

parkdale

analysis & recommendations

a project by bcg planning group

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This Community Plan implements objectives within the Municipal Development Plan (MDP) and broader City of Calgary sustainability and planning objectives. It has been informed by transportation and land use constraints and opportunities in the area. The Community Plan has evolved through an engagement process with members of the Parkdale Community Association, community members and a steering committee consisting of members of the Parkdale Community Association, City of Calgary Administration and staff from Stantec.

Through this process, detailed guidelines and policies have been developed, which the Parkdale Community can use to create and advance their own community vision for the area.

Parkdale is a community experiencing evolution. It has an identity spanning over a century and has held onto historical elements from every era of its growth and transition. The future is one where Parkdale can become a leader as an environmentally innovative community with robust connections to its past. With the creation of a beautiful public realm and vibrant commercial area at Parkdale Crescent, extensive stormwater management enhancements, strong housing guidelines, a new dynamic neighbourhood in the provincial lands area and enrichment of its open spaces, Parkdale will be a model community in Calgary.

1. INTRODUCTION

1.2 location

The Parkdale Community Plan has been based on analysis of the history of Parkdale and the current way that it functions in terms of land use, connectivity, its location in Calgary and the natural and built environment. Input and feedback received from the public, the Parkdale Community Association and from the Project Steering Committee during the Parkdale Community Visioning process was integral in the creation and strengthening of this plan. From those inputs, design and land use interventions proposed by BCG Planning Group are provided in this Community Plan to address ongoing development pressures in the community of Parkdale.

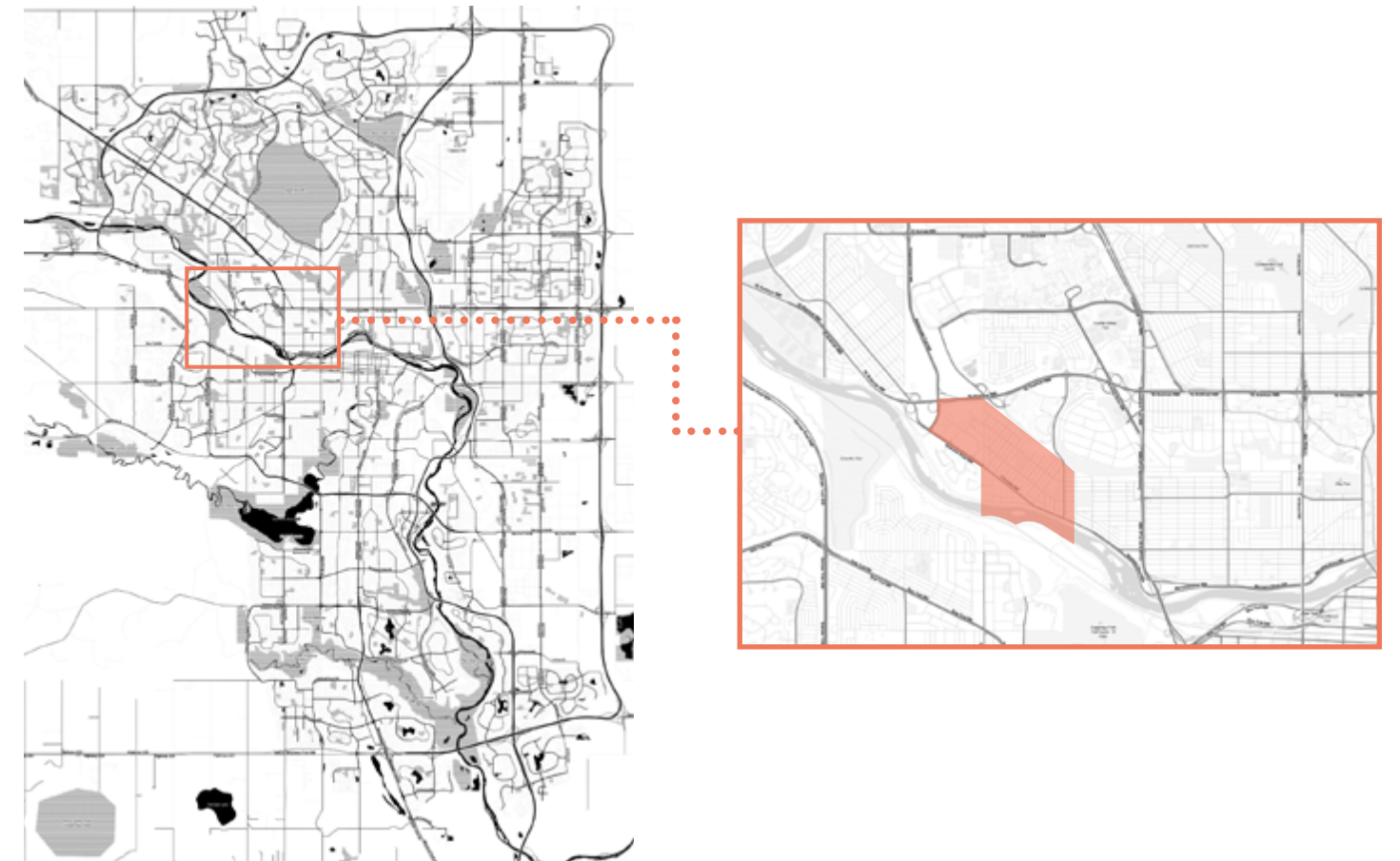
This project is also the culmination of the University of Calgary Master of Planning students' Advanced Professional Planning Project. Students were instructed to think outside the box in terms of what kinds of interventions to suggest and to also consider guiding City of Calgary long term planning policies such as the Calgary Municipal Development Plan (MDP) for developed communities in making these recommendations.

1.1 project overview

In response to the Parkdale Community Association's (PCA) community visioning application to the Federation of Calgary Communities, BCG Planning Group (referred to as BCG throughout this document) has aimed to fulfill Parkdale's need for a comprehensive Community Plan that will guide future development in the area. Because of its unique and desirable location in close proximity to the Bow River, the downtown core, the University of Calgary and the Foothills Hospital, Parkdale is currently facing intense pressure to redevelop. Furthermore, Parkdale is in need of a Community Plan in light of the fact that it does not have an Area Redevelopment Plan (ARP).

This final Community Plan is not a statutory document but rather a guideline to help provide direction to the community of Parkdale as development projects come up.

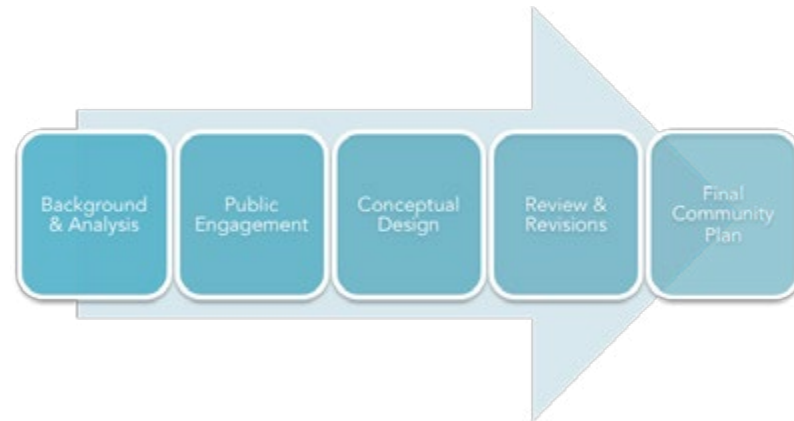
The Community of Parkdale is located in Calgary's North West quadrant and is in close proximity to the downtown core. Parkdale is bounded to the North by the Trans-Canada Highway, the Foothills Medical Centre and the Community of St. Andrews Heights. To the East of Parkdale is the Community of West Hillhurst. South of Parkdale is the Bow River and to the South West is the Community of Point McKay.



2. SITE ANALYSIS

2.1 approach/methodology

The methodology we used had a series of steps. First we reviewed the information given to us from the Parkdale Community Association from their Visioning Application. We also reviewed historical and planning related documents from their Planning & Development Committee on and other parts of their website.



The second step after doing the background research was to determine what the opportunities and challenges of the Parkdale Community were. These were determined by undertaking site visits as well as through an open house and workshop with members of the Parkdale Community Association and the public.

The following graphic shows the series of public engagement opportunities we had to interact with members of the community to gain information, insight and feedback regarding this project. We believe the process and our designs were strengthened through obtaining the community members' thoughts and opinions right from the start and having the opportunity to check in with them regarding our draft concepts.



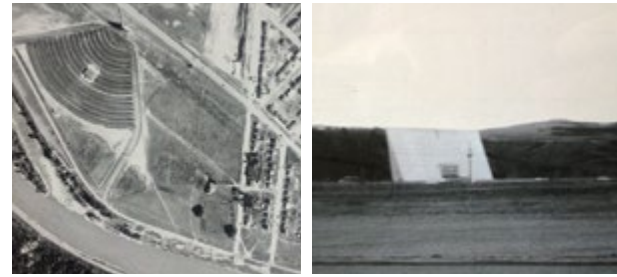
2.2 history

The community of Parkdale was originally planned during the 1910s. This is when construction of the first homes of the community were built. An economic slowdown led to the development being put on hold until the housing boom after the Second World War. The community was built out to a similar level as it is currently. Developments in proximity to it (Foothills Hospital, University of Calgary, and 16th Ave) helped it become a desirable neighbourhood. Recently, infill housing has been the biggest cause of change.

- 1883** August 10, 1883 - the first train arrives in Calgary.
- 1886** The first TransCanada Canadian Pacific Railway train passes through Calgary. This brought a new life for immigrants.
- 1910s** Parkdale plan was created and land began to sell.
- 1921** Parkdale key plan was published. Heritage houses were being built.
- 1924** The first store opened, providing daily necessities.
- 1929** The first flood recorded by the newspaper.
- 1948** No big changes for the past 20 years.
- 1951** Massive Development started to occur.
- 1951** Capital went into the housing market and a new purchasing model was created for home buyers.



1954 Cinema Park opened and had a capacity of 1,036 cars



Parkdale residential development was almost finished. Westmount Charter Elementary School was built

1956



1959 16th Avenue construction began



1961 Preparation for the Foothills Hospital began



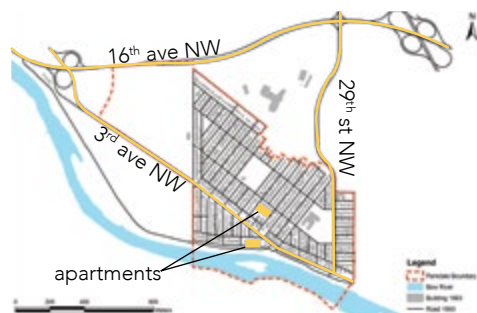
Foothills Hospital was constructed

1962-63



16th Avenue, and the main frame of Parkdale was completed. Apartments started to appear in the community

1963



1963 Development of the University of Calgary began



1968 McKay Homestead located in Point McKay



Development in and around Parkdale was according to plan and it was starting to look similar to how it does today

1975



Developments in Point McKay and 37th St were completed. Provincial Lands and Foothills Hospital were still under construction.

1984



1971 The Provincial Lands began to be developed and the Foothills Hospital continued to grow



1978-79 Development began in Point McKay and townhouses along 37th Street. The cinema was removed.



1982 Construction began on the Parkdale Community Centre

parkdale community centre



1993 Continued Growth in the hospital and provincial lands. Fourplexes started to appear

new buildings



2003 Senior housing was developed

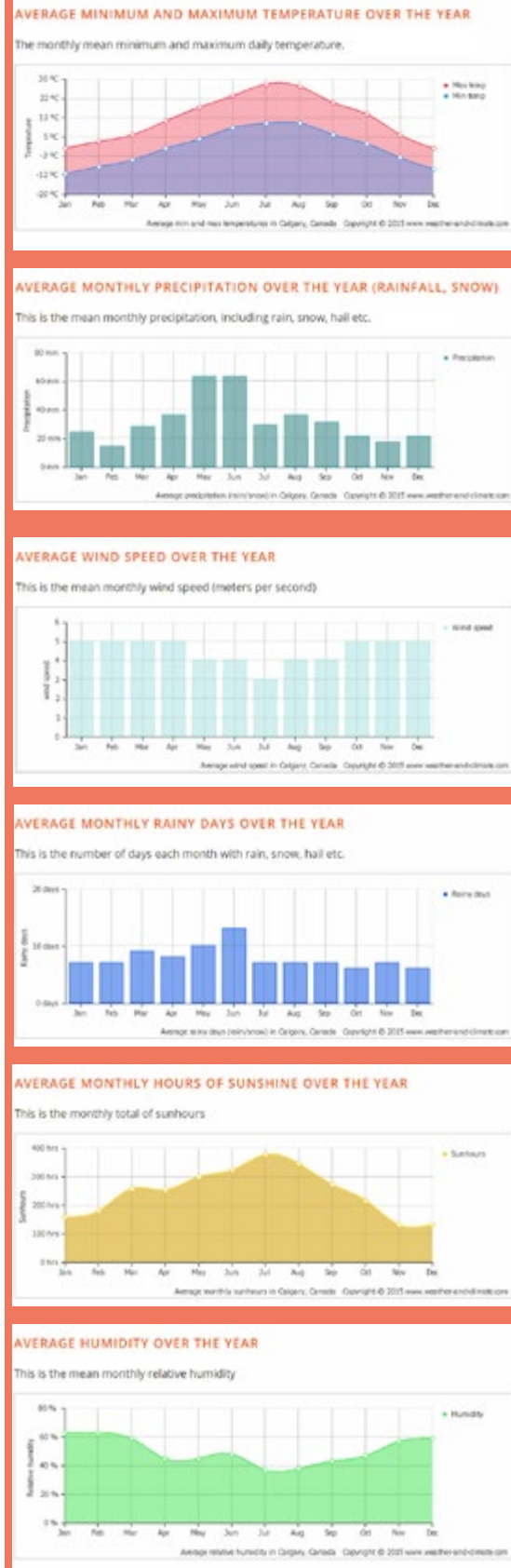
senior housing



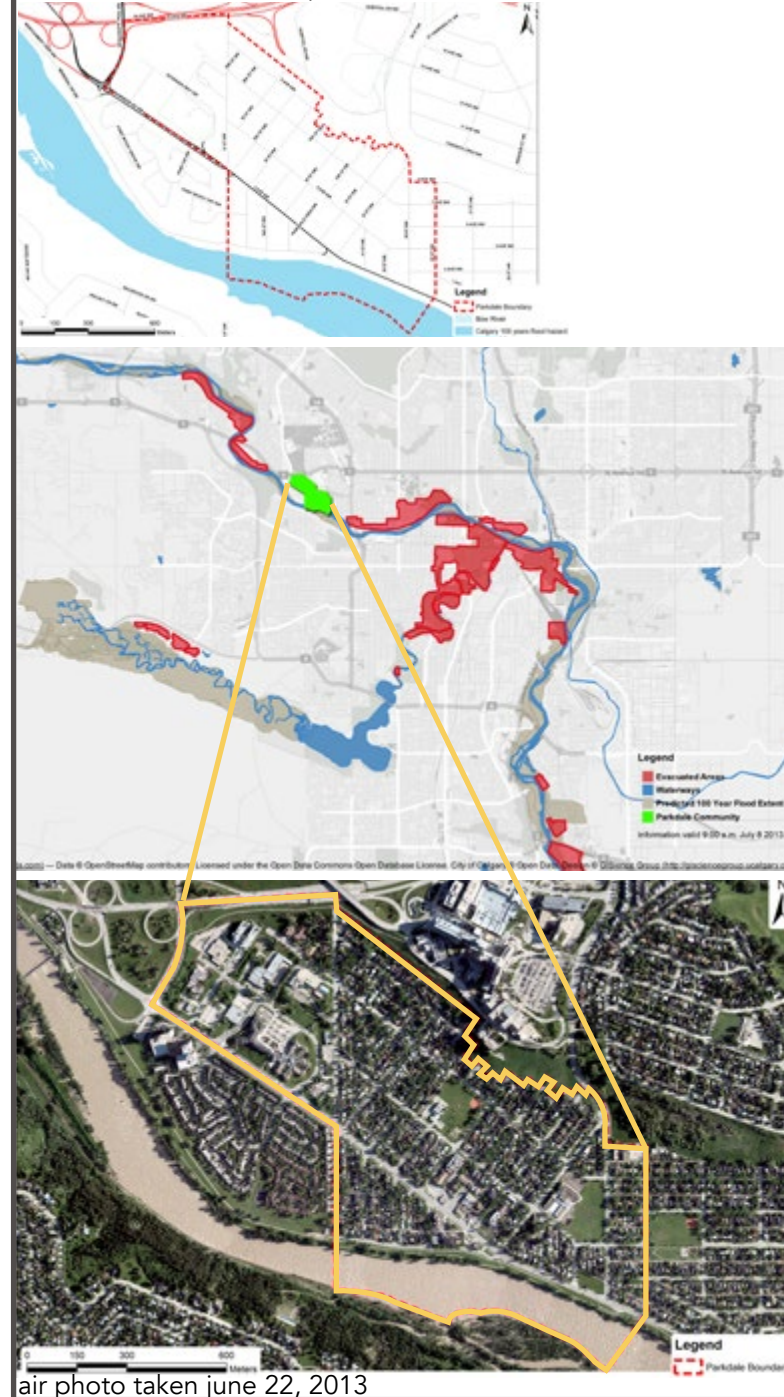
2013 More fourplexes and condos built. Foothills Hospital continues to expand

2.3 environmental

climate



flood risk bow river 100 year floodplain



Concerns expressed about the natural environment within Parkdale included maintaining older trees as part of community identity. There are also two large riparian zones in the area meaning there is a need for more permeable surfaces to ensure good stormwater management. The June 2013 floods show that there

riparian zone quality

riparian zone in parkdale



natural area around parkdale



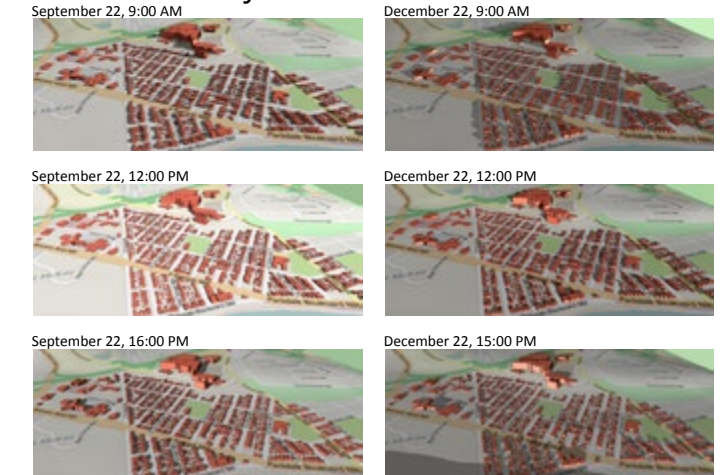
habitat around parkdale



stormwater management



shadow study



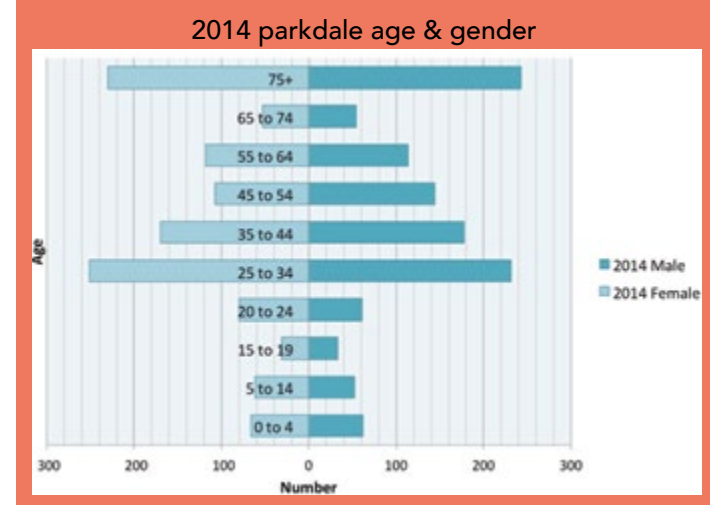
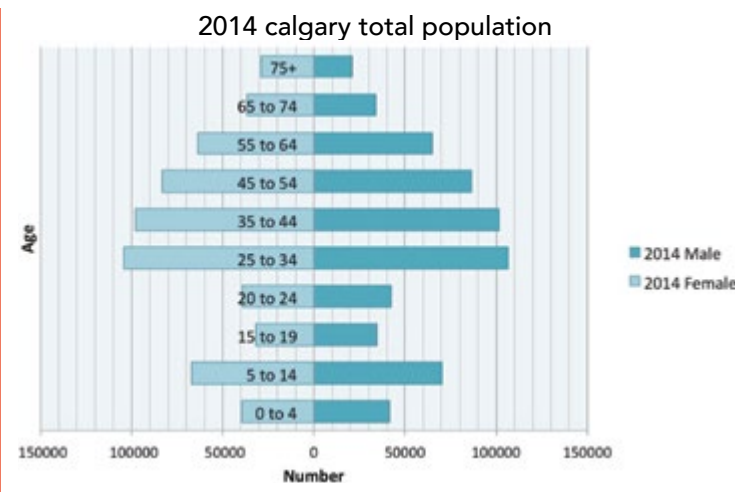
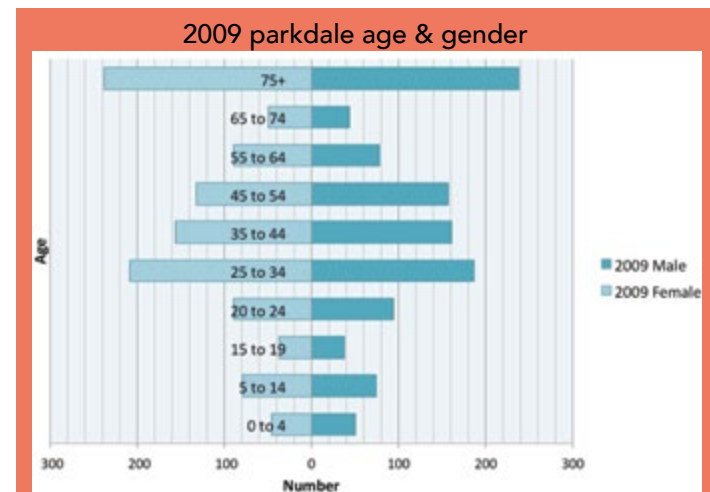
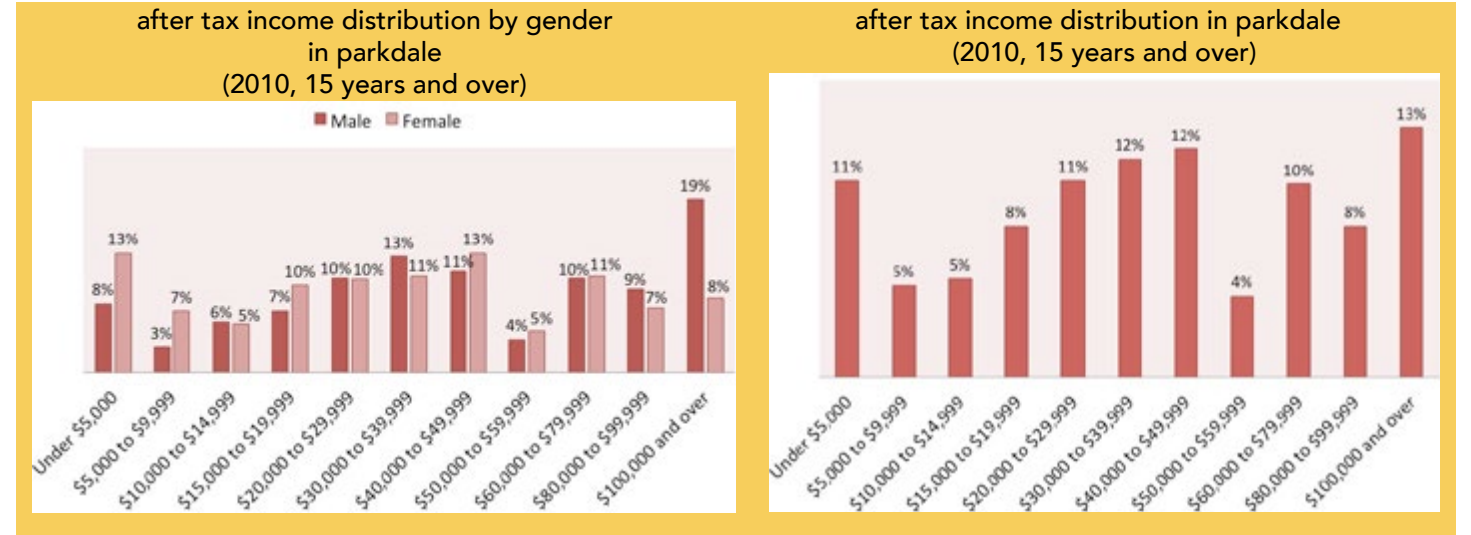
is no overland flood threat to Parkdale due to the way that the Bow River flows. There is a need to preserve green space near the Bow River, however, to protect habitat and natural areas. The Bow River is a fantastic connector to downtown and to the entire Bow River Pathway system. It is a huge attraction for recreation, relaxation and access to nature. However, 3rd Ave acts as a barrier to connect to the Bow River, separating a large portion of the community from it.

One opportunity in Parkdale is the potential of building better connections to the surrounding green network. Another opportunity is in improving Stormwater management by making the Bow River the main catchment and providing green infrastructure that helps filter water as it heads to the Bow. As well, the Provincial lands can be developed in a way that encourages people to live, work and play there since this area has a large amount of open space and sunshine exposure.

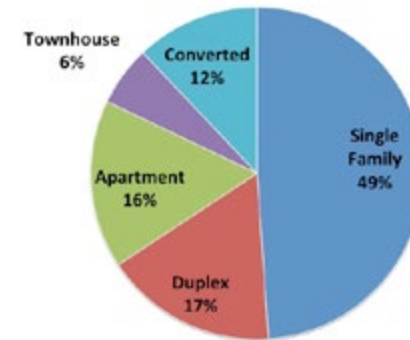
2.4 demographics

One of the main challenges we encountered was in regards to affordability within Parkdale. Because of the close proximity to the core and to major employment centres, Parkdale is a highly desired location. This has meant that housing prices have gone up as homes are being bought to be turned over for a profit.

Another challenge is the fact that a high proportion of the residents are seniors. That, combined with the issues to connectivity, makes Parkdale a difficult location for walkability for seniors.



number of dwellings by structure type, 2014



2.51

people per household

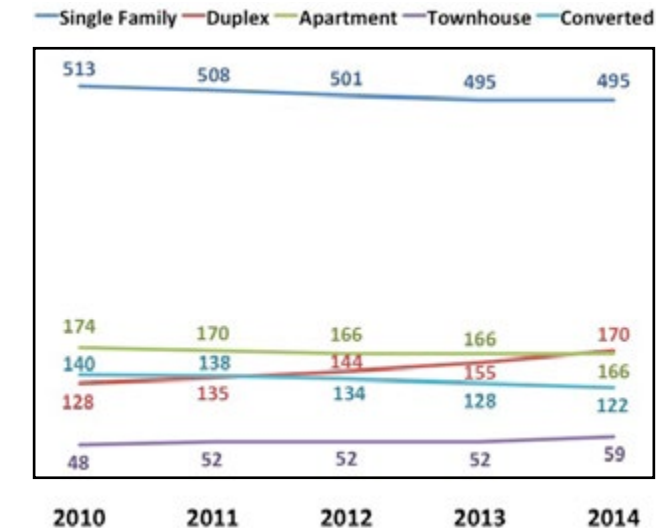
17%

living alone in Parkdale

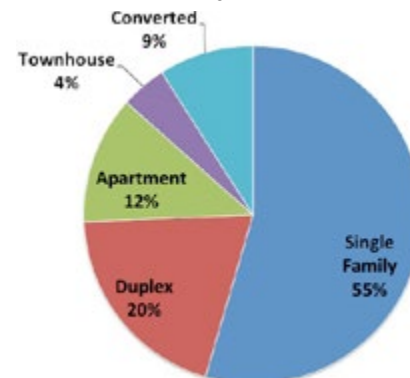
10%

living alone in Calgary

change in dwelling structure type 2010-2014



population by dwelling structure type, 2014



2,341

2014 population

4%

parkdale population change 2009-2014

12%

calgary population change 2009-2014

2.5 housing

housing costs

57%

own



\$770,488
older single family detached



\$1,636,960
new single family detached



\$894,061
new duplex



\$429,922
apartment

renting costs

43%

rent



\$2,668
per unit



\$849
per room

cost of new housing types



\$989,000
1900 sq. ft. duplex



\$554,000
1400 sq. ft. rowhouse

22%

Owner households spending $\geq 30\%$ on shelter costs

32%

Tenant households spending $\geq 30\%$ on shelter costs

One concern within Parkdale is that there are not very many heritage homes left. These heritage homes which were built in the 1910s and older street trees should be preserved to maintain the community identity.

Another concern for residents is that 40 to 70 year old bungalows are being torn down and replaced with larger scale single-family homes. This is also a concern in terms of long term planning for the city as a whole as the city would like to see increasing density in neighbourhoods close to the core. These large-scale single-family homes are not maintaining the community character and are also driving up the cost of home prices in the area.

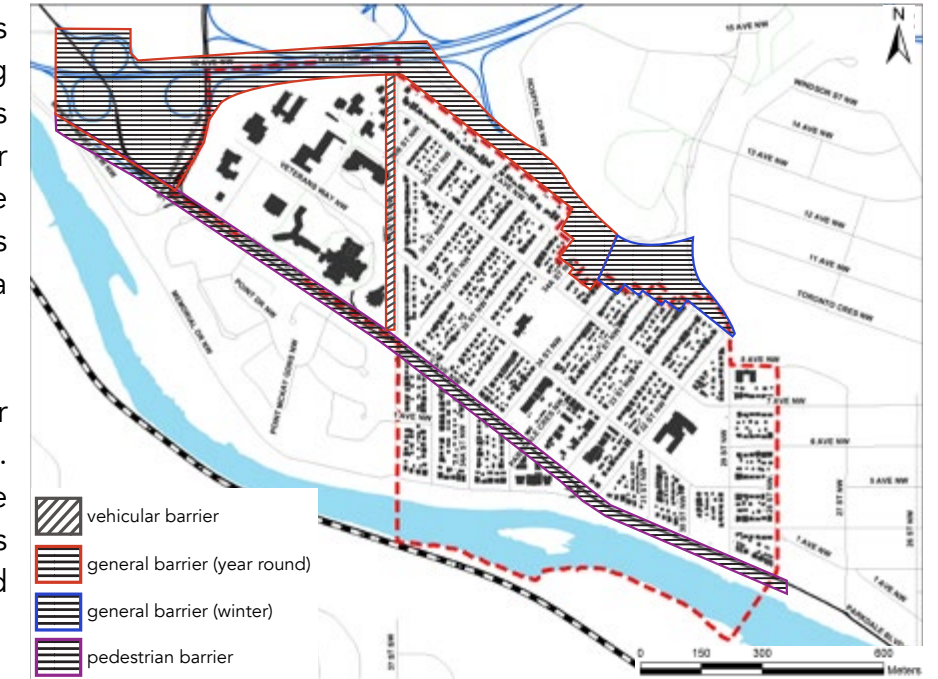
The final concern is to do with affordability. Parkdale has become an expensive community to purchase a house in. There is also limited housing available in the middle income spread of \$500k-\$750K. Renting is not any better. These issues can limit the diversity of people that live in the neighbourhood.

2.6 land use

The Neighbourhood Activity Centre (NAC) is well known and the emphasis on local businesses is positive. Parking at the NAC is a challenge and does not add to a good public realm or positive pedestrian environment. The challenge with making improvements to the NAC is how to update the area while ensuring it keeps its identity.

Within Parkdale, there is a clear separation of uses, such as residential. Our job will be to re-evaluate the boundaries of those separated uses and determine where mixed-use and higher density uses would be ideal.

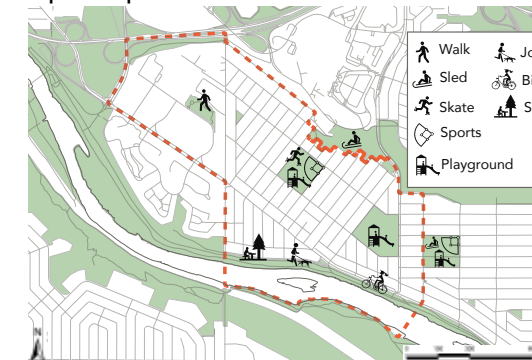
barriers



land uses

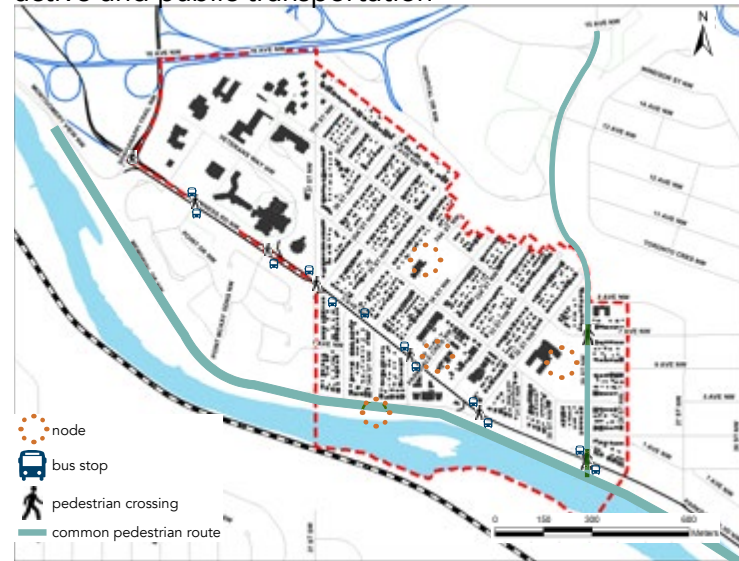


open spaces



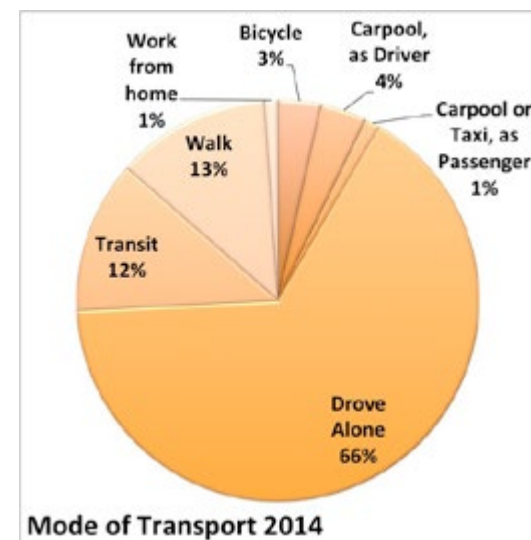
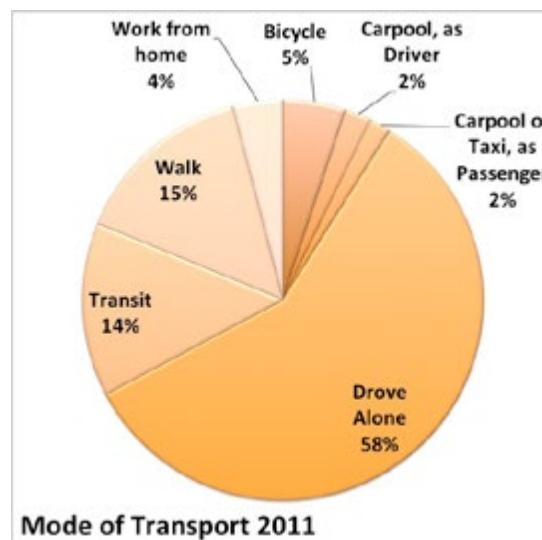
2.7 transportation

active and public transportation



buses running through parkdale:

1 20 40 305 BRT 419



There are decent transit connections in Parkdale currently. The improvements that could be made in this regard would be to improve the frequency of buses and to better alternate the timing of Route 305 and Route 1. A further improvement would be to make a priority right of way for buses during peak hours along 3rd Avenue.

In terms of active transportation, the Bow River pathway is an excellent route for cycling, walking and jogging. There is a good pathway network though the topography is a challenge for north-south walking and biking up the escarpment. One improvement would be to increase the ability of pedestrians and cyclists to cross 3rd Avenue.

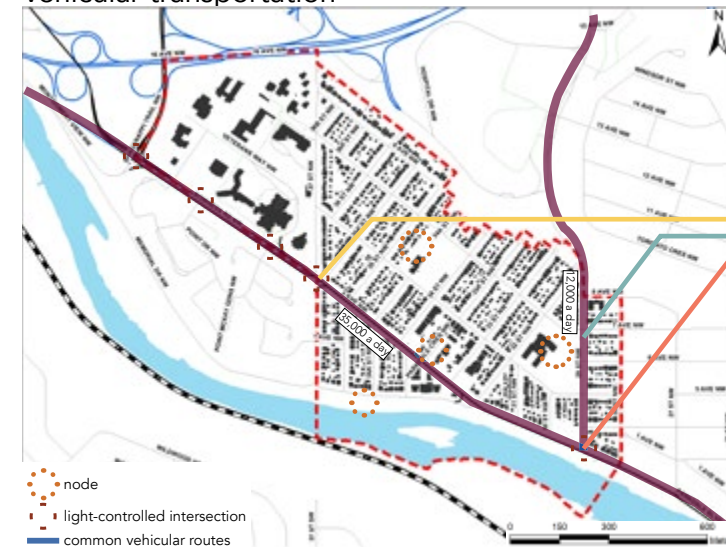
The issues along 3rd Avenue | Parkdale Boulevard include a lack of pedestrian crossings between 37th Street to 29th Street. As well, making left hand turns for vehicles is difficult along this stretch and the dominance of vehicular traffic further decreases the ability for pedestrians to cross 3rd Ave.

3rd Ave is generally an unpleasant place to walk. It could be improved with and increased buffer between pedestrians and traffic. The public realm would be enhanced with wider sidewalks, street trees, bio-swales and increased seating.

400 metre walkshed



vehicular transportation



vehicles turning left



	3rd ave & 29th st		29th st & 7th ave		3rd ave & 37th st	
	morning	afternoon	morning	afternoon	morning	afternoon
eastbound	40	23	29	51	143	49
westbound	0	0	22	42	8	3

*3rd ave refers to bowness road, 3rd ave, and parkdale blvd

2.8 key issues

The Community of Parkdale has expressed concern regarding a number of issues in their neighbourhood. Their concerns include a need for a unique identity in Parkdale and making streets safer within and connecting to the community. Parkdale would also like to understand the potential impacts of having higher density in the area and what redevelopment of the Provincial lands could look like. Finally, Parkdale would like to look at options for enhancing their open spaces and parks. BCG has identified an overarching issue at the core of what Parkdale is experiencing and that is how to make this area into a complete community.

Through reviewing background information, and by connecting with community members at the public engagement events and workshops, five main issues were identified as areas that need to be addressed within the Parkdale community as further development pressures persist. These five key issues or areas needing attention that will be addressed in more detail throughout this document are:

1. 3rd Ave | Parkdale Boulevard
2. The Commercial Hub | Neighbourhood Activity Centre (NAC)
3. Open Spaces
4. Housing Type | Density Guidelines
5. The Provincial Lands



housing

- There is a need for a wider housing typologies within the neighbourhood
- The addition of rowhousing could strengthen the ability for families to move into more affordable housing of 500k-600k (a currently lacking bracket)
- Its location makes it desirable. The advantage of proximity to downtown but without the urban skyscrapers
- Maximum buildout under current zoning could see 1,700 new residents in the neighbourhood

commercial hub

- Parking is a challenge and does not add to a good public realm or positive pedestrian environment
- Would be beneficial to learn what amenities are still desired by residents and add them to the area
- Challenge of how to update the area while ensuring it keeps its identity
- Good sun exposure on NAC – can develop it to be more active year-round

active transportation and transit

- Transit allows residents to travel in all four directions from the neighbourhood, but there is still work needed, as shown by their 45 transit score
- No real advantage of route 305 over the 1 when then 1 gets ahead of the 305 since there are no bus pullouts or bus right of ways
 - Not frequent enough
 - Do not alternate their timing enough
- Bow River pathway excellent route for cycling, though bike to work rates have decreased
- Good pathway network though topography is a challenge for north – south walking/biking
- Fair amount of through traffic on 29th Ave, but the addition of a bike lane has helped make it more accessible

parkdale blvd/3rd ave/bowness rd

- There can be issues of safety with vehicles turning left at all the intersections, especially near the NAC
- There is a large gap of crosswalks to the west of the NAC. This includes connection to the new Parkdale Plaza
- The sidewalk along 3rd ave is an unpleasant place to walk. Snow plowing and traffic splash often displaces snow/slush onto the sidewalk
- Increasing the buffer between pedestrians and traffic could help resolve this issue
- Public realm has a lot of loud traffic and is lacking trees

bow river

- Fantastic connector to downtown and the Bow River Pathway system
- Huge attraction as open space, recreation, and access to nature
- 3rd Ave acts as a barrier to connect to the Bow River, separating a large portion of the community from it

character

- Not very many heritage homes left – they should be preserved
- Heritage homes and older street trees add to community identity
- NAC is well known and the emphasis on local businesses is positive and should be built around to encourage it's prosperity

environment

- Maintaining older trees can help create part of the community identity
- Parkdale does not need to worry about flood threat
- Two large riparian zones means there may be a need for more permeable surfaces to ensure high quality stormwater management
- There should be an effort to preserve green space near Bow River to protect habitat and natural areas
- Building better connections to surrounding green network could help it be more connected with the rest of the city
- Change stormwater management to make the Bow River the main catchment
- Provincial land should be developed in a way that encourages people to be there as there is a large amount of open space and sunshine exposure

3. THIRD AVENUE

existing conditions

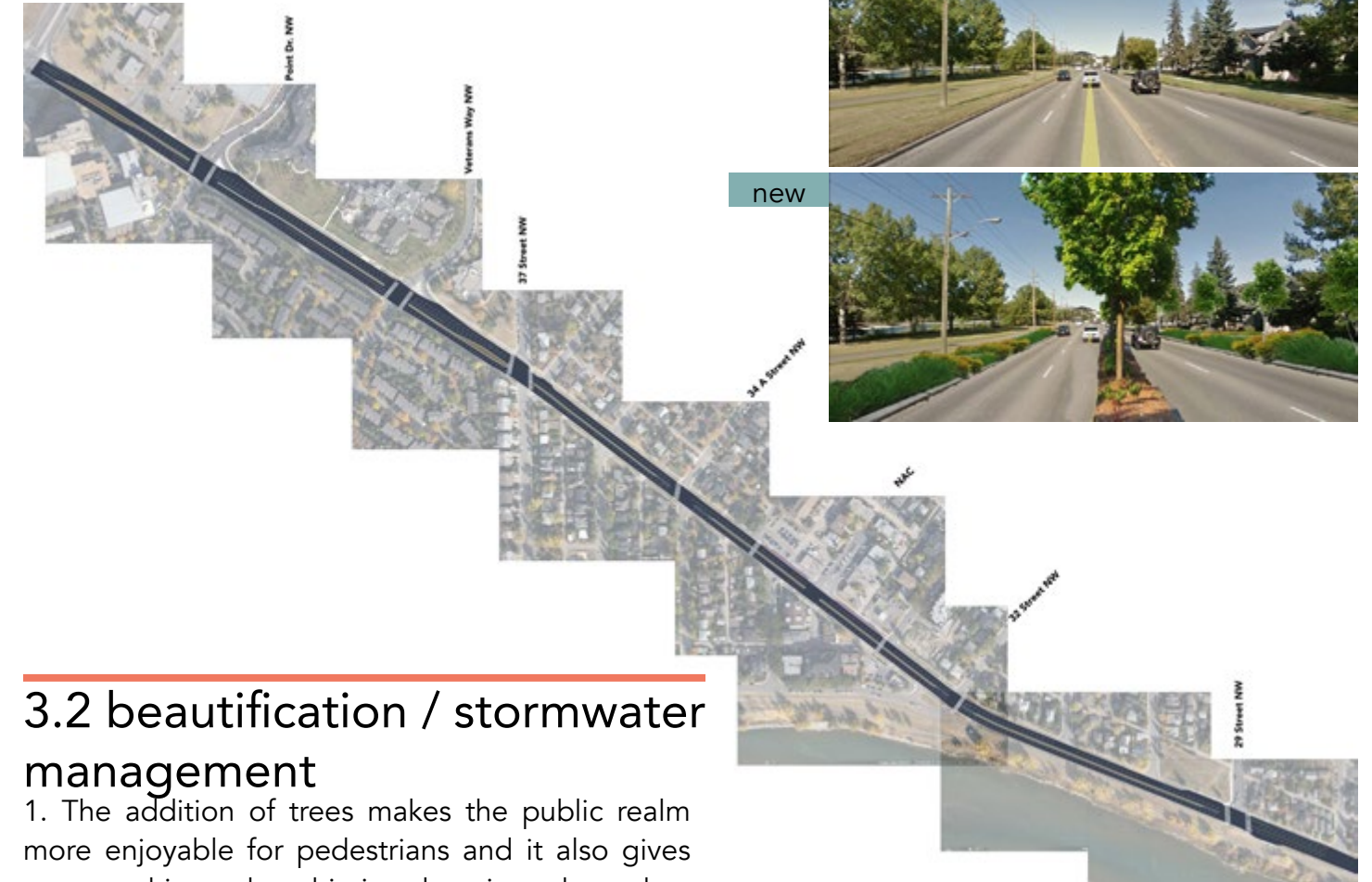


3.1 right of way

Parkdale Boulevard/3rd Avenue/Bowness Road is a main connector road in Calgary. It is used most frequently as a through route, which lends itself to being a road that drivers tend to speed on. The current design of the road does not help the situation as it feels like a highway with wide lanes and an inactive street edge. It has been described as a barrier for pedestrians to cross. Design interventions can make the entire roadway safer and more comfortable for pedestrians while maintaining the current amount of traffic lanes.

1. Driving lanes will all be narrowed to 3.3 m. An additional parking lane of 2.5 m will be constructed on 3rd Avenue in front of the NAC | Parkdale Crescent.
2. All current crosswalk locations will be preserved and enhanced with coloured or textured sidewalk treatments.
3. Additional sidewalks will be added at 33 Street and 34 Street NW to provide better connectivity across 3rd Avenue and access to and from Parkdale Crescent.
4. Concern for traffic congestion along 3rd Avenue between 37th Street and 29th Street is the stimulus for creating treed-medians with left hand turn lanes at the following intersections: Point Drive, Veterans Way, 37th Street, 34 A Street, Parkdale Crescent (NAC), 32 Street, and 29th Street. All other Street entrances will be inaccessible for left turns due to the treed medians being built across those intersections. This will allow more consistency and predictability to the road network and will help alleviate congestion backup caused by drivers wanting to turn left from 3rd Avenue.

cross sections



current



new



3.2 beautification / stormwater management

1. The addition of trees makes the public realm more enjoyable for pedestrians and it also gives cues to drivers that this is a location where they should slow down. The North side and median along 3rd Avenue will have trees planted along the entire route. The South side has overhead power lines, making it impossible to plant tall trees here. Instead bushes will be planted along the South side of 3rd Avenue.
2. Bioswales will be constructed along the entire route of Parkdale Boulevard/3rd Avenue/Bowness Road from 28th Street to Shaganappi Trail. Bioswales are landscape elements that consist of vegetation, compost and filtrating soils. They are designed to help remove pollution from surface runoff water. The addition of the bioswales along 3rd Avenue will be a major benefit to Parkdale's identity as an environmentally innovative community and will also be a positive addition that reduces pressure on the stormwater management system. Chinook and Zone 3 hardy vegetation should be planted in the bioswales.



bioswale example. from <http://www.greenergood.com/index.php/component/k2/item/599-what-is-a-bioswale>

3.3 identity

1. Resident designed Parkdale flags should be installed along lamp poles on Parkdale Boulevard / 3rd Avenue / Bowness Road from 28th Street to Shaganappi Trail to enhance the sense of community and identity within Parkdale.

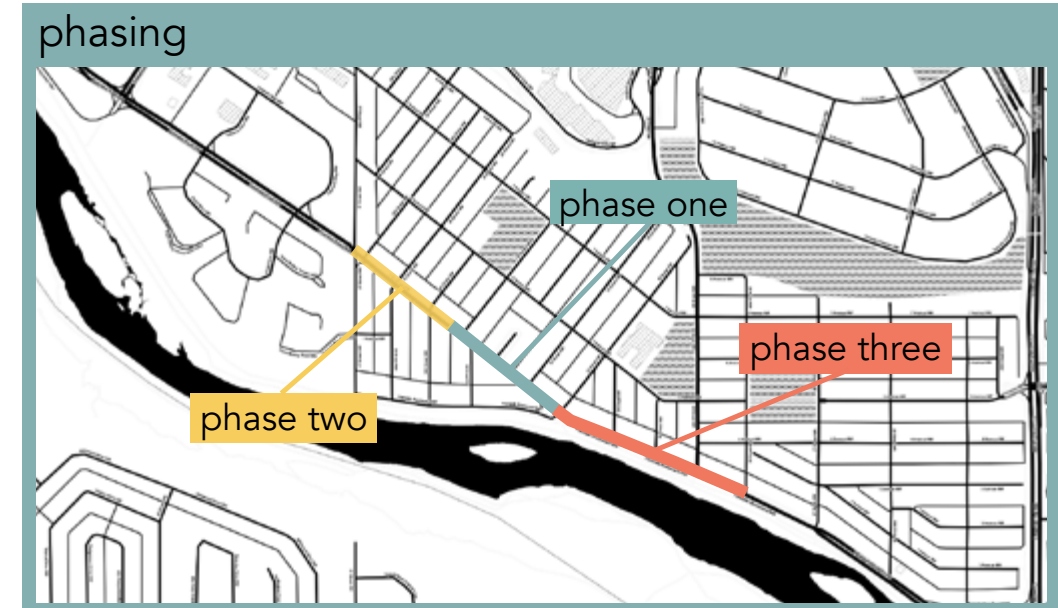
2. Textured crosswalks will enhance the visibility of pedestrian zones and if kept consistent in terms of colouring and material throughout the community, will enhance the sense of place in the community.



<https://myasphalt.wordpress.com/category/projects/>

3.4 phasing

The intent of making these design interventions is to change the way people interact with their community that makes walking to destinations more desirable. In order to make those changes happen quicker, ideally, the entire roadway would be at one time. However, if that is not possible, the roadway phasing should address the space immediately near the NAC/Parkdale Crescent first – from 32nd Street to 34 A Street along 3rd Avenue. The second phase would occur from 34 A Street to 37 Street as this is the second priority area that is currently experiencing traffic congestion. The 3rd phase would then be from 28th Street to 32nd Street. The section from 37th Street to Shaganappi Trail would then happen last.



4. COMMERCIAL CENTRE

existing conditions



4.1 plaza / public realm

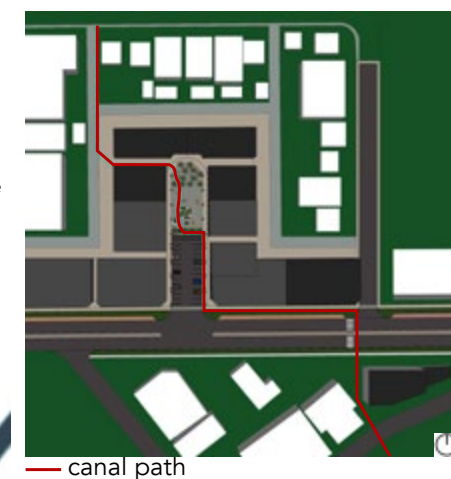
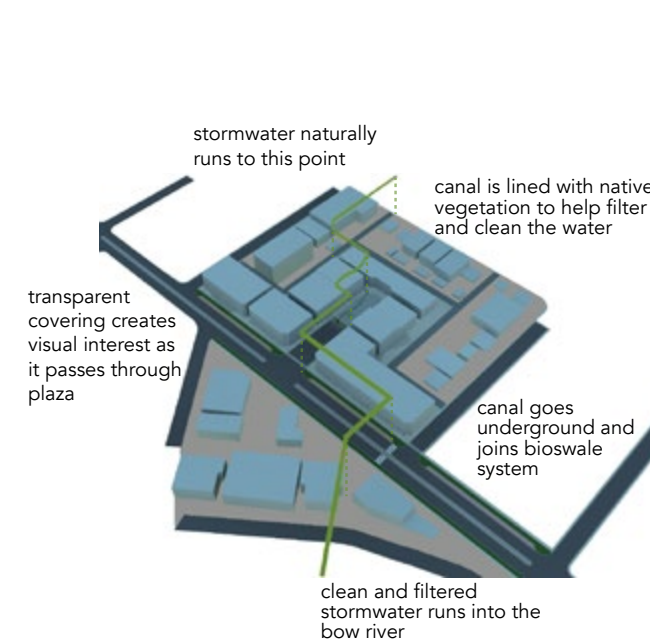
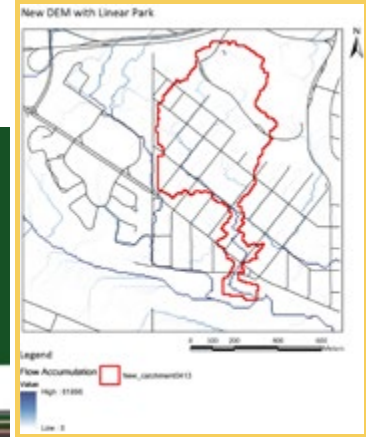
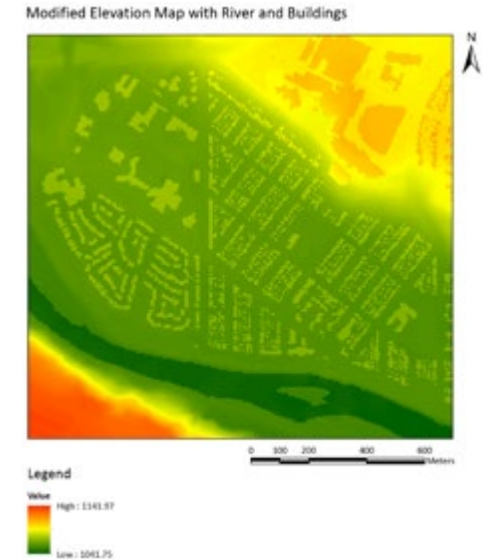
What is right now a non-enforced and unruly parking lot could become a vibrant plaza that will reinvigorate the commercial centre. BCG is proposing using the northern half of the parking lot to create an outdoor gathering space for residents and customers to enjoy as a patio and public area.

1. Landscaping should be incorporated into the plaza to provide a welcoming pedestrian environment and protection from the elements.
2. Trees shall be used to create a distinctive boundary between the parking lot and the plaza, and to create different areas within the plaza.
3. Outdoor lighting should be plentiful both for security and to enhance the character of



the site through the addition of aesthetic beauty, such as overhead hanging string lights.

4. New development should preserve as many existing trees as possible and a tree preservation plan should be submitted along with any development application.
5. If it is not possible to retain an existing tree, a similar type of tree, coniferous or deciduous, should be planted in its place.
6. A naturalized stormwater management canal shall meander through the plaza, allowing stormwater to be filtered before it enters the Bow River. This canal should have safe pedestrian and vehicular crossings.
7. To help compensate for the loss of parking for the plaza, parallel parking will be added along 3rd Avenue with pedestrian bulbouts book-ending the east-west boundary.
8. Vehicle access will continue to be provided from 3rd Avenue traveling both directions.
9. The laneways connecting the plaza to 5th Street SW should be improved for safety and aesthetics with trees, lighting, and paving.
10. Ample seating and bicycle parking should be made available



Velocity (m/s) (V)	Radius (R) m	Gradient (I)	Perimeter (P) m	Width (W) m	Depth (H) m	Flow sectional area (A) m ²	Roughness (N)
1.68	0.20	0.010	5.00	2.00	0.50	1.00	0.02
Flow Volume (m ³ /s)	Drainage volume (m ³ /s)	Drainage volume on hour later (m ³ /s)					
1.68	1.18	1.33					

4.2 building typology

1. Taller buildings (at least 4 storeys and not more than 6 storeys) would be appropriate along 3rd Avenue. Land parcels moving north from 3rd Avenue should be 3 to 4 storeys in height, reducing in height the further north it is placed.



2. All buildings within the NAC should have active pedestrian-oriented frontages.

3. Commercial uses should have an exterior access at grade with connection to a sidewalk facing 3rd Ave, the plaza or the parking lot. They should also have highly permeable frontages that allow pedestrians to view into the businesses.

4. Storefronts that are located along the side walkways leading to the laneway will ideally be filled with professional services or other uses that usually require appointments or run regular schedules (i.e. yoga studio or dentist office)

5. Buildings should have individual – aesthetically pleasing – architectural elements, while also having a consistent design style with neighbouring buildings. They should also be designed in a way to reduce shadowing and allow sunlight to reach the plaza square.

6. All buildings should have high quality, enduring exterior finishing.

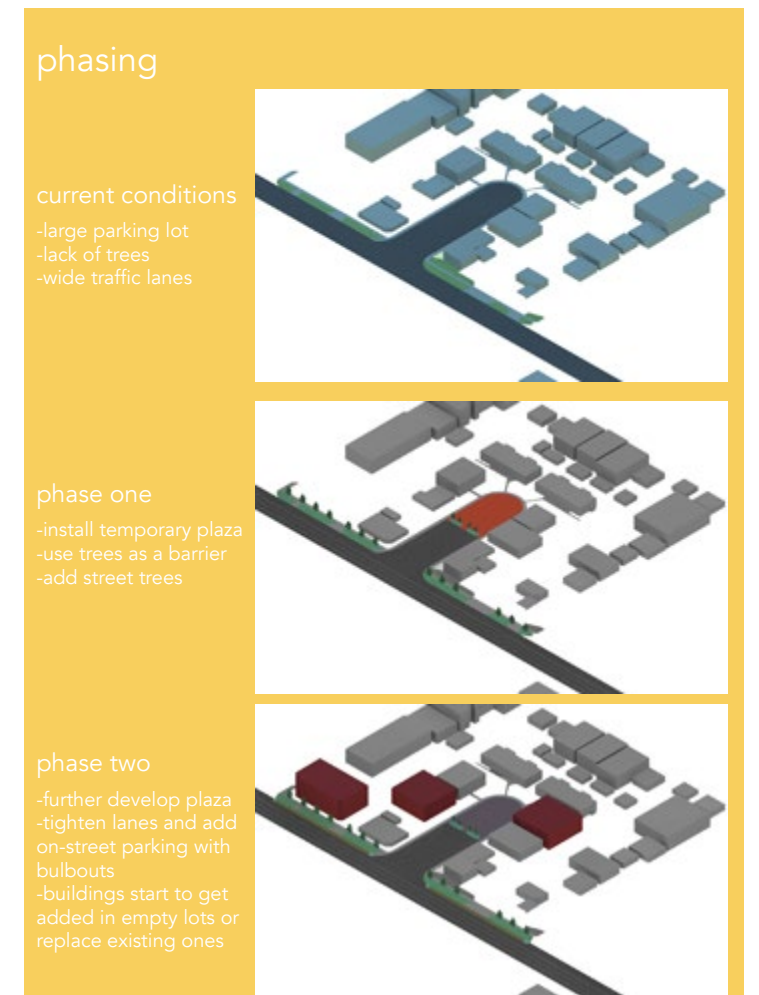


4.3 phasing

Phasing for the public spaces will take place in three stages. The first stage will be very simple with some planters being brought in to create a barrier between the parking area and the plaza. The plaza area will be painted to indicate a change of use.

The second phase will involve making a more permanent development of the plaza, reducing the width of the parking lot and changing it to edge perpendicular parking and adding the street parking with temporary bulbouts. We expect some new buildings to be appearing by this stage.

The final stage includes high quality finishes and extras like seating, and the implementation of the stormwater system. It will also create permanent bulbouts for the street parking. Finally, the laneway would be diverted to not connect to 3rd avenue and will receive paving and public realm improvements.



5. OPEN SPACES

existing conditions



The City of Calgary long-range planning documents would like to see higher population density in communities surrounding the core. With an increase in population, existing park spaces need to be preserved and enhanced. The BCG Community Plan encourages the upgrading of the Provincial Lands Park, Community Centre Park and School Park. An additional pocket park is proposed for the intersection of 3rd Avenue and Parkdale Boulevard. All parks should have creative and ample lighting installations to allow users to access these spaces safely in the evening as well as the daytime.

5.1 provincial lands park

The Provincial Lands Park serves as a connector from East and West Parkdale. Through public engagement, it was discovered that many residents do not access the West side of Parkdale because the uses are predominantly institutional. As redevelopment of these lands occurs, strong pedestrian and bicycle connections should be made to encourage better connections into the provincial lands.

provincial lands park



1. All park pathways and connections to the park should be widened (2 metres) to accommodate the adjacent neighbours at Colonel Belcher who may require various walking or transport aides in getting around.
2. Amenities to serve all age ranges should be added and could include a playground feature, naturalized pond with a bridge, gardens swinging benches and/or adult playground/exercise equipment.
3. A patio on the West side of the park will connect to a new retail/commercial area that should accommodate patio seating.

5.2 community centre park

The Community Centre Park is already a successful park space and community members should be proud of what they have achieved at this site. There are some improvements that can be made to make the park more accessible and functional. These enhancements include:

1. Building raised sidewalks (as seen in the image to the right) to the adjacent sidewalks along 5th and 7th Avenues where the most used pedestrian entries to the park are observed will be a traffic calming measure and also will bring more attention to the pedestrian experience.
2. Constructing wide sidewalks (2 metres) on the North, South and East sides of the park.
3. Creating pedestrian pathways from the playground to the skating rink and Community Association Hall and from the Hall North past the community gardens will allow residents to access the park more easily.
4. Adding a pergola structure and benches would enhance the viewing of the community garden and help encourage more residents to take part.

community centre park



raised crosswalks



5.3 school park

As communities evolve, population changes often occur in a cyclical pattern. Parkdale could experience a resurgence of families moving into their area if more diverse and affordable kinds of housing are accommodated. If this becomes a reality, the schools within Parkdale should continue operation and receive support to do so.

If population trends show a decrease in children living in the area and if the Alberta School Boards Association determines Westmount Elementary is no longer functional or affordable, then it is recommended middle density housing such as townhomes be built on the existing built form where the school is currently located. The park and sports fields should be preserved and enhanced with the addition of park amenities that would serve all age ranges. Wider sidewalks (2 metres) should enclose the entire park space to enable better accessibility. Raised sidewalks should be installed along 5th and 7th Avenues where the most used pedestrian entries to the park are observed to bring more attention to the pedestrian experience and also as a traffic calming measure.



school park



5.4 parkdale pocket park

Establishing a stronger visual and physical connection to the Bow riverfront will provide residents with a safer and more enjoyable route to the pathway system and access to nature. As well, an enhanced approach from the river into the Community of Parkdale will serve as an invitation to the many walkers, joggers, runners and cyclists that Parkdale Crescent is open for business. With these positive considerations in mind, a new pocket park is proposed for the intersection of 3rd Avenue and Parkdale Boulevard.

pocket park



1. The creation of the pocket park will require the closure of the right turn lane from 3rd Avenue onto Parkdale Boulevard. The main intersection shall remain intact and design solutions should be investigated to contribute to a safer and more comfortable crossing for pedestrians on 3rd Avenue.
2. Way-finding signs should be placed on the Bow river pathway to educate users to the fact that there are commercial and retail amenities nearby.
3. Ample seating and bicycle parking should be made available.
4. The Pocket Park will already be receiving a bioswale treatment along 3rd Avenue but will also benefit from increased tree, bush and flower plantings within the park itself, away from the overhead power lines.



5.5 connectivity

Stronger cycling connections from the Bow river pathway into Parkdale community should be established at 29th Street, 37th Street and a special treatment at the Pocket Park to draw cyclists into Parkdale Crescent. The Community Plan envisions a future Parkdale where pedestrians and cyclists are given a high priority.

Intersections where there are presently pedestrian demand light signals should also incorporate a signal for bikes to easily push a demand button and cross without having to get off their bike to push the button. It will be placed on the edge of the sidewalk as to not block vehicles. The image to the right shows an example of this installation. These should specifically be installed at 34 A Street and 37th Street.



6. HOUSING

existing conditions



What is lacking in Parkdale is medium density housing. It does not help Parkdale's affordability issue or the city in general to be replacing single-family homes with larger single-family homes. What is needed is smarter housing growth with an increase in cottage homes, laneway housing, duplexes, triplexes and fourplexes, courtyard apartments, townhouses multiplexes and live-work buildings. An increase in diversity of housing choices allows a diversity of people to move in and will stabilize the affordability concerns within the community.

6.1 zoning

An increase in density near the Community Centre will contribute to a more walkable and vibrant community. The following zoning map lays out which areas would be ideal locations for higher density housing forms. The primary forms of housing BCG is proposing be used in Parkdale for new developments in specific locations are defined below.

Flexibility in development and bylaw guidelines for secondary suites, laneway houses, and other middle density housing is required in Parkdale because lot sizes are often slightly smaller than the typical 50 foot lot. Housing types such as cottage and laneway housing are an important factor in Parkdale as these kinds of dwelling units allow for heritage housing to remain in place while increasing density in the backyards of the same parcel of land. Heritage housing has a vital place in maintaining Parkdale's identity and therefore refurbishment of these older existing buildings should be encouraged.



6.2 medium density housing

6.2.1 cottage housing

A small building that provides a space for residential use. Three cottage house units would be allowable on one 50-foot lot. Multiple lots can be developed at once to create a continuous row of this housing style.



6.2.2 laneway housing

An accessory building that is usually located at the rear of a lot and can be above a garage or at ground level. This structure provides a space for residential, home office, commercial or service uses. Each new development will require a designated parking space



6.2.3 town housing

A medium sized structure that accommodates two to eight attached single family homes placed side-by-side.



6.2.4 apartment buildings

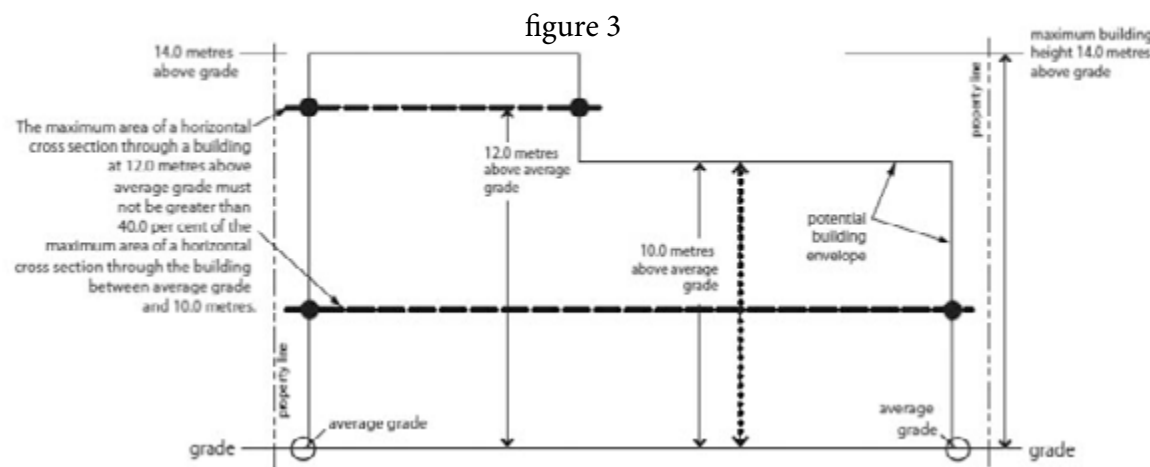
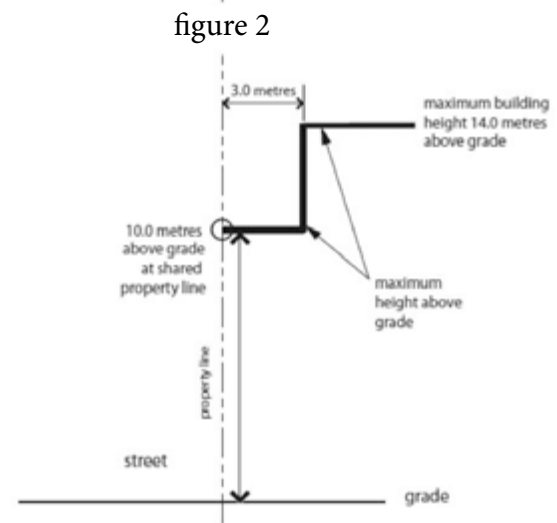
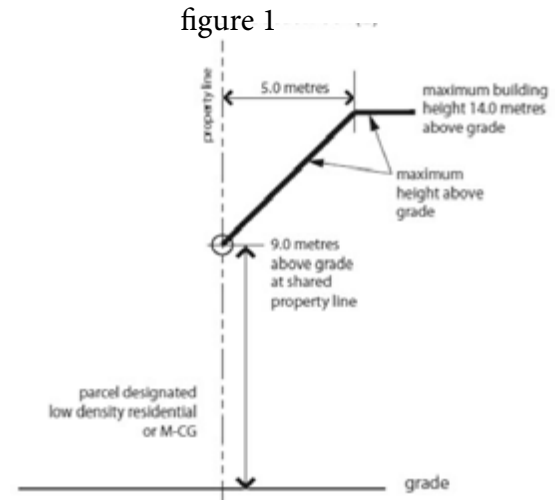
A medium to large sized structure that accommodates multiple stacked or side-by-side units.



6.3 densification areas

6.3.1 near nac / community centre

New developments should comply with the maximum setbacks and building heights shown in figures 1, 2, and 3.



increased density

current conditions
-one family per unit
-underutilized space



basement suites

-adding basement suites doubles the capacity of each building
-possible in new larger houses



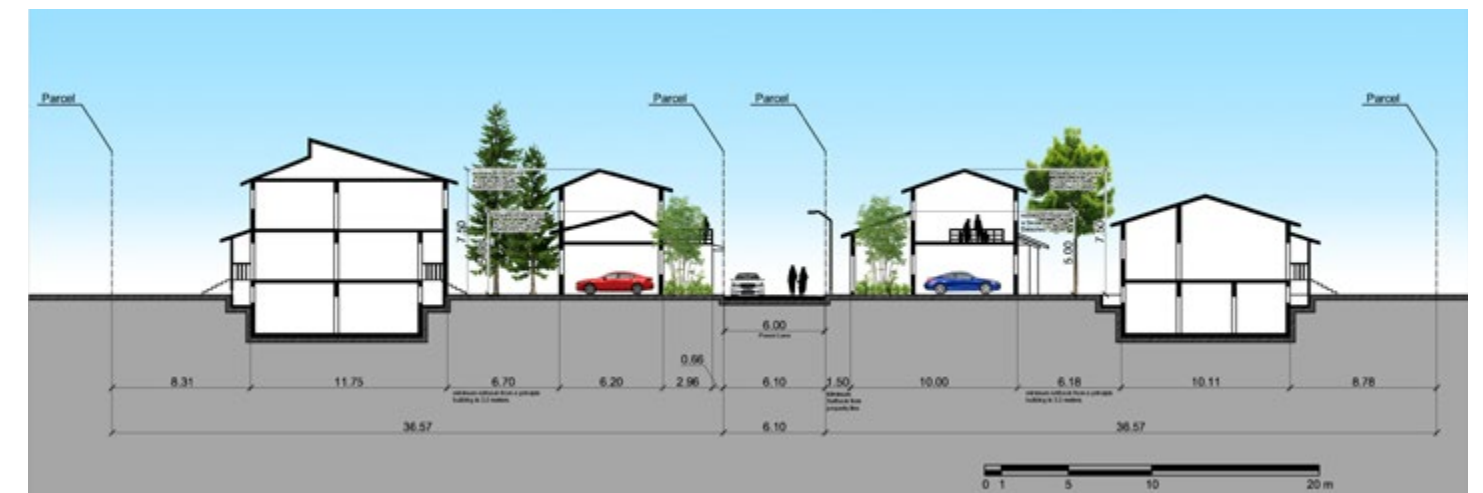
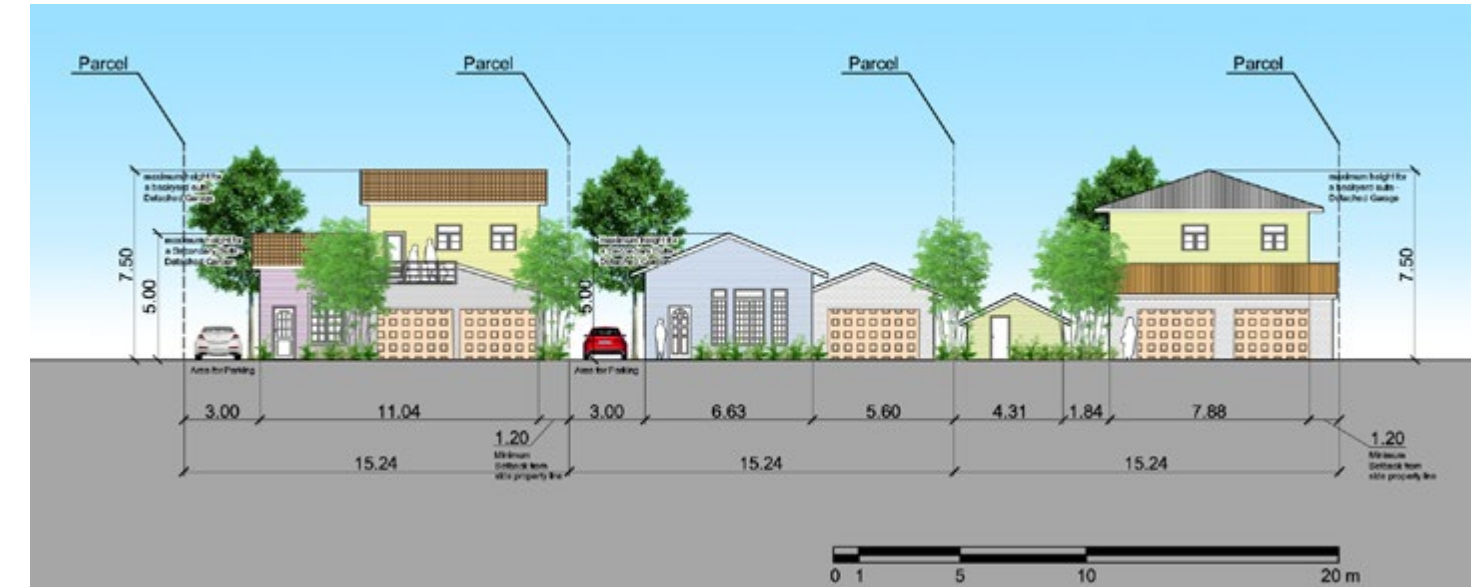
laneway housing

-can create up to three separate living units out of one house
-variety of housing sizes and costs



6.3.2 rest of parkdale (portion north of 3rd avenue)

Building heights should be no higher than 7.5 metres within 6.1 metres of an adjacent low-density residential parcel.



7. PROVINCIAL LANDS

existing conditions



7.1 overview

The area on the West side of Parkdale has generally been referred to as the Provincial Lands throughout this document because there are a number of pieces of land in this area that are owned by the Province of Alberta. The built form in this area is not very walkable at the moment because buildings are spaced widely apart and there are large parking lots dominating throughout. The Community Plan proposes redeveloping parking lots and buildings that are low density to create new commercial, residential and office developments. These additions will be designed in a way that utilize sustainability and best practices in planning to create another anchor for all residents of Parkdale as well as Point McKay to enjoy.



7.2 built form

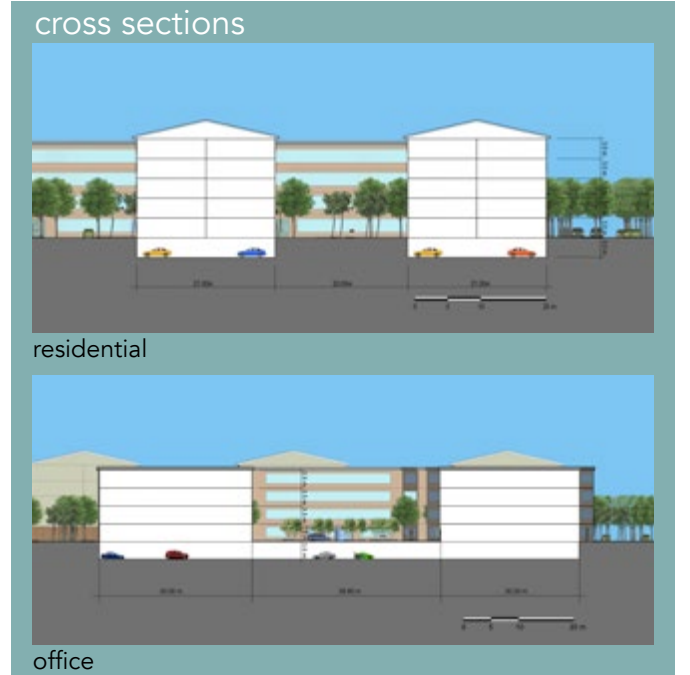
7.2.1 office buildings

The addition of office buildings will provide job opportunities in the community. Compact urban form along pedestrian oriented streets enable the buildings to be seamlessly integrated into the surrounding context.



7.2.2 mixed-use development

Integrated and well-connected uses create a draw for community members. Providing access to retail, services, places to work, live and play as well as having transit supportive land uses are all part of having a successful mixed-use development.



commercial development



townhouse development



7.2.3 commercial centre

The Provincial Lands will be composed of a neighbourhood that is built around a commercial and retail centre with main access from Veterans Way. As Veterans Way continues West into the new Provincial Lands developments, it is intended to be a mixed-used corridor with ground floor pedestrian oriented frontages in both the apartment and office buildings along that strip.

The commercial centre itself will have a small parking lot to accommodate some vehicular traffic. Due to its strategic location right beside townhomes and nestled among a number of workplaces that have their own internal parking, the intent is that the workers and residents will have an easy and enjoyable walk to the commercial centre.

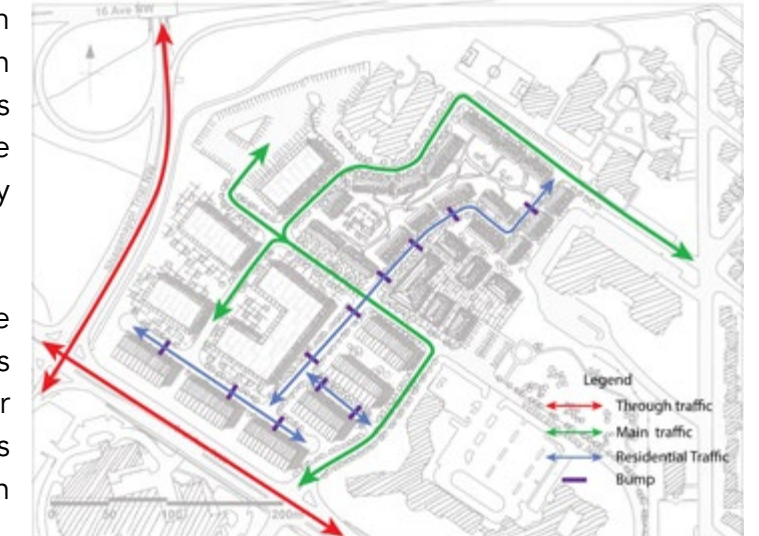
7.3 road network / transportation

Those who take public transit and drive a vehicle will access the Provincial Lands primarily from Bowness Road and Point Drive. With the addition of new residential and working opportunities, it is expected that transit routes will need to increase their frequency along Bowness Road, especially at peak commuting times.

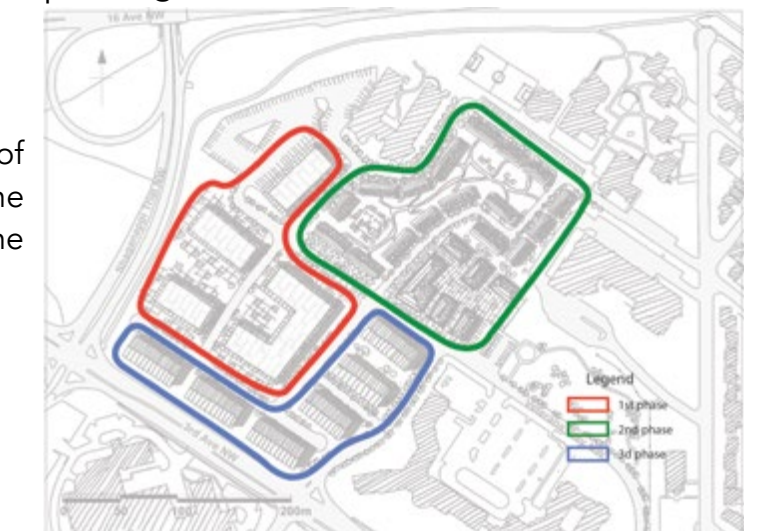
Upgrading sidewalks and pathway access from the East side of Parkdale through the Provincial Lands Park will be the main expected point of entry for those on foot or bike. Other pedestrian access areas that need to be upgraded as pedestrian corridors are from 7th Avenue and Point Drive.

A new roadway network is proposed which allows vehicles to enter into the Provincial Lands from the East side of Parkdale is proposed at 7th Avenue and 37th Street. Some concerns were brought up about the potential of having vehicles 'cutting through' the residential East side of Parkdale and the roadway design has addressed that concern by creating narrow windy streets that discourage speeding. Additional traffic calming measures are planned be added along 7th Avenue, such as raised sidewalks at the Community and School Park locations.

traffic calming



phasing



7.4 phasing

The office developments will be the first phase of this development. The second phase will be the townhomes and commercial centre. Finally the third phase will be the apartment buildings.