations area
comments
activities
use bus parks centre desire along broken
trees community friends
school walking due around
genesis people
park population space city benches
places neighbourhoods parking
often enough hang lots
long
features desirable

Community Design

Topics + Principles

COMMUNITY IDENTITY   **OPEN SPACES + PARKS**   **MOBILITY**   **LAND USE**

Based on desires and opportunities identified through analysis and public engagement, these design topics were selected. Each strategy falls into one these topics. Site specific redesign addresses each of these topics.

CONNECT THE COMMUNITY   **CELEBRATE UNIQUE CHARACTER**   **ENCOURAGE HEALTHY LIVING**   **PROMOTE SAFETY**   **FOSTER RESILIENCE**

Based on the concerns and constraints determined through analysis and public engagement, these design principles were created and used to evaluate each strategy. Each strategy shall achieve one or more of these design principles in order to be considered a viable solution.

Scale

Our strategies and implementation work within these three scales. Parcel strategies are small-scale and can be implemented at multiple locations throughout the neighbourhoods. Block scale interventions are site specific and customized for each location. Finally, community scale interventions should be implemented across the community and address gaps within the community.
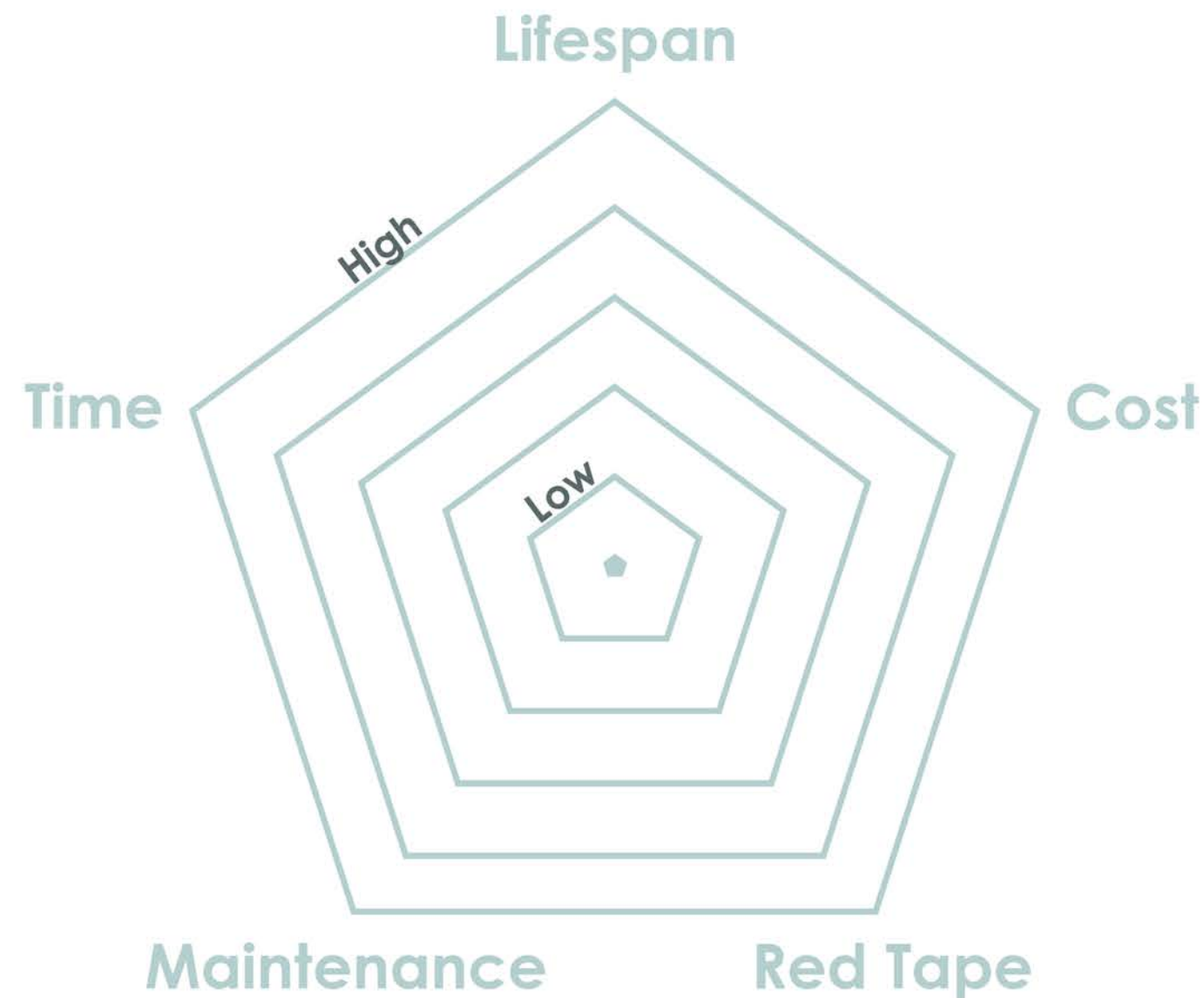
PARCEL
PARK

**BLOCK**
SADDLETOWNE CIRCLE

COMMUNITY
SADDLE RIDGE + TARADALE
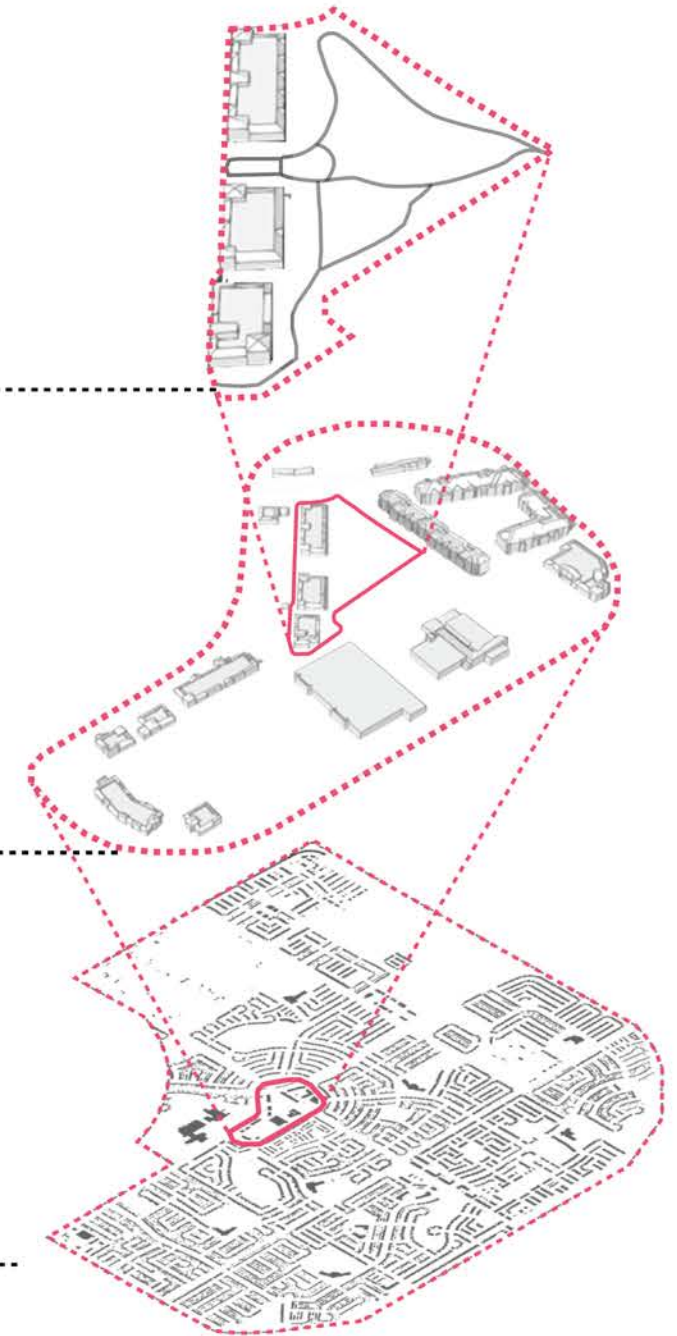
Drivers

In addition to each strategy achieving one or more design principles, design driver were implemented. Prior to pursuing a strategy , they were evaluated using these design drivers:

1. How long is the **lifespan** of this strategy?
2. How much does this strategy **cost**?
3. How much **red tape** is involved in implementing this strategy?
4. How much additional **maintenance** is required after implementation?
5. How much **time** will it take to implement this strategy?

COMMUNITY IDENTITY

Strategies considered and evolved for this topic are **Wayfinding** and **Programming**. Sub-strategy included in wayfinding are landmarks, signage, and identity markers. While sub-strategies of Programming refers to community events, festivals, and partnership.   As illustrated here, both strategies are highly attainable with low cost, low red tape, low maintenance, can take little time to implement, and mid-range lifespans.

WAYFINDING
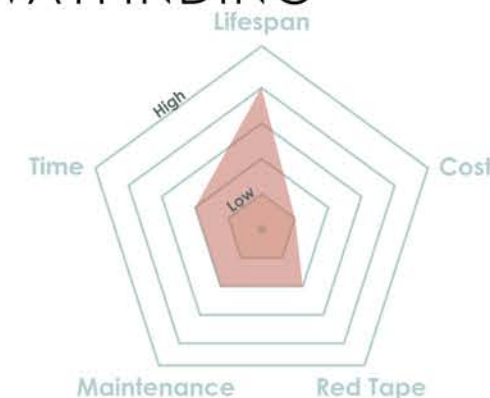
PROGRAMMING
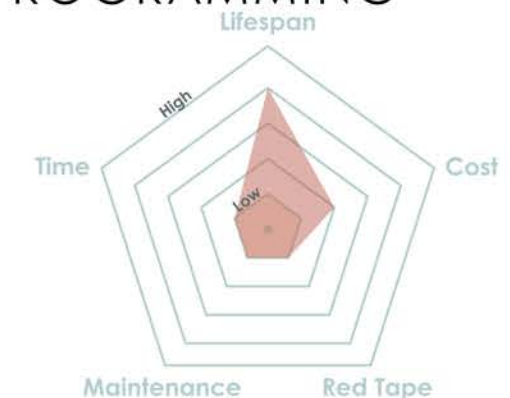
Drivers

OPEN SPACE + PARKS

Strategies considered and evolved for this topic are **Furniture**, **Structures**, **Stormwater Ponds**, **Greenways**, and **Climate Resilience**. Sub-strategies included in urban furniture are tactical urbanism and permanent urban furniture. Sub-strategies included in structures are new structures and replacing existing structures. Stormwater Pond sub-strategies including repurposing them for human use and naturalization. Finally, climate resilience sub-strategies include green infrastructure and soil reclamation. These strategies provide a range of results with respect to the design drivers.
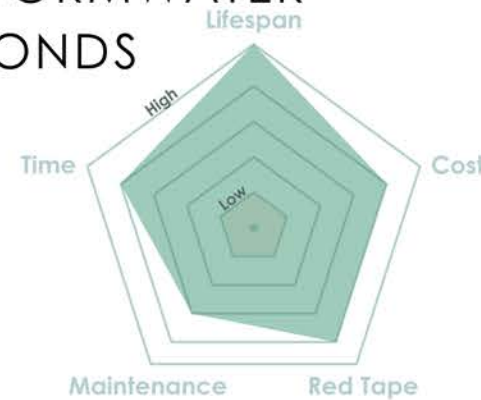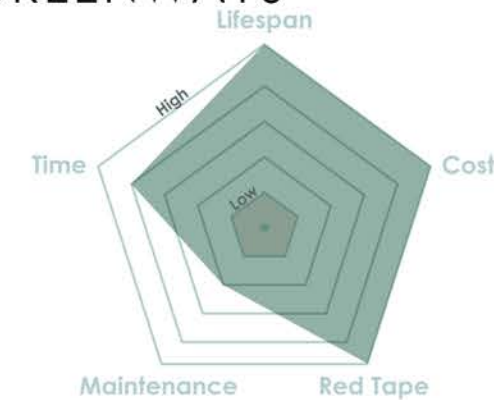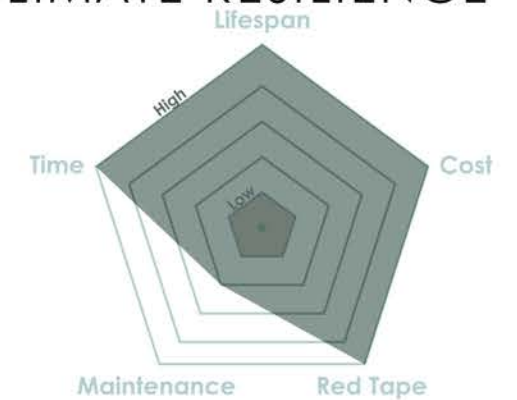
FURNITURE

STRUCTURES

### STORMWATER PONDS

GREENWAYS


CLIMATE RESILIENCE

MOBILITY

Strategies considered and evolved for this topic are **Temporary** and **Permanent** interventions, as well as **Streetscape**. Sub-strategies included in temporary interventions are traffic calming and catwalks. Permanent interventions include traffic calming, catwalks, and crosswalks. Streetscape interventions refer to redesign to achieve complete streets.

LAND USE
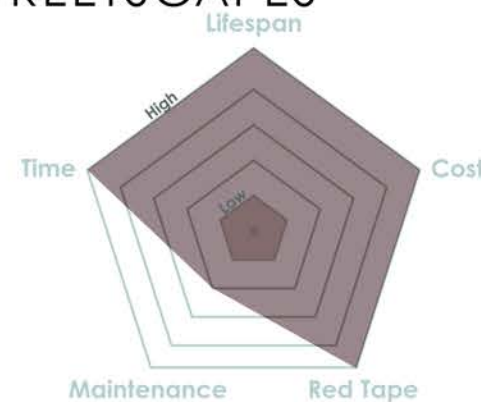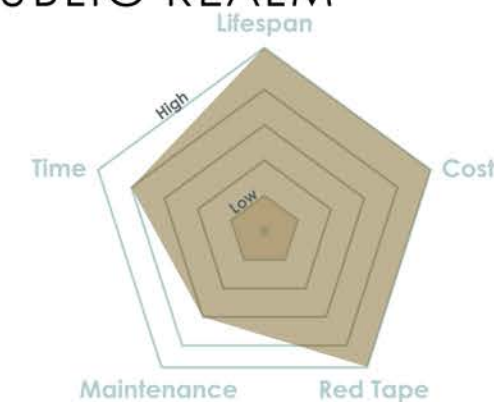
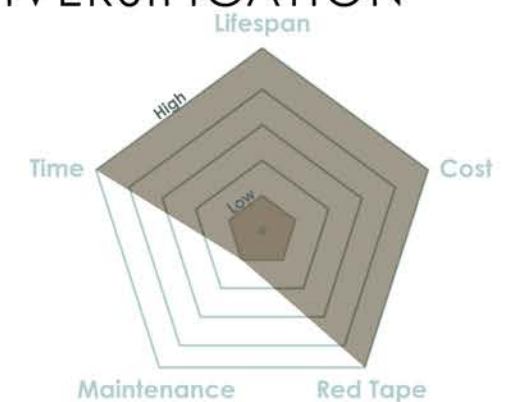Strategies considered and evolved for this topic are **Public Realm** design at various scales and land use **Diversification**.

TEMPORARY
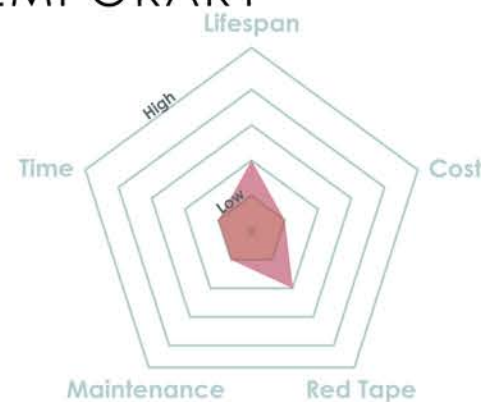
PERMANENT
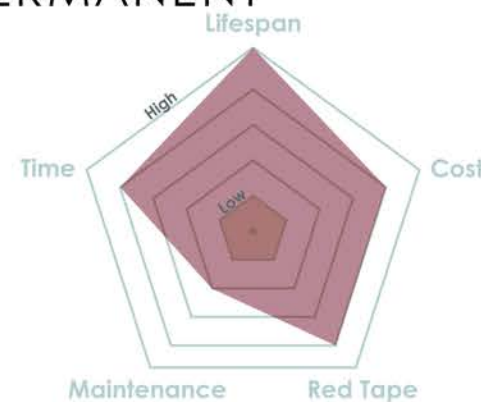
STREETSCAPES

PUBLIC REALM

DIVERSIFICATION

Community Identity

Community Identity

Frau Gerold Garten.

Our two main interventions to foster a stronger sense of community identity are Programming and Wayfinding. Programming and Wayfinding strategies can be used to promote a community identify by creating a sense of place that reflects the unique character and values of the community.

WHAT WE HEARD

Based on the community engagement and feedback from the community associations we heard that a lack of community identity was a concern for residents, as they felt there was no sense of place and they didn't really know their neighbours.

WAYFINGING

Using signage, landmarks and public art to create a visual identity for the community helps people navigate and engage within the neighbourhood. By incorporating these ideas, communities can foster a sense of pride and belonging among residents and visitors, and create a distinct and recognizable identity that is unique to the Saddle Ridge and Taradale.

PROGRAMMING

Providing both passive and active programming strategies will allow residents activities to engage in throughout their neighbourhood. These activities allow members to meet each other and get to know their neighbours, futher fostering a sense of community and strong sense of place.

DESIGN PRINCIPLES

Collectively, Wayfinding and Programming accomplish the following design princples.

| Connect the Community | Celebrate Unique Character | Encourage Healthy Living | Promote Safety | Foster Resilience |

Wayfinding

Based on our analysis and community engagement, wayfinding was a key theme and challenge for residents of the neighbourhood. The vehicle centric nature of the blocks and road structure makes it challenging for pedestrians to find their way around. From our in person site investigations, we noticed visitors to the neighbourhood might have challenges finding major destinations, such as the Genesis Centre, as legibility is poor and road signage is vehicle oriented.

01 LANDMARKS

Landmarks are important in being able to oriented onseself in the community. Urban Pulse proposes working with local artists to develop iconic landmarks in strategic locations that will help identify spaces as important destinations for the community, most notably at Saddletown station, Genesis Centre and Celebration Square.

02 SIGNAGE

Signage that can locate an individual within the community, and provide directions to nearest amenity locations is important. Signage concepts will also showcase community specific ammenities that further reinforce it's unique sense of identity.

03 IDENTITY MARKERS

Identity markers will be placed at intersection of of walkable routes so pedestrians can re-oriented themselves and understand where they are in the community. Identity markers will have maps on one side, and interesting landmarks and community destinations so they can choose their own adventure and explore other areas within the community.

TIMEFRAME

Strategy	0 - 5	5 -10	10 - 15	15 +	Years
Landmarks					
Seasonal + Unique					
Signage					
Interactive Displays					

WELCOME TO SADDLERIDGE

WELCOME TO SADDLERIDGE

WELCOME TO TARADALE

LRT LINE
PRIMARY ROADS
SECONDARY ROADS
PEDESTRIAN PATHS
INTERSECTION SIGNAGE
COMMUNITY SIGNAGE   WELCOME TO

Identity Signage

INTERSECTION SIGNAGE

Intersection signage will act a means to orient pedestrians within the community. Signs will be a map of Saddle Ridge, Taradale and Martindale. A "You Are Here" place tag will be specific to each location to show readers where they are. The reverse side will show interesting landmarks within the community as a way of providing exploration opportunities.

POD SIGNAGE

POD signage (as described on the next page) will be designed to uniquely suit each POD based on the learning category. POD signage will be colour coded to match the POD concepts and will be located along the edge of each POD along the path. Educational facts, games or pieces of information may be included on the signage as a way to further enhance the POD experience.
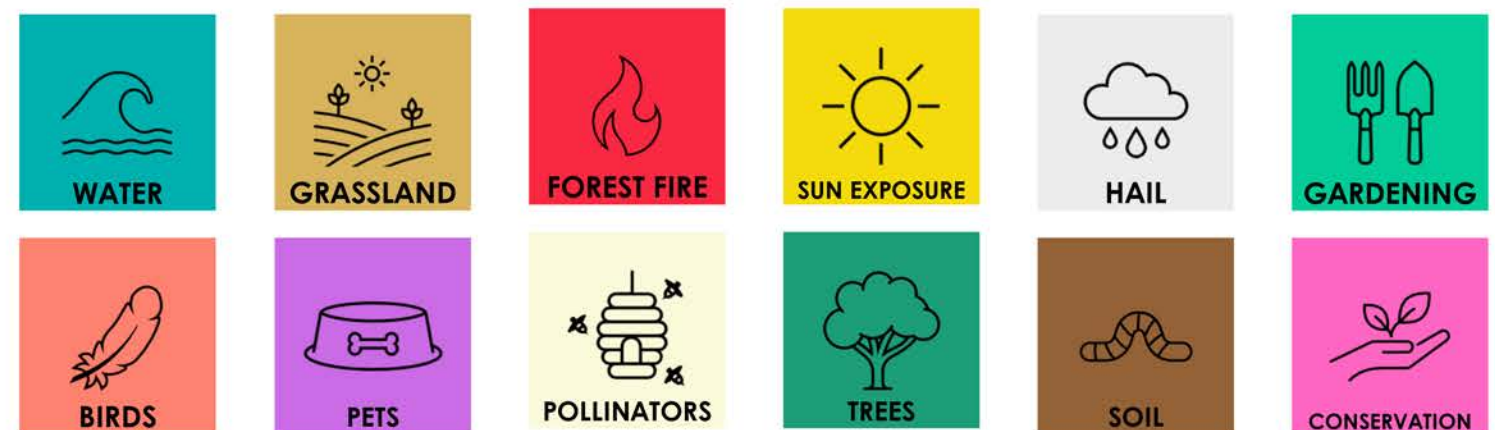
80TH AVE NE
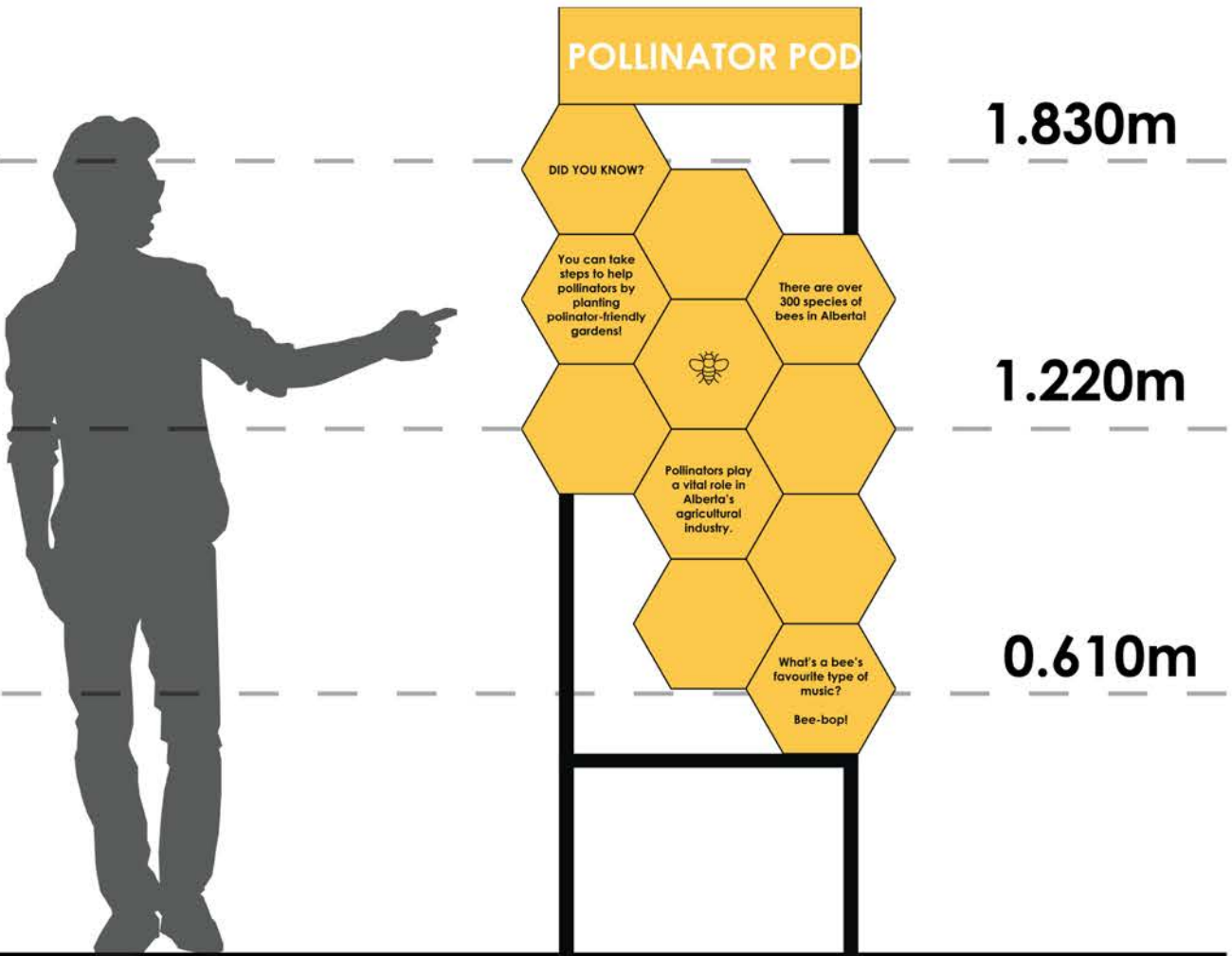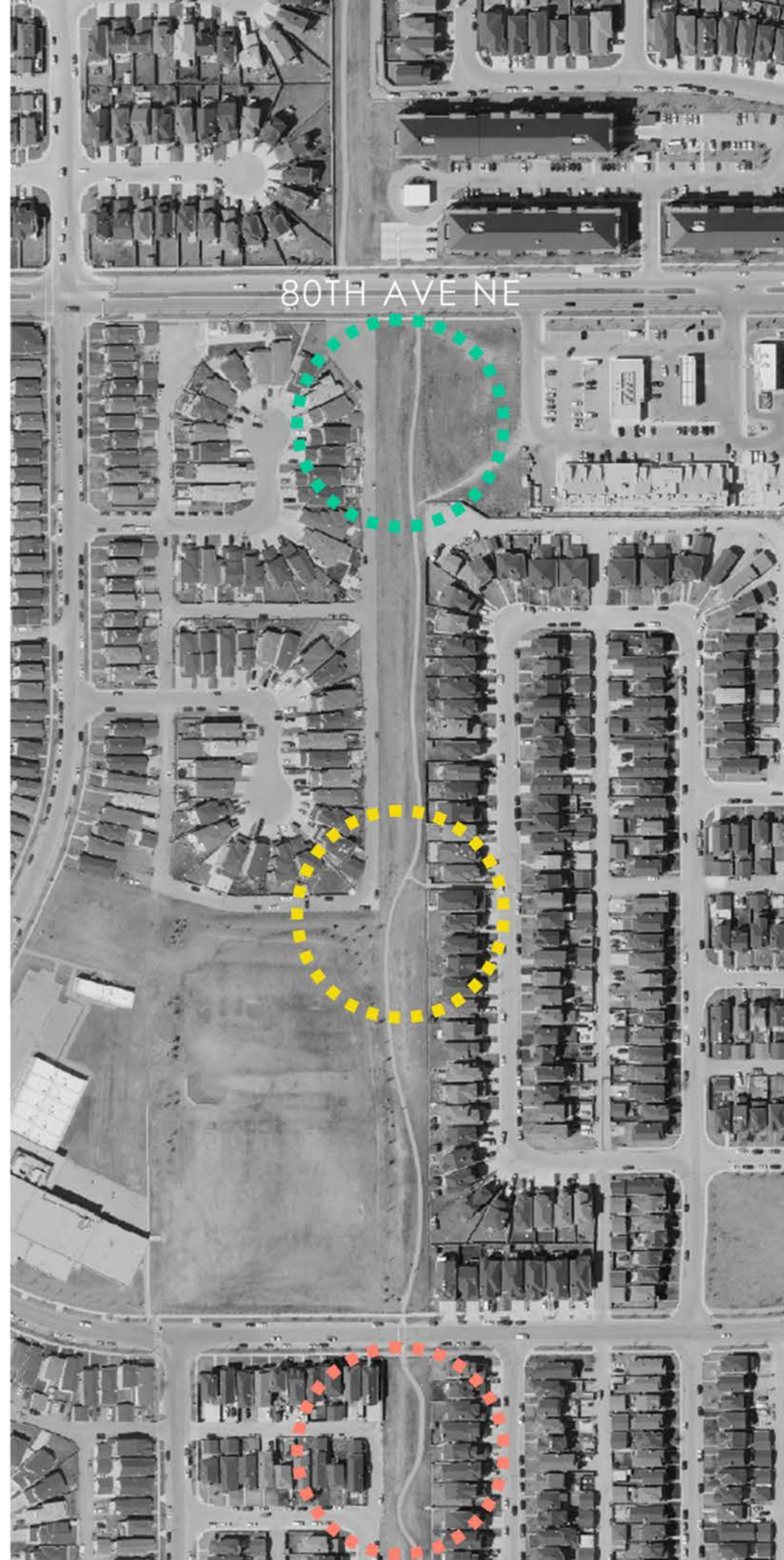
Places of Dialogue

The Strip Park (existing Utility Right-Of-Way) runs North to South through the communities of Saddle Ridge and Taradale. This large stretch of land is an excellent opportunity for temporary community installations. Based on regulations around Utility Right of Ways (ROW), all installations must be temporary and extensive landscaping cannot be established as there may a need to access the underground pipes for maintenance.

PODS

"POD" Stands for "Places Of Dialogue" and provide an opportunity for community members to gather, discuss, celebrate and learn from each other. Each POD will have a unique identity for pedestrians to discover along the trail. PODS will be colour coded with colourful tactical urbanism installations like seating, gardening beds or temporary hammocks and focus around a specific educational item. Interpretive signage will be placed in the PODS to give something for the visitors to interact with and look forward to for the next POD. PODS will be located 200m from each other, providing 12 pods along the length of the path. At a separation distance of 200m the aim is for residents to discover each POD organically, and be interested in moving on to see what is in store at the next POD.

CATEGORIES

from our initial public engagement with the community we noted that lack of trees, beautification and general wear and tear on the neighbourhood made residents feel as if the city didn't value their communities as much as other suburbs around the city. Based on this feedback and the fact the NE receives severe weather we have layered an ecological education piece onto our POD concept. Each POD will explore a different ecological learning activity for residents to learn about.

WATER	GRASSLAND	FOREST FIRE	SUN EXPOSURE	HAIL	GARDENING
BIRDS	PETS	POLLINATORS	TREES	SOIL	CONSERVATION

POD Concepts

POLLINATOR POD CONCEPT

We've provide two examples of potential POD designs. As the Strip Park is built out we envision co-creating the PODS with input from the community. The Pollinator POD will focus on the importance of Pollinators in Alberta and provide insight into different types, activities and functions of pollinators. Temporary wooden seating can be built in the shape of honeycombs that can be moved around and used by multiple generations.

POLLINATORS
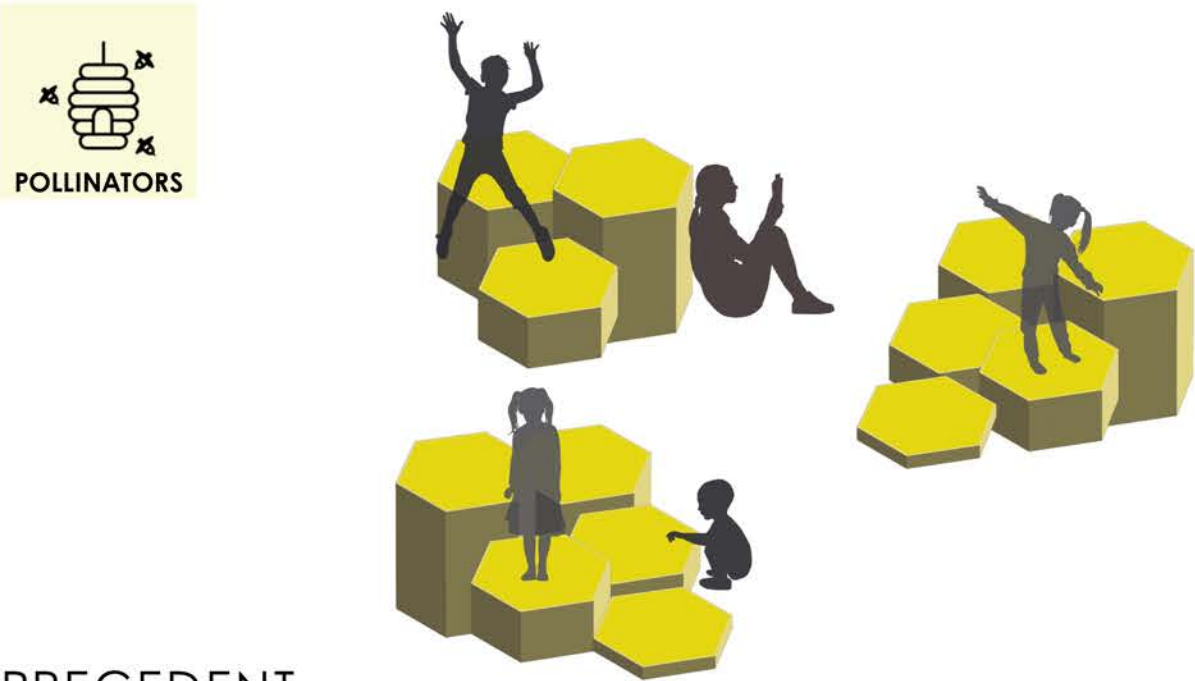
PRECEDENT

GARDENING POD CONCEPT

The gardening pod is a temporary community garden. Planter boxes will border a shared boardwalk style pathway that will allow visitors to wind through the different types of plantings Signage relating to gardening and native plant species will accompany this POD. Specific planting can be determined by the community and act as community building activity if multiple groups come together to achieve this community garden concept.

GARDENING

PRECEDENT

NYC DOT. PUBLIC SPACE PROGRAMMING

SAVILLE, A. HOLI FESTIVAL

FRAU GEROLDS GARTEN.

Programming

01 COMMUNITY EVENTS

Markets, outdoor movies, yoga or dance lessons are all examples of community events that bring people to the community and provide opportunities for them to engage outside of their homes and get to know their neighbours. Ongoing educational programs provide value for new Canadians who are looking to expand their skills in areas of language and cultural integration.

02 FESTIVALS

Saddle Ridge and Taradale are uniquely multicultural and have a diverse set of residents. Using this cultural diversity to celebrate festivals that are important to residents makes Saddle Ridge and Taradale a destination for visitors.

03 PARTNERSHIPS

Leveraging community partnerships will provide opportunities to diversify activities within the neighbourhood and provide more chances for interactions between neighbours. From our community engagement, a number of people indicated that it is difficult to get to know ones neighbours because everyone is always in their car and there are not a lot of community activities.

## TIMEFRAME

Strategy	0 - 5	5 - 10	10 - 15	15 +	Ye
Education + Community Events					
Activation Through Partnership					
Cultural Festivals					
Portable Installations					

59

Portable Installations

04 PORTABLE INSTALLATIONS

Kit of Parks is a portable installation option that provides programming for users of all ages. The 63 piece kit is easily portable with a single bicycle and can be reconfigured into a number of different arrangements to suit groups large and small or many generations. Kit of parks team design the installation to be portable, whimsical and low cost. Providing a number of kits will allow the community of Saddleridge and Taradale to provide seating and play options for all of it's residents in a flexible format that suits their needs. Kits could be stored at community centres and rented out for the day or weekend when residents had large events or gathering nees.

KIT OF PARKS
A KIT OF PARTS TO BUILD A PARK
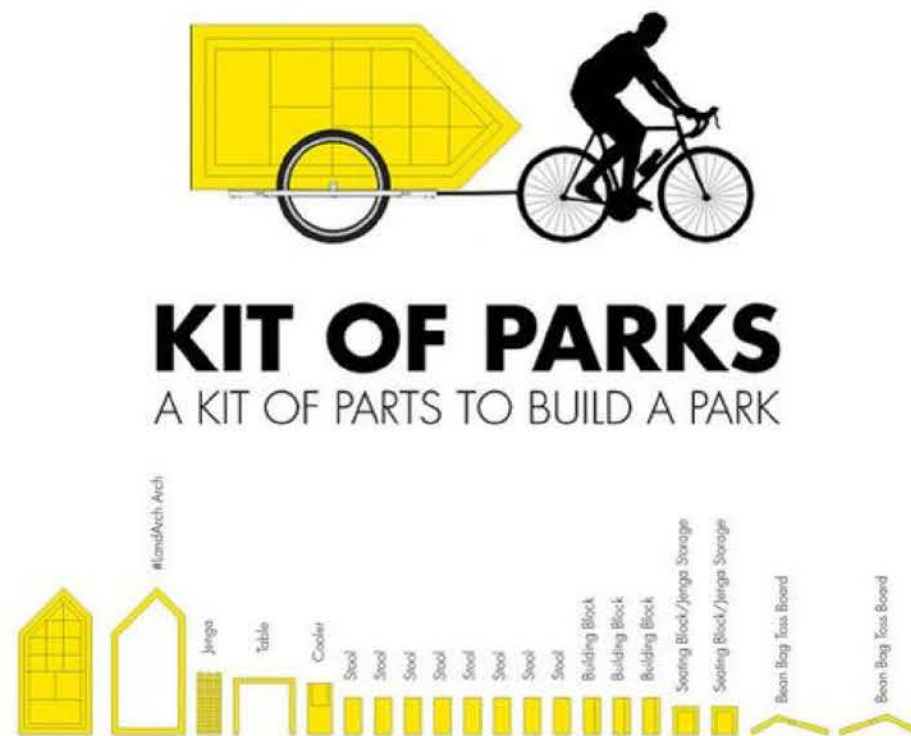
Merritt Chase.

Merritt Chase.

Merritt Chase.

Merritt Chase.

Summary

Wayfinding and Programming are useful tools to be create a unique community identity for the neighbourhoods of Saddle Ridge and Taradale. The multi-cultural and multi-generational homes in these neighbourhoods provides a unique opportunity to make Saddle Ridge and Taradale destinations within the City of Calgary that people want to explore.

DEMOGRAPHICS

Age, gender, ethnicity, income level, education, cultural background and language all play a role in which wayfinding and programming activities are successful within the neighbourhood. For example, the singage prototypes can be understand regardless of age, language or cultural background. This was important as we met many who spoke little to no english, and including multiple languages on signage runs the risk of leaving out group of people if their language is not included.

PASSIVE & ACTIVE PROGRAMMING

Providing both passive and active programming gives residents options as to how engaged they want to be in their communitites. Expereincing the PODS in the Strip Park can be done at ones leisure and does not rely on the community association to provide an event. On the other hand, holding culturally relevant community festivals, may increase the number of participants attending, however it is more labour intensive for community associations to have to manage on an on-going basis.

ACTIVITY TYPE

Accessibility and inclusivity are important tenants in providing cultural opportunities for residents. Providing a range of activity types will help multiple generations engage and participate in community events.

DENSITY & FUNDING

Our interventions strive to align both land use redevelopment and programming / wayfinding areas so there is a sufficient density and street level intensity to be able to support the activities and spaces that are being activated. By providing options for funding, we have provided the community associations with resource information on how to kick start some of these initiatives.

Open Space + Parks

Open Space + Parks

EXISTING

0   250
m

Open Spaces + Parks have been identified as a key opportunity in Saddle Ridge + Taradale. While there is an adequate number of parks, they lack character and quality. Additionally, this category opens the opportunity to address serious concerns regarding climate resilience and the pedestrian experience.

WHAT WE HEARD

The Steering Committee and public engagement sessions provided invaluable insight regarding Open Spaces + Parks. Key themes identified via these avenues include beautification, maintenance, safety, and fragmentation. While residents have a deep desire to venture into nature, lack of amenities, programming, and overcrowding prevent many people from returning to or remaining in these places.

DESIGN PRINCIPLES

Collectively, the Open Space + Park strategies accomplish the following design princples.

Connect the Community	Celebrate Unique Character	Encourage Healthy Living	Promote Safety	Foster Resilience

TIMEFRAME

Strategy	0 - 5	5 - 10	10 - 15	15 +	Years
Urban Furniture					
Structures					
Stormwater Ponds					
Greenways					
Climate Resilience					

Strategies

FUTURE

Our strategies seek to improve well-being and enhance biodiversity while considering and responding to the design principles established, including connecting the community, encouraging healthy living, promoting safety, and fostering resilience.

01 URBAN FURNITURE

This approach includes tactical urbanism and the placement of permanent urban furniture throughout the neighbourhood to improve existing public realms.

02 STRUCTURES

This approach includes the placement of new structures and replacing existing structures throughout the neighbourhood to improve existing spaces, as well as create new spaces.

03 STORMWATER PONDS

This approach includes expanding the use of stormwater ponds for recreation and naturalization to improve biodiversity.

04 GREENWAYS

This approach is specifically concerned with improving pedestrian connectivity and the pedestrian experience throughout the neighbourhood via greenways.

05 CLIMATE RESILIENCE

This approach includes utilising green infrastructure, restoration, remediation, and reclamation of land to foster resilience.

Urban Furniture

TACTICAL URBANISM

Tactical Urbanism is an approach to community building which uses short-term, low-cost interventions. Tactical Urbanism can be implemented via the community associations in partnership with the Federation of Calgary Communities and the City of Calgary. In addition to revitalization spaces and community building, tactical urbanism can be utilised to pilot and evaluated new ideas, materials, and technology. Tactical Urbanism in Open Spaces + Parks may include benches, signage, beta blocks, planters, and lighting.

PERMANENT FURNITURE

Tactical Urbanism interventions can be evaluated, upgraded, and converted into permanent urban furniture fixtures, creating lasting change. Permanent furniture in Open Spaces + Parks includes benches, signage, planters, lighting, and trash bins.

POTENTIAL FUNDING

Activate YYC

Stream 1 $1,000
Stream 3 $10,000

Parks Foundation Calgary

Embrace the Outdoors
One-time funding up to $30,000

INTERVENTION LOCATIONS

Ideal intervention locations include any area zoned as an open space or park, owned by the municipality, and locations without existing structures or amenities. Additionally, locations with residential context should be prioritized as they can promote unique character, quality, and provide neighbourhood specific gathering spaces.

Nola Urban Furniture

Hive Public Space

Nola Urban Furniture

Urban Congo

Nola Urban Furniture

Zürich, Switzerland

Structures

Currently, most Open Spaces + Parks contain limited structures consisting of small playgrounds, benches, picnic tables, and gazebos.

NEW + IMPROVED

New structure shall compensate for missing amenities and hold priority. These structures can be permanent or temporary and include uses such as pop-up business venues, public washrooms, and outdoor fitness equipment.

REPLACING EXISTING

Replacing Existing structures should work at revitalizing spaces with whimsical installations and by responding to multiple demographic needs.

INTERVENTION LOCATIONS

Ideal intervention location identified are publicly owned land and adjacent to schools. There is both an adequate number and high potential to improve the quality of these spaces.

Shigeru Urban Architects

Zürich, Switzerland

MONSTRUM Playgrounds

Zürich, Switzerland

Stormwater Ponds

Saddle Ridge and Taradale contain both dry and wet stormwater ponds. Benefits of stormwater ponds including storing, slowing, and filtering runoff and stormwater.

INTERVENTION LOCATIONS

There is potential for all stormwater ponds to be repurposed for human use or naturalization. With the addition of green infrastructure, such as bioswales, stormwater ponds would no longer need to be the first and last defence against water filtration.

NATURALIZATION

Several wet stormwater ponds may be naturalization and converted into constructed wetlands. Constructed wetlands provide similar benefits to wet stormwater ponds, however, have the added benefit of re-establishing native vegetation and biodiversity.

City of Edmonton

REPURPOSING FOR PEOPLE

Based on precedents across Canada, stormwater ponds may be used for recreational purposed with respect to specific health and safety restrictions. All users of ponds do so at their own risk. Activities which result in direct contact with stormwater is not permitted, such as swimming or diving. Permitted activities include skating, hockey, and non-motorizing boating. Signage must surround stormwater ponds intended for recreation communicating health and safety responsibility, restricted uses, and permitted uses.

Howeler + Yoon Architecture

Trico Homes

SUN CITY PARK + POND

Sun City Park's stormwater pond could be repurposed for people, reclaiming the entire pond for public realm. Using the precedent of Arbour Lake, Sun City Park has enough space for a sports rent facility with an associated dock for canoes and paddle boats. Additionally, a walkable dock has been added to the southeast side of the pond, to be utilized by pedestrians. Urban furniture interventions will be implemented throughout the park, further elevating the park for public use and gathering.

Sun City Park + Pond

SITE PLAN

KEY ELEMENTS

Key elements for the success of repurposing include safety signage, a sports equipment rental facility, and. a pedestrian dock. Based on this precedent, it will be important to consider who take responsibility for the park including continued maintenance, such as water testing, safety monitoring, and potential fee collection. In the case of Arbour Lake, there is a separate association which takes responsibility for the lake but is still in partnership with the community association.

Woodlands Township, Texas   Providence Park, Georgia

Sun City Park + Pond Concept Render

Greenways

INTERVENTION LOCATIONS

GREENWAYS

Urban greenways are linear green spaces used with the intention of creating recreational and commuting pathways. Within Saddle Ridge and Taradale, greenways will be used to connect a spatial fragmented community and cut out highly desired and required space for pedestrians. Greenways will offer a healthy tree canopy, native vegetation, and improve pollinator presence in the community.

Coulee Verte Rene-Dumont, Paris, France

Seattle Transportation

City of Edmonton

Climate Resilience

CLIMATE RESILIENCE

Responding to the natural environment and climate within Saddle Ridge and Taradale is fundament to livability within the community.

GREEN INFRASTRUCTURE

Green infrastructure in the community occurs via bioswales and greened underground parking. Benefits of green infrastructure include creating climate resilience, reducing impermeable surfaces, reducing urban heat island effect, and adding aesthetic beauty.

Bioswale benefits include additional filtration of runoff and stormwater prior to entering ponds, slow and reduce peak water flow, and utilizing native species offer an additional method of increasing biodiversity. Bioswales are safe for implementation in residential and commercial area. Bioswales will line most major roadways within the community, including 80th Avenue, 88th Avenue, and Falconridge Boulevard.

In the centre of Saddletowne Circle's design is a green oasis hiding underground parking for private and public use. Green roof technology is utilized, ensuring structural stability, reducing impermeable surfaces in the community, and improving the public realm.

RESTORATION + RECLAMATION

Prior to development as a residential community, Saddle Ridge + Taradale hosted a number of sour gas wellsites and pipelines. Additionally, there is poor quality soil throughout the neighbourhood. Reclamation of abandoned infrastructures sites and selection open spaces will occur via seeding and planting recommendation curated by environmental scientists with knowledge of climate systems and native species to Southern Alberta.

INTERVENTION LOCATIONS

Seattle Transportation

City of Edmonton

Summary

SIZE + LOCATION

Size and location must be considered when selecting a strategy. A design scale must be selected: parcel, block, or community. With respect to location, the surround location must be considered, as well as what currently exists in the space. It is important to keep in mind that each strategy selected, and the potential implementation locations may vary based on additional engagement and desire from the community.

COST + FUNDING

Each of the strategies will require funding, however there are a number of funding options, including ActivateYYC, Embrace the Outdoors, Climate Innovation Grant, and Nature Smart Climate Solutions. Funding changes annually and therefore should be monitored closely.

MAINTENANCE

Based on strategy, responsibility and continued maintenance will shift between community associations and the City of Calgary. Size, location, and cost will assist in determine which organization it will be.

DEMOGRAPHIC

These communities are both multi-generational and multi-lingual. Open spaces and parks should consider the character and culture of residents, especially when redesigning and creating spaces within the community.

WINTER CITY CONSIDERATIONS

Currently, Saddle Ridge and Taradale have a low inventory of spaces activated in the Winter. Redesign of places has the ability to fill this gap and should be considered.

Mobility

Mobility

Mobility has been identified as a key opportunity in the Saddle Ridge and Taradale. In addition to the vehicle-centric nature of the neighbourhoods, there are pedestrian concerns around safety and space. Moreover, there are few bike lanes throughout the community, which are rarely connected.

WHAT WE HEARD

Analysis and public engagement revealed concerns around excessive mobility within Saddle Ridge and Taradale, most comments referred to speeding, congestion, and collisions. School zones often face traffic congestion during peak hours and parents hesitated to let their children walk to school due to dangerous intersections. Finally, both sidewalks and bike paths lack connectivity and physical space.

DESIGN PRINCIPLES

Collectively, the Open Space + Park strategies accomplish the following design princples.

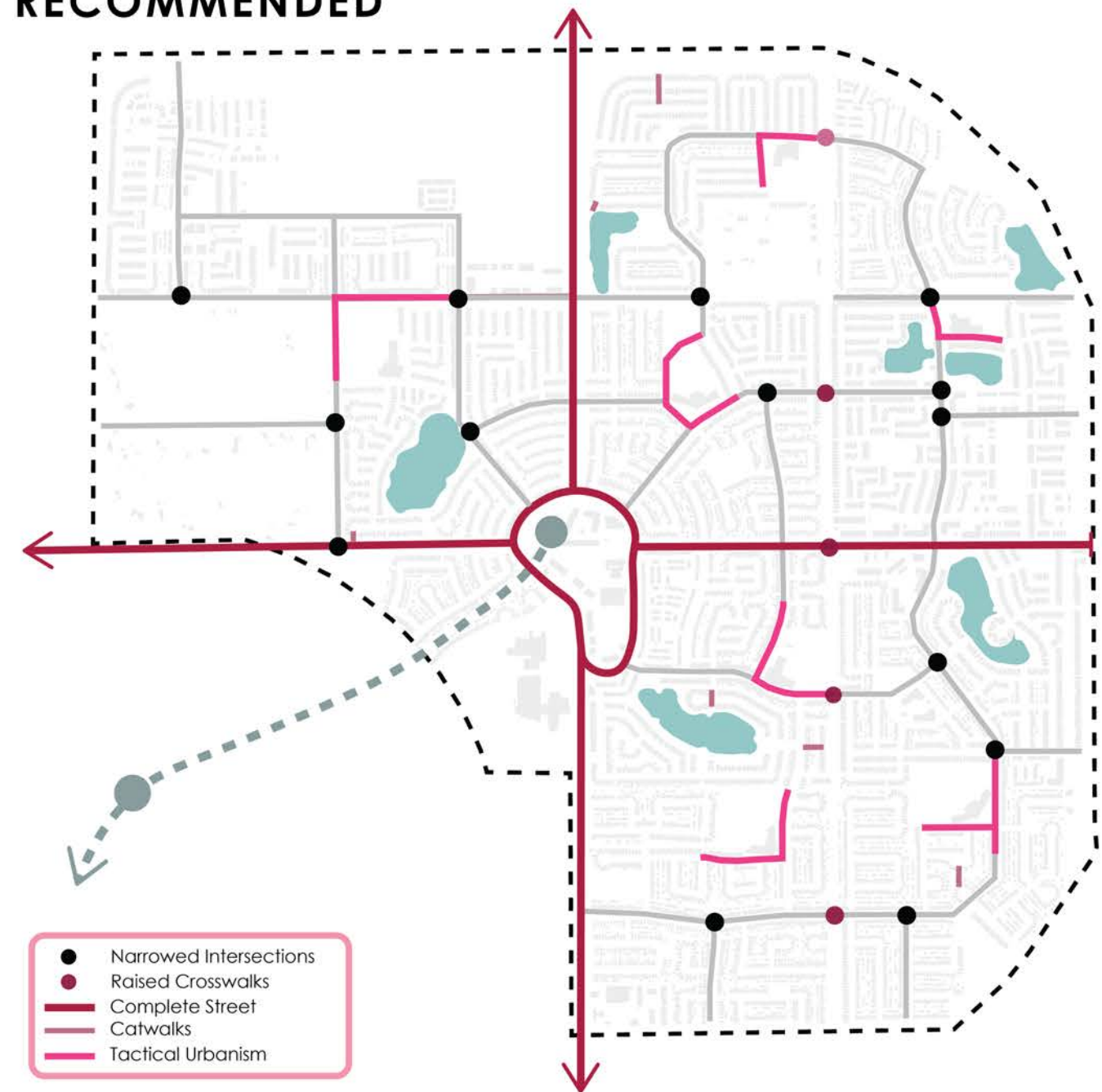| Connect the Community	Celebrate Unique Character	Encourage Healthy Living	Promote Safety	Foster Resilience

TIMEFRAME

Strategy	0 - 5	5 - 10	10 - 15	15 +	Years
Tactical Urbanism					
Permanent Physical Interventions					
Complete Streets					

RECOMMENDED

- Narrowed Intersections
- Raised Crosswalks
- Complete Street
- Catwalks
- Tactical Urbanism

73
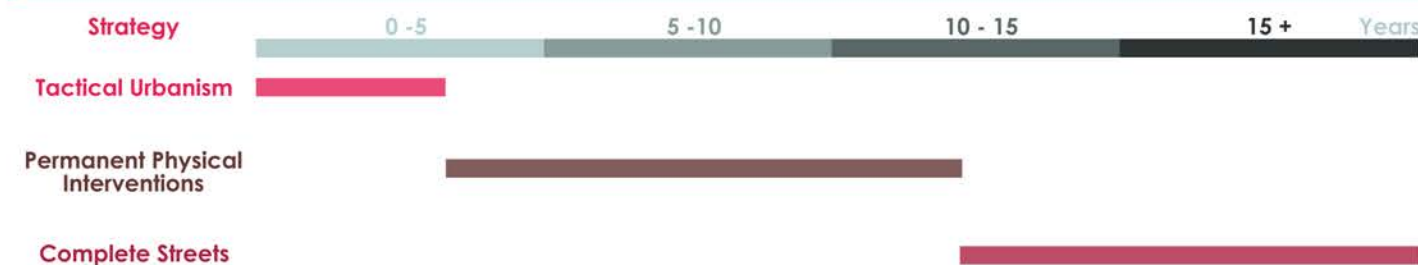
Tactical Urbanism

Tactical urbanism presents a number of benefit, including being flexible, low-cost, and citizen-lead. Tactical urbanism pilots short-term design which can be upgraded into permanent changes.

TRAFFIC CALMING

Traffic calming is a cheap and cheerful way to improve active transportations methods by reclaiming vehicular space. Materials required for this strategy include paint, planters, traffic cones, wood, etc. Traffic calming utilizes several tools, including lane reduction, curb extensions, and absorbing pedestrian islands, also referred to as pork chops. Land reduction both reclaims space for pedestrians and slows traffic. Curb extensions improve pedestrian safety by reducing crossing distances curb to curb. Finally, absorbing pork chops reduce crossing times, provide additional space for active transportation, and narrow lanes.

CATWALKS

Catwalks refer to sidewalks located between houses within low-density residential areas to increase connectivity. Catwalks are high potential intervention locations.

FUNDING OPTIONS

Activate YYC

Stream 2 $5,000

Grassroot Grants

Stepping Stones $1,000
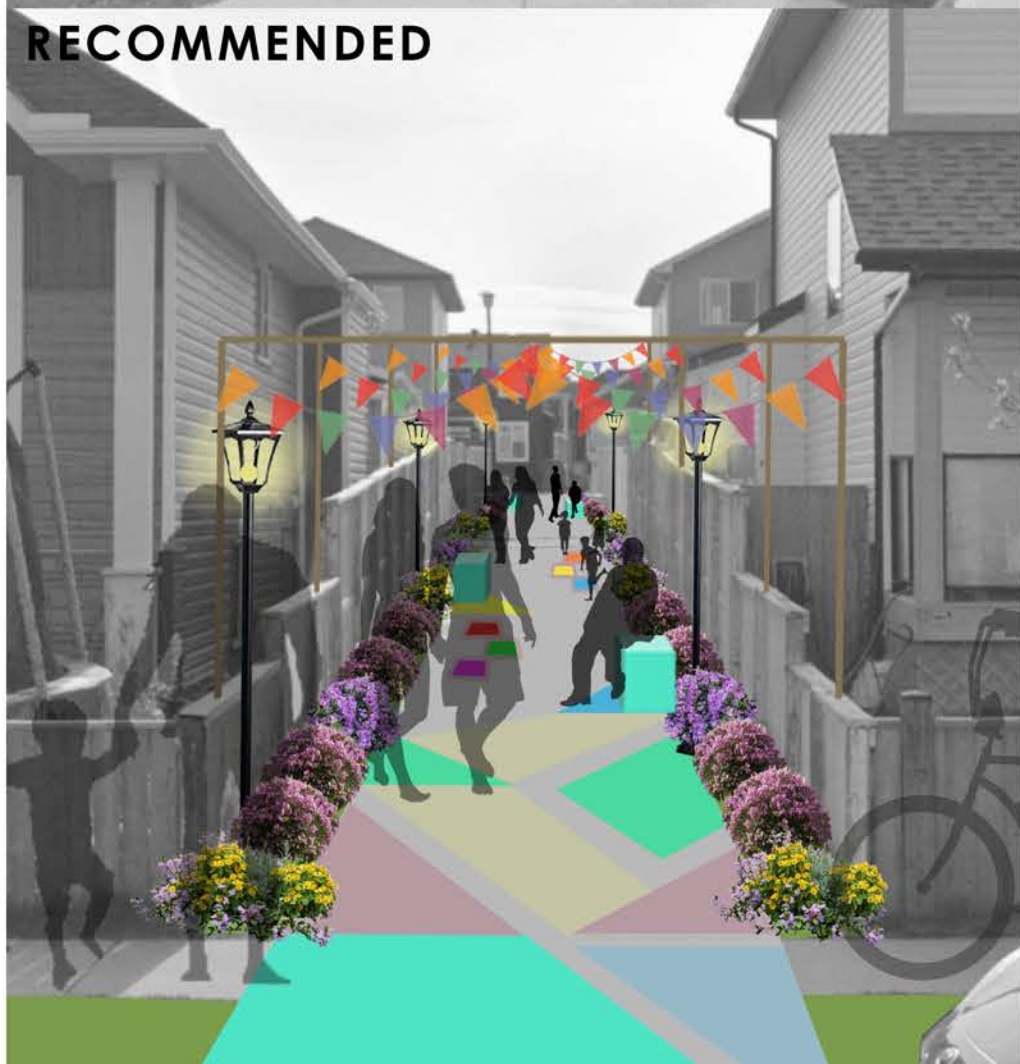Neighbourhood $7,500

INTERVENTION LOCATIONS

These tactical urbanism initiatives can be implemented across similar locations. Each intervention is a standard design that demonstrates how the site may be addressed based on its present state.

Curb Extension — Seattle, Washington

Curb Extension — Baltimore, Maryland

Lane Reduction — Auckland, NZ

100 Architects — PIXELAND, Chengdu, China

Chicanes — South Bend, Indiana

Planter — St Paul St, Auckland

Catwalks

RECOMMENDED

There are a number of catwalks in Saddle Ridge and Taradale which are meant to improve connectivity and walkability. However, in most cases, they are dull, devoid of vegetation, dark, and unsafe. Catwalks can be transformed into lively and whimsical spaces using colourful lighting, illuminated paths, seating, flower-bearing shrubs, and activities.

PRECEDENTS

Bonnie Alter Architecture, London

Design Trust, Hong Kong

Umbria, Italy

Amazon

Tactical Urbanism

A high potential location for tactical urbanism is school zones. The proposed design prioritizes pedestrians' safety, with key focus on children by introducing colourful crosswalks, curb extensions, and lane reduction. Furthermore, the addition of an interactive public realm which caters to all demographics, especially to parents and children who wait before and after school hours. The space offers activities to activate the mind, improve motor skills, seating, and much more to engage, entertain, educate users.

EXISTING

TARADALE DR NE

TARAVISTA WAY NE

RECOMMENDED

Physical Interventions

Permanent physical interventions are site-specific and address key concerns identified during the analysis phase and via public engagement. 88th Avenue NE, as well as roads intersecting with the Strip Park have been identified as key locations. In both situations, there are high-speed vehicles, poor pedestrian connectivity, and pedestrian-vehicle collisions.

STRIP PARK INTERSECTIONS

At Strip Park Intersections, an elevated pedestrian crosswalk and bright signs can be implemented. These highly legible crosswalks have a number of benefits, including: removing existing barrier, such as medians, improving connectivity and convenience, reducing vehicle speeds, and improving safety.

88TH AVENUE NE

To improve concerns along 88th Avenue NE, the following interventions may be implemented: curb extensions, extended crosswalks, planters, lane reduction, and varying surface treatments. These changes further improve aesthetic value and allow for the addition of bike lanes.

Complete Streets

COMPLETE STREETS

We aim to introduce the concept of Complete Streets on the Arterial roads, collectors and residential roads. This intervention shall add a wider pedestrian realm, dedicated/shared pedestrian and bike paths, active frontage, frequent transit, green infrastructure as well as the auto-oriented lanes. This redesign will transform the current heavily auto-centric and traffic prone 'Stroads' into a complete street to prioritize pedestrians and bicyclists. .
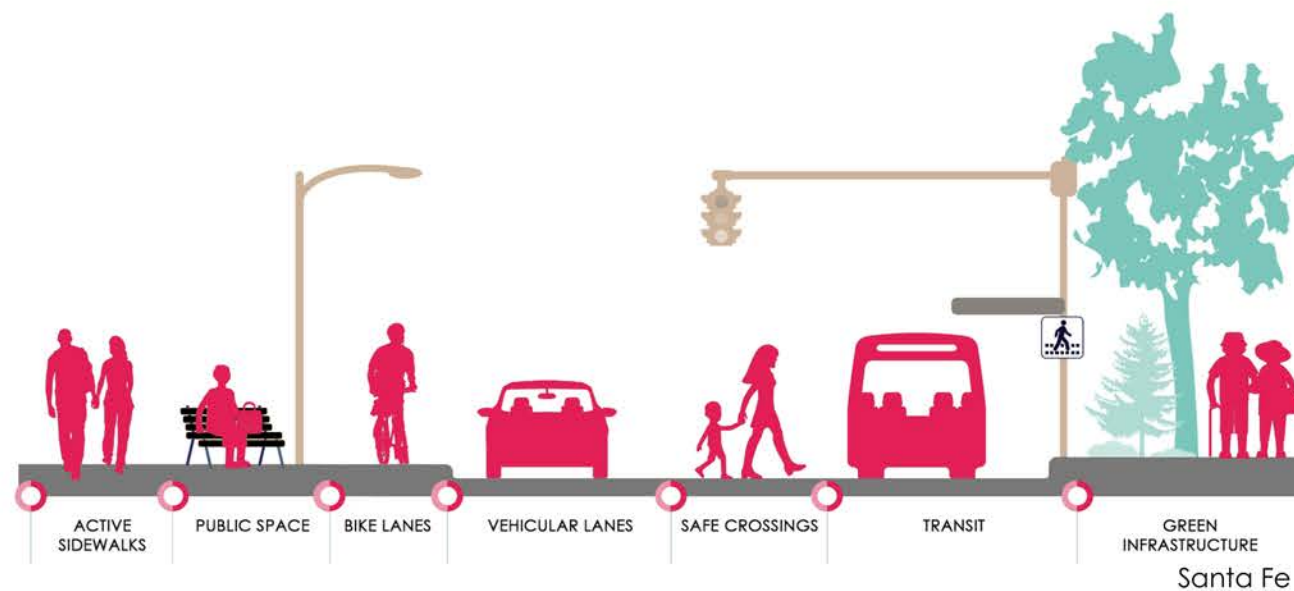
FUNDING OPTIONS

Climate Innovation Grant:
Moving on Mobility up tp $100,000

Green Municipal Fund
Active transportation grants available

New York City

ACTIVE SIDEWALKS | PUBLIC SPACE | BIKE LANES | VEHICULAR LANES | SAFE CROSSINGS | TRANSIT | GREEN INFRASTRUCTURE

Santa Fe

Michigan, USA

Streetscape Redesign

EXISTING

At 29.3-metres across, Saddletowne Speedway is a one-way, three lane, auto-centric roadway with narrow pedestrian path and no bike lanes. As previously mentioned, Saddletowne Speedway presents a major obstacle, therefore redesign is fundamental.

| 5 | 1.3 | 5 | 4.3 | 3.7 | 3.7 | 5 | 1.3 |
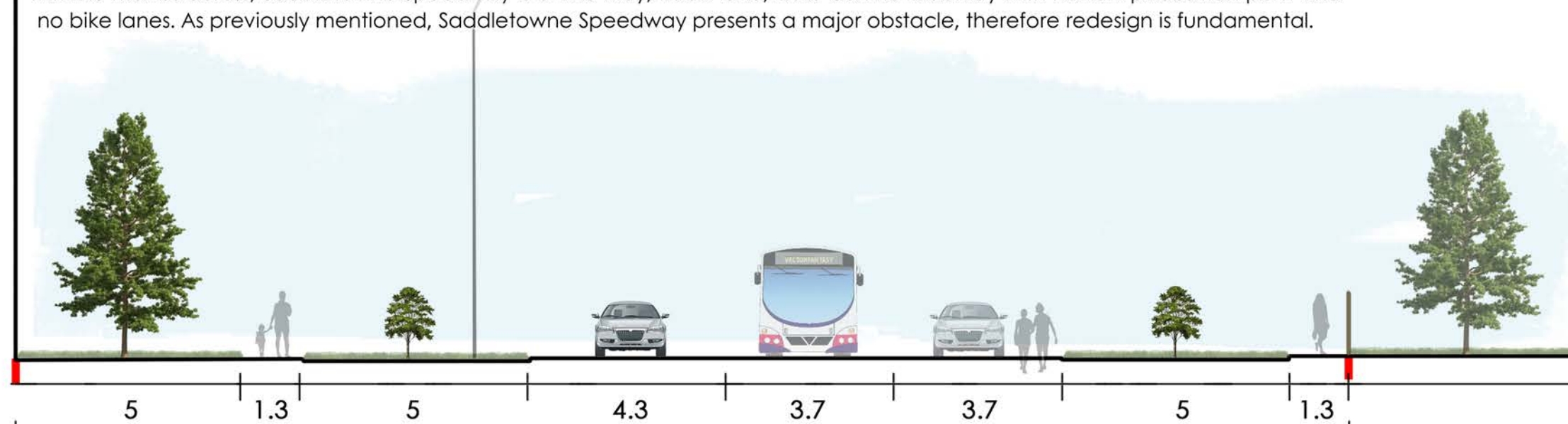
RECOMMENDED

The proposed design transforms the road into a two-way, two lane street with a central median. The design introduces wider pedestrian path, dedicated and shared bike path, urban forest additions, and green infrastructure, such as bioswales.

| Building setback for buffer space | Planters | Pedestrian Path | Bike Path | Bio-swale | Lane | Lane | Median | Lane | Lane | Bio-swale | Shared Path |

| 5 | 2.25 | 3 | 1 | 2 | 1 | 3.2 | 3.2 | 2 | 3.2 | 3.2 | 0.75 | 1.75 | 2 | 0.75 |
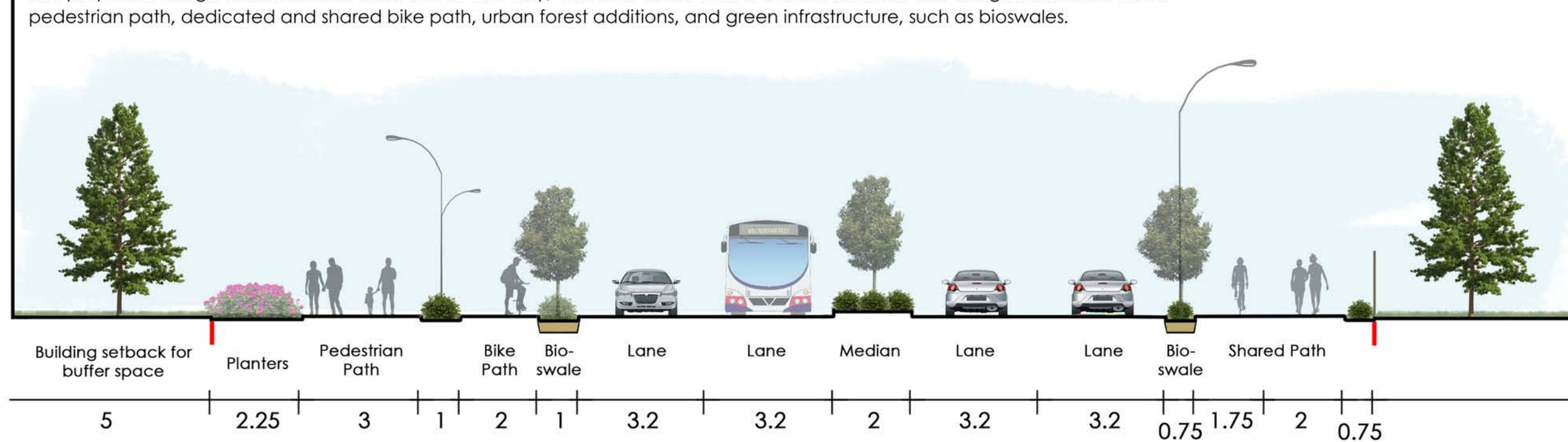
EXISTING

RECOMMENDED

Streetscape Redesign

EXISTING At 26-metres in width, 80th Avenue NE is a two-way, two lane roadway with limited public realm and no bike lanes.

| 1.5 | 2.5 | 7.5 | 3 | 7.5 | 2.5 | 1.5 | 7 |
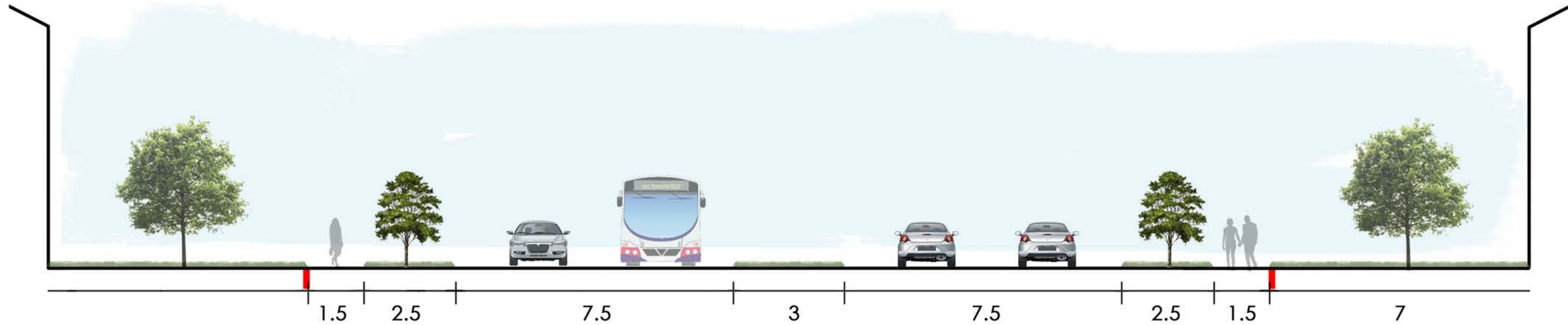
RECOMMENDED The proposed design reduces the street to two-way, one lane street which includes an enhanced public realm, active frontages, dedicated bike lanes, urban forest additions, and green infrastructure.
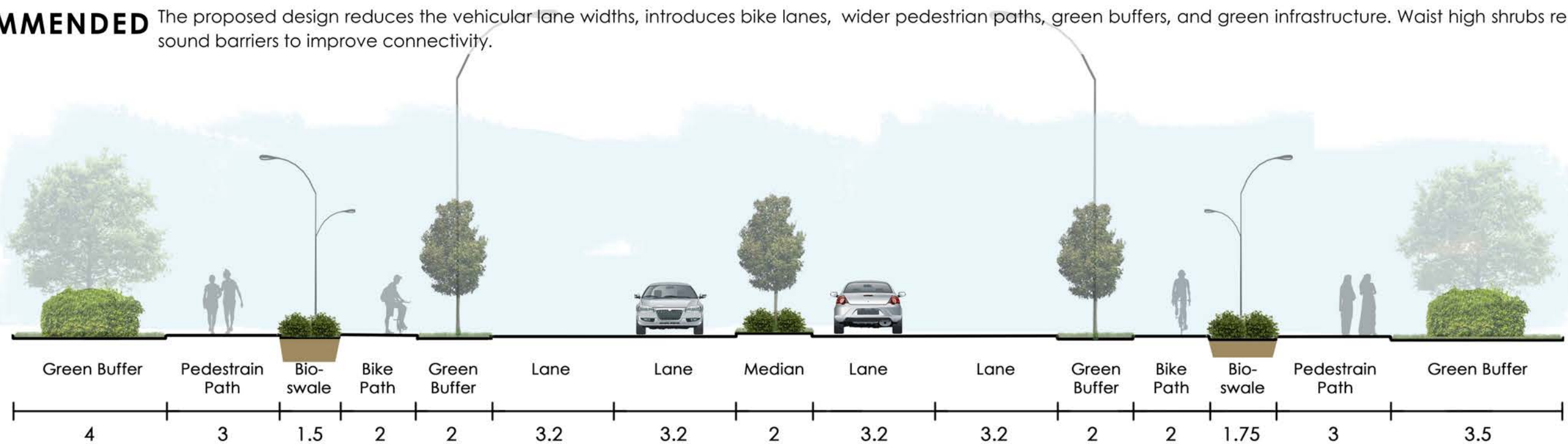
| | Pedestrain Path | | Bike Path | Bio-swale | Lane | Median | Lane | Bio-swale | | Pedestrain Path | |

| 3 | 1 | 2 | 1 | 5 | 2 | 5 | 1 | 2 | 1 | 3 |
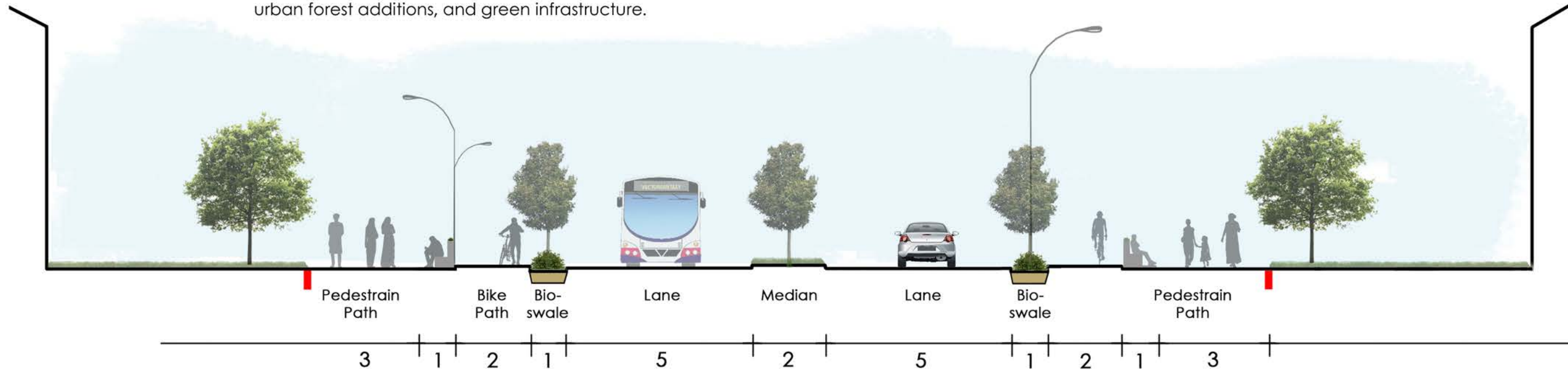
Streetscape Redesign

EXISTING At 31.5-metres in width, Falconridge Boulevard is a two-way, two lane roadway with narrow pedestrian pathway and no bike lanes. The road is buffered by large sound barriers.

3	1.3	5	4.2	4.2	4.5	4.2	4.2	5	2.5	2.5
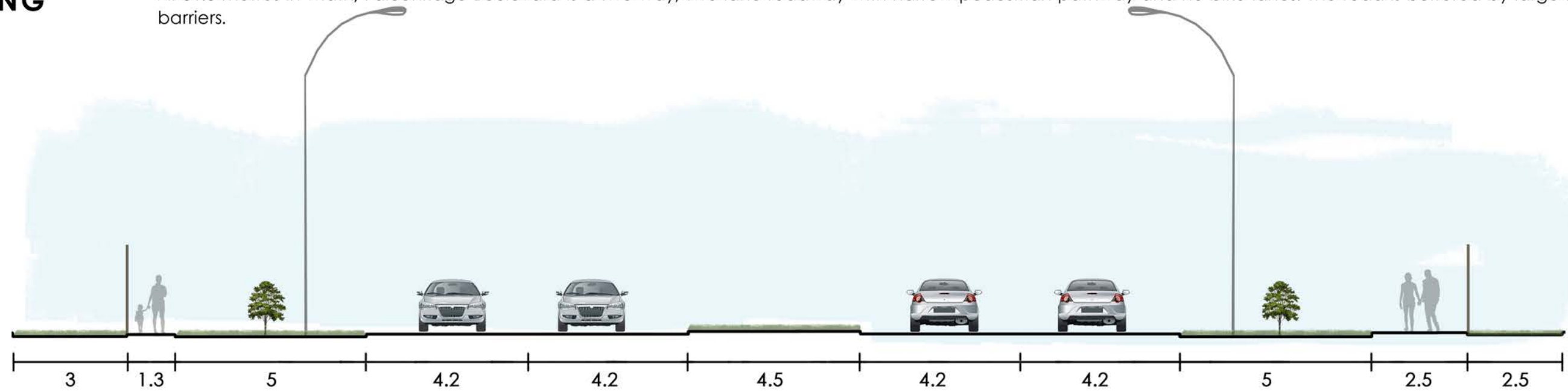
RECOMMENDED The proposed design reduces the vehicular lane widths, introduces bike lanes, wider pedestrian paths, green buffers, and green infrastructure. Waist high shrubs replace sound barriers to improve connectivity.

Green Buffer	Pedestrain Path	Bio-swale	Bike Path	Green Buffer	Lane	Lane	Median	Lane	Lane	Green Buffer	Bike Path	Bio-swale	Pedestrain Path	Green Buffer
4	3	1.5	2	2	3.2	3.2	2	3.2	3.2	2	2	1.75	3	3.5

EXISTING

SADDLETOWNE CIRCLE NE

80TH AVENUE NE

RECOMMENDED

Intersection Redesign

The Saddletowne Circle NE and 80th Avenue NE intersection serve as a typical example for intersection intervention to solve the existing issues faced by pedestrians and cyclists. Apart from introducing traffic calming interventions, such as narrow lanes and curb extensions, we aim to eliminate the crossing islands to reduce the pedestrian and cyclists crossing time.

Cambridge Bike Safety

Vancouver, BC

Streetscape Redesign

2m 1m   1m 1.6m
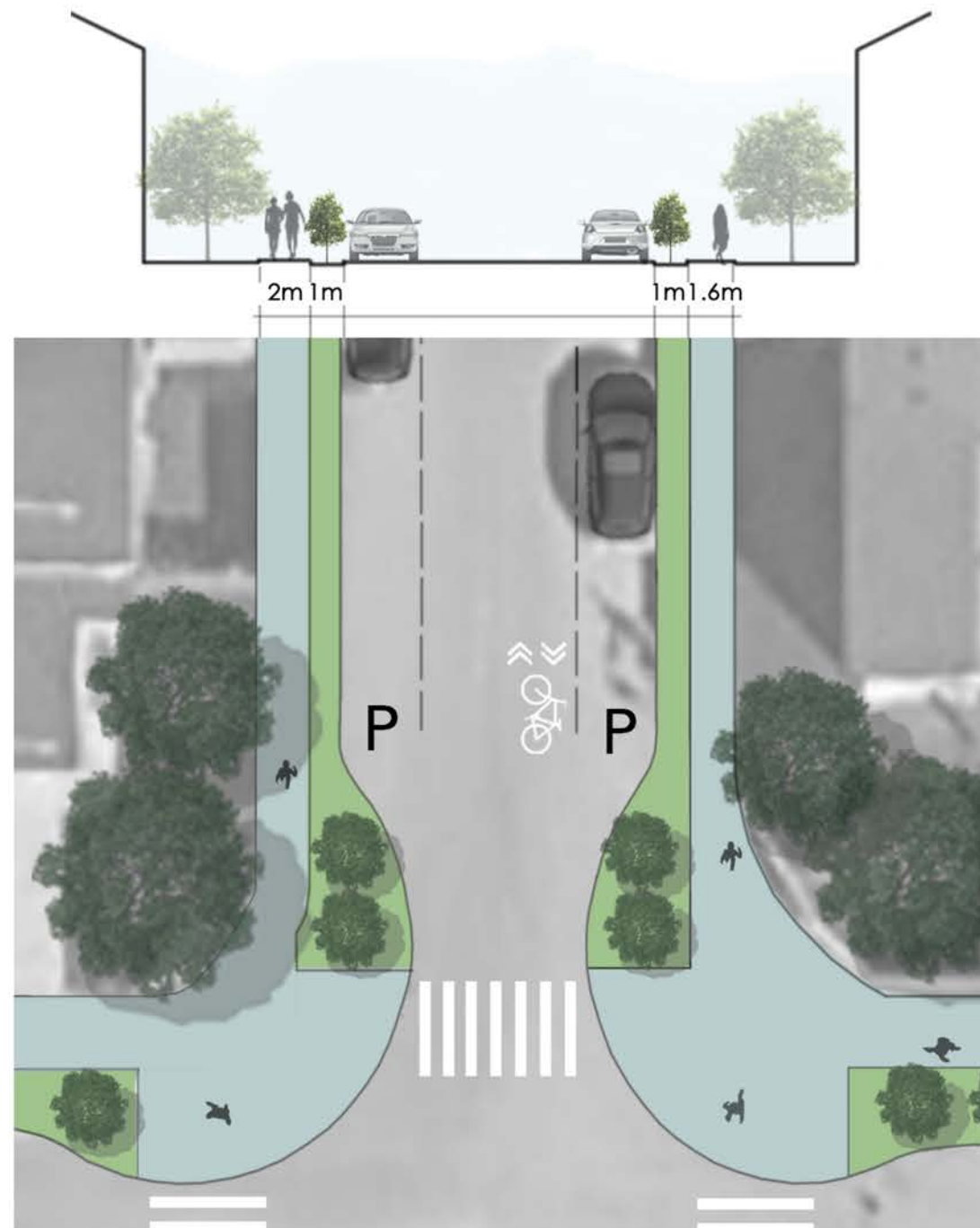
Our complete streets intervention proposes to rework the existing vehicle right of way to accommodate more functions than vehicles. Urban Pulse proposes to included a variety of mobility options for neighbourhood users including Bike Lanes, Bioswales & Green Buffers for Pedestrians, wider pedestrian paths and street trees. Deciduous trees are used to allow space for human movement, while simultaneously densifying the urban forest and beautifying the street. These streets are located throughout the community, and modifications will improve walkability and accessibility for residents.
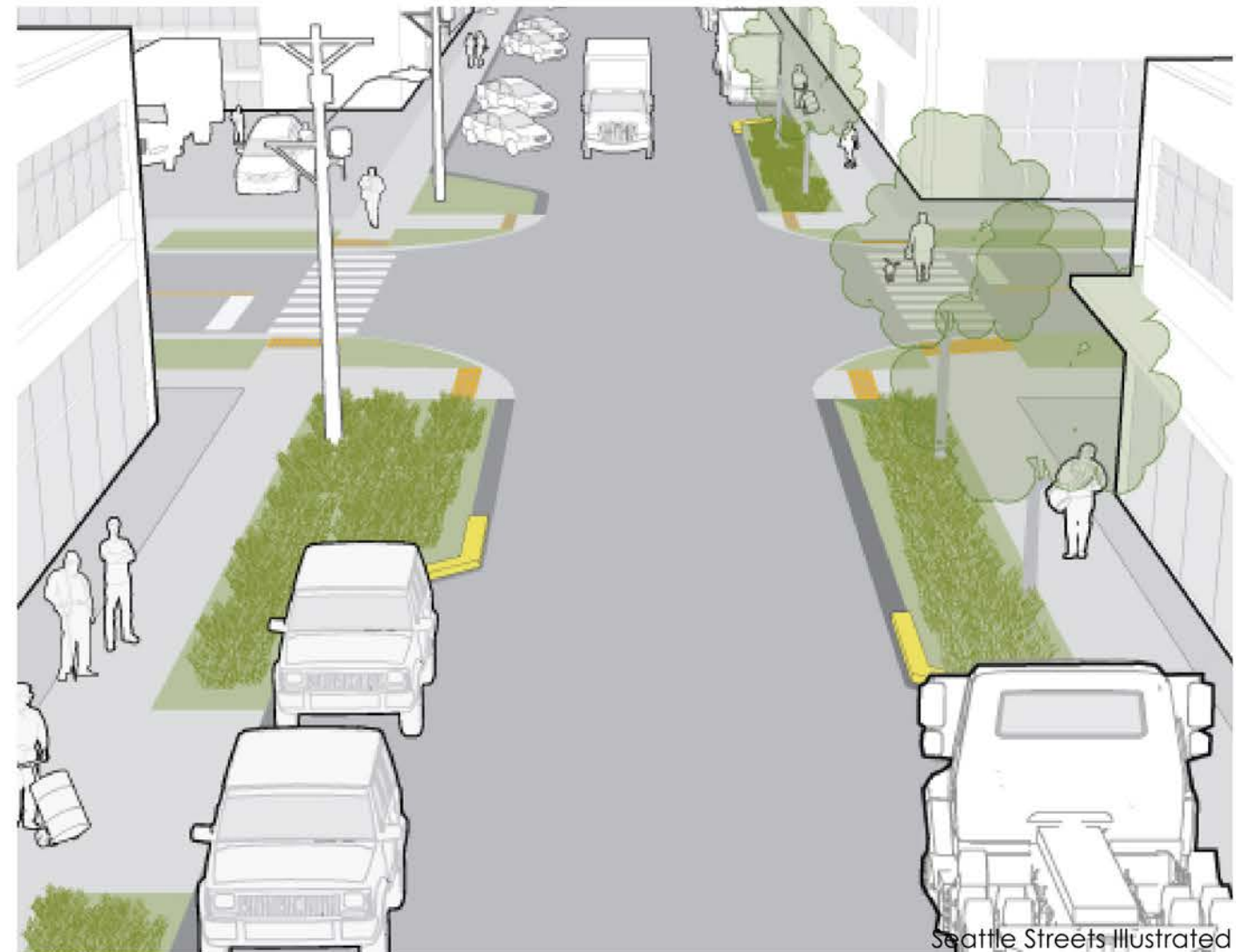
Seattle Streets Illustrated

Summary

DEMOGRAPHIC

Integrated mobility options will be provided to accommodate a diverse populations in age, gender and abilities. Accessible options and a variety of different choices for people to move throughout their neighbourhoods are provided through complete streets redesins.

COST

Streetscape modifications are costly to implement however providing a diverse set of options for residents to move throughout their community provides greater choice and a variety of options one can choose based on preffered mobility method.

MAINTENANCE

Temporary tactical urbanism interventions require little maintenance as their intended purpose is to be short term and grassroots installations. More permanent interventions, such as improving street trees may require more on-going maintenance and monitoring to ensure the trees are cared for and planters are maintained.

WINTER CITY CONSIDERATIONS

Winter city considerations must be taken into account including keeping bike and pedestrian paths clear during the winter months and removing obstacles that limit accessibility. Raised intersections prioritize pedestrians and make it easier for mobility challenged residents to cross streets if there are not barriers due to snow, ice and other impediments.
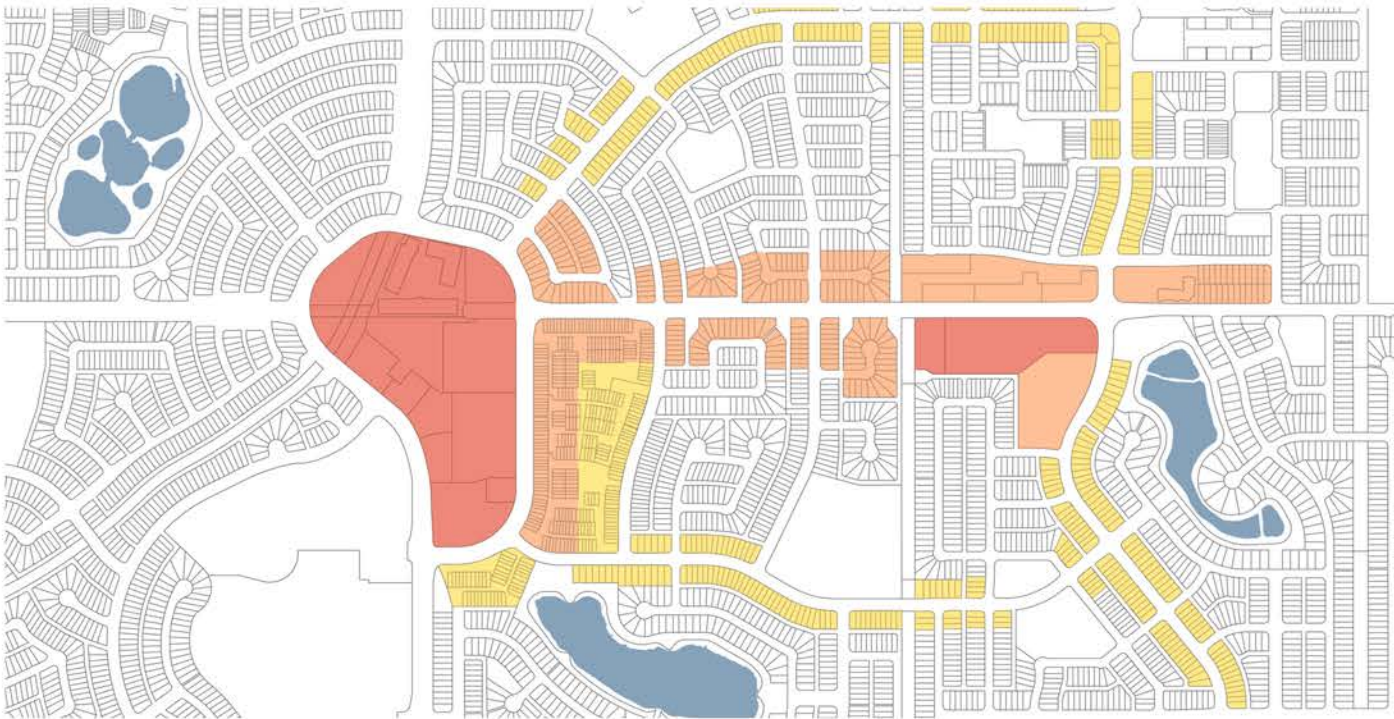
Land Use

KTGY

Urban Form

The proposed changes will provide increased housing diversity, including market and non-market affordable housing by introducing a variety of housing options for all family types and income levels. Development intensity should be centralize around Transit and Commercial nodes, and step down in height and Floor Area Ratio (FAR) as it moves towards low density residential form

URBAN FORM CATEGORIES

Our strategy for increasing intensification while fitting into the existing context of a low density neighbourhood involved stepping up the density and scale from low density residential to medium density, medium profile of the Transit Oriented Development at Saddletowne Station.

Existing Residential Urban

Contextual Low-Density Residential

Medium Density Townhouses + Apartments

Mixed-Use Residential + Commercial

Neighbourhood Commercial

Neighbourhood commercial redevelopment that provides opportunities for residents to l stay in their neighbourhood without having to leave. Mixed use style redevelopment that provides moderate density and intensity.

Recommended Zoning:
MU-2, C-COR2, CN-2

Neighbourhood Flex

Increased density and multifamily units along 80th Ave between the two redevelopment sites. Increased density along this corridor aligns with complete street intervention proposed as part of the mobility strategy.

Recommended Zoning:
M-C1, M-C2

Neighbourhood Connector

Increased density to Low Density Residential Medium profile to allow for townhouses, dupleses and other low density developments along collector raods.

Recommended Zoning:
R-CG, H-GO
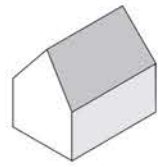
Neighbourhood Local

Low density residential to remain. Increase some parcels to RC-2 to accommodate duplexes or secondary suites.

Recommended Zoning:
R-C1, R-C2

Diversity + Zoning

Low Density Residential

RC-1

RESIDENTIAL - CONTEXTUAL ONE DWELLING

Intended to accommodate existing residential development and contextually sensitive redevelopment in the form of Single Detached Dwellings*.
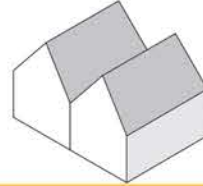
HEIGHT: 2-3 STOREYS

DENSITY: UPH

*City of Calgary IP2007 Land Use Bylaw
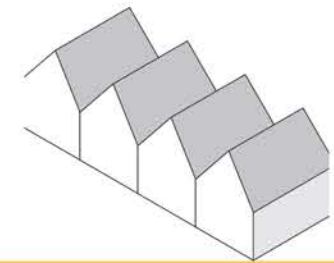
R-2

RESIDENTIAL - ONE / TWO DWELLING

Intended to accommodate residential development in the form of single detached Dwellings, Semi-detached Dwellings and Duplex Dwellings*.

HEIGHT: 2-3 STOREYS

DENSITY: UPH

R-CG

RESIDENTIAL - GRADE ORIENTED INFILL

Intended to accommodate grade-oriented development in the form of Rowhouse Buildings, Townhouse, Duplex Dwellings, Semi-detached Dwellings and Cottage Housing Clusters*.

HEIGHT: 2-3 STOREYS

DENSITY: UPH

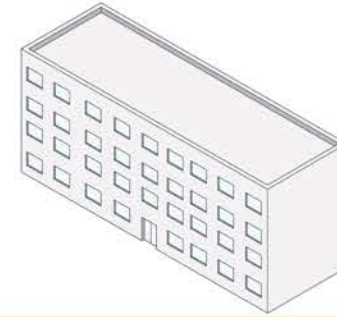# Diversity + Zoning

MC-1
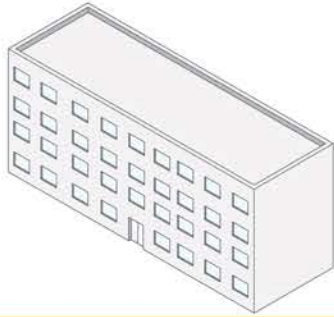
MULTI-RESIDENTIAL CONTEXTUAL LOW PROFILE

Higher number of dwelling units than low density residential. low height and medium density. Intended to be close proximity or adjacent to low density residential. Provides space for social interaction*.
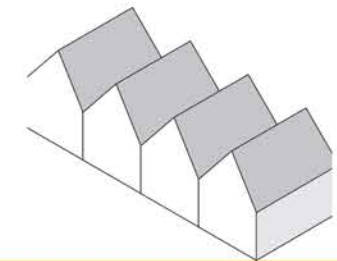

*City of Calgary IP2007 Land Use Bylaw

MC-2

MULTI-RESIDENTIAL CONTEXTUAL MEDIUM PROFILE

Higher number of dwelling units than low density residential. low height and medium density. Intensity is measured by floor area ratio to provide flexibility in building form and dwelling unit size/number. Has medium height and medium density*.

H-GO

RESIDENTIAL - GRADE ORIENTED INFILL

This zoning allows for a mix of housing types, including single-detached, semi-detached, row housing and small-scale apartment buildings while providing guidelines for design and site layout that are compatible with surrounding context.

Diversity + Zoning

Mixed-Use + Commercial

MU-2

MIXED USE WITH ACTIVE FRONTAGE

Higher dwelling units and traffic generation than low density residential. Variety of forms. Medium height and medium density. Intensity if measure by floor area ration. Intended to be in close proximity or adjacent to low density residential. Typically located at community nodes or transit corridors. Provides outdoor space for social interaction.*

*City of Calgary IP2007 Land Use Bylaw

C-COR2

COMMERCIAL CORRIDOR 2 DISTRICT

Commercial development on both sides of the streets. Limited automotive uses. Primary access for motor vehicles to parcels from streets and lanes, parking on side or rear of buildings, pedestrian connections from public sidewalks and between buildings. Opportunities for residential and office uses in same building. Density established through maximum floor area ration. Building height through building height for parcels.

C-C2

COMMERCIAL - COMMUNITY 2

Comprehensively designed with several buildings. Slightly higher than nearby low density residential areas. Motor vehicle access to sites. Pedestrian connections from public sidewalks to and between buildings. Density and height established through floor area rations and building height requirements.

Affordable Housing

NON-MARKET RENTAL HOUSING

Our redesign of Saddletowne Station to be a Transit Oriented Development model will provide Non-Market Affordable Rental Housing for residents near the Saddletowne LRT Station. This program is run through the Calgary Housing Company, a wholly-owned subsidiary of the City of Calgary that operates as a social housing provider. To qualify for non-market affordable housing rentals, applicants must meet certain eligibility criteria.

AFFORDABLE HOMEOWNERSHIP HOUSING

In addition to providing Non-Market Rental Housing, will also include a building that leverages the City of Calgary's Affordable Home Ownership Program. This program provides down payment assistance to eligible applicants and aims to make home ownership more accessible and affordable. In addition to down payment assistance, the program also provides homebuyers with access to workshops and resources to help them navigate the home buying process and manage their finances.

Summary

DEMOGRAPHIC

Age, gender, cultural background and income level all play a role in the housing form. We heard from many community members that affordability was an issue within the community. Providing a variety of housing forms will diversify the market and provide housing alternatives for multiple generations.

ACCESS TO OPEN SPACE

Access to open space and well designed public realm will be important for individuals that do not have their own private amenity spaces. Increase density and diversity of housing forms by providing multi-family residential options, means providing opportunities to recreate within their community is important.

CONNECTIONS

Connecting the commercial redevelopment of Celebration Square and Saddletowne Circle encourages more pedestrian activity. Aligning these spaces with our Wayfinding and Programming strategies creates a more walkable, human scale neighbourhood and encourages different modes of transportation.

WINTER CITY CONSIDERATIONS

As a winter city, Calgary must consider strategies for surviving the long winters. Providing lighting, heating and winter activities such as skating and fire pit areas will get people outside, even in the coldest of months.

MAINTENANCE

Maintaining public spaces will be the responsibility of the land owner. There is an added benefit of increased density in public areas, will likely result in more eyes on the street and an increased desire to keep the public realm clean and usable.

Rentenwiese, Zürich, Switzerland

Everyday Tourist, Bowness Park
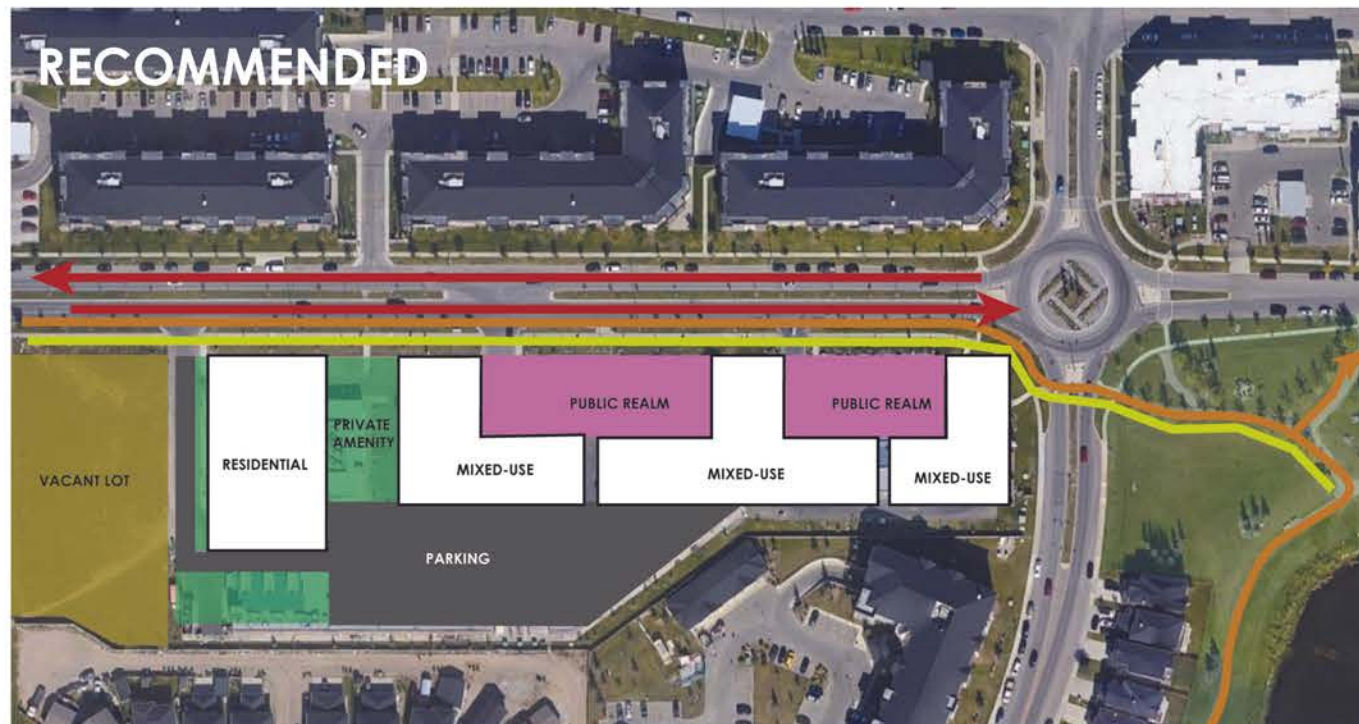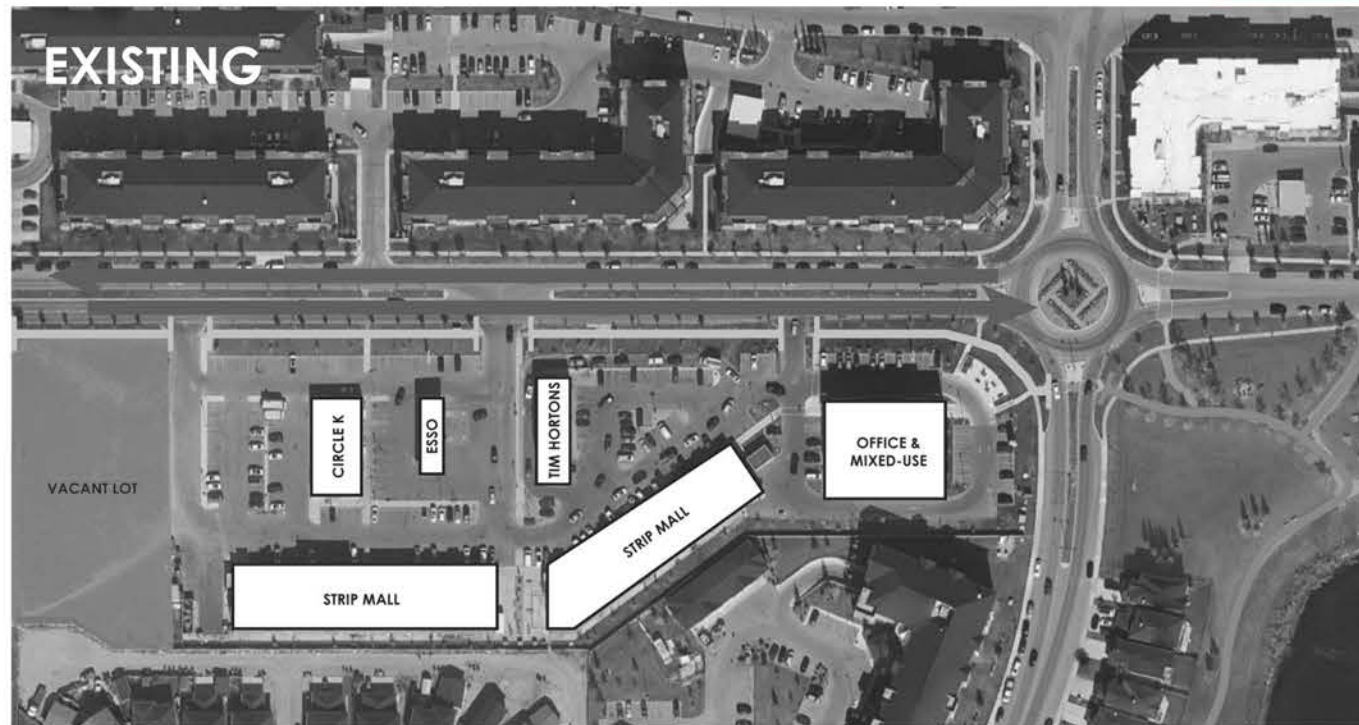
Site Redesign

Commercial Redesign

Redeveloping commercial spaces to provide more human scale gather areas was a key strategy for Urban Pulse's design. The existing commercial development located on 80th Avenue and Taradale Drive NE presents and opportune location for redevelopment. The existing density of multifamily residential units along 80th Ave supports a diversity of uses in this space. Providing a public square with strong public realm will give the community opportunities to gather and celebrate their many unique cultural festivals.

OPPORTUNITIES

- Adjacency to Stormwater Pond
- Existing density to support redevelopment
- Aligns with mobility interventions along 80th Avenue NE
- Connects commercial centre to Saddletowne

Recommendations

EXISTING

VACANT LOT

CIRCLE K

ESSO

TIM HORTONS

OFFICE & MIXED-USE

STRIP MALL

STRIP MALL

RECOMMENDED

VACANT LOT

RESIDENTIAL

PRIVATE AMENITY

MIXED-USE

PUBLIC REALM

MIXED-USE

PUBLIC REALM

MIXED-USE

PARKING

CHALLENGES

Vehicle-Centric: Cars take precedence in the current configuration of this space. Drive throughs and parking lots dominate the land use of this area, forcing pedestrians to maneouver around vehicle traffic at all times.
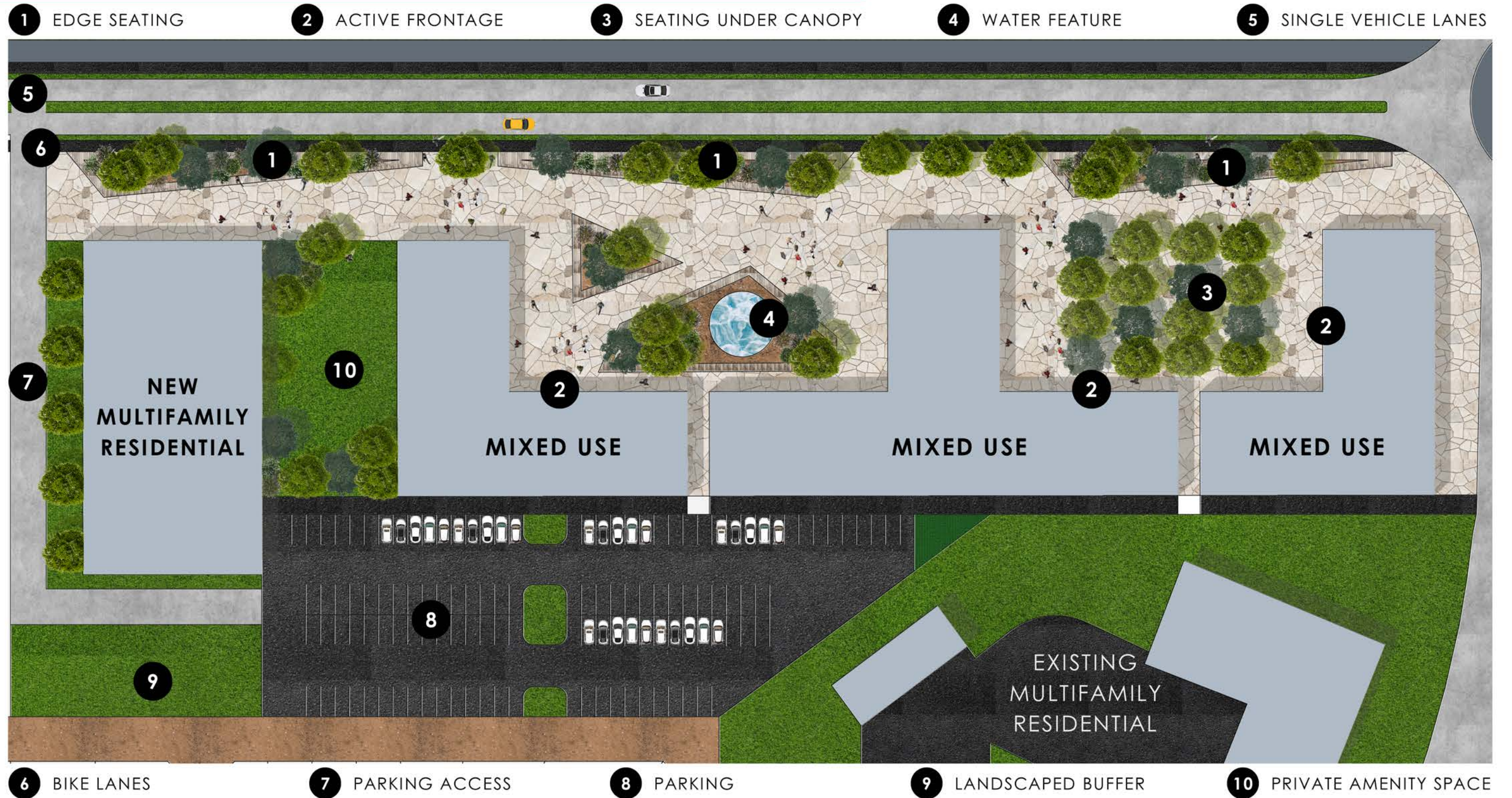
Fragmented: Fragmented walking paths and non-existant bike lanes ensure vehicles are the primary mode of transportation for this area. There are few gathering spaces, indoors our out and the space does not have anywhere to linger or spend time as a group.

'Park + Go': Parking lots and drive throughs encourage constant movement in this space and it is not an area where gathering and socializing occur, rather a space to run and errand and return home.

KEY ELEMENTS

1 Parking located at rear of site
2 Mixed-use commercial + office
3 Connecting active transportation
4 Reducing vehicle lanes
5 Activating edges

Celebration Square

1 EDGE SEATING **2** ACTIVE FRONTAGE **3** SEATING UNDER CANOPY **4** WATER FEATURE **5** SINGLE VEHICLE LANES

NEW MULTIFAMILY RESIDENTIAL

MIXED USE

MIXED USE

MIXED USE

EXISTING MULTIFAMILY RESIDENTIAL

6 BIKE LANES **7** PARKING ACCESS **8** PARKING **9** LANDSCAPED BUFFER **10** PRIVATE AMENITY SPACE

EXISTING

RECOMMENDED

Celebration Square

SCALE

By dividing the plaza into two smaller spaces, the scale is more favourable for human activity. Each space measures 65m in length by 30m in depth with seating and amenity options along the edge and in the centre.

EDGES

Each of the buildings boarding the plaza will have ground level commercial uses, activating the space and giving people the opportunity to shop and explore the space, or just linger and enjoy the human activity.
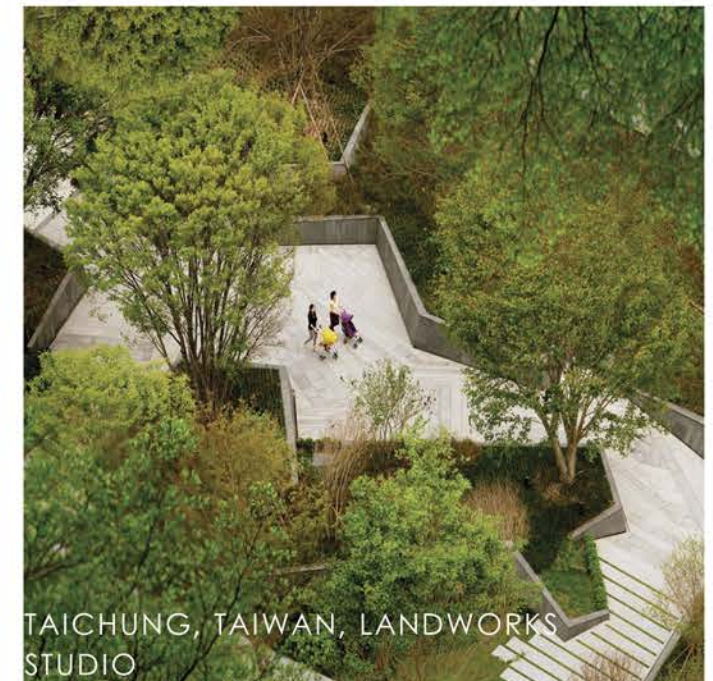
SEATING

Seating is provided in the form of benches along each of the planters and as independent benches under the tree canopy in the second plaza. Seating along the edge of the space provides options for people to chose how engaged they want to be.

DENSITY

This plaza is support by the existing density of the multifamily residential buildings to the north as well as an addition of 4 story multifamily building directly to the west of the square.

STREETSCAPE

This plaza is support by the existing density of the multifamily residential buildings to the north as well as an addition of 4 story multifamily building directly to the west of the square.

SAN ANTONIO, LONESTAR DEVELOPMENTS

TAICHUNG, TAIWAN, LANDWORKS STUDIO

ORELIKON, ZURICH, SWITZERLAND

Saddletowne Circle

KTGY
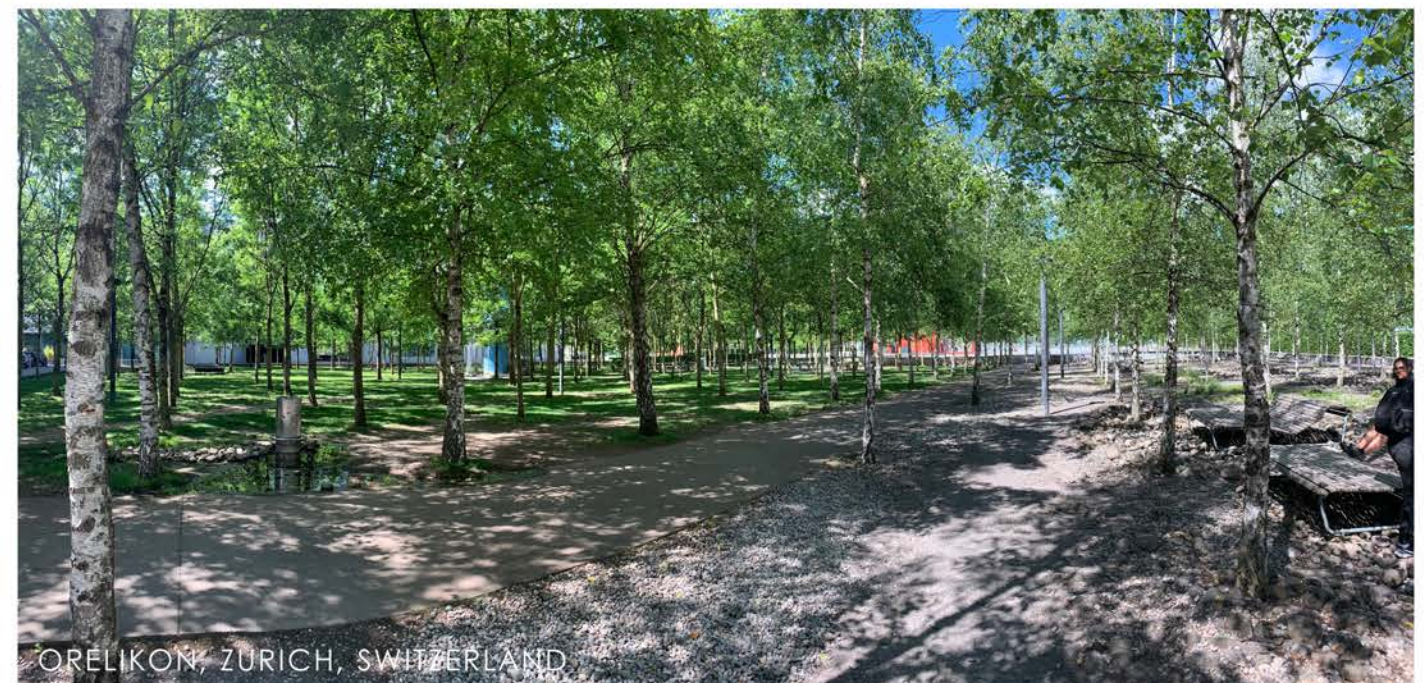
Saddletowne Circle

Saddletowne Circle is the commercial centre for Saddle Ridge, Taradale, and Martindale. Presently, Saddletowne Circle is vehicle-centric, most of the space is reserved for vehicle parking. Furthermore, Saddletowne Circle exists in the centre of a major three-lane, high-speed, one-way roadway, fragmenting it from the surrounding community.

The pedestrian experience leaves much to be desired due to a lack of sidewalks, seating, and signage. Public transportation users are dumped into a Park and Ride, completely segregated from the community and commercial centre. Moreover, a lack of wayfinding elements leaves people lost in the space.

Supported by the Municipal Development Plan and Calgary Transportation Plan, Urban Pulse is proposing changes to land use and building typology to improve Saddletowne Circle.

OPPORTUNITIES

Transit-Oriented Development (TOD): Transit-oriented developments seek to leverage access and proximity to major transportation nodes to create vibrant and sustainable communities. TODs integrate density and diversity via residents, businesses, and public realm space, providing walkable communities and regional connections. Saddletowne Circle has strong potential to become a transit-oriented development.

Public Realm: A majority of the existing space is reserved for vehicles, however by reclaiming this space for people, Saddletowne Circle has the ability to better service the community and become an energetic regional destination.

Equity + Inclusivity: Saddletowne Circle has the ability to fill missing gaps within the communities with respect to equity and inclusivity via new building forms, non-market housing, and access to reliable and affordable transportation.

KEY ELEMENTS

1 Saddletowne LRT Station	**3** Non-market Housing	**5** The Rink	**8** Big Box Retailer
2 Fire Station No. 32 + Calgary Police Service Station District 5	**4** The Grove	**6** The Deer	**9** Underground Parking Entrance
	5 The Rink	**7** Mainstreet	

SITE PLAN

Breakdown
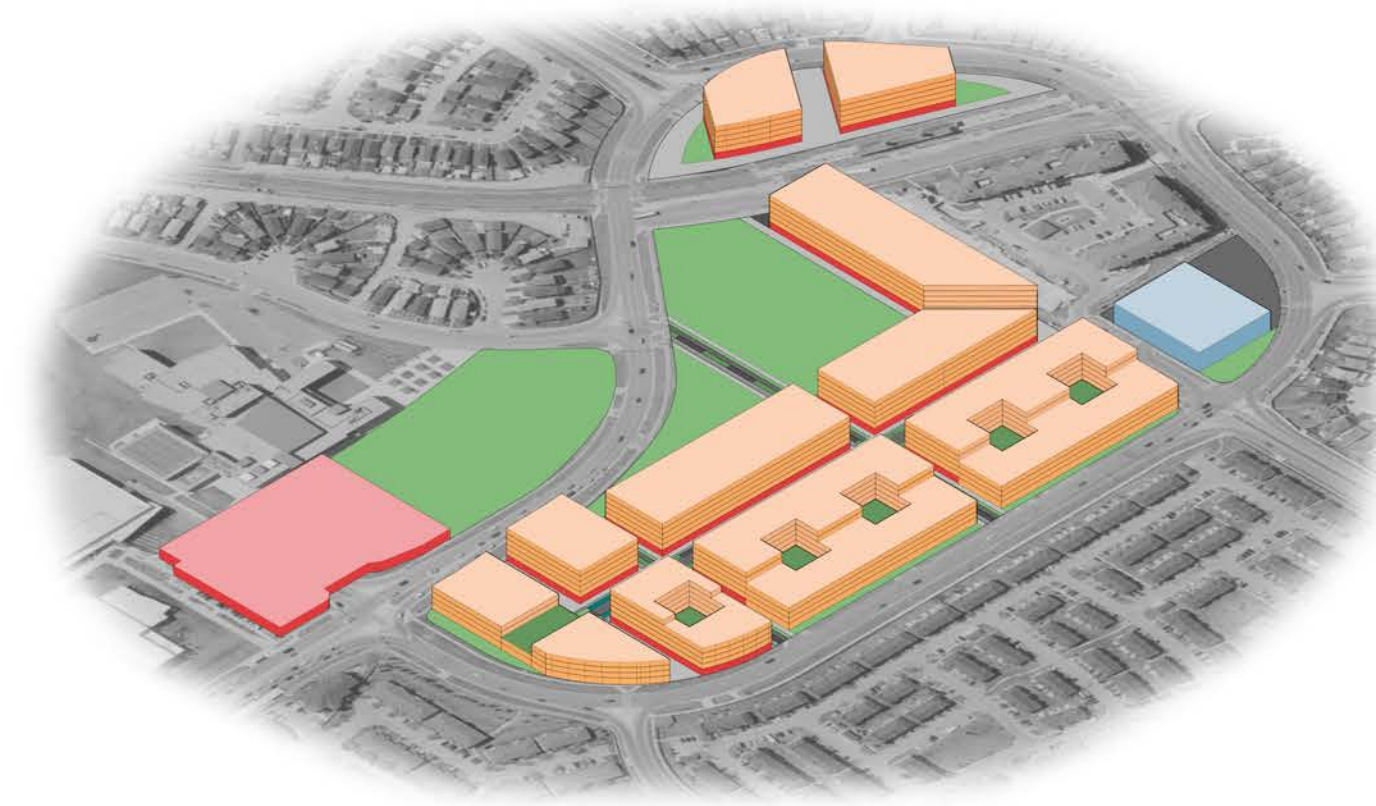
The Saddletowne Circle redesign introduces urban elements while acknowledging and responding to specific suburban needs. Saddletowne Circle provides a variety of residential options via low profile, medium density housing, puts people and eyes on the street via a range of commercial spaces with active frontages at grade, and prioritizes the experience and movement of people through the space. Furthermore, the redesign features two underground parking lots, responding to local and regional needs.

Mixed Use buildings offer double frontages to active The Grove and created a mainstreet down the centre of Saddletowne Circle. Larger residential buildings feature centre cut outs, providing natural lighting to interior units and private amenities and greenspaces for residents.

Parking under The Grove will service residents and visitors. Residential parking will be separate via a gate and key fob access. Parking under the Big Box Retailer is exclusively paid, publicly available parking.

DESIGN PRINCIPLES

Connect the Community	Celebrate Unique Character	Encourage Healthy Living	Promote Safety	Foster Resilience

2 153
JOBS
Approximately 13 to 23 square metres of commercial space creates one job. The job number estimate was provided by dividing new commercial space (~40,000 square metres) by the average of 18 square metres per job.

3 586 PEOPLE
MARKET HOUSING
The average Canadian require 18 to 37 square metres of space to live comfortably. The number of people in market housing estimate was provided by dividing new market housing space (~166,586 square metres) by 46 square metres per person, providing a luxurious living experience.

618 PEOPLE
NON MARKET HOUSING
Estimate of people in non-market housing was calculated using the same amount of space per person as market housing. New non-market housing space created is ~28,726 square metres.

1 077
UNDERGROUND PARKING STALLS
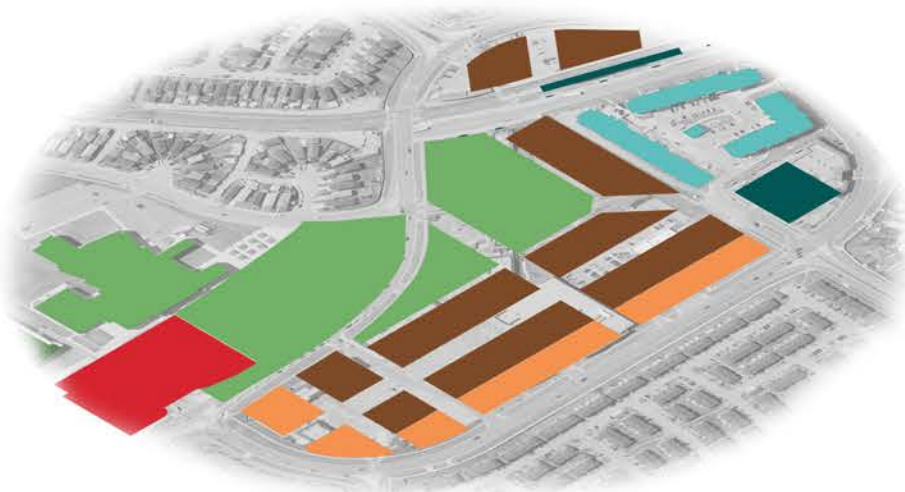Underground parking will be available for residents and visitors under The Grove and Big Box Retailer.

Land Use + Scale

EXISTING LAND USE

DC	S-CRI	S-SPR

Currently, Saddletowne Circle consists of a few key land uses, limiting development potential.

RECOMMENDED LAND USE

C-C2	DC	M-2
MC-2	S-CRI	S-SPR

Amending land use in Saddletowne Circle unlocks development and TOD potential. The redesign introduces three new land uses to the space to achieve densification and diversification. A major element and priority in the redesign is rescuing space for pedestrians. Additionally, green buffers are included between buildings and the roadway, which act as privacy buffers.
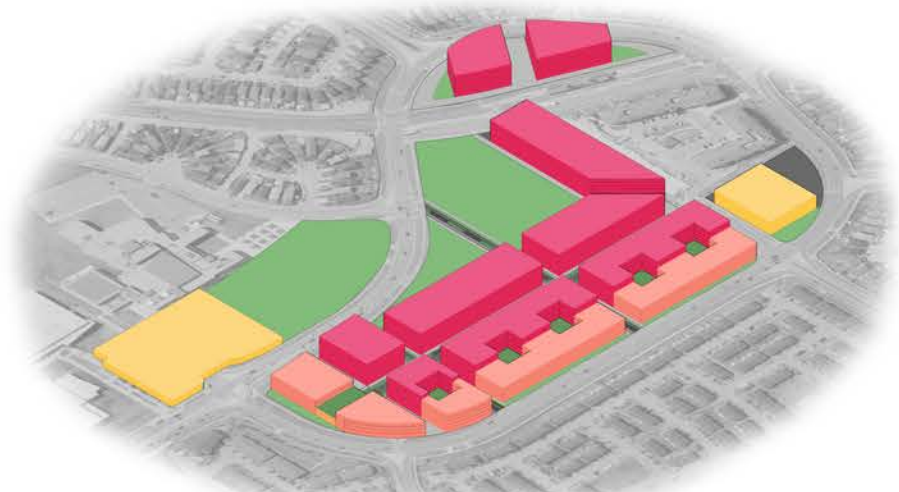
HEIGHT

>2 Storeys	4 Storeys	6 Storeys

In order to appropriately blending with the surrounding existing and future residential context, building within Saddletowne Circle will not exceed six storeys. Furthermore, buildings step-down in height towards residential buildings.
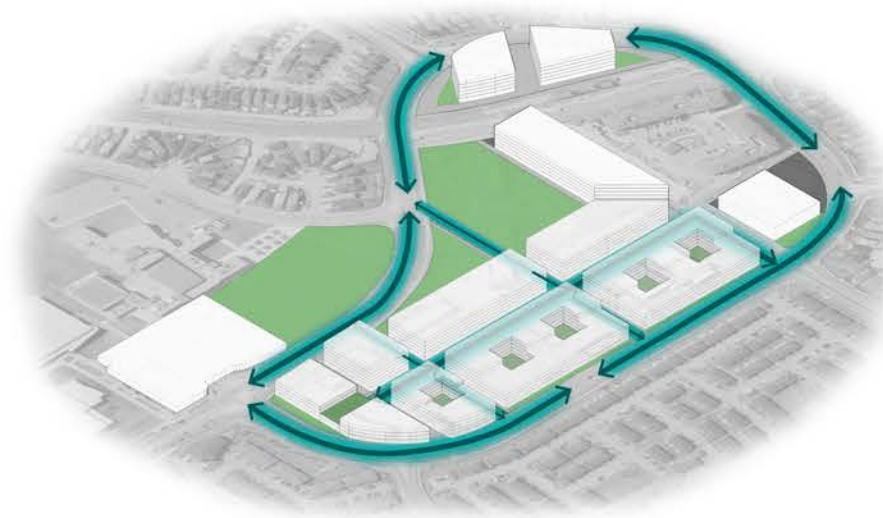
Movement

PEDESTRIAN MOVEMENT

VEHICLE MOVEMENT
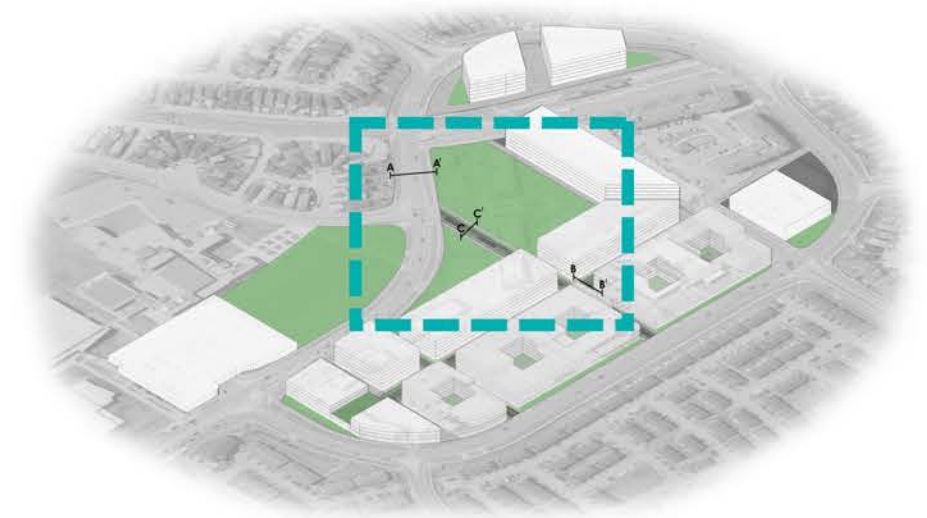

STREETSCAPE LOCATIONS

Vehicle and pedestrian movement around and in Saddletowne Circle will undergo major changes. Vehicular movement on the Saddletowne Circle NE roadway will transition to two-way traffic. Vehicles may enter into the circle from the east side, via 80th Avenue. This will lead them directly on Saddletowne Circle's Mainstreet, which can be exited via four one-way streets. Limited street parking is available, however tactical urbanism within these street parking stalls, known as parklets, is promoted. Access to underground parking occurs via the existing bus route between Saddletowne LRT Station and Saddletowne Circle, or from the Falconridge Boulevard NE-Saddletowne Circle NE intersection.

The pedestrian experience has been elevated greatly. Three-metre spacious sidewalks fit between active commercial frontages and visually appealing bioswales along Saddletowne Circle's Mainstreet. Building blocks have been modified to allow for pedestrian to cut through desired pathways, such as through the two buildings facing The Grover, and the two building directly adjacent to Saddletowne LRT Station. These spaces are wide enough to allow for activation via planters, lighting, and seating. Additionally, roadways within the circle feature raised bikeways. Finally, the public realm redesign creates a vibrant place residents and visitors can look forward to interacting with.
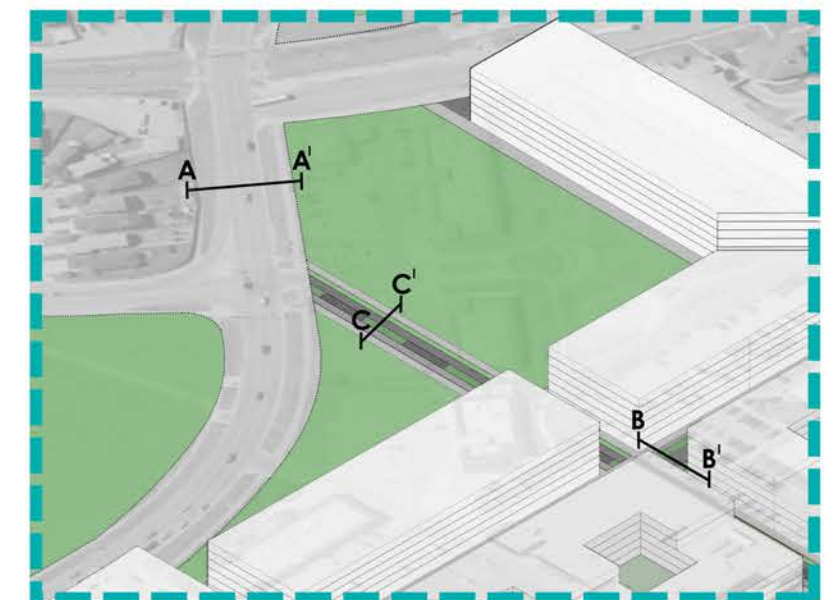
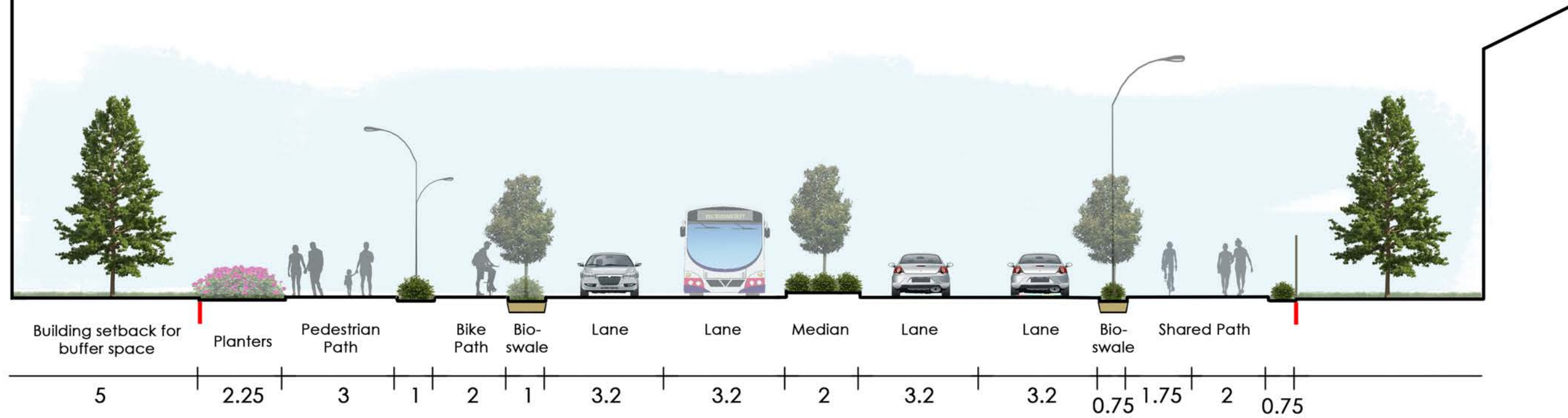Below are the three unique streetscapes around and in Saddletowne Circle.

Streetscapes

SADDLETOWNE CIRCLE REDESIGN
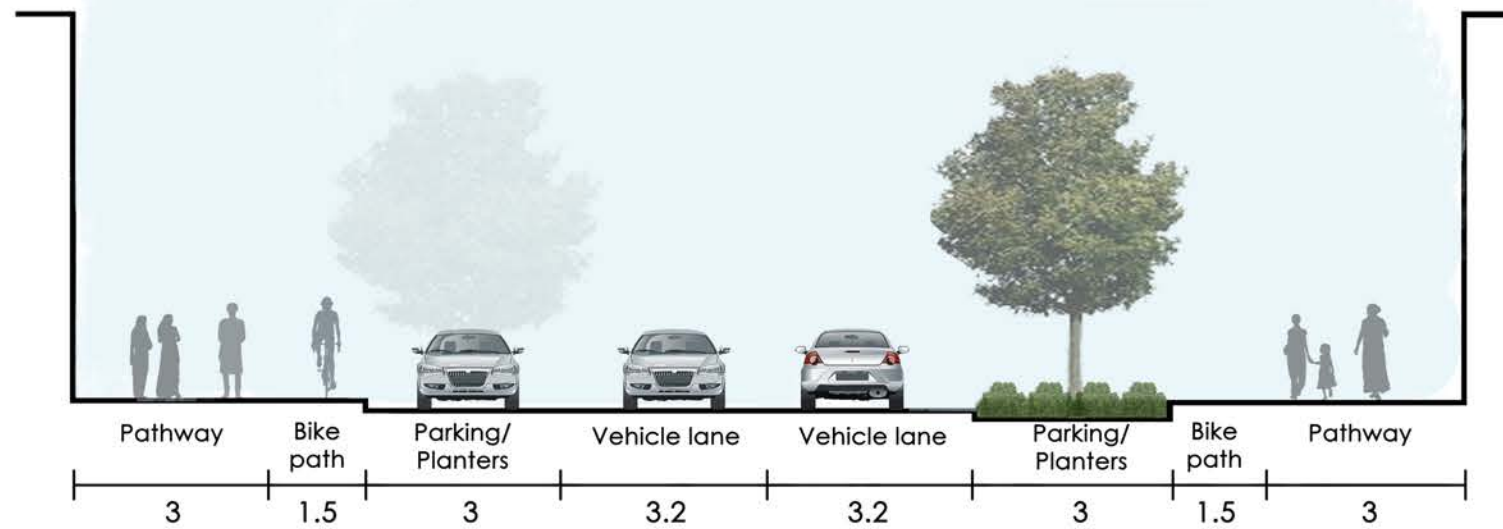
Building setback for buffer space	Planters	Pedestrian Path	Bike Path	Bio-swale	Lane	Lane	Median	Lane	Lane	Bio-swale	Shared Path
5	2.25	3	1	2	1	3.2	3.2	2	3.2	3.2	0.75	1.75	2	0.75

INTERIOR MAINSTREET

Pathway	Bike path	Parking/Planters	Vehicle lane	Vehicle lane	Parking/Planters	Bike path	Pathway
3	1.5	3	3.2	3.2	3	1.5	3

INTERIOR ONE-WAY ROADS

Pathway	Bike path	Parking/Planters	Vehicle lane	Planters	Pathway
3	3	3	3.2	2	3
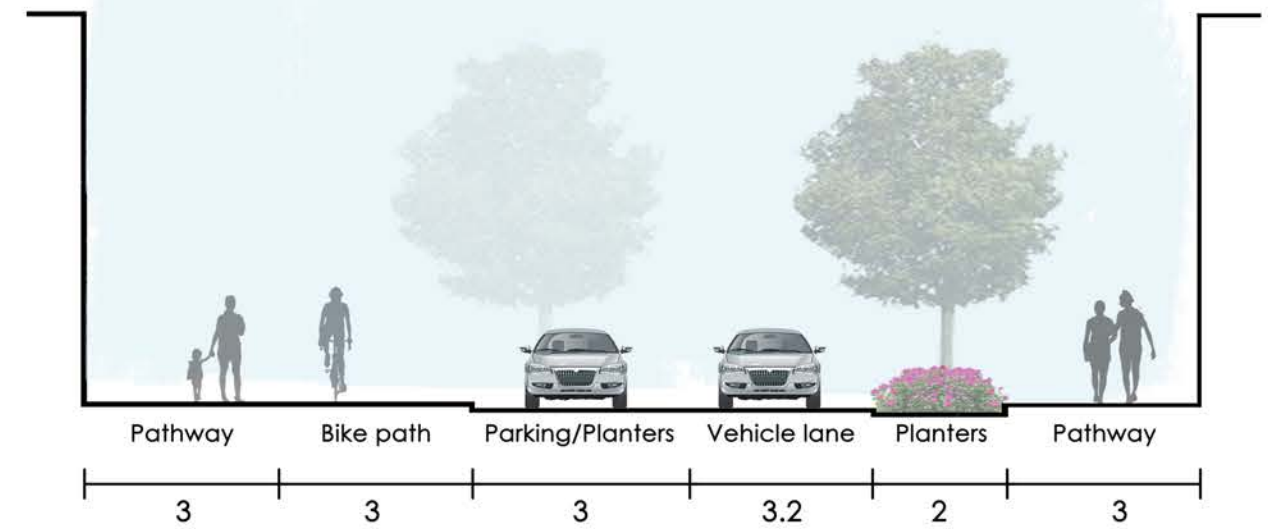
Public Realm

Saddletowne Circle's public realm elevation is a key component of its success and design. This ambitious new space offers a number of unique spaces while embracing keep urban design qualities, such as environmental considerations, pattern and delight, sense of place, and human scale.

01 THE GROVE

The Grove is surrounded by active frontages with ten-metre-wide patio and sidewalk space. The Grove features several textures, such as pavers, terracotta stone, sod, and vegetation. The Grove has a diverse collection of flowers, shrubs, and trees creating a colourful landscape for people to enjoy year-round. Throughout the space there are large planters with lighting along the bottom and seating along the edges. The Grove has the opportunity to improve the quality of life of people, as well as improve climate resilience in the neighbourhood.

02 THE RINK

The Rink is a located in the greenspace directly adjacent to Nelson Mandela High School. The Rink is surrounded by paved pathways, seating spaces, planters, and vegetation. In the summer, the Rink will feature an interactive water installation. During winter months, The Rink's water feature will be converted into an ice rink.

03 THE DEER

The Deer is a located in the greenspace directly adjacent to Nelson Mandela High School and south of The Rink. The Deer is a playground design by MONSTRUM playgrounds. Their unique approach embraces visual design while inspiring children and adults to gather, interact with new spaces, and discover their motor skills.

Precedents

SADDLETOWNE CIRCLE MAINSTREET

Robson Street, Vancouver, British Columbia, Canada
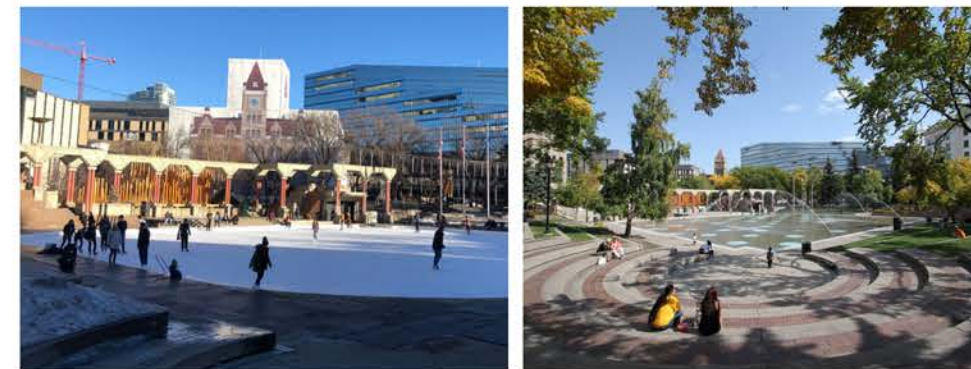
SADDLETOWNE CIRCLE PARKLETS

Rightside Parklet Design Solutions

THE GROVE

Forum City, Russia

THE RINK

Olympic Plaza, Calgary, Alberta, Canada

THE DEER

Peisestuen Park, Odderøya, Norway

Redesign Considerations

INCLUSIVITY + EQUITY

Redesign the space will require a number of interventions to make the space safe all times of day, for all people, regardless of ability, gender, age, or race. Saddleridge + Taradale are home to a large immigrant population. It is fundamental to consider the collective community identity when redesigning spaces.

SCALE

Vertical, horizontal, and human scale should be balanced to create comfortable and relatable spaces. Saddleridge + Taradale are suburban communities, this context cannot be ignored during when selecting location to increase density.

PATTERN + DELIGHT

Streets and places should have positive feelings while still being legible and structured. Delight can be found through whimsical structures, signage, or tactical urbanism.
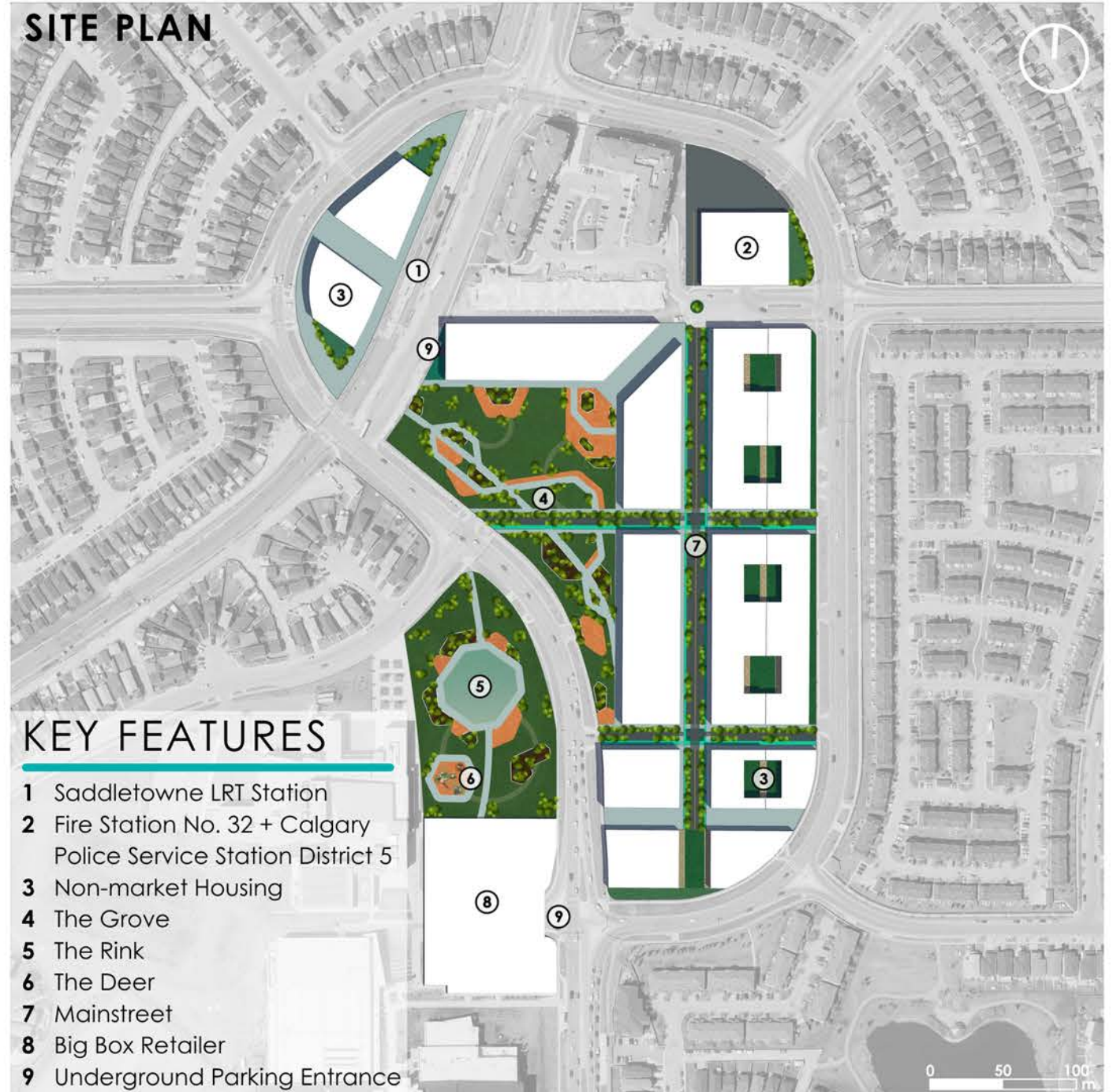
ENVIRONMENTAL CONSIDERATIONS

Urban design should take advantage of the natural environment and respond to challenges it may present. For Saddletowne Circle, it is fundamental to allow natural light to reach as many spaces as possible. Furthermore, high quality materials and build is necessary to prevent extreme damage from severe weather.

SENSE OF PLACE + IMAGEABILITY

Landscaping, wayfinding, cultural and regional patterns, as well as interior elements should be considered to create a cohesive relationship between spaces.

TRANSPORTATION

Respect an individual's preferred transportation method while considering the safety of their route. Saddletowne Circle is located directly adjacent to an LRT Station, making Saddletowne Circle an ideal location for transit-oriented development. Furthermore, safe active transportation routes must be created prior to people utilizing them.

SITE PLAN

KEY FEATURES

1 Saddletowne LRT Station
2 Fire Station No. 32 + Calgary Police Service Station District 5
3 Non-market Housing
4 The Grove
5 The Rink
6 The Deer
7 Mainstreet
8 Big Box Retailer
9 Underground Parking Entrance

Conclusion

Summary

CONNECT THE COMMUNITY

- Community Identity Strategies provide Spatial & Cultural Connections
- Land Use Diversification provides Opportunities for a diverse Population

CELEBRATE UNIQUE CHARACTER

- Programming to Celebrate Diversity
- Saddletowne Circle & Celebration Square redevelopment provide gathering spaces

ENCOURAGE HEALTHY LIVING

- Complete Streets encourage multi-modal transportation
- Revitalization of Open Spaces provides connection with nature
- Stormwater Revitalization Encourages Active Living and Mindfullness
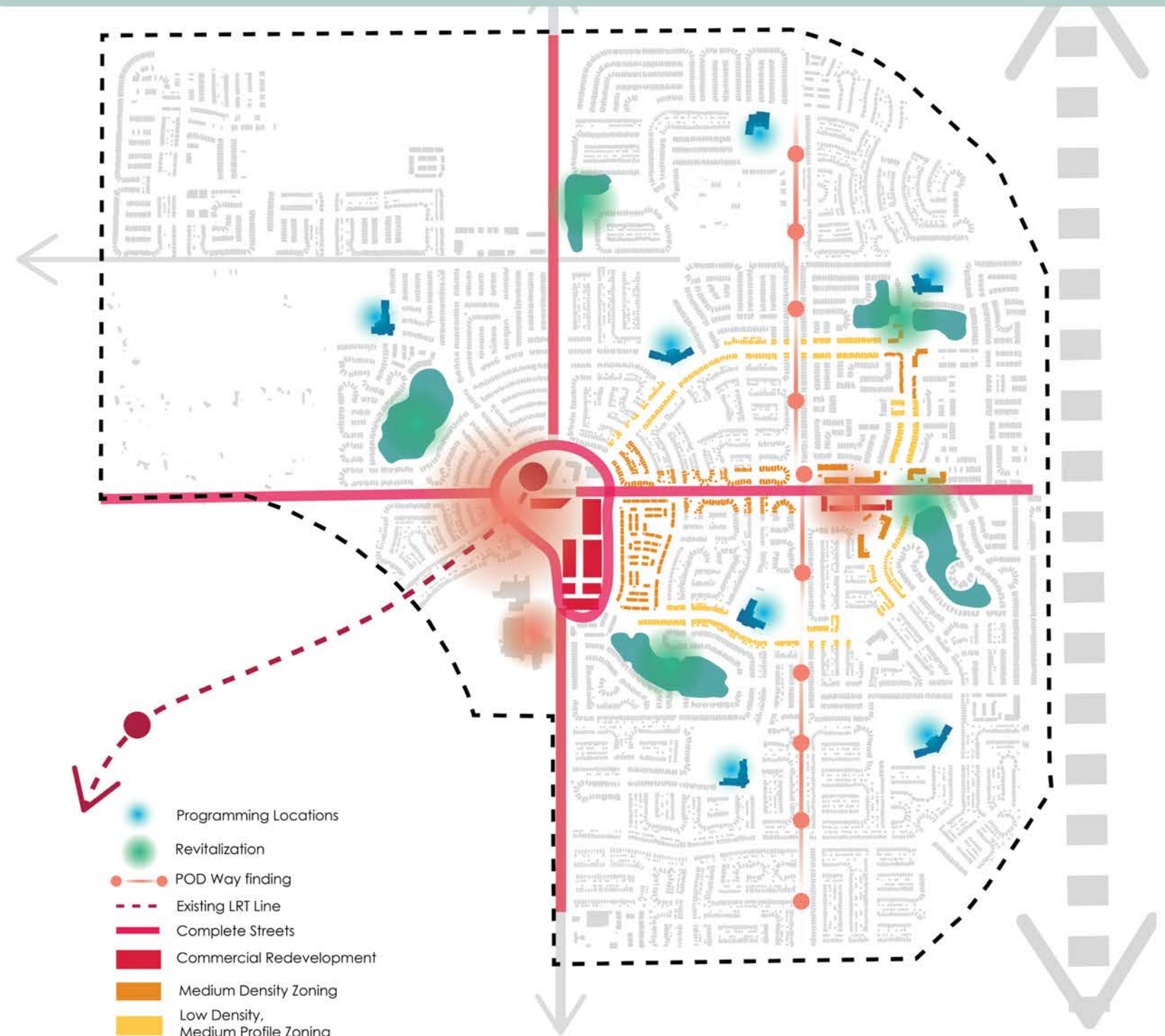
PROMOTE SAFETY

- Commercial redevelopment promotes safe spaces by having more "eyes on the street"
- Traffic Calming promotes safety for all

FOSTER RESILIENCE
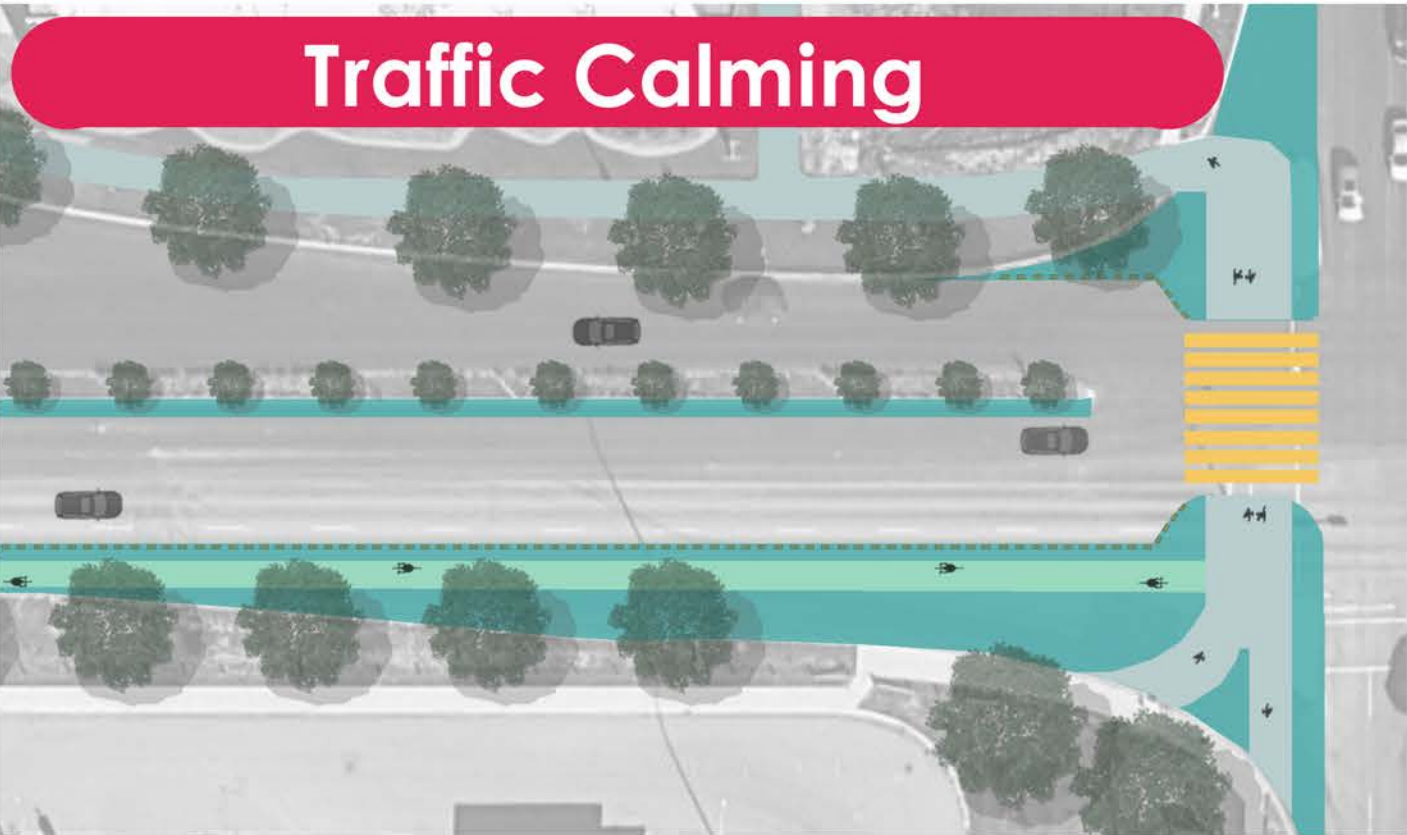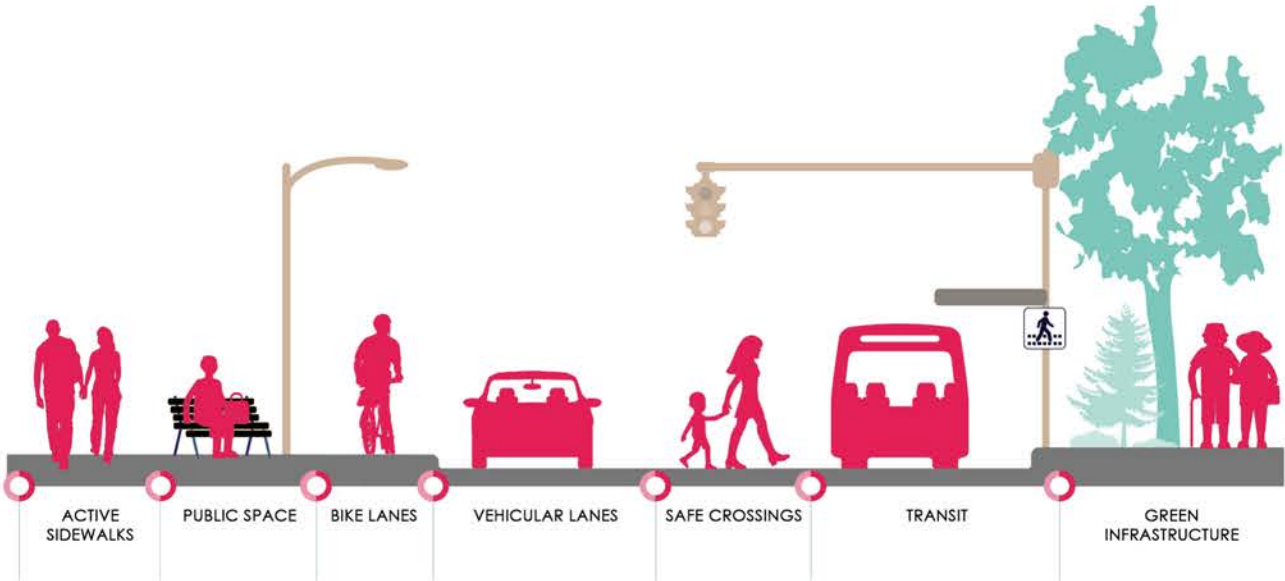
- Green Infrastructure provides Climate Resilience

- Programming Locations
- Revitalization
- POD Way finding
- Existing LRT Line
- Complete Streets
- Commercial Redevelopment
- Medium Density Zoning
- Low Density, Medium Profile Zoning

Wayfinding

Programming

Traffic Calming

Complete Streets

ACTIVE SIDEWALKS · PUBLIC SPACE · BIKE LANES · VEHICULAR LANES · SAFE CROSSINGS · TRANSIT · GREEN INFRASTRUCTURE
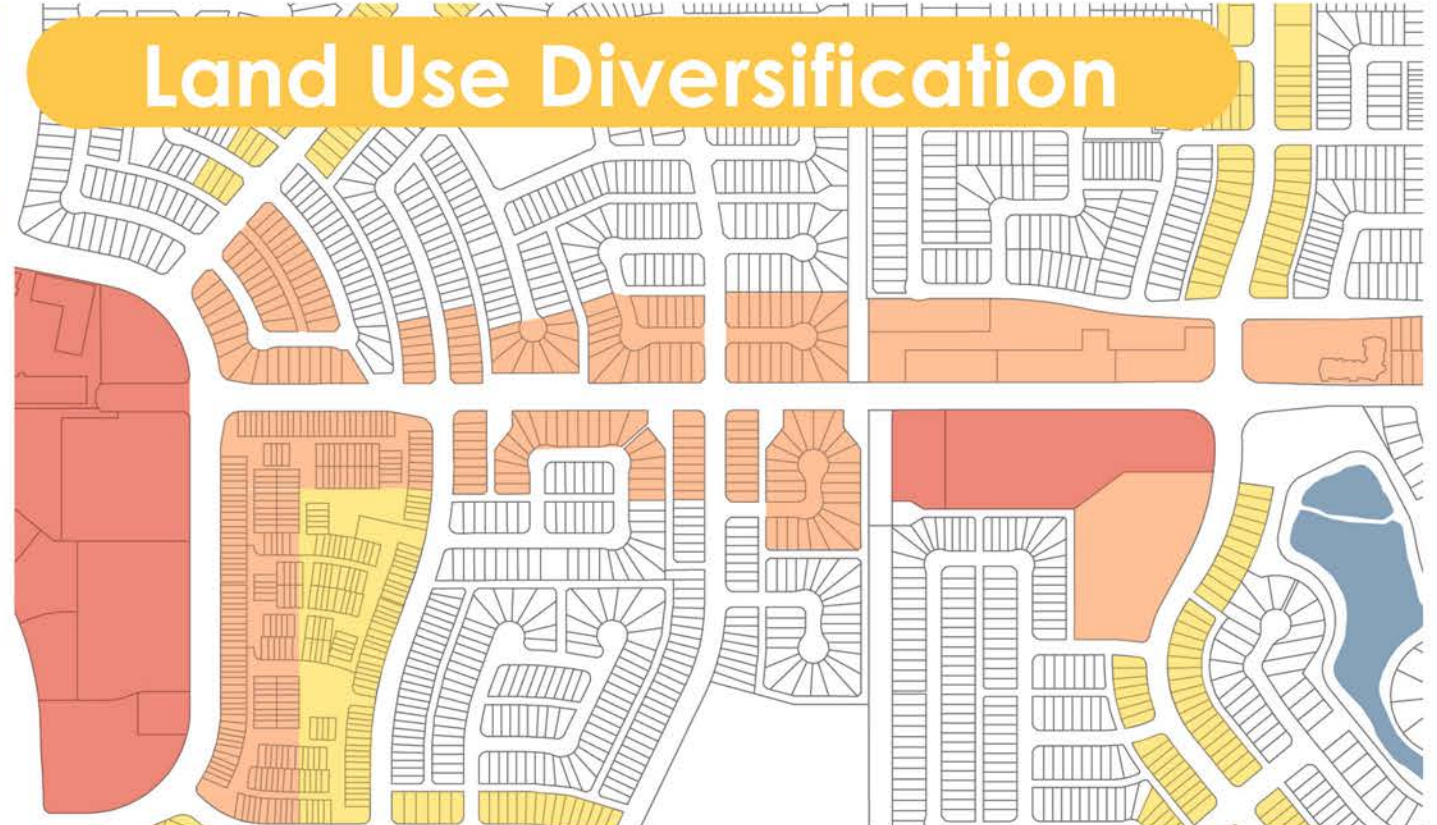
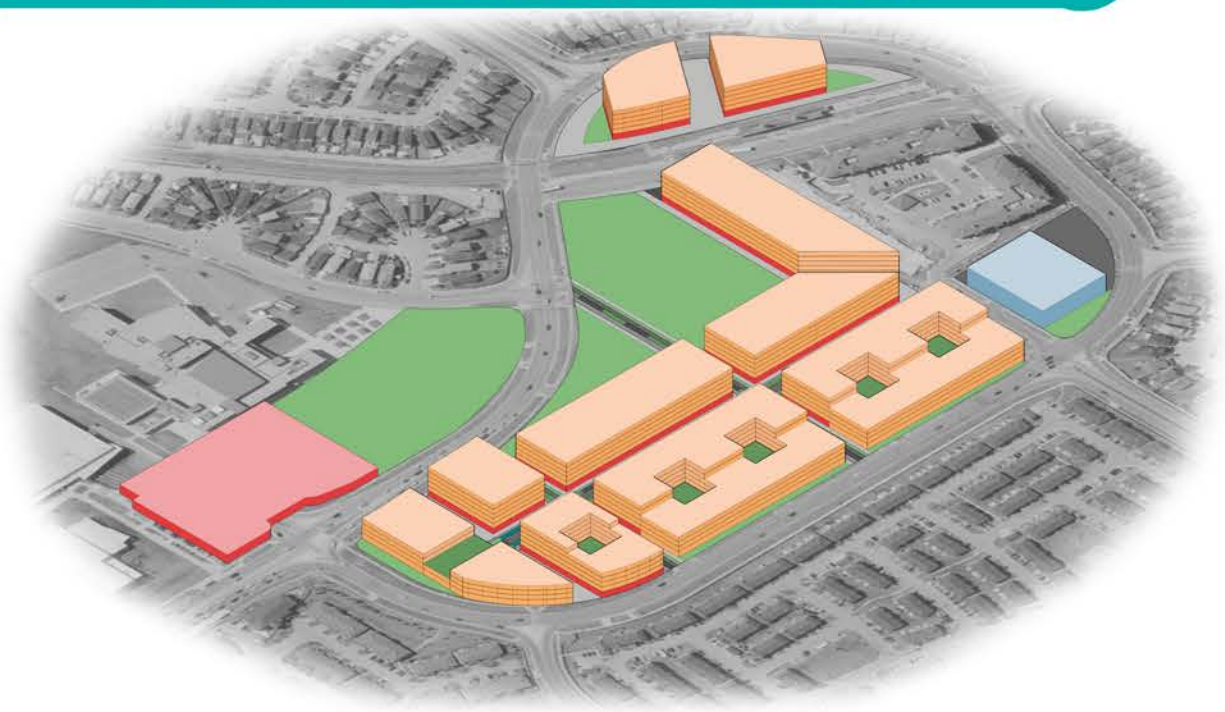## Stormwater Revitalization

Land Use Diversification

Celebration Square

Saddletowne Circle

Thank You

Urban Pulse would like to thank the Saddle Ridge community association, Taradale community association, Steering Committee members, and our professor, Francisco. Thank you for your commitment to our experience and learning, your continued attention and enthusiasm during presentations, and your unparalleled dedication to bettering your communities. This marks a major milestone in our personal and professional lives, and we will forever be appreciative of your involvement in it.

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