



Providence Land Use

Calgary City Council Public Hearing

February 4th, 2019



Concept

How did we get here?

The evolution of housing and communities over the decades



Street Plan:
The Grid Iron



Housing Type:
Skinny Craftsman

1910s-40s

Pros

- Street oriented housing
- Attractive architecture
- Treed boulevards
- Connected, easily navigable street network
- Pedestrian-oriented main streets

Cons

- Small square footage houses
- Street grid obliterated environmental features
- Monotonous streets

1950s-1960s



Housing Type:
The Bungalow



Street Plan:
The Morphing Grid



Pros

- Affordable housing product
- Expansive open spaces
- Leafy green streetscapes
- Connected street networks, more respectful of topography and landscape

Cons

- Monotonous housing architecture and housing types
- Extremely low densities
- Increased segregation from commercial uses



Concept

1970s and 80s

Pros

Increasing size and variety of housing floorplans

Hybrids of laned and front garage product

Increased housing choice within communities

Leafy green streetscapes

Well integrated open spaces

Much more awareness of environmental features, stormwater issues

Cons

Oversized, over-engineered roadways focused on car movement

Less connected street networks

Very low density

Segregated, auto-focused commercial uses



Housing Type:
Garage plus a house



Street Plan:
Cul-de-sacs



Housing Type:
Two Storey Split Level



Street Plan:
Car city



Pros

Higher quality, higher variety of housing product

Convenience of attached garage products

Improving housing architecture

Attractive looking open spaces

Cons

Front garage dominated streetscapes and therefore lower liveability exacerbated by higher densities

Distinction of laned as "starter homes" and front attached garage as more desirable "move up" home

Little to no street tree canopy

Highly disconnected dendritic roadway network

Further segregated commercial uses, mega big-box centres reducing social interaction

Open spaces backed onto by housing product

1990s and the new Millennium



Concept

Three elements

affordability, **family-orientation**,
and **walkability**.



Standard Suburb



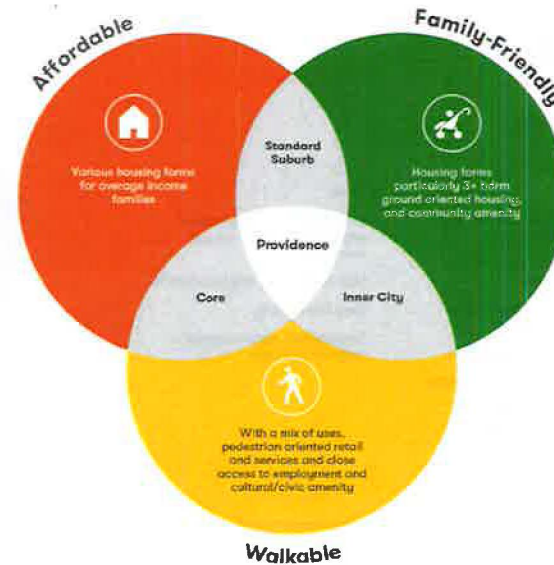
Inner City



Core



Providence

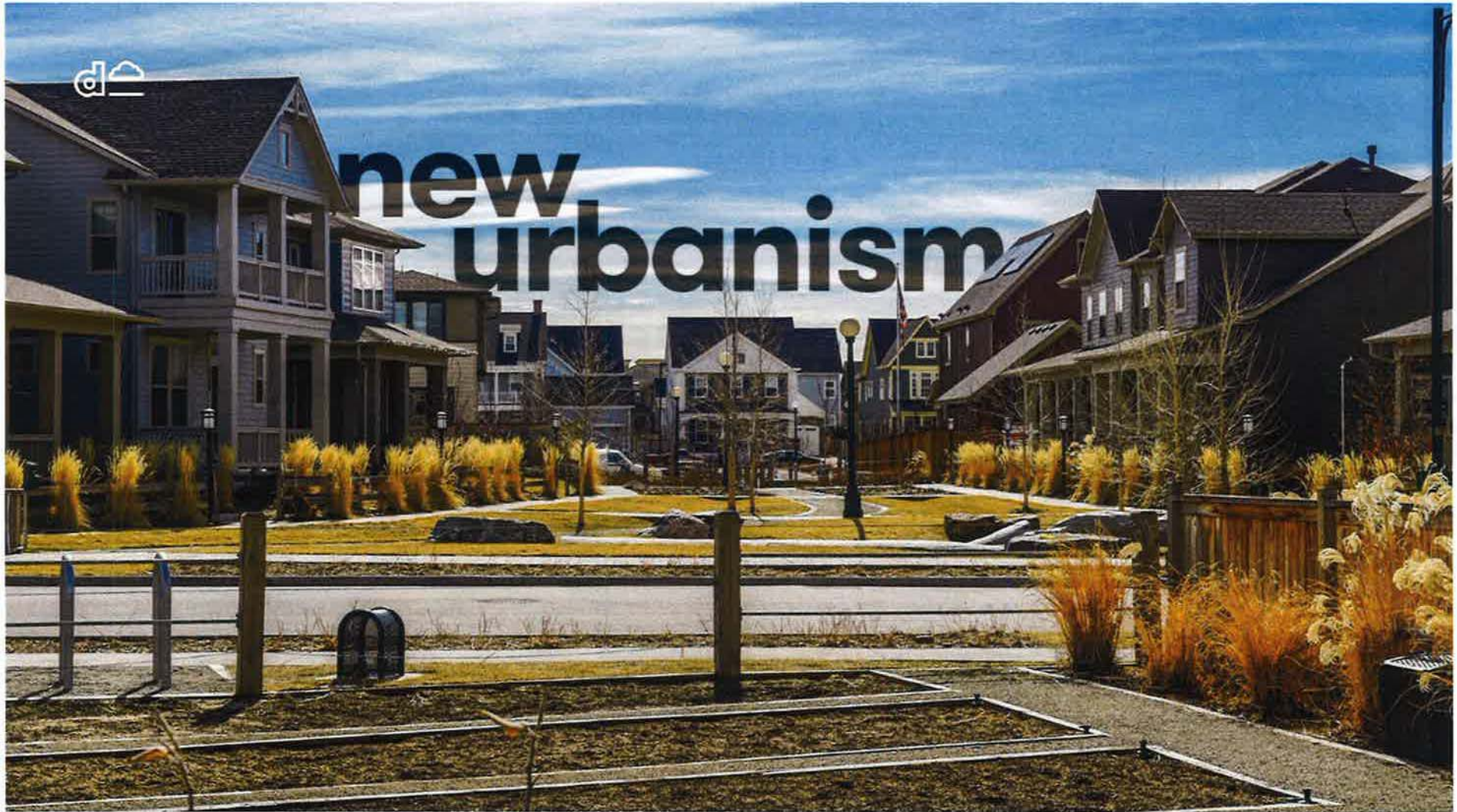


In almost all cases, Calgary communities have achieved just **two** of the three factors.

Providence provides **all three**.



new urbanism





Land Use

Current Application (139 acres)

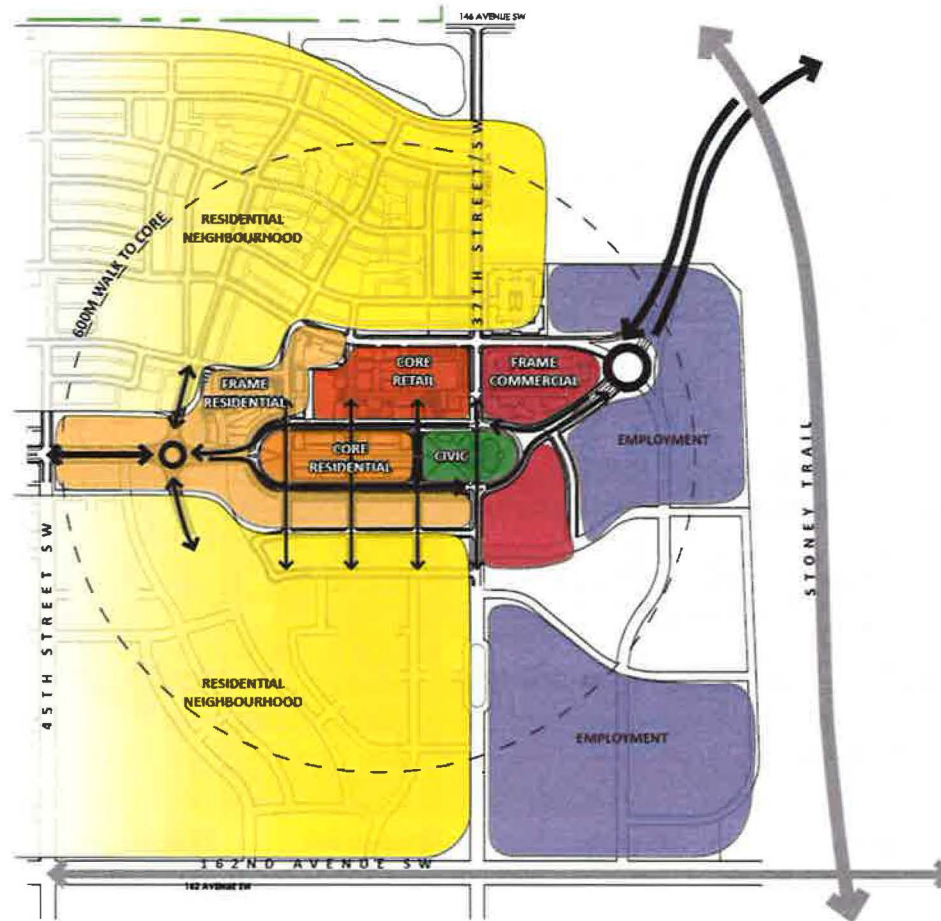


Concept Plan (400 acres)





Structure





Couplet



A Urban Forest

Existing treed area expanded as a quiet respite within the urban fabric that also defines a distinct western gateway to the Town Centre.

B Central Greenway

A multi-use pathway extends east-west as a primary bike route and alternate pedestrian route within a park setting, minimizing bike/car conflicts.

C Eat Street

Activating the back of retail, a wide patio lined sidewalk supports a vibrant destination foodie street.

D Shopping Street

Shops and services extend between two retail anchors along a traditional shopping street that accommodates parking, trees, and furnishings.

E Shopping Plaza

The shopping experience is defined by outdoor public spaces supporting cafe seating, seasonal activities, and gathering space.

F Central Green

The western gateway to the Town Centre is defined by civic buildings and park, and serves as the primary civic gathering space for the community.



Housing - a microcosm of the city

A complete array of options

Senior housing

7%

\$200k

14%

\$400k

24%

\$600k

8%

Rental & suites

13%

\$300k

18%

\$500k

4%

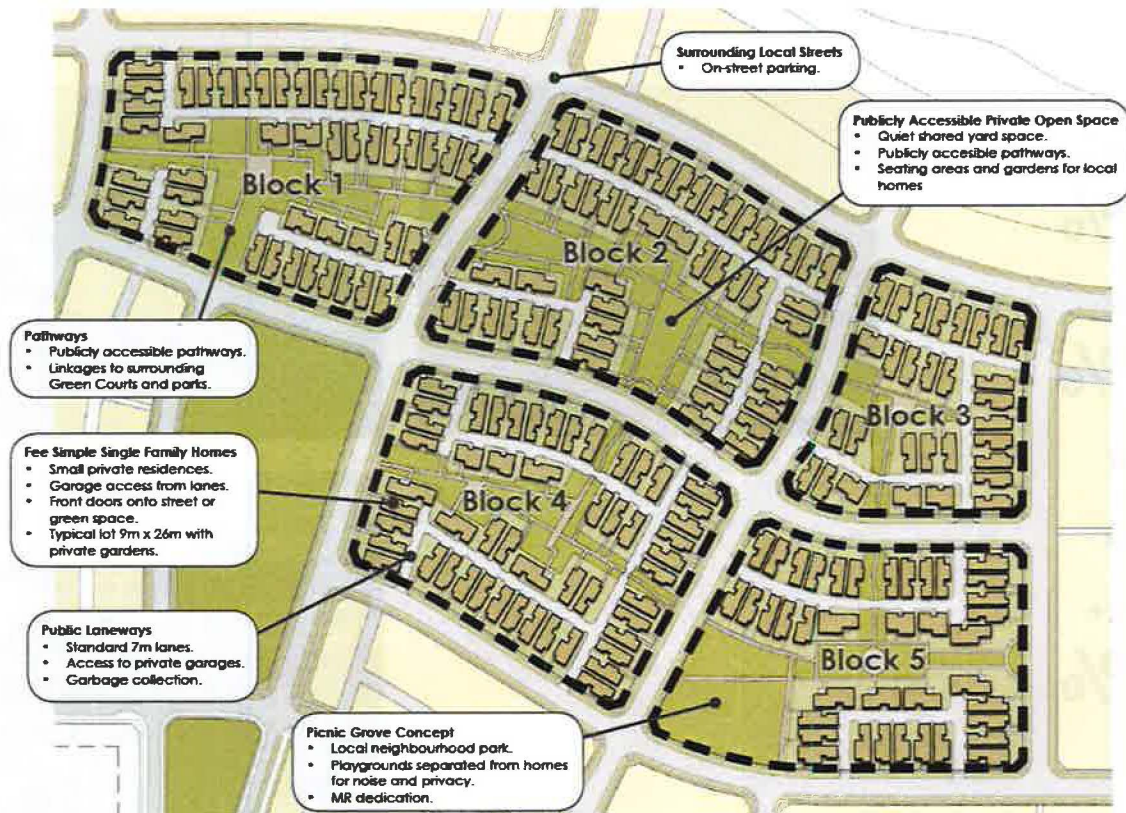
\$700k+

12%





Green Courts and Neighbourhood Courts



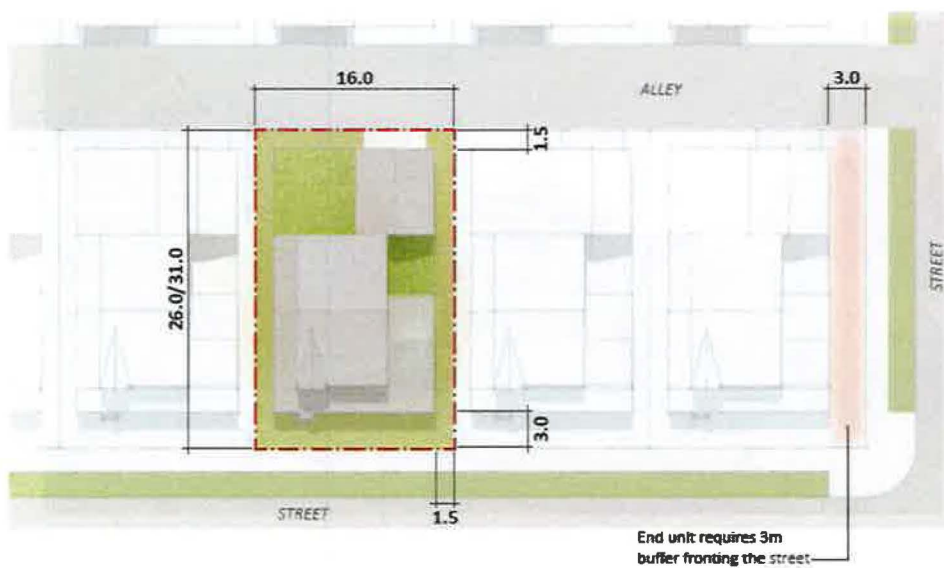


Green Courts





Vintage Wide Rear Lane



Rear Lane

All other Vintage Wide lots are laned and are an average width of 26m and average area of 416m². These Vintage Wide provide a greater variety of housing mix throughout the community as they provide the option of either Rear Lane Access (Figure 36 Vintage Wide – Rear Lane Access) or Dual Access.



Vintage Wide Rear Lane





- Front Drive Access;
- Rear Lane Access; and
- Dual Access.

Front Drive Access

16.0

26.0/31.0

3.0

3.0

1.5

STREET

End unit requires 3m buffer fronting the street

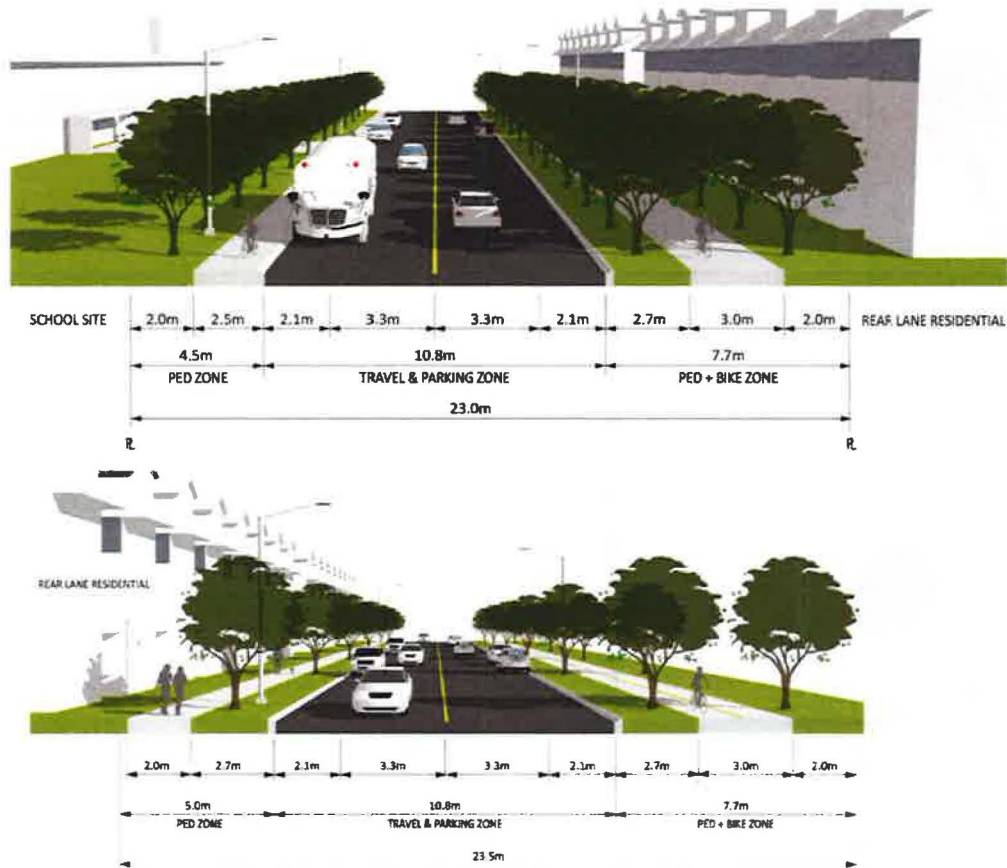


Vintage Wide Front Drive





Green Collector





Open Space





Open Space



- 1 Green Court Park 1 Concept
- 2 Green Court Park 2 Concept
- 3 Green Court Park 3 Concept
- 4 Green Court Park 4 Concept
- 5 Green Court Park 5 Concept
- 6 Picnic Grove Concept
- 7 Northwest Tot Lot Concept
- 8 Elementary School Concept
- 9 Stormpond Concept



Open Space

3.1.3 Central Park

The central park is the focal point of the community and provides both passive and active park uses. Within the central park there are a number of grade changes illustrated in *Figure 10 Central Park Concept & Cross-Sections* and *Figure 11 Central Park Concept & Cross-Sections*.

The central park is made up of two parcels, bisected by the east-west green spine and flanked on the east by the north-south green spine. For the purpose of this OP the south parcel is referred to as the "south triangle", the north parcel is referred to as the "north green", and the connections across the east/west Green Spine is referred to as the central connection.

The central park is designed for equal access by all users and therefore no residential units back onto it. This ensures that the entire park is fully accessible to the public and does not privilege one user over another.





Density and Intensity

