Affordable Sustainable Community Design
in
East Inglewood, Calgary

by

Mary Constantine Poulos

A Master's Degree Project
prepared in partial fulfillment of the
requirements for the degree of
Master of Environmental Design
(Planning)

Faculty of Environmental Design
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June 1994

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Abstract

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Prepared in partial fulfillment of the
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in the Faculty of Environmental Design, The University of Calgary

Supervisor: Professor William T. Perks

This project examines the community of Inglewood in the City of Calgary as a location for a community based on the concepts of affordable sustainable community as proposed by the Affordable Sustainable Community (ASC) Project, University of Calgary. This is done with the view that these concepts can be applied to an urban design project in Calgary.

The document presents a discussion of community that points to a search for community that reflects changing cultural values regarding: lifestyle, household composition, quality of life issues, ecology, demographics, economics, and stewardship of community resources and environment.

An analysis of the setting of East Inglewood is presented in the form of an examination of the physical and social assets of the community including its history, housing, and socio-demographic composition.

Based on the review of the community and the design challenges it presents, a design concept was developed in the form of a design brief that incorporates the nine characteristics of affordable sustainable community as presented by the ASC Project where appropriate and possible.

The design brief is composed of intentions, goals, and illustrations. A series of concept drawings illustrating a possible design solution is presented. The components of the design include built form, movement systems, and landscaping. The success of such a community will ultimately depend on the acceptance of community residents, demand by houseseekers, and the economic, social, and political climate.

Key Words: sustainable development, sustainable community design, urban design, community, residential community, Calgary
# Affordable Sustainable Community Design in East Inglewood, Calgary

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Introduction

Research into the possibilities of building an affordable and sustainable residential community in Calgary has been in progress for several years. A research and development project was started by a group of researchers and designers from the University of Calgary in early 1991. The purpose of the Affordable Sustainable Community (ASC) Project is to determine and describe how industry and public authorities could collectively react to the issues of affordable housing and sustainable development in Calgary.

This project summarizes the research and findings of the ASC Project and goes on to examine the community of Inglewood as a potential location for an affordable sustainable community.

The work is based on nine major categories of characteristics for a more sustainable community as identified and summarized by the ASC Project. A design program and urban design concept form part of this study. The project further examines the strengths and weaknesses of an inner city community and how this would benefit or hinder the design and development of a community based on the principles of affordable sustainable community.

Methodology

The following steps were performed and research undertaken in preparing this project:

- a review and synopsis of ASC Project reports, and a review of selected works on closely-related aspects of affordable housing and community design
- A situational analysis from documentary research and key informant interviews was conducted:
  - key driving forces
  - strengths and weaknesses, opportunities and threats
  - overview of Inglewood, the internal environment and community development history and current forces
- Based on the information about the City of Calgary, Inglewood, and the key driving forces at work, a design brief was developed for a specific site in East Inglewood based on the principles of a more sustainable community
• Conceptual urban design illustrations were developed.

Document Outline

• Chapter One
The concept of community is briefly discussed, with a few selective examples of definitions from various authors and practitioners. There are numerous texts examining the concept of community as well as summaries of the various meanings and definitions (particularly in Mills, 1981). The importance of community as a central theme of sustainability is pointed out and discussed. Chapter One also gives a synopsis of the Affordable Sustainable Community (ASC) Project. The nine characteristics of a more sustainable community are used as a basis of the design brief for this project. Only the characteristics most feasible or pragmatic for the chosen location (East Inglewood) are incorporated in this discussion.

• Chapter Two
This chapter examines Inglewood as a location for affordable sustainable community design. The history, assets, and dynamic of the community are discussed. The relevant key driving forces affecting the present and future of the community are overviewed. Conclusions and prospects for the success of affordable sustainable community design in East Inglewood are also presented.

• Chapter Three
This chapter presents a design brief for a specific site in East Inglewood. The site and its context are examined in terms of the strengths and weaknesses they present for a successful design possibility. Recommendations and design intentions for the site are given, based on a pragmatic adoption of selective characteristics of a more affordable-sustainable community as presented by the ASC Project.

Chapter Three also imagines what life might be like living in this proposed community.

• Chapter Four
The final chapter consists of a conceptual urban design consisting of illustrations and explanatory text.

Introduction Notes

1 Principal researchers: William T Perks and David Van Vliet. Initial funding from the CMHC, IHGP and the University of Calgary.
1.1 Community

Community has a multitude of meanings and usages; they vary essentially by definitions subscribed to (Palen, 1981; Nottridge, 1972; Poplin, 1972). Defining community remains difficult because of the constantly altering location and pattern of social activities and social relationships, and due to the changing notions of contemporary urban life (Clark, 1977).

Poplin (1972) suggests that "community" is essentially used in three ways: 1) as a synonym: for example, religious organizations, minority groups, members of the same profession are often thought of as communities; 2) as a moral or spiritual phenomenon, as in the "search for community" involving a desire for unity or involvement with others; 3) as a generic term for units of social and territorial entities that can also be called villages, towns, cities, etc.

Within the various definitions of community, Mills (1982) identifies common "dimensions". These are classified as:

Perceptual: attachment - sense of belonging, positive feelings towards co-residents

value consensus - the importance of values in a community that serve to create acceptable modes of behavior, e.g., value of privacy

spatial perception - knowledge the community has about its boundaries and features

Behavioral: local facility use - the degree to which residents work locally and use commercial, service, and leisure facilities

common mode of living - values held and
way of life; the acceptance or rejection of norms, e.g., homogeneity in political behavior

organization - the degree to which residents can organize, carry out collective action, and attain collective goals

formal interaction - the participation of residents in local formal associations

informal interaction - casual contact with other residents of a community (e.g., neighbouring within a block, knowing the names of others).

There is also an historical-intellectual 'tradition' to consider.

Tönnies was one of the earliest researchers to propose a theory of urban community and the breakdown of community during the move from rural to urban life in the context of industrialization. He discusses what he sees as the transition from Gemeinschaft to Gesellschaft --communities move from a rural to an urban setting. Gemeinschaft describes community based on the bonds of kinship. Gemeinschaft is characterized by relationships based on unity, obligations, interdependence, mutual aid, and authority by age and wisdom (Poplin, 1972). Gesellschaft describes a society based on common interests, including those of politics and economics. Individualism not unity dominates social relationships; and these relationships often involve the exchange of goods and money.

As communities move from rural to urban, relationships based on those posited by Gemeinschaft are replaced by those represented by Gesellschaft.

Janowitz' (McGahan, 1982) research pointed towards community as "a significant social fact": involvement in community was particularly strong in households with children; further, individuals' allegiance to the community are dependent on ability to serve the individual's needs.

Nisbet believes a fundamental theme for our century is the "quest for community". It occurs because conditions in modern society do not give an individual a sense of security and fulfillment; the only way to end continued alienation is to have communities that are "small in scale but solid in structure" (Poplin, 1972, p. 8). Not all authors are sentimental about the concept of community. For example, Sudjic (1992) views community as a myth.

Many contemporary authors point towards the automobile as dissolving a sense of community and neighbourhood (Powers, 1993). The car made land that could not normally be accessed easily by the majority
of urban dwellers available for suburban development, and moving out to the suburbs was associated with moving up (Palen, 1981).

Economics and environment are the two most pronounced dimensions of sustainable development; but there is a community dimension that must necessarily fit with these when it comes to questions of quality of life and health.

Community is a recurring theme in the concept of sustainable development. Phrases such as livable community, sustainable community, healthy community are commonly used to describe a similar notion concerning the participation of individuals, neighbourhoods and communities in fostering the goals of sustainability (Wismer, 1990). Further, a sustainable community contains economic, social, and environmental form and aesthetic (community design) dimensions (Municipal Futures I, class lecture, 1993).

In summary, there is a common pattern in the rethinking of community and in the search for community that reflects the changing cultural values regarding: lifestyles, quality of life principles, economics, household composition, demographics, child care, affordable housing, ecology, stewardship of community resources and environment, and technology (Calthorpe, 1993). Wismer (1990, p. 6) states it this way:
Although policies, programs and institutions provide an essential supporting framework for sustainable development, it is what goes on within that framework that determines whether development takes place, and with what effect. Ultimately, it's what people do that counts. And although individual action is critical, development is about people in groups—in families, in neighbourhood, in communities. One implication...is that evaluation must start and end at the community level.

1.1.1 Neighbourhood Unit
Neighbourhood unit as the ideal was popularized from Perry's (1929) thesis; he emphasized its physical dimensions (Taylor, 1986). Neighbourhood was initially accepted as being the "proper territorial base of a socially supportive group, among whom there would be many personal contracts" (Lynch, 1981, p. 246). Later, this was accepted as the basic building block of a city. People who adopted these ideas felt low density, green spaces, and curved streets would increase community cohesion. Today, neighbourhoods are most frequently defined by their physical dimensions; but social ties also exist in order for there to be a sense of community in terms of "membership influence, reinforcement of needs, and shared emotional connection (Taylor, 1986, p. 223). As Mills (1982) has argued, it is more likely that demographic factors, socio-economic class, attitudes and values, and homogeneity have a higher influence on social behavior than factors such as small (territorial, boundary) size, low density, and percentage of commuters in and out of the neighbourhood.

1.2 The Affordable Sustainable Community Project
The following is a synopsis of research undertaken by the Affordable Sustainable Community Project.

<table>
<thead>
<tr>
<th>Affordable</th>
<th>Innovation in ways to reduce costs in all aspects of residential development. Homeseekers participation in the planning and design of their own housing.</th>
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<tbody>
<tr>
<td>Sustainable</td>
<td>Ways and means at the neighbourhood level for planning and building residential developments with ecological sensitivities so they contribute to sustainability in urban environments.</td>
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<tr>
<td>Community</td>
<td>A new conception of the physical form of &quot;community&quot;, one that more fully embraces cooperation and mutual care and community self-reliance. Living together with a sense of mutual interdependence and responsibility.</td>
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(the definitions above are from the ASC News, Faculty of Environmental Design, No. 2, Nov. 1991)
The Affordable Sustainable Community (ASC) Project was started by a group of researchers and designers from the University of Calgary. They sought to conceptualize, design, build, and market a demonstration project that would introduce the principles of sustainability into a community. It is a philosophical response to the concept of sustainability; but the project also seeks to discover how things work now. The intent of the ASC project was to "demonstrate how Alberta industry and public authorities can respond in partnership, imaginatively and pragmatically, to the twinned challenges of: 1) delivering affordable housing, and 2) putting into effect the concepts of sustainable development within the urban context" (Kirby and Van Vliet, 1991). Furthermore, the investigators hoped to illustrate the potential of having individuals involved in developing and managing their own communities.

To this end, a series of studies were undertaken. These are now summarized in sections 1.2.1, 1.2.2, and 1.2.3.

1.2.1 "Interactive Housing Design" (Kirby & Van Vliet, 1991)
The aim of this study was to investigate the potential and value of interactive user participation in enhancing community environments and living options beyond what would ordinarily be available in the housing market. The interest in conducting the study was to develop responsive housing and community design in urban environments that would incorporate elements of sustainable development and continue to remain affordable. The report examines a potential method of incorporating these elements into new residential development (Kirby and Van Vliet, 1991).

Research-Design Objectives
1) to identify house seeker's specific expressed needs and preferences in reference to factors of cost (e.g., unit space; mix of low density housing types and site configurations; low lot size and maintenance; conserving site-development design; maintenance; labour inputs and self-help, etc.); and to valuate, refine and apply these needs and preferences to designs;
2) to obtain information and identify psychographic and consumer satisfaction factors that will assist in better defining market segmentations in terms of various household types, needs and preferences;
3) to build community-oriented commitments among the participant house seekers as a step towards implementation and future management of their housing project--including, for example, the means of self help in securing housing and fitting-out their dwellings over time, management of community environments and common facilities, etc.; and,
4) to test and evaluate a participant process that could be adapted in a more general way to the housing delivery and marketing systems.

(Taken in entirety from Kirby, Van Vliet, p. 3, 1991)

Participants
The participants that engaged in the process were potential real clients to the Affordable Sustainable Community project. A call for participants was made through the local Calgary media and housing interest groups. Interested individuals contacted the research coordinator. They were asked a series of questions designed to select individuals for tenure and mix and their interest in themes of affordability and sustainability.

Methodology
The participants engaged in focus group and co-design techniques during two workshops. The goal was to obtain the views and preferences of users early in the design process. Industry and municipal representatives were then asked for reactions to the design product.

Key Issues
A series of key issues was identified as work progressed including finding ways house seekers could become more involved in existing marketing as well as inquiries about the limitations of the process being investigated. Other questions included whether house seekers would be interested in an interactive approach involving the issues of affordability, sustainability and community, would the process help them define their needs, and what would be their knowledge about these issues. Concerns were also raised about the benefits and adaptability of this approach to the housing industry in terms of this approach becoming part of the residential development process.

Results and Conclusions
The outcome of the study reinforced the researchers belief that an interest does exists for achieving an improvement in residential neighbourhoods using the participation process in the designing of houses and neighbourhoods. Also, the results showed an interest by the participants in shared facilities and areas.

1.2.2 "Innovative Site Development Standards Review" (Perks, Van Vliet, and Naylor, 1991)

This study examined site and subdivision design and development practices and ways in which existing standards may be creating less cost effective residential development. The study also sought to present innovations that could reduce costs and possibilities for implementation.
Study Objectives
1) to examine, illustrate and explain site development standards and procedures, servicing requirements, and roles in the delivery system that can inhibit or deter the achievement of affordability in residential community planning, design and implementation; Calgary would be the case study;
2) to investigate and assess selected built projects for their demonstration of reduced site development costs and householders' satisfactions;
3) to model (propose) appropriate changes or innovations in the delivery system and test these for "receptivity" among key actors in the system; and
4) investigate and identify potentials for achieving cost economies through new concepts of community-based residents' roles and responsibilities in on-going management of residential community environments.
(Taken in entirety from Perks, Van Vliet and Naylor, p. vi, 1991)

Methodology
The project was conducted using a variety of methods including: interview surveys of key informants from industry and residents; field observations of existing standards with photographic and illustrative representation; numerous document searches and reviews were done to collect relevant information; a historical evolution study to calculate land area allocations for different uses; finally, information on real estate activities was obtained from the Calgary Real Estate Board's data banks.

Key Issues
During the research, a number of issues were identified concerning the ways and extent current practices contribute to unnecessary or increased housing costs and lack of sustainable practices. Some of these issues included:
-can existing practices and standards in Calgary be altered?
-what is the level of awareness within the delivery system regarding why better affordability is not being achieved, the possibility of standards being changed, and the elements that raise or maintain costs of development.
-will residents be as satisfied with a product that incorporates innovative standards.
-what are the possibilities of innovation for Calgary.
-is there a sense of cooperation between public and private actors within the housing delivery system.

Main Findings
In Calgary, the issues of affordability have not been sufficiently studied.

- The relaxation of site development standards occurs following a challenge by the developer.
- large reliance on industry initiatives
- because of their success in the Calgary market, industry has no incentive to produce more affordable housing
- response to crisis is thought of as a government responsibility not industry
- proposed innovations are seen as costly
- innovations are considered positively if they can better market a product not if they can make that product more affordable

- Deficiencies in City policy in response to challenges on site development standards and innovations:
  - not pro-active
  - does not have a vision regarding affordability and sustainable development principles
  - proposals are thought of as positive if they can reduce costs (i.e., maintenance)
  - City does not have an urban design culture and lacks expertise that could develop innovations
  - the City cannot ensure cost-savings related to changed development standards are passed on to the consumer

- The City of Calgary and the development industry have a harmonious relationship but:
  - most housing has been in the up-scale and mid-scale range with little thought to land conservation and with no real benefits to the housing needy.

Sustainable development in Calgary is often thought of in terms of open space amenity and ponding storm water runoff. These dimensions have not been part of the public policy debate: built space, density of urban form, downsizing infrastructure, decrease use of car.

- no incentives from City for sustainable measures
- City has very unnecessarily high development standards
- cost of conventional-built projects and alternatively-built projects can be made through comparative analysis

1.2.3 "Assessment of Built Projects for Sustainable Communities" (Perks and Van Vliet, 1993)

This study presents the main goals of urban ecology in community design by examining Scandinavian sustainable community projects. The investigators concluded that in order to introduce sustainable development practices in the Canadian urban context, demonstration projects needed to be designed and built based on nine performance characteristics and propositions about sustainable residential community
design derived from the assessment of the Scandinavian projects.

1. Community (Design): social fabric consciousness, developmental spirit and concrete objectives, stewardship roles defined and evolved, high group sensitivity to residents' satisfactions.
   • attend to community design in concert with land use and housing design.

2. Land and Community Space: trade-offs from private space expectations to community spaces in earliest planning phases; early attention to urban design-spatial composition to achieve agreeable community spaces, ground linkages and networks.
   • Develop community management commitments -- beginning with user-participation planning and design at the initial stages (at least) of a project.

3. Housing and Other Built Forms: Land use allocation/plan-making and design of housing forms proceed in concert with each other.
   • Use building materials that optimize ecological soundness or "returns" (design, production, transport and construction); includes programs and considerations for achieving useful life, re-used and retrofit of existing buildings, and re-use or selective disposal of materials in post-demolition or post-construction contexts.

4. Resources Conservation: in all aspects of design and housing technologies, procedures and routines for household practices, and community education programming.
   • Minimize energy consumption; use renewable energy. Minimize water consumption. Minimize waste.

5. Waste Management: Disposal, recycling and re-use programs, and local organization.
   • Minimize and control waste (from households and businesses, and from production processes of enterprises, including environment and landscape; cleanups, and regulation of waste disposal and pollution discharges on the community site) and establish local re-use and recycling programmes and facilities.

6. Transportation: "calm" traffic systems and street sizing, emphasis on pleasurable street environments and person mobility.
   • Minimize both the on-site generation of vehicle trips and the nefarious impacts of transport on community life and environment.

7. Landscaping and Urban Greening: Fit built forms and open space preservation to the land ecology of the site, "greening" (plantations) as a gesture to global environmental redress.
• Land users and built-forms are planned, designed, and developed integrally such as to support and/or regenerate vegetation and to nurture wildlife.

8. Community-based Food Production:
• Provide area for private gardens, allotments, greenhouse production units, and/or regenerate vegetation and to nurture wildlife.

• Discharges to be of sufficient quality not to impair beneficial users, inhibit indigenous biota or produce adverse impacts.

(Taken in entirety from Perks and Van Vliet, p. iii-iv, 1993)

1.3 Conclusions

The ASC project researchers discovered that there was an interest in Calgary for achieving an improvement in residential neighbourhoods using the participation process for designing houses and neighbourhoods. An interest amongst some Calgary residents for shared facilities was also found to exist.

In Calgary, relaxation of the City's codified site development standards only occurs following a challenge to the municipality by the developer. Because of the success of the development industry in Calgary, there has been virtually no incentive to produce more affordable housing; and innovations are often seen as being more costly. Moreover, most housing has been higher scale with no thought to land conservation or principles of environmental-friendly, ecologically-sensitive subdivision and development. The City has no vision regarding affordability and sustainable development principles. They look at innovations as positive more or less only if they can reduce cost (i.e., the City's maintenance operations over the long term).

The ASC research suggests a more integrative approach between key players--municipalities, industry, other government--for the principles of sustainability to become part of urban planning policy.
Essentially, the ASC research summarized here guides this project by:

• providing the nine characteristics for affordable sustainable community.
• reviewing Calgary as a possible location for affordable sustainable community.
• pointing out the importance of community and the rethinking of community amidst changing cultural values and quality of life issues.

Chapter Two specifically examines the community of Inglewood as a location for affordable sustainable community.

Chapter 1 Notes

1 Faculty of Environmental Design, University of Calgary, principal researchers Perks, Van Vliet with assistance from numerous individuals from the housing industry and service delivery, as well as community individuals and input from various people at the University of Calgary; the project was initiated March, 1990.
2.1 Inglewood: Its History, Assets and Dynamic

A community's soul lies in its history and from its soul comes direction.

(Corimer, Garland, Hamilton, and McDougall, 1975)

Built along the Bow River, the community of Inglewood has a rich history unlike any other community in Calgary.

The community, because of its location near water, rail lines and low land areas became a popular area for industrial expansion and was to undergo many years of prosperity (Inglewood Area Redevelopment Plan, 1993; Corimer, Garland, Hamilton, McDougall, 1975). The many industries that located in Inglewood attracted people who wished to live near their place of employment so the population grew as did businesses and schools (Inglewood Area Redevelopment Plan, 1993).

A shift in the composition of the area began following World War II. People started leaving their inner city homes for life in the suburbs and local businesses began looking regionally for consumers in order to survive. This trend continued until 1960s when in the 1963 General Plan the entire community was designated for industrial development (Inglewood Area Redevelopment Plan, 1993). The community was no longer perceived as a viable place for people. A terrible impact was felt by the residents as schools began closing and mortgage and improvement loans were impossible to obtain (Inglewood Newsletter, 1994). This should have marked the end of the community as a place for people, but instead it marked the beginning of Inglewood's strategy for survival.

By 1970, and with the effort of the community's New Street Group, a plan, the Inglewood Design Brief, 1973, was created that set out Inglewood's future --a future that the residents wanted to experience and see occur in their area.
Through the work done on the Design Brief (1973), the community created an identity they wanted for the area and they worked through various community organizations to see that end realized. The community objectives were to retain the residential component in its neighbourhoods, increase its population without losing the "village" concept experience, reinforce its working class status, make improvements to 9th Avenue and the housing stock. Residents also wanted to keep it as a place where anyone could afford to live and where the elderly could keep their homes or stay in the community through some other option such as housing created and maintained specifically for the elderly (Inglewood Newsletter, 1994, February).
The community not only wanted to overcome the mistakes of the past that they were now living with, but they also wanted to become a model for other older communities faced with the same problems. The "final" product came out of a concerned effort and input from residents, academics, professionals and other prominent people all of whom responded in planning a future for the area. They were able to gain enough power to change the social and political situation in which they found themselves. The City endorsed the plan. A first of its kind for a community in Calgary, and the first such plan in North America in that it was not prepared solely by municipal planners for the community but was developed with direct community input and influence (Inglewood Area Redevelopment Plan, 1993).

As a community, Inglewood was to have many firsts; for example, it was one of the first communities in Canada to receive funds from the Neighbourhood Improvement Program (NIP), a program funded by all three levels of government that was meant to assist the community upgrade the quality of houses (Inglewood Area Redevelopment Plan, 1993;
The community's ability to obtain this program was just one example of a continued string of positive and ultimately successful actions spearheaded by Inglewood's residents for the physical betterment of their community. The continued action by community residents was to ultimately have social consequences as well in that it united volunteers and strengthened the power and influence of community organizations in achieving a common purpose.

It was to establish a string of successful actions that united residents in a common purpose which resulted in a strong community identity and direction. Residents were to remain active and influential in the development of their community for years. Later came the building of a community swimming pool, and residents also began fighting any new industrial encroachment on residential areas (Inglewood Area Redevelopment Plan, 1993). The residents have also shown a willingness to accept, into their community, neighbours and organizations that other Calgary neighbourhoods might not (i.e., the women's shelter, industry).

As new, young professionals move into the area and join the past experience and knowledge of long time residents, the community may be regaining some of the past momentum in influencing the direction of its future. The knowledge and skills to accomplish this still exist in the local community. Community organization volunteers remain very sophisticated about city planning and development procedures and standards.

Most recently, the community is looking at ways to help manage the Wildlands Park (see page 18) with volunteer "keepers". These keepers would provide community led educational tours through the Park and protect it from vandals; in addition, the Inglewood Bird Sanctuary has a Volunteer Stewardship Program that has volunteers help with the care of the Sanctuary.

9 Avenue also called Atlantic Avenue in hopes of a more positive image for the area.
This area in East Inglewood is the vacated site of an oil refinery. With the volunteer help of Inglewood community residents, it is being developed into a Wildlands Park. No other development (i.e., residential) can occur on this site for 20+ years.

Wildlands Park
Petro-Canada / Rotary Club

Scale: 1:1000
March 1993
Businesses in the area are in flux much like the rest of Calgary with new businesses moving in as others leave the community; however, since 1992, 20 new businesses have been established.

Very few businesses in Inglewood are owned by individuals who live in the community; however, the business owners do cooperate and contribute to the community for various community events or surveys or other activities that benefit the community. The community ultimately hopes for a variety of commercial development (Inglewood Area Redevelopment Plan, 1993).

East Inglewood is separated from the rest of the community by Blackfoot Trail and a railroad overpass. In this particular part of Inglewood there are a few businesses in the form of small groceries or gas station. Most of the economic activity in East Inglewood is light industrial which may mean there is room for more businesses or services aimed at serving the local community. East Inglewood also has the most open space and vacant land available for redevelopment.

Inglewood has many advantages as a community that make it a potentially successful site for community design based on the concepts of sustainability. The most prominent advantage would be the quality, strength, and past accomplishments of the community association and the knowledge and skills they possess and are able to mobilize in order achieve their plans.
East Inglewood: Residents co-exist with light industry.

Because of their location and land use mix, they have often been put into a position of finding creative solutions to their problems. For example, residents have had to work collectively and compromise with industry, deal with roads that divide the community, deal with a dropping population, support an aging population and community school, and come up with ways to end prostitution in the neighborhoods. Inglewood also contains a variety of City-owned land that will potentially be sold for development. Due to the dropping population, residential development on these site would be much favoured by residents. Inglewood is
2.2 Key Forces at Work

2.2.1 Housing, Property, Development, and Socio-Demographic

The population in Inglewood has been declining steadily. From 1968 to 1993, there has been a 31% decrease in population from 3,598 to 2,490 residents. This is a significant issue facing the community at present. According to the Inglewood Area Redevelopment Plan (1993), a major reason for this decline is due to factors affecting the larger population across Canada those of decreasing birth rates increasing age of population and decreasing number of persons occupying a dwelling (a decline of approximately 30%). In terms of the age groups in Inglewood, the community has a higher percentage of people in the 65+ range or about twice the City average. In addition, the number of school age children in the 5-14 range of 9% is lower than the City average of 14%. The number of pre-school children is similar to that of the City average of 6% (Inglewood ARP, 1993). The majority of residents fall in the 25-44 range at 44%. The Inglewood Area Redevelopment Plan (1993) predicts an increase in the population of approximately 1,000 people within five (5) to eight (8) years based on potential development that may occur in the area.

Even though there has been an overall decline in population, for the past two years, there has been a steady demand for houses in Inglewood. An indicator of this has been the increasing price of homes. Houses in Inglewood are priced very well for an inner city area with the average price of a house being $114,940.87 (1,085 ft² or $105.9 per ft²) as compared to the average residential price of a house in Calgary at $132,272. House prices in Inglewood are lower than in some of the trendier areas of the city at present such as Kensington or West Hillhurst. There are 1,357 housing units in all of Inglewood for a population of 2,490. Twenty-seven percent (27%) of these are single family homes as compared to, 29% in Bridgeland, 35% in Hillhurst (other inner city neighborhoods), and 53% city-wide (City of Calgary Civic Census, 1993). East Inglewood has approximately 400 housing units for a population of 900 people and most of these are single family units (Perks, 1990)

The total land area of the community is 282 ha.± (697 ac.±). Residential use occurs on only 18% (73 ha.± or 180 ac.±) of this total. Single family housing units represent 49% of the housing stock and apartments consist of 17% as compared to the city averages of 21% single family and 8.7%
apartments. Also, Inglewood has a much higher percentage of converted units at 22% as compared the City average of 2.6% (City of Calgary Civic Census, 1993). The houses are generally well maintained, although there are examples of some properties that need renovations (particularly in East Inglewood).

From a contaminated empty space, the Inglewood Wildlands will become another one of the many open spaces in the community. Besides the Wildlands, the area of Inglewood is also home to the Inglewood Bird Sanctuary, the Pearce Estates and Fish Hatchery. The open space in Inglewood consists of 22% of the total area (69 ha.±, only 51 ha. ± is zoned for public park, school and recreation district). The open space in Inglewood has well above the City average and most of it is found in East Inglewood. The standard for an inner city community is 0.9-1.3 ha. per 1,000 population; however, Inglewood has 6.65 hectares per 1,000 population. This is also well above the City average of 2.99 hectares per 1,000 population. Of all the open

Examples of the housing stock. Maintenance of homes vary.
New development in Inglewood. Residents see these homes as being too tall, having very prominent garages, hidden entrances, no porches, and featureless exteriors.
space, 62% of it is regional open space. Vacant land comprises of 9% of the total community and industry takes up the largest proportion of land in the community at 38.3%.

As Inglewood has become a more successful community, in terms of the demand of people wanting to live there, certain changes have been occurring. For example, property taxes during reassessment went up for Inglewood by 62%. Residents are unhappy with this as they feel they are paying for development of the City in the suburbs. They are also aware of speculators and do not want a single developer retaining large portions of land available for development because area
residents want input regarding new development in their community.

Inglewood has a total labour force of 1,300 individuals (Inglewood Community Profile, 1993). Most people work in transportation, communications, and other utilities.

The average family income of the City is $26,819. In Inglewood, 20.8% (125 families) have average family incomes of $40,000+, 17.5% (105 families) earn between $30,000-$39,999, 22.5% (135 families) earn between $20,000-$29,999, 15.8% (95) earn under $10,000, but most family incomes at 23.3% (140 families) fall in the $10,000-$19,000 range possibly because of the large elderly population (Inglewood Community Profile, 1993). In 1991, Inglewood had a median income 15% or more below that for all Calgary (the median income for Calgary being $21,900) (City of Calgary Index of Median Incomes, 1994).

2.2.2 Economy, Government, and Fiscal Policies

Unquestionably, there is a changing financial picture that is influencing our attitudes about the way we live and how we do business. Globalization and restructuring in economics and communications is altering the speed at which certain things are being done. The word "downsizing" can be linked to almost any organization in the present economic and regulatory environment. There is more privatization and talk of privatization (see section 2.2.3). Handy (1989) believes by the year 2000, only half of the work force will have full-time jobs with the rest either self employed or unemployed. The self employed, he predicts, will work out of their own homes or offices and pay for their own expenses. The remaining part of the workforce will work when their services are needed and may work for a number of employers.

Cities like Calgary are finding it more difficult to finance their growth and are receiving less Provincial operating and capital grants for things like roads. Communities are losing amenities. People are complaining about the gap between what they are paying for and the quality and range of service (Municipal Futures I, class lecture, 1993).

If communities wish to retain these programs, they will likely need to do it at the community level with community initiatives. Examples of privatization and deregulation, corporate downsizing and user-pay schemes are more prevalent in the current economic environment (see section 2.2.4). Household budgets are also shrinking as employment rises and people are unable to afford housing (Municipal Future II, 1993, class lecture). Possible solutions may rely on more community self help and cooperation with a variety of possibilities such as sharing space and facilities as well as cooperation between developers and
communities and house seekers and design professions (Perks & Van Vliet, 1993).

It is difficult to predict what may occur in Canadian society and lifestyles amidst the changing economic and social situation. For example, people may not be able to afford the single detached home, but this does not necessarily mean that people will not resist this or easily accept an alternative. Similarly, more people are concerned about the state of the global environment, but are not likely to give up their dependence on the automobile. What may be needed is more examples of alternatives that may ultimately create different expectations.

2.2.3 Environment, Sustainable Development, and Urban Greening

The report of the World Commission on Environment and Development, published in 1987, embodied the environmental and economic concerns many countries around the globe shared. It was designed to sound an alarm and establish a foundation for debate by presenting "a general case" for the concept of sustainable development. Its publication seemed to establish a shift in how environmental and economic matters were perceived and confronted. The report presented a case for an economic system that would not compromise the future of the environment.

The interest for sustainable development that ensued from the worldwide concern for the state of the environment primarily focused on global issues regarding the planet's ecosystem and on the development and economic practices, human activities and social values that sustain existing problems (Nijkamp & Perrels, 1993; Boyden, S., Dovers, S., & Shirlow, M., 1990). Human patterns of development have lead to these problems and the trends that continue to exist today such as the build up of wastes in the biosphere and the growing human population, are incompatible with the desire to safeguard the integrity of the ecosystem. In other words, questions that arise within the context of sustainable development at the global scale deal with the relationship between environmental quality and quality of life issues particularly between resource distribution and social equity (Reed & Slaymaker, 1993).

The fact that sustainability is meant to resolve this disharmony has created a growing inclination towards its acceptance as a vehicle that offers a new direction (Mitlin & Satterthwaite, 1990). This "new direction" has lead to a search for opportunities on how to turn the concept of sustainability into applicable goals and practical solutions.

If sustainability was the new way to go, and if it has the potential to offer solutions, then a means in which to begin a "change process" had to be found (Nijkamp &
Perrels, 1993). Discussions from numerous authors regarding this "change process" have focused on:

"the purposes, practices and technologies of private economic development agents. They also address reform and alteration in the consumption behaviors of household and individuals. Directly or indirectly, they further address reform or restructuring the policies and practices of public institutions, those of municipal or local governments included (Perks & Van Vliet, 1993, p. 3).

Discussion at the urban and community level has focused on urban form and systems, social change, quality of life, and human equity, in terms of restructuring and implementing sustainability (Sherwood, 1993). What may often been seen as the vague concept of sustainability at a global level has the potential to become policy and the potential to be effectively promoted to serve, as well as to be controlled and influenced by the benefactors of a community at an urban scale. (Simon, 1989). Reed and Slaymaker (1993, p. 733) suggest "stewardship best describes the action which is derived from an environmental ethic or care, respect, and responsibility" under which activities such as the "formulation of local conservation strategies, community land trusts, biosphere and ecological reserves, local action committees, and sustainable redevelopment of ecosystems take place."

It is at the local level that "technological concepts, lifestyles and societal value systems are materialized" and cities as administrative and physical entities can make significant contributions to establish practical solutions that will contribute towards solving environmental, economic and social crisis that are visible in urban areas worldwide (Nijkamp & Echart, p. 9; Wismer, 1990, Brown & Jacobson, 1987).

Many Canadian cities are facing increased development pressures with, for example, rising infrastructure costs, reduced revenues and reductions in federal and provincial transfers to cities. Eighty percent of all Canadians live in urban areas and many of the policies and practices like increased energy use and waste production that arise from the urban living environment contribute to the global situation (Mathur, 1990). Many of these problems are occurring due to past urban development patterns and policies; for instance, the continued development of low density suburbs that result in the consumption of large areas of land, increased dependence on the car and demand for new roads this is leading to increased difficulties for municipalities to balance their municipal budgets (Mathur, 1990). In addition, several problems exist in Canadian cities that include an eroding infrastructure, but also include environmental degradation, inner city decay, and neighborhood collapse (Mathur, 1990; World Commission on Environment and Development, 1987).
The local programs and policies Canadian cities are undertaking to reduce motor traffic, encourage pedestrian traffic, providing green spaces, reducing development and site standards etc., are backed theoretically by national policies intended to uphold the themes of sustainability; however, a recurring obstacle to implementation is the lack of financial resources (Wismer, 1990; Maclaren, 1993).

There have been attempts to find solutions with a new approach at the municipal level in cities across Canada; however, few examples exist of actual implementation of sustainability practices (Perks & Van Vliet, 1993).

The increased importance of Canadian cities as more people move to urban areas and a heightened environmental understanding has focused attention on how to make urban areas more sustainable or livable, and phrases such as "livable city", "urban greening" or "green city" are often heard (Maclaren, 1993; McGahan, 1982). All these terms have similar underlying principles.

Three factors comprise the livable city: 1) renewal of community (search for community) that includes the notions of self management, sense of place, and autonomy (individual knowledge for democratic participation), 2) retrieval of values that incorporates a notion of cooperation of mutual interdependence, a connection to place, a sense of connection to land, and the 'new values of the environment, 3) restructuring (organizations and institutions) including municipal corporations and delivery systems. (Municipal Futures I, 1993, class lecture). As mentioned above, the word "green" is commonly heard with issues concerning the environment. A green city "means the shaping of cities to meet human needs in harmony and balance within their bio-regions" (Cholette, K., Dobson, R., Gerecke, K., Nozick, M., Simpson, R., & Williams, L., 1989). The success of such notions will depend on people deliberately choosing that direction and education in the worth and benefits of such ideas (Hough, 1990).

2.2.4 Changes in City of Calgary Urban Development Policies and Regulations

Amidst changing economic, social, and environmental factors, the City of Calgary has started undergoing an examination of certain practices and policies. For example, the City is affected by Provincial fiscal restructuring in way of 20% cuts as taxpayers resist more taxes (Carruthers, class lecture, 1993). There is also an ongoing debate between developers and municipalities about who should pay for what, and what exactly is needed in a community (Municipal Futures I; Municipal Futures II, class lectures, 1993). Municipal restructuring in the 1990's will likely involve a close examination of the entire delivery system for what type of changes will be acceptable, who will pay, and who
will benefit (Municipal Futures I; Municipal Futures II, class lectures, 1993).

The municipal corporation of Calgary is beginning to ask questions like: what businesses should we be in? For example, the Calgary Chamber of Commerce has suggested transferring various services such as garage pick up, road maintenance, and operation of recreation centres to the private sector -- all in an effort to keep taxes from rising (Saville, class lecture, 1993). Presently, there is a debate concerning the possible privatization of City owned utilities including electric, water and sewer in an effort to pay off a $1.5 billion debt and apparently provide the City with extra revenue of $32 million that would potentially be redirected to build roads and more intersections to accommodate suburban development in addition to $150 million in projects approved through the federal infrastructure program (Calgary Herald, 1994, April 20, April 22).

This idea was met with a negative reaction from aldermen representing inner city areas saying the idea is shortsighted (Calgary Herald, 1994, April 20, April 22). Their argument is that this will lead to inner-city decay and cost more in road maintenance in the future. The alderman for Inglewood is questioning why "operating revenue would be spent on capital work when the City's GoPlan is in the midst of looking at road tolls, fuel taxes and parking fees in hopes of creating more of a user-pay system to fund road work". This move seems quite contradictory to the GoPlan that hopes to decrease dependence on the automobile by proposing measures that would make driving less attractive by upgrading transit, bringing people closer to their work, and emphasizing a user pay system (see below for more on the GoPlan) (Calgary Herald, 1994, April 20, p. A1).

Besides trying to deal with its financial worries mentioned above, the City is starting to examine what information about urban restructuring can be applied or adapted to Calgary. Most recently, the City has drafted a Proposed Environmental Policy for the City of Calgary that sets out a policy for environmental management for all City operations. Its goal is to "integrate social, economic and environmental objectives into a coordinated decision-making process to maintain high standards of living, social harmony and environmental quality" (Proposed Environmental Policy for the City of Calgary, 1993, p. 4).

In the way of examples, the City of Calgary is undergoing a study on Sustainable Suburbs entitled "Designing Fiscally and Environmentally Sustainable Communities". The purpose of this study is "to review current and alternative approaches to the planning of new suburban areas to determine what changes, if any, should be made in response to the realities of fiscal, environmental, social, and demographic trends (Sustainable Suburbs, Terms of Reference). Basically, the City is trying to be receptive to ideas regarding
residential development that will be less costly and more environmentally friendly.

The sustainable suburb investigation is examining the plan for McKenzie Towne. McKenzie Towne is being built in southeast Calgary. It is different from other communities in Calgary for the design ideas it incorporates such as a town centre and squares, less emphasis on the automobile, mix-use neighbourhoods, work, shop, and living opportunities within walking distance, to name a few.

If new form of development are successful and function adequately, many of the changes they incorporate could become policy and influence the attractiveness of future innovations to municipal administrators. Ideally this type of precedents could lead to more flexibility and accelerated acceptance of new forms development in suburban as well as inner-city areas such as Inglewood. The introduction of new innovations may become easier to achieve. Success depends on the physical form functioning properly (i.e., the traffic roundabout), but it also depends on attracting buyers and having a market for the mixed uses available including retail, residential, and institutional. Some developers are trying to create a new image of community form in Calgary to give the consumer an alternative choice, and, obviously, the developer believes there is a market for this form of community.

The following are some examples of issues and themes that are important to the City of Calgary "Sustainable Suburb" study because they will either directly or indirectly affect the City's future (Sustainable Suburbs, Terms of Reference). (The following issues are also taken into consideration for the City of Calgary GoPlan.)

• It is being estimated that Calgary's population will each 1.25 million by the year 2024 that will require 246,000 additional dwelling units.
This creates issues of maintenance of infrastructure similar to what the City is experiencing at present. Expanding suburbs will likely add to this problem.

- Suburban development is characterized by low density residential with segregated work areas and services. This has occurred because of an abundant supply of land with few constraints to development and a healthy economy that could pay for large road systems for private automobiles and large infrastructure costs and services.

The economy may no longer be able to support the type of development that has evolved in Calgary. This is evident in the problems the City is currently experiencing in trying to find the financial resources to maintain infrastructure and services.

- Values and priorities are changing. This may translate into different housing demands than what is currently being built. Also, surveys conducted for the GoPlan show people in Calgary believe the current dependence on the car cannot be maintained. There is also an increase in environmental awareness and that growth management policies in Calgary should place more emphasis on dealing with environmental issues (mainly with that of the automobile).

Many cities are looking for alternative to the present subdivision design and alternatives to the car such as walking, bicycling and mass transit. There are also concerns about protection of natural areas and the changing demographics and lack of housing choice in many new communities. Inner city, and higher density development that is less dependent on the automobile, such as that possible in the community of Inglewood and proposed by Affordable Sustainable Community, may be a viable option or an alternative to what is occurring.

The GoPlan is attempting to develop a transportation strategy for the future of Calgary. It concerns itself with traffic issues in view of projected population increases over the next three decades (Calgary Herald, 1994, February 26.). The GoPlan offers four different transportation and land use scenarios:

- The City would remain much like it is today with employment areas separated from residential areas and the dependence on the automobile would remain high.

- The City would remain much like it is today with employment areas separated from residential areas and the dependence on the automobile would remain high but there would be an increased emphasis on transit.

- The City would begin incorporating more compact development with emphasis on transit, walking and cycling.

- Development would become more spread-out with emphasis on automobile travel.
When examining the forces at work, political, social, and fiscal events, as well as the type of development that is currently being developed, it is likely that the third scenario -- more compact development with emphasis on transit, walking and cycling -- will occur in the City of Calgary (or at the very least, the second scenario). The importance of the car will likely remain high but people will rely on its use less than what we are currently experiencing if alternatives are available. These alternatives include better transit system, work closer to home, higher population densities in suburbs, reduced road building and reduced expansion of the City at its edges, a variety of housing types, and inner city communities (like Inglewood) redeveloped to higher densities.

The third scenario is likely to be beneficial to Inglewood because it would ensure an increase of population in the community. People living in inner city neighbourhoods would be in close proximity to many employment opportunities and within walking or cycling distance. Inglewood would also be easily served by transit.

2.3 The Proposed Site and Its Context

Over the years, much of the heavy industry that was once part of the community, has moved out of Inglewood. What remains is mainly light industrial with a commercial component. As a result, many parcels of land have become available for residential development. Some of the sites are small and suitable for infill. Other sites -- e.g. the Petro Canada refinery site -- have become contaminated and will not be suitable for residential development for many years. The Inglewood Area Redevelopment Plan (1993) encourages residential development on suitable sites. The site for this design brief is one such example.

The site has potentials and constraints within a community having its own potentials and constraints. It is owned by the City of Calgary and is located in East Inglewood. The site is approximately 90m at its widest point, 45m at its narrowest point, and is approximately 810m long running from north to south. It is located between existing residential development and the old Petro Canada refinery site that is now being transformed into the Inglewood Wildlands Park. The City of Calgary divides the site into three separate sections, each with its own land use designation.

The site exists within a certain context; both environmental and social; and it is not without constraints. The constraints will come from the form of the land itself. But they can also come from the community that, on one hand, wants to increase the population of Inglewood, but at the same time is apprehensive of higher density development.

Although the area east of the site (the old refinery site) is contaminated, the proposed site itself is completely
safe for residential development (Inglewood ARP, 1993). The northernmost part of the site falls within the floodplain. The chance of flooding is 1% in any given year (Inglewood ARP, 1993).

In addition, the site, like all of East Inglewood is directly in a flight path of the Calgary International Airport and falls within the 30 noise exposure forecast (NEF) contour which would normally prohibit further subdivision of the area for housing. However, the Inglewood Area Redevelopment Plan requests amendments to the Provincial regulations to facilitate new development because Inglewood wishes to increase their population and find alternative uses for vacant land. The noise produced by the aircraft would need to be buffered through building design.

As in all of Inglewood, the site area is exposed to elements that affect the community as a whole, such as the odor from nearby industry, and noise from the rail lines. Essential, the weaknesses and constraints that affect the community as a whole also affect the site; as do the strengths and opportunities of the community.

Houses were once located on the site; the sidewalks and fire hydrants are still visible. The homes were removed following a fire at the refinery. The City, Province, and refinery purchased the homes and moved them to other locations in the City (Inglewood ARP, 1993). At present, houses are located along approximately half of the western edge of the site.
It appears that many of these residents use the site as an extension of their back yards and most probably enjoy having the open space directly behind their homes. Residents often park their cars here and there is evidence of car repair occurring behind the alley as well.

Any development on the site will have a definite impact on the community that is accustomed to looking through the site to the open space behind; but the largest impact on this amenity will come for those living directly next to the site.
City of Calgary Proposed Land Use Designations

The site is divided into three separate sections by the City of Calgary, each with its own land use designation.

1 **Existing:** 1-2 DC, General Light industrial, light manufacturing, warehouse  
**Proposed:** DC (RM-2), Low Density Multi-Dwelling District, RM-1 density and height guidelines for townhousing projects of 44 to 54 u.p.a. and 3 story height limit; DC, Direct Control to allow City Council to impose site specific rules for innovative and unique projects that cannot be accommodated by another district.

2 **Existing:** R-2, Low Density District, single detached, semi-detached, duplex  
**Proposed:** RM-2, Low Density Multi-Dwelling District, family-oriented dwelling units, 70 u.p.a.

3 **Existing:** DC, Direct Control District, Direct Control to allow City Council to impose site specific rules for innovative and unique projects that cannot be accommodated by another district.  
**Proposed:** DC (RM-2), Low Density Multi-Dwelling District, RM-1 density and height guidelines for townhousing projects of 44 to 54 u.p.a. and 3 story height limit; DC, Direct Control to allow City Council to impose site specific rules for innovative and unique projects that cannot be accommodated by another district.
However; if the community wishes to increase its population, these parcels will need to be developed with a sensitivity to the impact this will have on residents. This particular site was also identified by community members as a potential site for housing development. (see Appendix A for discussion about the site).

Many factors make the site attractive for development. For example, it is one of the larger sites, and it borders what will one day be a green space that will offer many amenities, not only visual but recreational as well. It also offers opportunities for different types of development, including various forms of residential (e.g. loft housing) that will appeal to distinct target groups. This will be discussed in detail in Chapter Three.

The Site can be divided into 3 sections, each with its own design challenges.
2.4 Conclusions and Prospects

There are many forces at work that will ultimately determine the possibility of a community based on the principles of sustainability being successfully designed, built, marketed, and maintained in East Inglewood. As a physical location, the community offers many assets. It has numerous large vacant sites that have become available for residential development and the community wants to increase their population and reverse the trend that has seen a loss of population over the years.

The community residents and their community association have a long and successful history of working for the physical and social betterment of their community and have often taken unique approaches to accomplishing their goals. Many people in the community are interested in the principles of affordable sustainable community as a possibility for the community of Inglewood and several of its residents are part of the Sustainable Community Housing Society. The Society functions as a core group and resource for people interested in establishing a community based on the principles of sustainability. This group is composed of a variety of individuals including young professionals, single mothers, and the elderly. They are all interested in alternative not presently offered. Some are concerned about the state of the environment, others want a sense of community, some want to share facilities and costs, others simply want to know their neighbours and be involved in the functioning of their community. The Society is particularly interested in finding inner city locations such as Inglewood because of the numerous assets this part of the City offers such as, location to downtown, proximity to employment opportunities, mass transit, open space, proximity to the river, the Bird Sanctuary, Fish Hatchery, and the soon to be developed Wildlands Park.

Even though there has been a steady decline in population, there has been a steady demand for houses in Inglewood. It is likely becoming a desirable area based on the value of houses which are priced very well for and inner city area, but not as high as some other areas close to downtown such as Hillhurst/Sunnyside. This may be a positive sign for developers. There is not a great deal of housing choice. Most homes are single family housing units. More choice would likely be welcomed.

The changing economic environment benefits Inglewood as a location for a sustainable community. As household budgets shrink and jobs become more difficult to find, community self-help will likely be necessary. Inglewood has a great deal of experience in partnerships and cooperation for the betterment of the community.

The City of Calgary is encouraging inner city development. Through the GoPlan, the City is working
to develop a transportation strategy for the next three decades. The City hopes to decrease the dependence on the automobile because it feels continued development and use of the automobile cannot be sustained. Again, this has benefits for inner city neighborhoods. If communities like McKenzie Towne succeed, the City may be more open to relaxing development standards and perhaps change relevant policies to allow specific innovations on a case by case basis. Changing development standards may not only benefit the environment but provide cost saving opportunities as well.

One of the challenges is to show increased density while retaining the amenities that people expect. If examples are shown and these are successful housesekers are more likely to show an interest in alternative forms of community.

The time and place seem to point towards the possibility of a successful addition to the community of Inglewood; however, many complex forces are shaping the current climate and it would be difficult to predict the ultimate outcome. The success of the community will depend on input of housesekers who might choose to live there, the acceptance of community residence and their input, and the economic, social and political climate at every level. Phasing development may be appropriate and help with the planning and implementation as well as assist financially.

Chapter 2 Notes

1 A converted unit is a structure originally built as a single family house but now contains more than one residential unit or a structure originally built as a duplex and now contains more than two residential units.

2 The report from the World Commission of Environment and Development (also known as the Brundtland Report) was created as a consensus document by commissioners from 21 countries.

3 Sustainable development became a popular phrase or buzzword after the Brundtland Commission report. It has been defined by numerous authors but the underlying principles and ideas are always similar. The Brundtland Report defines it as: development that "meets the needs of the present without compromising the ability of future generations to meet their own needs" (p. 8).
3

Design Brief
for Affordable Sustainable Community

3.1 The Design Brief

The design brief provides intentions and goals and illustrations for an affordable sustainable community in East Inglewood. Where appropriate and possible for this situation, the brief incorporates intentions adopted from the set of nine propositions -- set out as community performance goals -- that characterize the advances being made in planning and design for sustainable residential community as presented by Perks and Van Vliet (1993). (See Chapter 1 for a complete list of the propositions). What is presented, therefore, does not necessarily incorporate all of the performance propositions.

The approach to the design intentions is meant to be practical. It tries to take into account, as much as possible, the wishes of the community and the limitations as presented by the site, its neighbours, the surrounding community as a physical and social entity, and the larger issues and key forces at work.

The Inglewood inner city community provides many assets and strengths for the success of the type of community proposed (discussed in Chapter 2); for example, it is near many employment opportunities, it has a strong community organization, and Inglewood has a history of showing support for other projects like the Inglewood Wildlands and the Bird Sanctuary.

3.2 The Design Concept

The design concept provides a possible planning solution for a specific site. The site selected is located in East Inglewood. It is approximately 10.4 acres (4.2 hectares) in area, and is bordered by 9th Avenue to the north, 20th Street to the west, and the Inglewood Wildlands Park to the east.

The design concept offers a vision for designing a community based on principles and characteristics of
sustainable community. It provides for a physical environment (i.e., urban form, circulation systems) that is meant to influence and strengthen the social fabric (i.e., individual responsibility, stewardship). The concept is also aware of the surrounding community and is sensitive to such things as scale but also attempts to provide elements that invite and welcome the entire community of Inglewood (i.e., community gardens).

Community input has come from four redevelopment workshops. At these workshops, community members expressed concern about the physical community. They view Inglewood as a desirable place to live and felt they would be open to new innovations. Participants in these workshops also focused their conversation on demographics and the desire to have a mix of people and incomes. Discussion also revolved around quality of life issues and possible solutions such as more emphasis on community life. The site selected for this project was discussed at the workshops. The following are some comments made by the participants regarding the site:

Desirable:
  * the view to the Wildlands Park
  * north end of site good location for seniors or some retail
  * site good for higher density
  * good place to create a new image for the community

Undesirable:
  * tough alley to the west
  * noise from airplanes and rail lines
(see APPENDIX A)

Additional input was obtained from key informant interviews, and from the Inglewood Area Redevelopment Plan (1993).

Objectives
- to produce a set of design and programming intentions in context of the existing community (East Inglewood) that explore the organization and character of affordable sustainable community. This is done mainly, but not exclusively, through land use and housing considerations.

- to develop a design brief that is consistent, as much as possible, with the desires of the community as ascertained from the redevelopment workshops, key informant interviews, community meetings, and the Inglewood Area Redevelopment Plan (1993).
3.2.1 Site Sectioning

For purposes of designing, the site lends itself to a division into three sections, A, B, and C as indicated in the diagram opposite. This sectioning makes sense mainly because of the physical characteristics of the site and its edge conditions.

The site sectioning has implications for the design recommendations; each has certain potentials and constraints for development. In effect, each section requires a distinctive solution in built form, land use and landscaping (and possibly but not necessarily, The Site can be divided into 3 sections, each with its own design challenges)
Airplanes frequently fly overhead. Here, one passes directly over the Site.

socio-demographic characteristics) that at once integrate the full site and ensure it responds and is sensitive to what exists around it in terms of such things as scale, density, and access.

The site sectioning created for the purposes of this design brief are not the same as the ones used by the City of Calgary for land use designations.

3.3 Opportunities and Advantages, Constraints and Drawbacks of the Site

Opportunities and Advantages:

• the Inglewood Area Redevelopment Plan (1993) supports residential development in Inglewood

• the type of development chosen for the site can create a new image, identity, or future direction for the entire community of Inglewood

• the site borders the Inglewood Wildlands Park along its eastern edge; an appeal to many home seekers

• scale of the site can allow for many different forms of housing: different age groups, incomes, tenure, and density
• north end of the site (Section A; bordered by 9th Avenue) is a critical part of the site and can be used as an interface with the rest of Inglewood

• opportunities to capitalize on the bordering Wildlands Park as an preferable edge condition

• land use designation in the ARP (1993) will accept higher density development (44 upa-54 upa and up to 70 upa with a 3 story ), and the Direct Control District designation enables Council to impose site-specific rules for innovative and unique projects that cannot be accommodated in other districts

• site can be considered, more or less, immediately developable because infrastructure, streets and property consolidation are in place

• large trees already present on the site; can be incorporated into the design

• natural drainage off site into Inglewood Wildlands Park

View of the Site looking northeast into Section A and the top portion of Section B
• south part of the site (Section C) has difficult edge conditions but can use this for a unique type of housing (e.g., loft housing) not found in other parts of the community or City; this would appeal to a certain target population

• availability of public transportation and possibly light rail transit in the future

Constraints and Drawbacks:

• dimensions of the site are narrow and long; can restrict design options

• located in flight path of the Calgary International airport

• residents on west edge have become accustomed to open space behind their homes

• residents like the view into the open space

• proposed Wildlands design allows for only two gates along its western edge and one service gate

• the site will be fenced off from Wildlands; access to the Park will therefore be limited

• tough edge in Section B due to alley

• southern part of site (section C) is very near industrial development; may be difficult to market, therefore need to target a very specific market

• site located in a "dead-end" part of Inglewood
• people may have concerns about the environmental quality of the area because it borders a contaminated site.

Nature of Development

• The site will be developed for predominantly residential purposes. There will be a variety of dwelling unit types and arrangements that will provide accommodation for various age groups and incomes.

• The development, residential or otherwise, will incorporate elements of affordable sustainable community in built form, in care for the environmental, and in social matters (i.e., housing, common areas, stewardship).

3.4 Recommendations for the Site

The following characteristic should (can) be included on the site for creating a more sustainable community. In the context of Calgary, some will be more difficult to achieve than others; while some are more realistic than others and may therefore meet with better success. For example, community-based food production can supply some food but it may become more of a hobby or a social activity because of limiting factors such as time and climate. Also, transportation: people are very
dependent on their cars, and the large roads and easy, abundant parking space make cars the "mode of choice".

**Community**
- more dense residential development
- mix of housing types and sizes (cluster, studio/work, low rise, suites); mix of households and incomes; mix of tenure--rent as well as own
- community employment opportunities may be limited but priority given to community residents
- sense of place--landscape, community identity, image
- shared areas that would be maintained by all--common buildings; shared office space to accommodate those working at home, small library with "how to" books and magazines donated by community residents; encourages social contacts and personal development
- residents would invest in common buildings and other equipment, etc.
- daycare organized by the site community or the larger Inglewood community
- shared equipment - toys for children in the common house (daycare), car repair, hobbies, office equipment and materials and tools for after school programs, gardens, paths, play areas, compost sites

- people work together in stewardship roles to keep the common grounds (i.e., snow removal; snow can be placed in neighbouring Wildlands Park; care for trees and paths); blockwatch service; welcoming committee for orientation and welcoming of new residents as well as groups to organize community events

**Land and Community Space**
- selected site is located in an inner city area -- has many advantages and benefits in location (near jobs, mass transit, recreational activities open space); reduces the need for the automobile
- Inglewood Area Redevelopment Plan (1993) supports higher density residential development and Direct Control land use designation for innovative proposals
- a clear mix and articulation of spaces: public, semi-public, and private--i.e., small courtyards, community gardens, balconies, rooftops of loft housing, paths

**Housing and Other Built Forms**
- residential as well as common facilities with options not found in all residential units--e.g., large meeting area, office space
- compact housing (3 story maximum) with paths and landscaping in between as well as benches, or bird feeders in the form of community art (keeping in the theme of the Bird Sanctuary and Wildlands Park)
- garden area for all of Inglewood
- observation point and meeting areas
Resource Conservation
• rainwater directed so as to flow towards Wildlands Park, and minimum of paved surfaces
• water metering
• denser development--more efficient land use
• cluster buildings for climate mitigation
• vegetation buffers from wind
• education: community residents (or "keepers"--volunteers for the Wildlands Park) can give talks on the history of the Petro Canada site, from a WWII effort to contaminated refinery site to Wildlands Park and beyond (reclaiming)

Waste Management
• recycling--provide the building space
• provide information to residents on resource consumption, recycling
• neighbourhood composting sites
• collection of oil and other toxic materials at shared car repair and workshop area

Transportation
• emphasis on pedestrian, with lanes for bicycles
• circulation on site for pedestrians but wide enough at places for access by emergency and maintenance vehicles
• cluster parking

Landscaping and Urban Greening
• crushed gravel or suitable recycled material can be used to cover roads and pedestrian and bicycle pathways throughout the site
• existing trees will be maintained and more trees, vegetation, flowers will be introduced perhaps mirroring themes of the Wildlands Park
• plant and tree cover (e.g., on roofs of loft housing)
• varieties that require the least watering and low maintenance (indigenous species)
• permeable surfaces (possibly with runoff channels into Park)
• trees and plant materials to create noise buffers, clear edge conditions, and a sense of place and identity correspondent with the Park context of the site

Community-based Food Production
• area provided for gardens in greenhouses--for the use of all of Inglewood
• common areas or a building space provided for cold storage of food.

Site Section Specifics and Development Recommendations

The following is a detailed account of site development and how activities are imagined to occur there.
work in their community garden can meet here and have a coffee or cold drink or sit and have a friendly discussion with a neighbour.

Young and old will interact with younger members of the community helping and visiting the elderly. The community will assist the elderly and others in finding the appropriate type of housing within the community to fit their needs (exchanges can take place). For example, people who want to share housing.

The common building will be used for a multitude of purposes for young and old as well as for "work at home" resources (see section 3.5 for more detail). Community strategy meetings and updates for the community work group will take place here as well. Each person in the group will have a role depending on their skills and abilities (sweat maintenance). It is in the common house where community residents or "keepers"-volunteers for the Wildlands Park--can give talks on the history of the Petro Canada site from a contaminated refinery site to Wildlands Park and beyond (reclaiming). Other educational activities can also be conducted here including providing information on recycling, re-use, and on consumption of other resources.

Parking will be available on the street and clustered near the common building. Selected paths will be wide

<table>
<thead>
<tr>
<th>Location</th>
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<tbody>
<tr>
<td>Gross Area</td>
</tr>
<tr>
<td>% of Total Site Area</td>
</tr>
<tr>
<td>Northern most part of Site.</td>
</tr>
<tr>
<td>9 Avenue to the north, 20 Street to the west and proposed Wildlands Parks to the east.</td>
</tr>
</tbody>
</table>

Section A is located at the northern most end of the site. Because of its location, it is a critical part of the site. It can be used for a mix of uses and as a gateway or interface to the Wildlands Park for all of Inglewood. Design elements that welcome the entire community should be included.

Being here will be equivalent to being where the action is. It will be the centre of social activity. It will contain housing for the elderly and a small neighbourhood park. The potential for some limited retail development in the form of a small grocery or tea house exists, with the possibility of cheaper rent until businesses are established. People who come to visit the Park, can drop-off their child at the community run daycare, or

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3.4.1 Section A

<table>
<thead>
<tr>
<th>Location</th>
<th>Gross Area</th>
<th>% of Total Site Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern most part of Site.</td>
<td>1.9 hectares 4.6 acres</td>
<td>44%</td>
</tr>
</tbody>
</table>

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enough for automobile access to the site (i.e., emergency vehicles, maintenance, etc.)

Several paths will provide easy access to the site for people and the incorporation of lanes for bicycles. A bus stop near the limited retail will allow people to have a coffee and stay warm while waiting for their bus.

A central landmark on the site will occur in this section in the form of an observation point that can also be used as a meeting place for nearby industry workers, community residents, or people coming to the Wildlands Park. The observation point directly overlooks the gardens and greenhouses.

Higher density row housing would be appropriate at this location. Its scale will have minimum impact on the community because it is not surrounded by other residential uses but faces the Inglewood Community Hall.

Recycling containers and a compost site will be positioned near the gardens.

The common building and elderly residence will be located near a small neighbourhood park and the community gate into the Wildlands Park. A small plaza welcomes visitors and extends outwards to the bus stop.

Planning and Urban Design Factors for Section A
- mix of income groups
- mix of demographics (elderly included)
- mix of tenures (rental, own, share)
- higher density (65 units, 70 maximum) parking for 50%
- medium rise buildings (3 story maximum)
- focus activity on the street level
- neighbourhood park
- lighting during the night
- observation point/meeting area will be a central landmark in area to provide a special identity
- community gardens and green houses
- preservation of existing trees
- possibly a variety of architects or designers; variety of developers
- different landscape treatments
- community art
- common areas and common building (with laundry facility, meeting area)
- elderly housing to be in close proximity to common building rooms, office space, play room, teen room)
- some limited retail can be included

3.4.2 Section B

<table>
<thead>
<tr>
<th>Location</th>
<th>Gross Area</th>
<th>% of Total Site Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central and narrowest part of the Site.</td>
<td>1.5 hectares 3.6 acres</td>
<td>35%</td>
</tr>
<tr>
<td>Existing residential development to the west and proposed Wildlands Park to the east.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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49
Section B is the longest and narrowest part of the site. Because of its constraints (i.e., narrow width, tough edge conditions), residential development would be suitable for this location. It is bordered by residential development to the west and the Wildlands Park to the east. This section is divided from the residential development by an alley that creates a tough edge condition. Development on this section will have the greatest impact on existing residents because it borders existing housing and any building in this area will block the view to the Wildlands Park and significantly alter the use of this area and the perception residents hold.

Compact residential will make up most of this site with limited parking available and accessed through existing alley. The alley will be surfaced with crushed gravel or other appropriate material (i.e., recycled brick, etc.) to allow for permeability. A covered walk (small arcades) will be developed along the alley for pedestrian protection against wind and snow and cold in the winter. This covered area will also contain storage area for bicycles.

The eastern most part of this site will have a path mainly for bicycles but will also allow for access by emergency or maintenance vehicles. A good circulation system here is important as the amount of space in this section is limited.

A variety of landscape treatments will occur preferable with indigenous species that have low water requirements.

Planning and Urban Design Elements for Section B
- residential development (option: units can be designed divided to different sizes to accommodate different needs)
- housing units to be placed in a linear pattern (56 units)
- variety of landscaping -- pedestrian movement system very important
- pedestrian path through the centre (bike path east part of site-can be used by pedestrians too)
- sitting areas (benches and community art)
- limited parking accessed through alley (1 per unit)
- alley to be upgraded and re-surfaced (permeable material)

3.4.3 Section C

<table>
<thead>
<tr>
<th>Location</th>
<th>Gross Area</th>
<th>% of Total Site Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southern most part of the Site.</td>
<td>8.9 hectares</td>
<td>21%</td>
</tr>
<tr>
<td>Industrial development to the west and south and proposed Wildlands Park to east.</td>
<td>2.2 acres</td>
<td></td>
</tr>
</tbody>
</table>

This section is at the southern most part of the site and is surrounded by industrial uses that make for very difficult edge conditions and challenges for design.
A mix of uses can be appropriate here including loft housing. The buildings could be used for residential or studio space, or small manufacturing, and the roofs of the building could be used for many purposes such as gardens, observation points, or sitting area. This type of housing would be marketed to a specific group. This type of development would be suitable for "work at home" possibilities.

The site can also offer other uses. Presently, residents use their alleys and vacant areas for car repair. Part of this section can be used as a car service area with a workshop included. Special containers would be provided for any toxic materials (i.e., oil from cars, paint).

The bus loop presently located here would be retained with a sitting area and landscaping. This section would also offer cluster parking. Tree and plant buffers would enhance the environment and lessen the visual impact from the surrounding industry. Just south of the site could be a good location for future light rail transit expansion that would service this site.

**Planning and Urban design factors for Section C**

- loft/warehouse style housing (units within each building could be divided to different sizes)
- landscaping to buffer against industry (noise/visual)
- bus loop would be retained
- cluster parking
- workshop and area for car repair (equipment could be community owned and shared with a small fee for use by others)
- housing units: 4 main buildings (number of units could vary depending on space requirements)

3.5 Site Plan Vision Summary

In looking towards a future time for Inglewood influenced by internal and external forces discussed earlier, a community could be built on the site chosen here that would incorporate living spaces, open spaces, social activity centres, and human support services within an existing area that presently contains residential, industrial, and open space uses. The goal is to create a place that is based on the ethic of community and sustainable development within the existing environment that creates a wholeness beyond its physical boundaries into the entire community of Inglewood.

The people who will come to live here will likely have some prior interest in obtaining what this type of community has to offer. Different people or groups looking to live in this type of community will have different emphasis on what the important and essential elements are. Some might be interested in community or shared living. Others might have a greater emphasis on
the environment and incorporate the appropriate elements into their neighbourhood. Regardless, input and participation from the user group and houseseekers will be required for the details and finalization of a potential design.

The existing neighbourhoods presently offer only limited housing choice. The new development would consist of many housing opportunities at higher densities. Residential development on this site would help increase Inglewood's population at desired by community residents. Easy access within the new development and between the new development and the rest of the community will be made possible by an extensive pedestrian movement system and bicycle path. Design elements would be included that would create opportunities for social interaction.

The site and the resulting transformed community of Inglewood will be able to offer something for everyone -- young and old. Adults will be able to walk, bike, or take the bus to nearby employment opportunities and drop off their children at daycare or elementary school nearby.

People will have the space to make car repairs or work at home from their loft housing. The emphasis will be on the pedestrian, but limited parking will be available. At some time, the area may be serviced by light rail transit that could ideally be located immediately south of the site. The elderly will have housing that is located in a quite area yet located in the most significant part of the site. Again, the chances of social interaction will be increased for all.

A greening of the environment would occur through various landscape initiatives by the developer and the community residents. Trees, vegetation, and places to sit will line the paths. Where possible, edges such as fences will be removed so people can move easily between neighbourhoods. Neighbours can come and visit the site to work in the community gardens or climb the observation tower to look into the Wildlands Park or at the surrounding community. The observation point will work as a landmark and, with other elements (i.e., gardens, landscaping), create an identity and sense of place for the area.

Residents will have certain responsibilities as citizens in the community. Inglewood residents are already volunteering to be "keepers" of the Wildlands to ensure proper use and maintenance of the Park and education for those visiting the park. In addition stewardship can also play a role in the daily functioning and care of this community in the form of simple activities such as snow removal or a form of blockwatch.
The ideas discussed in this chapter are presented in the form of diagrams in Chapter Four.
4

The Design Idea

The ideas of sustainable community and programmatic urban design features discussed in the document are presented in the form of drawings in this chapter.

It is the purpose of these plans and illustrations to show how the concepts mentioned above can be translated into physical form on the specific site chosen. The design concept is developed with the nine ASC Project sustainability characteristics.
Context and Its Site
Movement System

Linear pattern design to the movement system
• designed for pedestrian and bicycle use through the centre and edges of development
• paths connect open areas with housing areas
• path along eastern edge wide enough for emergency and maintenance vehicles
• existing alley offers automobile access
• two bus stop locations at convenient locations at the north and south end of the Site
• bicycle storage along covered walk
• benches and sitting areas along the paths
• snow removal and other maintenance activities for the circulation system will be accomplished by residents (stewardship)
• possible future light rail transit area south of the Site

- - - Automobile Access
- - - - Pedestrian Path
- - - - - Secondary Pedestrian Path
- - - - - Covered Path/Parking Area
- - - - - - Bicycle and Pedestrian Path
- - - - - - - Bus Stop

Possible Future Location for Rail Transit
Parking and Other Elements

- Cluster parking will be available at 3 locations: at the common building/elderly; at the gardens; and, at the south end of the site near the loft housing.
- 2 open areas will be used for limited parking.
- Parking also runs along alley near covered walk.
- There are 3 proposed entrances to Wildlands Park.
- Recycling bins occur at convenient locations at the north and south end of the Site.
- Lighting for paths occurs down the centre of the Site.
- 2 greenhouses are surrounded by gardens that invite the entire community.
- Compost area located next to recycling bins at north end of the Site.

Wildlands Park Gates
Path Lighting
Gardens
Composting
Greenhouses
Recycling Containers
Covered Path/Parking Area
Cluster Parking
Open area that can be used for parking
Landscaping and Urban Greening

• existing trees will be maintained
• plant and tree cover throughout the Site and along the paths
• garden area for all Inglewood residents
• benches and sitting areas throughout the Site
• greening and observation area on loft housing
• crushed gravel or suitable recycled material can be used on roads or paths
• varieties of vegetation that require the least amount of water and maintenance
• care for area will be done by all residents
• vegetation will also be used as visual and noise buffers

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Existing Trees
New Plantings
Flower Meadow
Community Plaza--residents will be able to use this space for outdoor social gatherings and performances or just as a place to sit.

Common Building/Elderly Housing will be the centre of social activity with some limited retail, teen room, laundry facility, office space and shared equipment.

Row housing located here will have less impact on existing residential.

Higher density apartment style housing.

Green houses located in garden area.

Observation Point can also function as a landmark and meeting area.

Housing and Other Built Forms

- multi-unit housing--3 story maximum
- many different form of housing that responds to different needs
- arrangement of built form follows a linear pattern and is limited by the narrow dimensions of the Site
- common house/elderly residence that offers numerous amenities located at north end of site--plaza welcomes the community
- smaller units and scale is meant to respond to neighbouring residential development and allow visual and physical access to the Wildlands Park

Residential development meant to minimize impact on surrounding community--each unit can contain up to 4 units.

Shelter at the bus loop.

Loft/Warehouse type housing located at a difficult part of the Site could be adapted to many purposes and functions.
These units can be divided into various sizes. They can have different civic addresses, and different front and back yards as well as varying amounts of public, private, and semi-private space depending on the requirements of the resident of that particular unit.
Cross Sections
Bibliography and References


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City of Calgary. Proposed Environmental Policy for the City of Calgary. The City of Calgary Environmental Advisory Committee.

City of Calgary. Sustainable Suburbs: Designing Fiscally and Environmentally Sustainable Communities (Terms of Reference, p. 1-3).


Municipal Futures I & Municipal Futures II. (1993). University of Calgary, Faculty of Environmental Design. Notes from Class Lectures.


APPENDIX A

Inglewood Redevelopment Workshops

facilitator: Robert Kirby, Faculty of Environmental Design
recorder: Mary Poulos
participants: Members of the Inglewood Redevelopment Committee

Workshop 1
May 23, 1992

The workshop began with participants making informal conversation and observations about their community and the larger issues that will affect their community in the future.

The following are statements made regarding certain issues and concerns:

The Physical Community
- do not want their neighbourhoods to look "sterile".
- do not need large homes, need homes everyone can afford including the elderly.
- would like to be able to give input into restrictions and regulations that affect their community in terms of what is developed in the community.
- participants discussed how the community has a reputation of being open to what others may consider "radical" ideas.
- they see Inglewood as becoming a desirable place to live and are seeing more interest in the area from speculators.
- felt they would be open enough to allow for new innovations.
- do not want to be a community known for the automobile industry because of all the auto repair shops in the area.

Demographics
- need a site for elderly housing, identified area east of Colonel Walker Community school.
- felt the issues concerning the elderly were important but they also needed to be concerned about bringing new families with children into the community.
- identified the need to have a mix of people and incomes.

Economic Development
- need a place for community based industry so they will not be pushed out by new development.
- discussed using a barter system in the community for exchange of goods and services instead of money.

Eight vacant sites with potential for development were identified. Some of sites were discussed in terms of how they were desirable and what drawbacks they would present for development.

SITE 1
Desirable:
- view to park
- natural drainage
- north end of site a critical section, good location for seniors, some retail, or community gate, interface with the park
- could go higher density
- could have loft housing in the south end of the site, unique marketing strategy

Problems:
- tough alley to the west
- need to leave access to the park
- in the 30 NEF contour
- close to rail lines, and yeast plant
- identified environmental concerns being next to old Petro-Canada refinery site

- need to make it desirable enough so you can market and sell it as well as keep the existing residents happy.

SITE 2
Desirable:
- good location for a mix of uses (tenure, incomes, age groups)

SITE 4
Desirable:
- next to open area
- possible good location for higher density

Problems:
- site contaminated from storage tanks

SITE 5
Problems:
- surrounded by heavy traffic volume and truck stop
- may want to just plant trees
- possibilities for a mix of social housing and service related businesses

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Workshop 2
June 13, 1992

Further discussion of the sites:

SITE 1
- general discussion of uses and access to the site as well as parking
- more discussion of the north end of the site as good location for seniors (4 story, underground parking)
- could create a new identity or image for the community here

SITE 6
- good location for daycare
- concerned that traffic may increase if density increases
- need to create a sense of entry

SITE 7
- good location for seniors housing
APPENDIX B

Photographs of Plans and Illustrations
APPENDIX C

List of Key Informants Interviewed

• Darlene Bertram, Real Estate Counselor, Remax
• Philip Dack, Planning and Building Department, City of Calgary
• Rob Graham, Heritage Planner, City of Calgary
• Jennifer Hyde, Atlantic Avenue Business Revitalization Zone, Alberta Main Street Project
• Tamara Lee, Sustainable Community and Housing Society (Calgary)
• Doug MacDonald, Planning and Building Department, City of Calgary
• Shirley Anne Ruben, Inglewood Community Association President
• Emile Talba, Planning and Building Department, City of Calgary