

Transforming Public Space in Suburbia: Reclaiming a Sense of Place

To explore opportunities for improving a 'Sense of Place' in a new suburban development by creating a successful public space through a design intervention.

"adapting the character and quality of the public space landscape".

D9a Thesis Research Document

Thesis Advisors

William (Bill) Johnston,

Benjamin Lee, B.E.S., M.E.Des., RPP, MCIP

Gerald Gongos, Architect, MAIBC, MRAIC, RAAA, AMAA, LEED® AP

Table of Contents:

D9a

	<u>Page</u>
1.0 Introduction.....	4
1.1 Thesis statement	6
1.2 Methodology	6
2.0 Public Space	8
3.0 Case Studies: Typology of Public Spaces.....	12
3.1 The Communities in context	15
3.2 Altadore 1950	16
3.3 Thorncliffe 1970	18
3.4 Panorama 1990	20
3.5 Transitional Public Spaces	22
3.6 Destination Public Spaces	35
4.0 Evaluation of Public Spaces.....	53
4.1 Altadore 1950	55
4.2 Thorncliffe 1970	56
4.3 Panorama 1990	57
5.0 Summary and Conclusion	58
5.1 Conclusion	60
5.2 Postulate Other Questions	62

D9b

6.0	<i>A working Study / Critical Analysis (impetus for change)</i>
7.0	<i>A model for rethinking Public Space in Suburbs</i>
8.0	<i>Nomenclature (to be deleted)</i>
9.0	<i>Bibliography (complete referencing)</i>
10.0	<i>Precedents Study</i>

Acknowledgments

I would like to thank all those that have provided valued personal time, keen direction and supportive guidance necessary to help me achieve my goals in this endeavor.

My Thesis Advisory Team:

William (Bill) Johnston, Architect (retired)
Calgary Chapter, Studio Mentor and Lead Thesis Advisor

Ben Lee, Urban Planner, B.E.S., M.E.Des., RPP, MCIP
Associate, IBI Group

Gerald Gongos, Architect, MAIBC, MRAIC, RAAA, AMAA, LEED® AP
Director of Capital Projects, Government of British Columbia

The RAIC Syllabus Program:

Erin Hafichuk, Architect, B.Sc, (Arch). M.Arch., AAA, MRAIC, LEED™ (BD+C)
Design Manager, Omicron
Calgary Chapter, Coordinator

Lance Henderson,
Project Manager, NORR Architects
Calgary Chapter, Studio Mentor

RAIC Syllabus Mentors and Advisors

Garry Milton, Lloyd Ostrinski, Linus Murphy & Christopher Roberts who have stood out in my mind as dedicating themselves to the RAIC Syllabus program over the years and have provided immeasurable insight, knowledge and drive for exploration in the pursuit of Architecture.

Jeanne Fox and September Stokes, for heading up the national office and providing unparalleled support to the volunteer coordinators, members and students alike.

I would like you all to know that you have all had a lasting personal impact on myself and my attitude towards the practice of Architecture. You are all valued members of the profession.

1.0 Introduction:

Over the last 60 years , Calgary has transitioned from a small prairie city with a relatively contained urban footprint to a large, sprawling metropolis with numerous suburban communities. This trend has been further amplified by the "boom-bust" economy that Calgary experiences, resulting in a disproportionate percentage of suburban dwellers compared to other large Canadian centers [CBC - The National]. With 64% of Calgarian's calling the suburbs home, the current state and method of providing centrally-located suburban urban parks, retail plazas and streets cannot provide the only opportunities for meaningful public space for these residents. In fact, Calgary suburban communities must focus on the development of quality public space in suburban communities to retain their population and satisfy their current and future needs.

Quality public space is critical to people's lives; It is an important part to the physiological and psychological and sociological development and maintenance of the our species [Joseph Rowntree Foundation, 2005]. We are naturally social creatures and public space provides a place for this interaction and exchange outside of the private home and semi-private workplace. It provides a forum for gathering in larger numbers and bonds us together in common activities, goals and interest. The quality of a public space has a direct relationship with how successful it is by analyzing its use and quality of experience as a place. It will determine if it's well used for its intended purpose of generating, social activity and interaction. A quality public space is one that has well defined edges and the ability to generate its own energy as evidence by how well it is utilized. It responds to sociability, uses and activities, access and linkages, comfort and Images as a means to fulfill our human needs. Through analysis It can be shown that over time, this transition from urban life to a suburban lifestyle has led to diminished value and quality of public space and opportunity for social engagement.

According to case study examples the current condition of suburban public spaces is generally limited to parks, pathway systems and privately own public spaces (POPS) such as strip malls (excluding the need to mention public schools).

Some older communities have access to a library or community centre within their borders. The trend for newer communities is to share public services with three or four neighboring communities which increases the distance and chance of easy access and use unless you have a car or time to use public transportation systems. The general trend with this is; while newer communities seem to display the spit and polish of something new and shiny they tend to lack the human experience of established communities. Analysis shows that in established communities, people by nature have created an impetus for change back to a more authentic urbanity by creating more infill, mixed use developments, with more meaningful public spaces that have more than one singular use or purpose such as community gardens and weekend markets. Not only the quality but diversity within a public space is also what helps make them more successful.

The goal with this thesis research and case study analysis of three existing communities is to help inform future exploration of public space in suburban communities; To understand what makes for good public space and thus help identify what public spaces are not working to maximum potential for the benefit of the collective experience. This research paper will define what makes public space 'good'. As it moves forward into the analysis of a fourth community, it will identify the broken parts of public spaces in suburban communities... Of these identified public space components, It will identify one site or area within the community that has the most potential for improvement towards life in suburbia through a public space intervention; By using architecture and urban design ideologies to redesign and create a focus for a public space with the greatest potential. It will identify opportunities to evolve the idea of public space now and into the future; to make a public space worth going to, a destination and experience. It will use this opportunity to return "meaning" to public space in newer suburban communities. The design solution may involve new ideas and concepts or may simply be a result of cross fertilization of activities and events. The speculation is that it will be a well defined space and place that will improve the experiences, variety and usefulness of public space.

1.1 Thesis Statement:

To explore opportunities for improving a 'Sense of Place' in a new suburban development by creating a successful public space through a design intervention.

"adapting the character and quality of the public space landscape".

1.2 Methodology:

To understand current models and examples of public space in suburban communities in Calgary. This document will present a catalogue of public space characteristics in order to describe and define good public space for a variety of scales and applications. This will be accomplished through the analysis of case studies of three existing suburban communities - Altadore, Thorncliffe, and Panorama. Each community case study will be compared according to the 'Place' model developed by Projects for Public Space by a taxonomy of suburban public spaces. The case studies of Altadore, Thorncliffe, and Panorama are important because they represent communities developed under different periods of design influence, planning practice, business development, land development practice and popular culture. They are good examples as they all have the similar overall land areas and population densities while being located progressively further from the urban core of Calgary. By comparing the public spaces within the case study communities through an analysis of key attributes, intangible qualities and other measurable data, the evolution of public space and its changes in attributes and cultural value since the post-war era will be described.

To apply these findings to a new suburban community, the analysis will explore the positive and negative aspects of public space development over time. The findings will inform future development of public space and help inform a strategy for intervention, both in established and new suburban communities.

A fourth case study will be chosen as a working model in order to suggest interventions and apply the principles to be implemented when planning communities. This fourth community study will help to inform the critique of public space developed in the first three case studies and to identify opportunities for improvement. Through design and illustrations, interventions will be demonstrated to inform and improve the values and quality of public spaces and realms. These may take the form of variations of public spaces and realms or suggested improvements in the quality of spaces that serve the public but are under private control. Identifying deficiencies in current communities may help to inspire change for future development.

2.0 Public Space:

The History of Public Space (add from midterm presentation)

Urban Design Models as an Influence on Public Space

At the turn of the twentieth century, the Garden City Movement as envisioned by Sir Ebenezer Howard in 1898 had become the predominant philosophy in urban planning. Garden cities were intended to be planned, self-contained communities surrounded by green belts, containing proportionate areas of residences, industry and agriculture. The era of functionalism brought about initial transitions of the (post)industrial or Modern planning revolution that affected urban planning up until 1970's. While this urban planning model was progressing between 1920 and 1970, Suburban residential developments were developing mainly under the Garden City Movement, which is primarily responsible for the invention of the cul-de-sac and segregated land uses we are still effected by today as part of legacy planning and by-laws. More emphasis was placed on the functional aspects of transportation and the automobile as a way to future prosperity and ingenuity. The automobile required more space and infrastructure than previous modes of transportation, allowing the wealthy to live further away from the urban core. This was the first stage in the decentralization and segregation of neighborhoods that has contributed to a loss of the meaning of public space. We are now currently in a phase of neo-traditional planning which is also known as New Urbanism and Transit Oriented Design this model strives to re-connect the pedestrian and the community through the use of pedestrian priorities, mixed use design and public space.

In 1987, the Brundtland Commission used the term “sustainable development” to refer to “development that meets the needs of the present without compromising the ability of future generations to meet their own needs” [1994, Graham, Houghton - Sustainable Cities]. Within this definition and context, the idea of 'sustainable development' and 'peoples needs' includes the idea of public space as playing a vital role in the health of society as an organism.

Through the emergence of New Urbanism founded in 1993, urban planning and development issues also relating to the quality of public space have received increased attention in recent decades . Led by the Congress for New Urbanism, this movement seeks to foster sustainable growth practices in the areas of urban planning and design. One of its many outlined approaches to success in this endeavor is identified as returning 'meaning' to public space and redefining its' significance to society through better community design practices. The City of Calgary has recently begun to incorporate some of these 'public space' principles into its planning through initiatives such as the “Sustainable Suburbs Study” in 1995, the “Great Public Spaces” initiative by concerned citizens in 2009, and the Office of Sustainability started developing a 10 year plan policy in 2010 with the intention to keep pace with the needs of society. As with easily accessible social space; public space enhances communities by offering opportunities for residents to meet and engage with one another, whether they meet on a walking trail or share a bench or picnic table in a public park; Such public gathering, mingling and chance spaces have been central to the development of urban neighbourhoods. Communities that are considered examples with good public space that exist in Calgary are: Eau Claire or Lower Mount Royal, Kensington, Inglewood, Altadore and Stephen's Avenue Mall; These types of public gathering places are far less successful in Calgary's modern day suburban developments.

With the growing popularity of the New Urbanism movement and recent efforts to slow urban sprawl, municipal control systems are in the process of gradual and incremental change. Currently, new communities on the suburban edge are often seen as desirable due to lower initial cost, newer construction, and access to big box commercial retail strip malls that attract growing middle-class families. Analysis of case studies will show that public and private development of amenities in these new communities that effect public space, are designed around an older value system of the automobile that still persists today. This shift in values coupled with single use land zoning and segregation has contributed to the less successful public spaces while sacrificing alternative modes of transportation, such as walking,

cycling, or public transit. The result is a diminished quality of public space and the public realm, and fewer opportunities for social community engagement.

Project for Public Spaces (PPS) is an urban design organization that has identified four key attributes that are related to successful public spaces; “they are **accessible**; places where people are engaged in **activities**; the space is **comfortable** and has good image; and is a **sociable** place”.



The Place Diagram is one of the tools PPS has developed to help communities evaluate places. The inner ring represents key attributes, the middle ring intangible qualities, and the outer ring measurable data.

[PPS - <http://www.pps.org/reference/grplacefeat/>] These key elements reflect the values as supported by The Congress for New Urbanism and the Joseph Rowntree Foundation "The Social Value of Public Space" .

The values of these organizations provide support for the definition of what constitutes good public space. As such public space relates to all parts of the built and natural environment that are commonly accessible without prequalification by all citizens'. It encompasses places such as streets, sidewalks, parks, plazas, schools, libraries, civic and recreation facilities, government buildings, other "rights of way", and open spaces. Public space includes spaces where public access is primarily unrestricted. It has a physical nature to it that has tangible and intangible qualities of space and place. It has a 'use' either in terms of being a destination or a transition space between places.. People also interact with it as a 'destination' or 'activity' space, like a park, plaza or square; public schools or community centres. Another type of public space is "Privately Owned Public Space" (POPS), including buildings such as theatres, restaurants, and shopping malls. These are just as important as true public spaces because of the experiences and relationships that an individual or gathering of people has within them. Most importantly idea about public space is that people have opportunity to observe and interact with something that reacts with us... other people. It is open and accessible to everyone. Herzog notes that these places provide "a sense of belonging, discovery, meaning, a symbolic connection to the larger society," [Herzog, 2006]. .

All these public spaces have "the public domain" in common with them. It is people that make up the common denominator, and this is what helps gives public space its value and identity, the fact that it's used by the public. Public spaces that are not used are generally considered to be less successful with less meaning for the public and community; *there is no bond created between someone and something*. Carr describes the role of public space in public life as providing for "basic human needs," in being "responsive, democratic, and meaningful" [Carr, 1992 - Public Space].

3.0 Case Studies: Typology of Public Spaces:

As evident from the previous chapter qualities of good public space are ones that generate and promote public interaction and social participation. Whether a person is alone, with a friend or a larger social gathering. These are key elements in humanity. A public space that promotes these key elements is a more successful space or place. It would also be evident by its observed use and appreciation. PPS suggest that Sociability, Uses and Activities, Access & Linkages, Comfort and Image are key factors in discerning good public space and help define the sense and worth of place. This is supported by Carr, Herzog, Jacobs, Duane, Gehl and CNU among others.

The public space typologies that are common to each of the case studies are divided into two categories:

- 1.) **Transitional Spaces**; which include transportation systems such as Roads, Streets, and Pathways for Pedestrians and cyclists, network elements of public space that connect people to destination spaces.
- 2.) **Destination Spaces**; Green Spaces and Parks; Commercial Retail and Business districts; Community Activity Centres, Schools and other Civic Spaces.

These typologies of public spaces will describe the basic quality of public space values and its evolution since the post-war era. Each case study will include imagery and statements that support the values and attributes for public space as they relate to suburban environments.

The case studies cover the different typologies of public space and the public realm. It focuses primarily on the major public space influences within each of the three suburbs including; commercial spaces, transportation and pedestrian circulation, green spaces, civic spaces, community centres, and schools. It will also include the shared public realm of privately owned public spaces such as commercial retail, as they are considered to play a significant role within the public realm and in peoples everyday lives. They contribute to humanity by providing us

with a physical setting 'stage', creating an environment to interact and socialize with one another. An analysis of the various types of public spaces within the context of Calgary helps to identify the differences between urban spaces and suburban public spaces. The resulting conclusions can then be used to determine what forms and functions are missing from the suburbs, and how these absences impact the “human experience” of living in these neighbourhoods. These conclusions will also help to identify contextual opportunities that exist to effect a positive change over public spaces and realms.

While some of the public space typologies can generate a visual understanding of the human influence and can be summarized by pictures, sketches or diagrams; Some of the characteristics of humanity (human values) that are found within each of these public spaces can only be fully interpreted by experiencing a 'place' in the first person. There have been many different attempts and approaches to creating taxonomy/typology of public spaces—most notably, the work of Stephen Carr, Jane Jacobs, Jan Gehl, Michael Sorkin, and Lawrence Herzog. As the history of Calgary's geographical and historical context is somewhat limited when compared to global urban conditions, this research deals only with public space typologies within its local context during a time period when suburban development became the predominant method of providing new housing stock.

Altadore, including River Park, is a residential neighbourhood located between 20th Street SW and the Elbow River, and between 33rd & 50th Avenues SW, south of the community of South Calgary. This area of south Calgary area was annexed by the city in 1907 but was not officially established until 1945. It is experiencing extensive demand, with many high-end, luxury infill homes built in the last ten years replacing the original bungalows. Altadore was named one of Calgary's Best Neighbourhoods in 2010 by Avenue Magazine for its proximity to River Park, community participation, mixed use development, access to activities and identity . In 2000 it had a population of 8,175 people with an average income of \$53,786. There were 13.6% low income residents living in the neighborhood; 11.9% of the residents were immigrants ; A proportion of 37.2% of the buildings

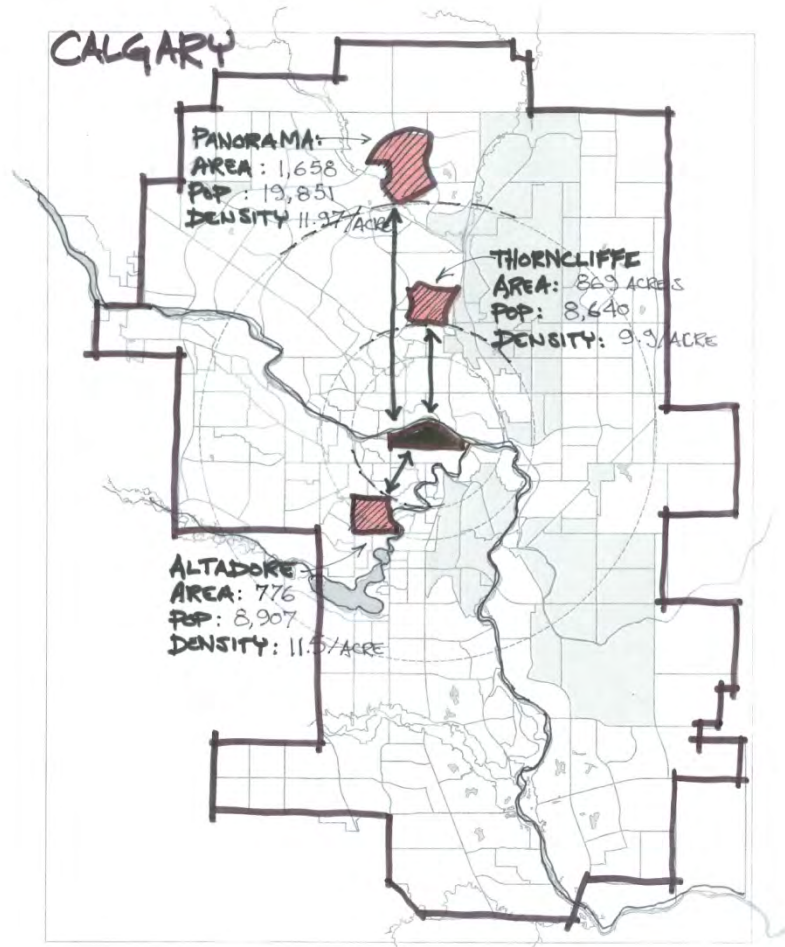
were condominiums or apartments, and 41.2% of the housing was used for renting. *[Altadore Community Association, City of Calgary, community statistics 2006]*

Thornccliffe is a residential neighborhood in the north-west quadrant of Calgary, Alberta. It is bounded by 64 Avenue to the north, Deerfoot Trail to the east, McKnight Boulevard to the south and 14 Street W and Nose Hill Park to the west. Thornccliffe was established in 1954. In 2006 the neighbourhood had a population of 8,862. In 2000 Residents in this community had a median household income of \$50,009, and there were 20.8% low income residents living in the neighborhood. As of 2000, 18.8% of the residents were immigrants. A proportion of 13.8% of the buildings were condominiums or apartments, and 34% of the housing was used for renting. *[Thornccliffe Community Association, City of Calgary, community statistics 2006]*

Panorama Hills is a suburban residential neighborhood in the north-west quadrant of Calgary, Alberta. It is a new community, located at the northern edge of the city, north of Country Hills Boulevard. The community was established in 1997. In 2008 the neighborhood had a population of 14 288. Residents in this community had a median household income of \$89,044 in 2005, and there were 5.2% low income residents living in the neighborhood.[1] As of 2006, 41.7% of the residents were immigrants. Most buildings are single-family detached homes, and 2.3% of the housing was used for renting. *[Northern Hills Community Association, City of Calgary, community statistics 2006]*

A detailed analysis of each community is provided in the case studies with reference to key attributes from the Projects for Public Space 'Place' Diagram.

3.1 The Communities:



Case Studies I have chosen for this Thesis are Altadore, Thorncliffe and Panorama. they represent growth and development over a period of 60 years and three generations spanning from the 1950's to current day. All three communities represent typical albeit random selection of a community from its development in its particular time period. Figure [?], shows the macro context within the City of Calgary and identifies a pattern of growth in the City over this time period. Each Community while different in land area, population and density are very typical of suburban development, represented by similar densities and majority of single family housing. Through observations, conclusions will be drawn regarding the differences of Place.

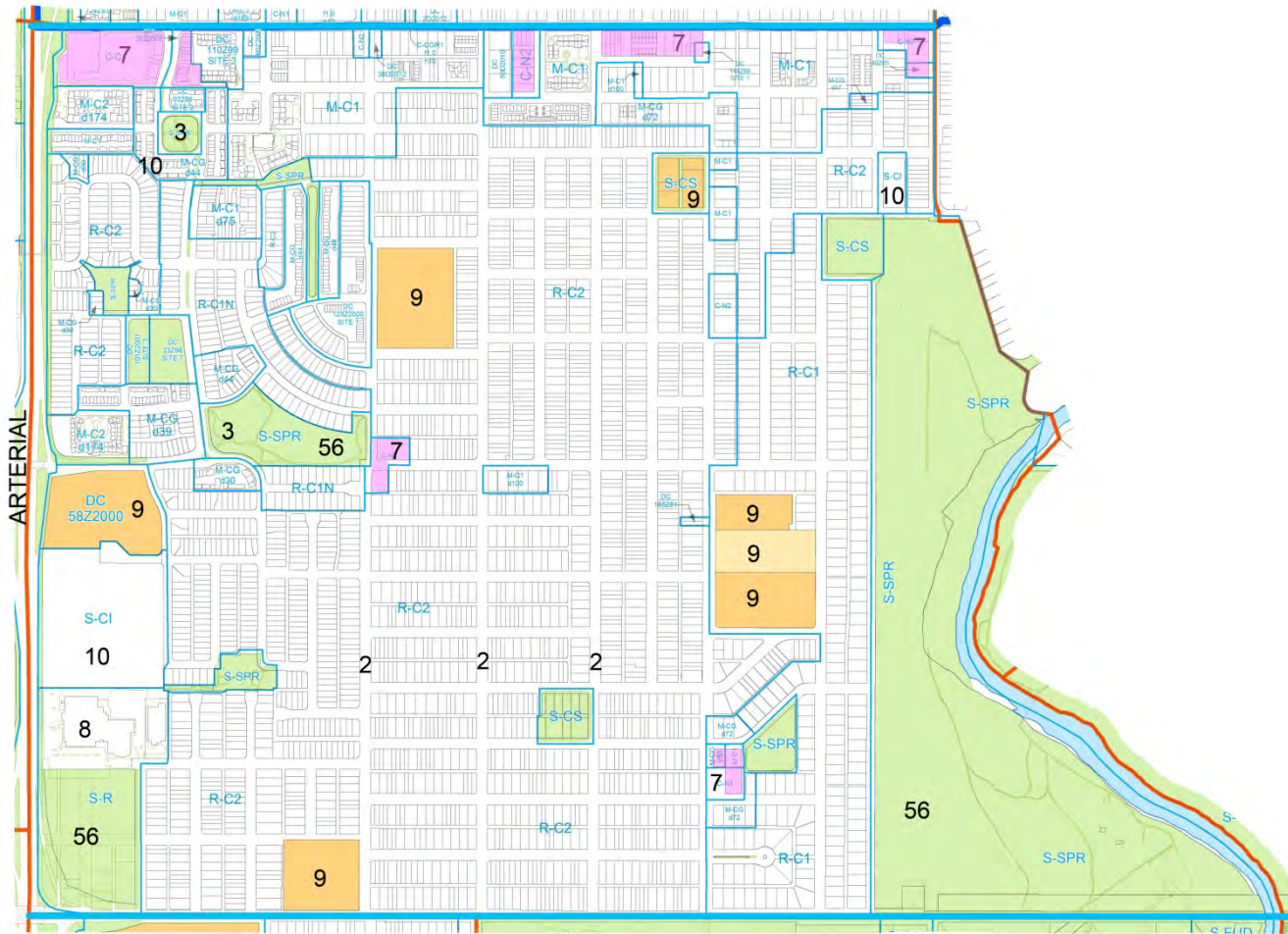
3.2 Altadore



ALTADORE, including RIVER PARK, is a prestigious residential neighbourhood located between 20th Street SW and the Elbow River, and between 33rd & 50th Avenues SW. The community is located XXX South West of Calgary's City Centre. The neighbourhood, established in 1945, is experiencing extensive change, with many high-end, luxury infill homes built in the last ten years replacing the original bungalows. Altadore was named one of Calgary's Best Neighbourhoods in 2010 for its proximity to River Park.

Note to self: Insert comment relating the Canada Lands Redevelopment, identify the area in question. Provide observations relating the importance of the history and previous urban design and urban fabric that was the starting point for the re-development. How it's original and different planning structure allowed for different urban solution in it's re-design. It is currently very different from what is seen in the remaining community in Altadore. Suggests a different approach to planning from the two different land owner influences that have to completely different outcomes and one is more successful than the other, which is evident in the scoring outcome of the public space ratings.

Community Map Boundaries



Legend

	1	Collector Roads		7	Commercial Retail (P.R.)
	2	Residential Streets		8	Community Activity Centre (P.R.)
	3	Traffic Enhanced Streets		9	Schools (P.R.)
	4	Pedestrian Enhanced Street		10	Community Others
	5	Pathways & Trails			Community Boundary
	6	Green Spaces & Parks			Ward Boundary
	6	Golf Course			Land Use Boundary

The Map indicates the geographical boundary of the community while the Legend indicates some key locations of observed Public Spaces.

3.3 Thorncliffe



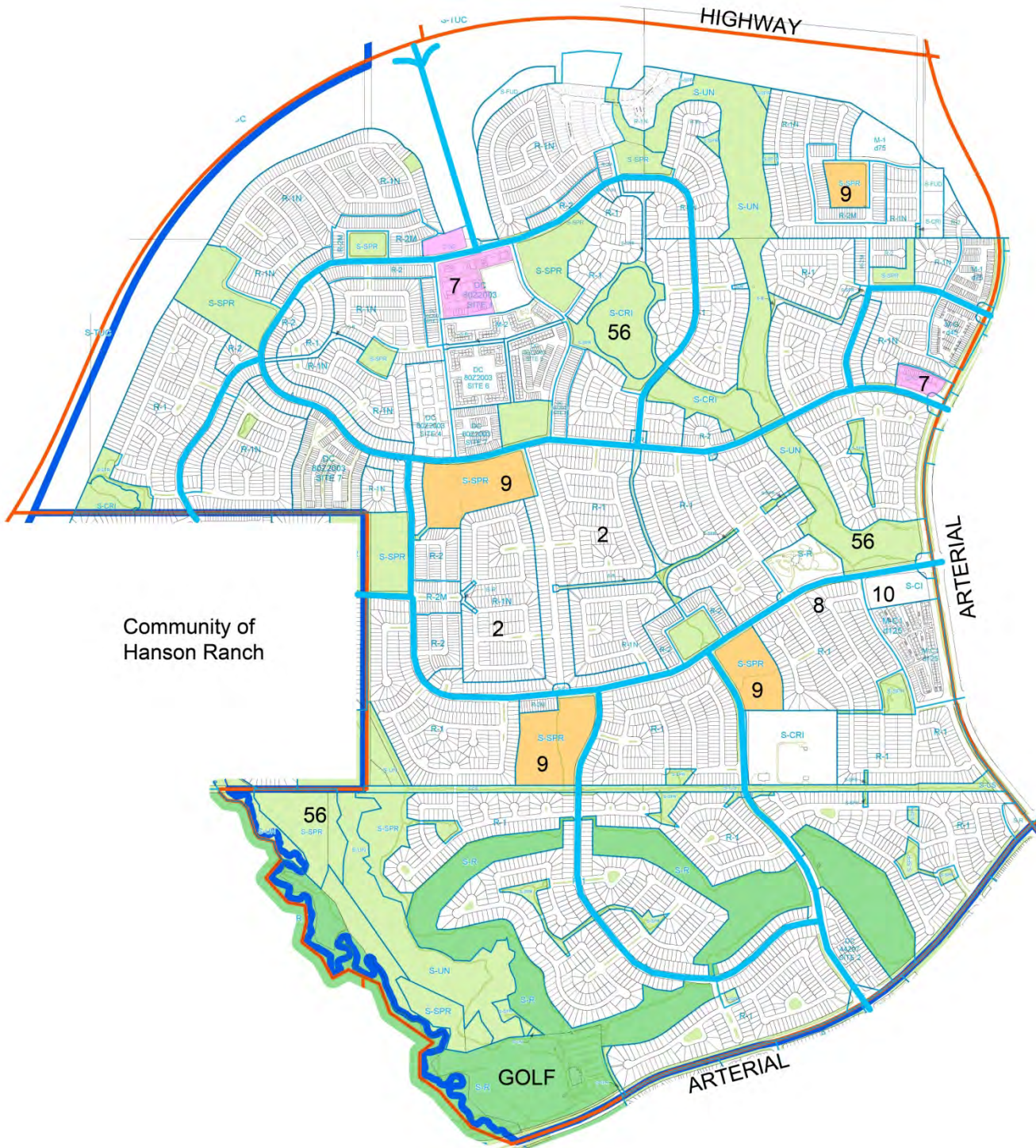
THORNCLIFFE, including GREENVIEW is typical for a residential neighbourhood for its age within Calgary. Located between 64th Avenue North and McKnight Boulevard, and between 14th Street NW & the Deerfoot Trail industrial beltline to the east. The Community is located centrally north of Calgary's city centre. The neighbourhood, established in 1970, is experiencing very little change, some existing homes are being renovated with many homes being used as rental properties. Redevelopment and infill projects are not at all common in this community.

3.4 Panorama



PANORAMA represents a typical modern day suburb within the City of Calgary. Located between Stony Trail NW on the north side and the intersection of Country Hills Boulevard NW and Beddington Trail NW on the south and bordered by Harvest Hills Boulevard N (Centre street North) on the east side. The Community is located centrally north of Calgary's city centre. The neighbourhood, established in 1990, is still currently under development after 22 years. It is experiencing its final stages of completion. Most homes obviously newer and are privately owned with very few rental properties.

Community Map Boundaries



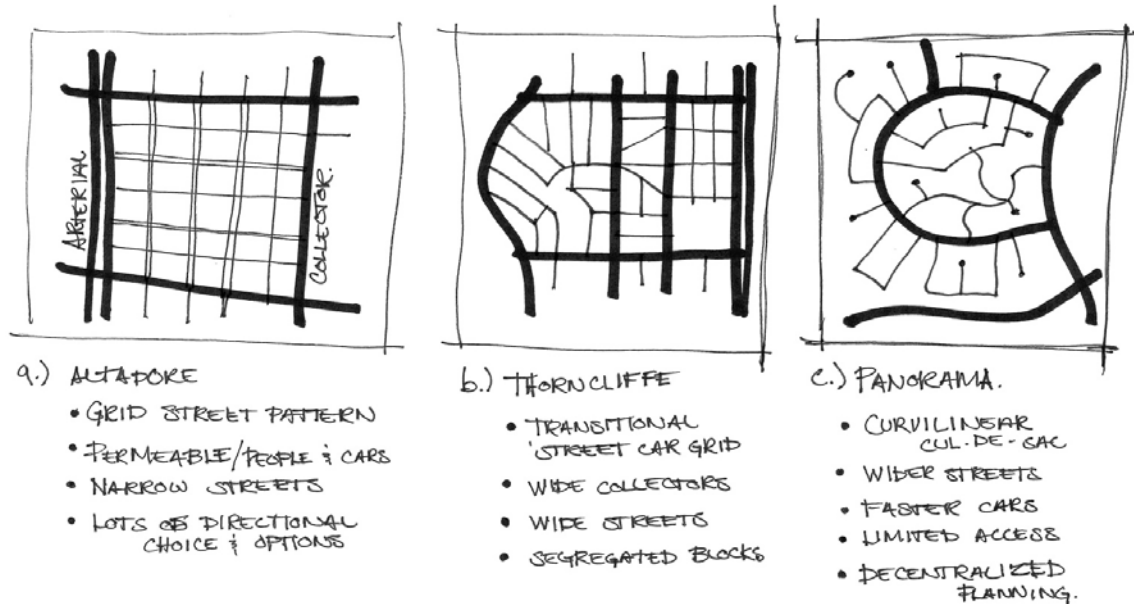
Legend

- | | | | | | |
|--|---|----------------------------|--|----|----------------------------------|
| | 1 | Collector Roads | | 7 | Commercial Retail (P.R.) |
| | 2 | Residential Streets | | 8 | Community Activity Centre (P.R.) |
| | 3 | Traffic Enhanced Streets | | 9 | Schools (P.R.) |
| | 4 | Pedestrian Enhanced Street | | 10 | Community Others |
| | 5 | Pathways & Trails | | | Community Boundary |
| | 6 | Green Spaces & Parks | | | Ward Boundary |
| | 6 | Golf Course | | | Land Use Boundary |

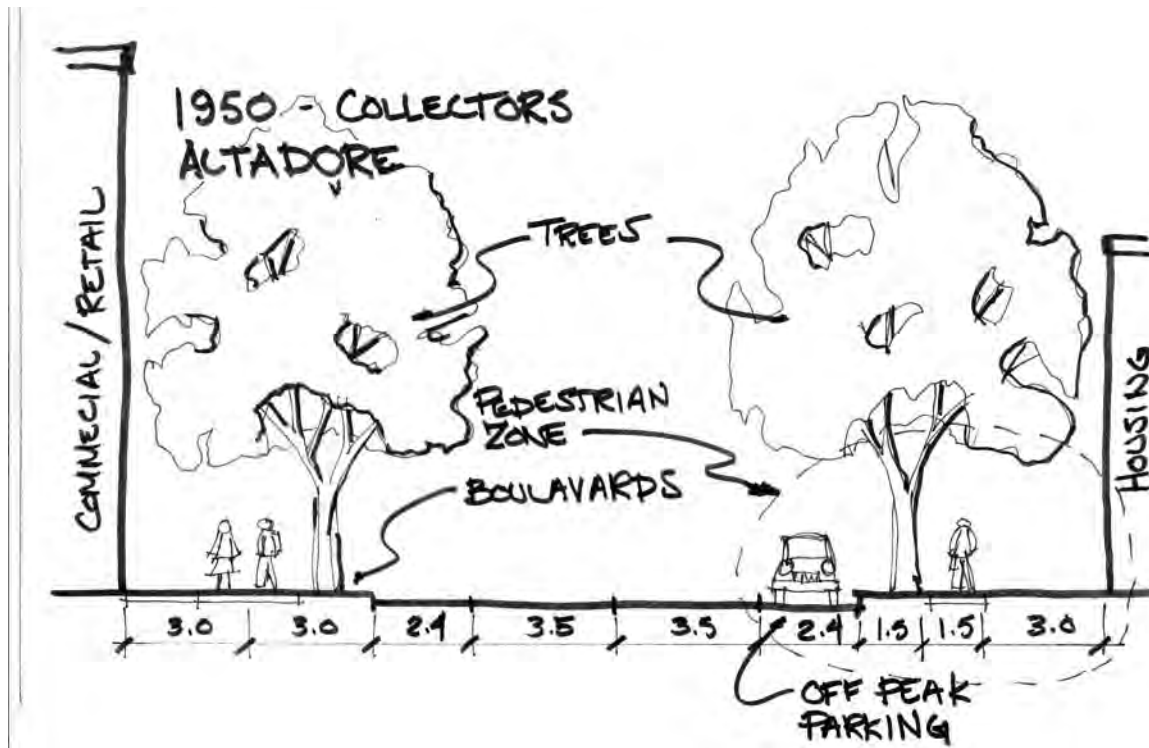
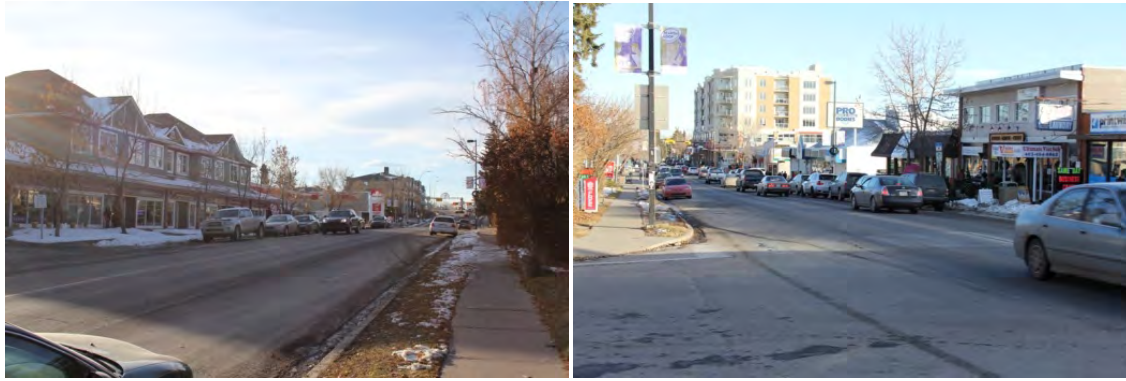
3.5 Transitional Public Spaces

Modes of Transportation that define these places a transitional are; walking, jogging, biking, Public transportation, Private Auto mobile and parking lots. Historically and ironically; Streets use to be places of gathering and social interaction.

3.1.1.) Collector Roads

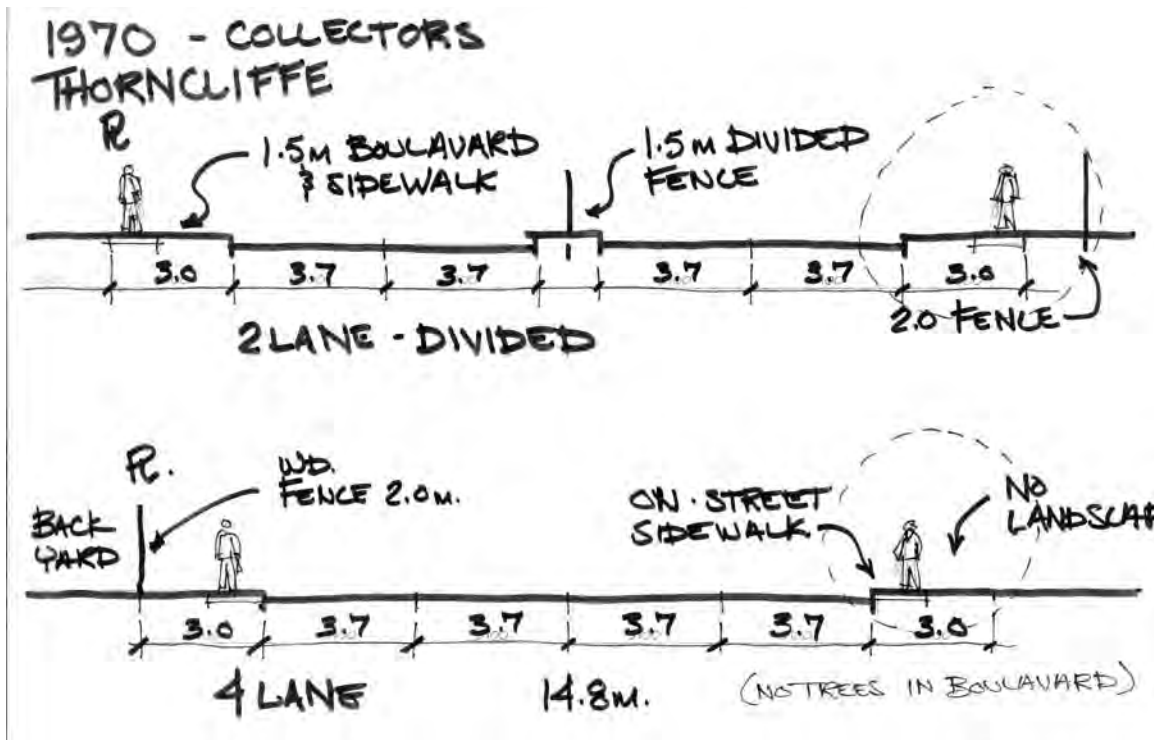


Providing entry to the community, these roads serve as boundaries between communities and should be soft and varied for good permeability by cars and pedestrians. They provide a link between communities, provide connections to other common community services, and generally include sidewalks and transit routes. While the grid typology allows for multiple points of access into the community, the new curvilinear format provides only two or three access points, which increases congestion at those traffic nodes.



Altadore - Figure No.

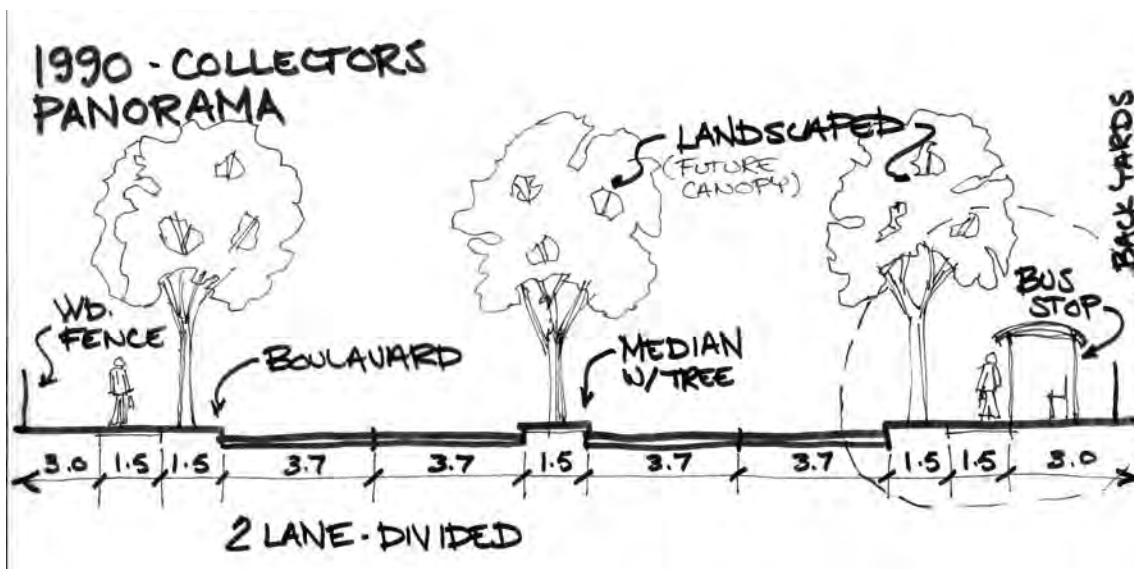
Altadore features two-lane collector roads with parking on each side. Commercial buildings provide an edge for the sidewalk on one side, while laned housing provides a soft edge on the other side with landscaped boulevards and trees. Slower traffic speeds increase pedestrian traffic levels while parked cars provide buffers. There are soft edges for standing and lots of visual connections due to proximity. This is a people place where one can engage in being a flaneur. There is good permeability for both cars and people in and out of the community. This is an integrated space for all users. Smaller Scale a space between.



Thorncliffe - Figure Number

Thorncliffe has divided four-lane collector roads. Central medians are divided with a median fence. Traffic speed is 60 kph. Although these collector roads include sidewalks and grass boulevards on each side, there are no plantings for shade or pedestrian separation. There are bus stops and driveways are limited to commercial, which leave very little activation by pedestrians since there are no houses fronting the street. There are no buildings or defined edges to provide human scale, just open space. There are no places to stand, mingle, or take shelter. There are lots of entrances for vehicles but crossings are not pedestrian friendly.

This community edge is partially segregated space that provides priority for the car. Medium scale of space between. Although the collector streets are walkable and permeable, the collector roads that bound this community are not pedestrian friendly.



Panorama - Figure Number

Panorama features divided four-lane collector roads with medians, and a curvilinear system of roads and streets. This is the main road entrance and is one of four ways into the community. Entrance intersections are large and unwelcoming to the pedestrian, due to increased crossing time and less safety. Collector roads feature grass boulevards and planting for better separation between pedestrian and vehicle traffic, as well as providing shade. Other than bus stops, there are no places to stand or mingle. There is reduced permeability for both cars and pedestrians into

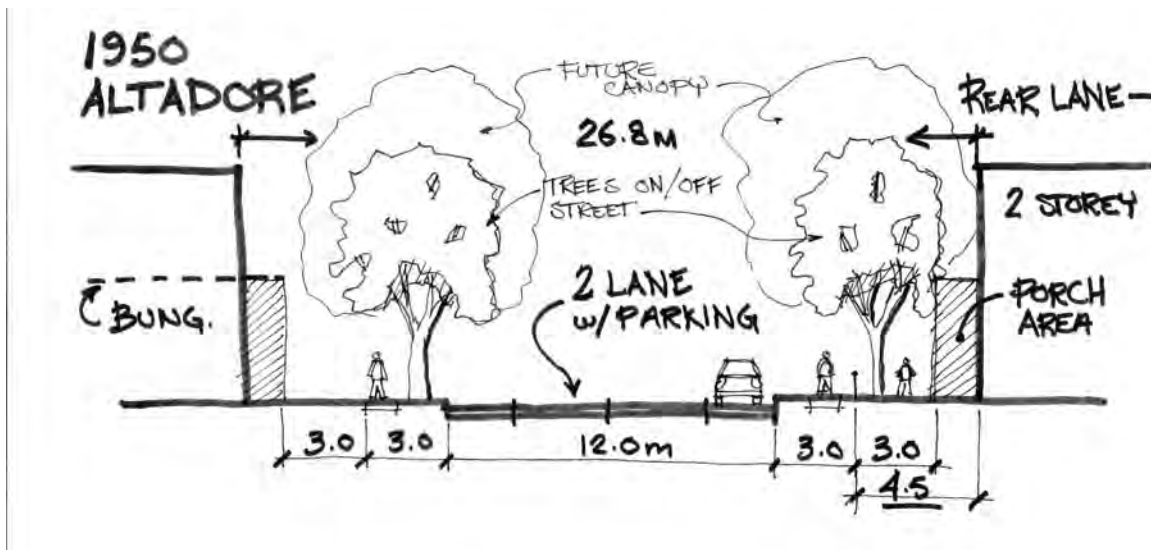
and out of the community, resulting in a very segregated space. Large Scale of space between. The arterial road boundaries are not spaces designed for people.

Conclusion/Summary:

Generally, the number and construction of collector roads determines whether communities and their boundaries are integrated or segregated from surrounding communities, permeable or divided. In segregated communities, it is more difficult for pedestrians to walk beyond community boundaries, making them more dependent on a car or public transit to make any required trips if services are not provided centrally within the community.

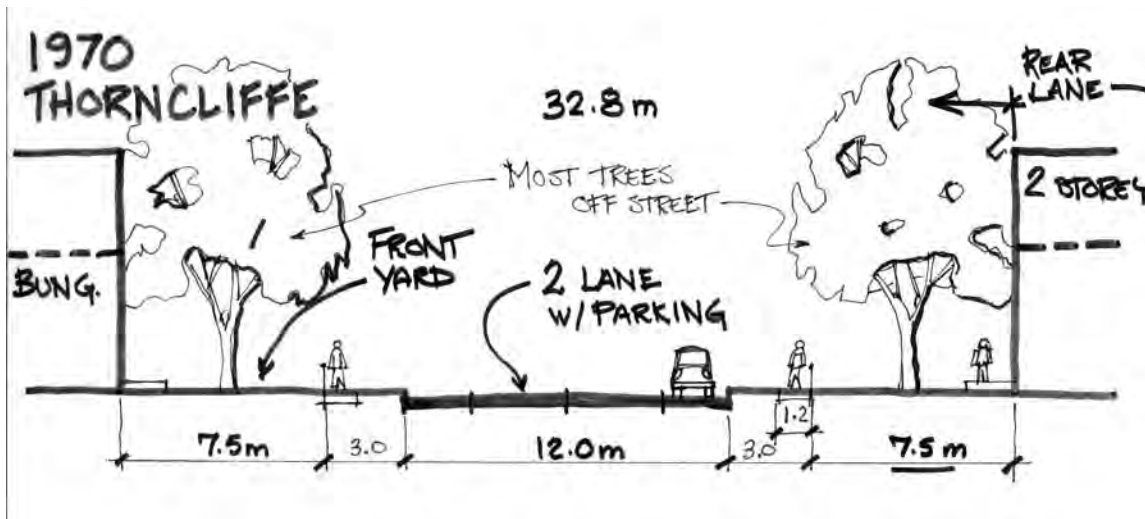
3.1.2.) Residential Streets

Residential streets are essential public spaces that provide access to individual private space and parking, as well as providing sidewalks and boulevards for pedestrians. Slower traffic speeds allow for kids to play. These streets are generally not snow routes, and there are generally no bus stops on residential streets. Early planning as a street grid provided for easy permeability and multiple routes for access, while the evolution of planning towards curvilinear roads and cul-de-sacs made for single points of entry in order to reduce traffic volumes, but at the same time reduced permeability. Good streets are those on which the houses and buildings address the street, sidewalks and pedestrian buffers and are better defined by buildings that create soft edges and semi-private space in the front yard for increased public participation, such as hanging out on the porch or front stoop talking to neighbours.



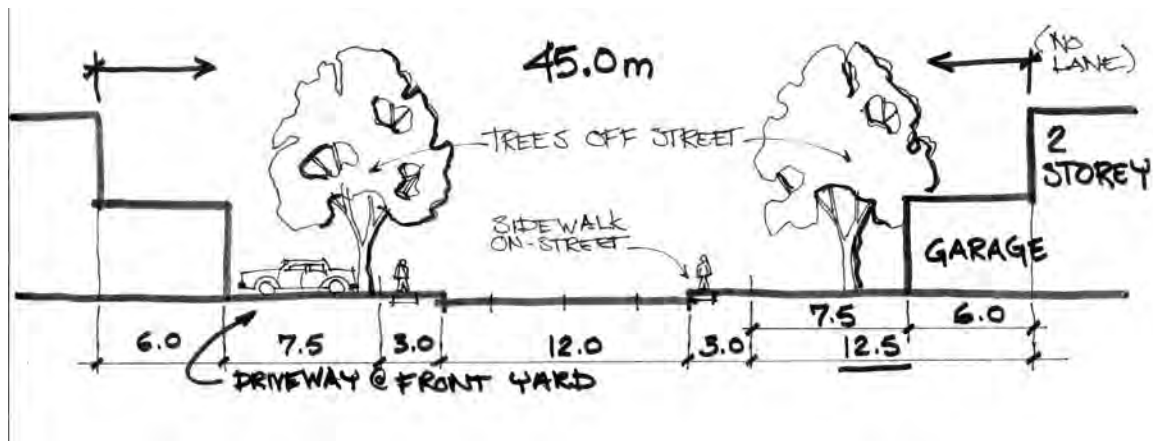
Altadore - Figure Number

The residential streets of Altadore follow a rectilinear grid street pattern with rear lanes and garages. These streets are very walkable and the community is permeable for both cars and pedestrians. Numerous route choices help to make this a dynamic space. There are wider priority primary access streets both North/South and East/West for vehicles and busses, which make for quiet secondary streets. Sidewalks are located on both sides of the streets. There are no garages in front of the houses and the front setbacks are close to the sidewalks—generally 3.0 to 7.5 m from the door. This close connection between houses and the street allows greater potential for human interaction. Streets are cleaner and less congested as garbage and recycling pick-up is in the lane.



Thorncliffe - Figure Number

The residential streets of Thorncliffe follow an angular street pattern (hybrid) with rear lanes and garages. Similar to the grid pattern of Altadore, this is a community design in transition. Setbacks are generally a little further back at 7.5m, and sidewalks are located on each side of the street with a landscaped boulevard. The houses address the street with increased opportunity for activity in the front yard. Overall, this provides the opportunity to meet and get to know your neighbors. These are two-way narrow streets, like those of Altadore, with street parking on one or both sides. This requires slower speeds as cars might have to slow down or stop to allow right of way around parked cars.



Panorama - Figure Number

The residential streets of Panorama follow a curvilinear street pattern, which includes two-way streets with limited street parking on each side due to curb cuts for driveways. Setbacks are general 6.0-7.0m to the front double garage. Sidewalks are typically located on only one side of the street with or without landscaped boulevards. These sidewalks are made for the duty of walking and not the enjoyment of the experience. Priority is give to the car, as garage doors address the street front and little priority is given to creating semi-private front yards. The distance to the front door is increased, providing for more of a privacy buffer, but the result is fewer opportunities for connection. Most of the useable outdoor space is in the backyard, which is semi-private and leaves little or no room for interaction. Children in this neighbourhood generally play in the backyards rather than on the streets, unless houses are located on a cul-de-sac.

Conclusion/Synopsys:

Both Altadore and Thorncliffe have wide native lots. However, due to Altadore's age, desirability, and proximity to downtown, it is in a redevelopment phase. Infill's with narrow lots are increasing the density of this area. Thorncliffe is not yet in a redevelopment phase, but there appear to be a large number of home renovations and modernizations taking place here. There is a substantial contrast between the old communities and the new. Newer communities are designed for car traffic and privacy. Transportation route options are limited to two directions, speeds are higher, and distances are greater as you are required to drive past several streets to approach a collector. As a result, there are fewer pedestrians.

3.1.3) Traffic Restricted Streets

These refer to cul-de-sacs or traffic calming ideas that reduce traffic speed, giving priority to the pedestrian and residential street activity. These streets provide improved opportunities for activity and use.



Altadore - Figure

In Altadore, this more recent neo-urbanist traffic circle is actually designed to increase the flow of vehicles. The irony here is that the centre of the traffic circle is designed as an open plaza space that can be used for functions. Its purpose and use as a public space is inconsistent with the increased traffic flow around it. Furthermore, the openness of this public space, with limited seating and shade, seem inconsistent with a comfortable place where people would want to spend extended periods of time. The benefits of this space, however, might be better observed when it is active.

3.1.4) Civic Boulevards & Sidewalks (Pedestrian Enhanced)

These streets are designed or modified to encourage pedestrian traffic. The best example in Calgary is Stephen Avenue Mall. These streets can be activity oriented to special events. For example, streets in the pedestrian-friendly communities of Kensington and Inglewood are often closed to vehicle traffic during special events such as parades, market days, and other community events.



Altadore - Figure

In the newer, redevelopment area of the CFB lands within Altadore, this design increases the width of sidewalks and the separation from traffic offered to pedestrians. Street parking provides the pedestrian a buffer from the moving cars. Distance from the curb to the sidewalk is generally increased, and the space between the sidewalk and the street is landscaped and planted. Building edges and setbacks are set closer to the street, which provides improved shelter. The distance to private space is also closer, offering opportunities for human interaction.



Thorncliffe - Figure

In Thorncliffe, this is an example of unique spaces found within the community due to the street layout. This grass boulevard is approximately 10m from curb to sidewalk. The sidewalk is pushed back from the street to within 4.5m from the front of the homes' entrances. This feature provides for good separation between houses and traffic and acts as a node of green space for pedestrians to enjoy.



Panorama - Figure

There are no pedestrian enhanced streets in Panorama.

Conclusion/Summary:

On new residential streets with no lane, priority is given to the car. There are curb cuts at each driveway, and the sidewalk is adjacent to the street with limited street parking. Cars are intended to be off the street, but the road width is still designed for parking. Frontage consists of a series of garage doors.

3.1.5) Pathways & Trails (See Green Spaces)

These are essential public spaces that are transitional spaces. They provide people with a place and space for public recreation, physical fitness, and personal interaction and enjoyment. Pathways and trails are often filled with pedestrians, cyclists, joggers, and roller bladders, as well as people walking with strollers, dogs, or children. While many users access pathways and trails for recreation, they also provide access to destinations along their routes. These are great public spaces as they are accessible to a wide range of people and are generally well used if well designed. Getting out of the house, getting exercise, and experiencing one's surroundings are all essential activities providing social interaction, as well as physical and mental well being.



Altadore - Figure

River Park provides for both pathways and trails, and is heavily used by numerous recreation groups, especially for off-leash dog walking, which is becoming a major social phenomenon in Calgary. Other popular uses include cycling, trail riding, walking, and jogging. River Park is uniquely situated along the Bow River, which adds to its ambience. These pathways are associated with green spaces and contain meeting nodes—rest areas that have park benches for sitting or resting, relaxing, and enjoying.



Thorncliffe - Figure

The pathway system for Thorncliffe is impressive if only for the fact that the trees and vegetation are mature. These transitional spaces traverse through natural and open spaces. The lack of amenities along these routes makes them a perfect transitional and linear system. This pathway system is disconnected from east to west, from the Deerfoot green belt to Nose Hill Park on the west side of the community. The major disconnect is along Northmount Drive where the pathway (sidewalk) ends abruptly at the commercial centre.



Panorama - Figure

The pathway system in Panorama is large and impressive at first glance, and it suites the geographic scale of Panorama compared to the other communities. However, the pathway system is disconnected even more so than in the other examples. Entrances to the pathways are not located at crosswalks, resulting in an abrupt end to the enjoyment of these paths or the risk of crossing a collector road with medians and curbs. These systems are not designed for rollerblades or

strollers, and they often offer a view only of the backs of houses due to a lack of landscaping. This is a maintenance free zone.

Conclusion/Summary:

Provide Comment for Evaluation

3.6 Destination Public Spaces

Destination spaces are usually more identifiable as a 'place', somewhere you go with purpose and intent in order to participate or interact with the outside world. Places are supported by their linkages and transitional space which help support the ease of access and activities. They come in the form of Green spaces and Parks; POPS Privately owned public spaces such as commercial retail and shopping centres; Community activity centres, Schools libraries and other civic building types. Destination places tend to have a built form or physical component to them that helps define the space to support the activity and enhance the usability and interaction by people.

3.2.1.) Green Spaces/Parks:

Green spaces and parks are essential public spaces. These provide destination and transitional space, places for solitude and gathering, and space for outdoor recreational activity both scheduled and spontaneous. Human activities might include courtship, socialization around dogs, memorial and celebration events, farmers' markets, league events, participation within the community, chance meeting and greetings. These spaces offer an escape from the urbanized built environment and a connection to nature.



Altadore - Figure

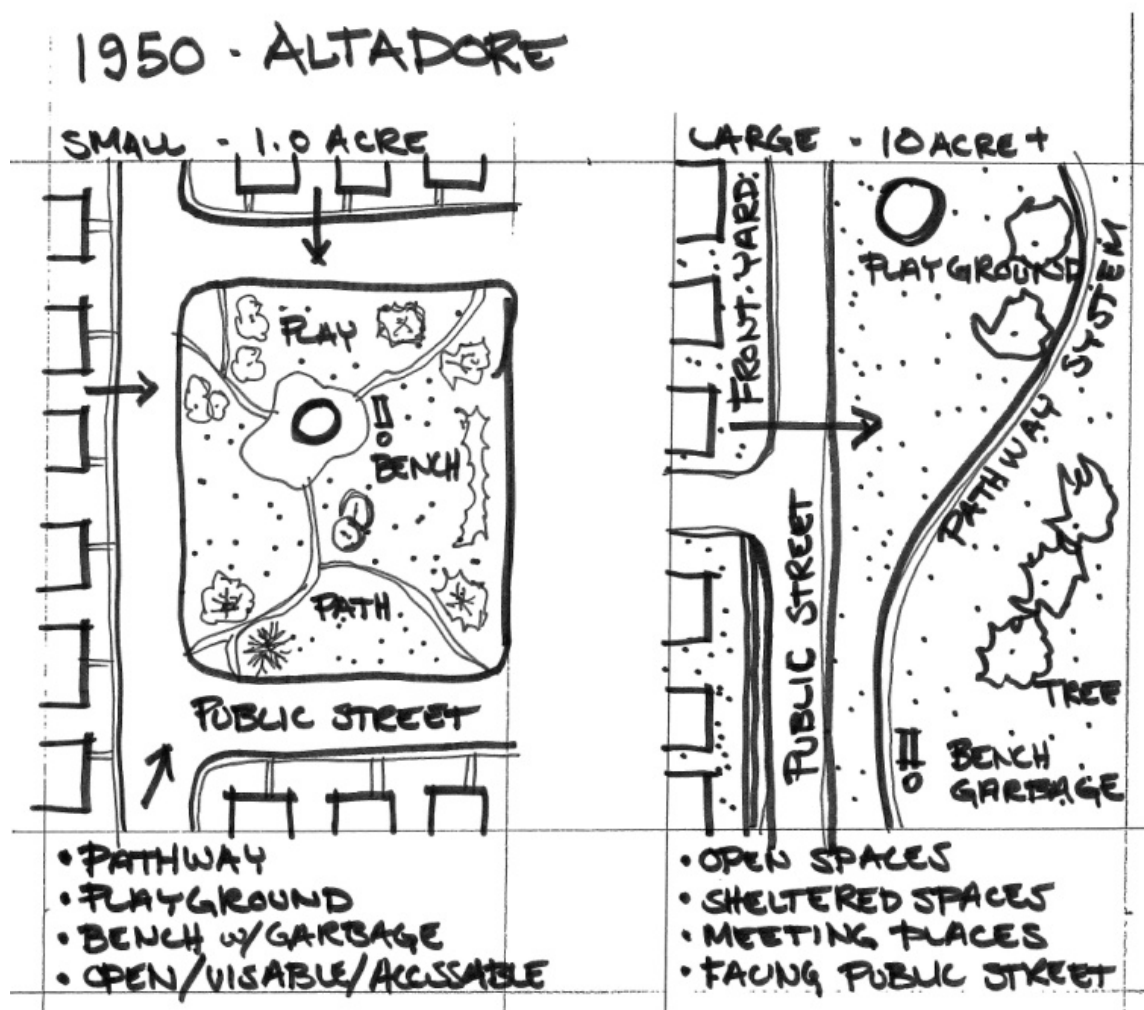


Figure Number

Altadore offers green spaces in several different categories, including natural parks, open green spaces, neighbourhood parks, and the Mini VespoCKET Park. [Is

this a specific park or a categorization, and is it meant to be capitalized?] Although Altadore provides all four of these types of space, most of the park space is located in the newer Canada Lands to the West. The open green space. *[This is unclear. Is most of the park space in the Canada Lands open green space?]* The first image shows a neighbourhood park that contains no amenities but provides a good playing field for kite flying or Frisbee. Other types of parks are more geared towards meeting places, resting places, and other similar social activities.



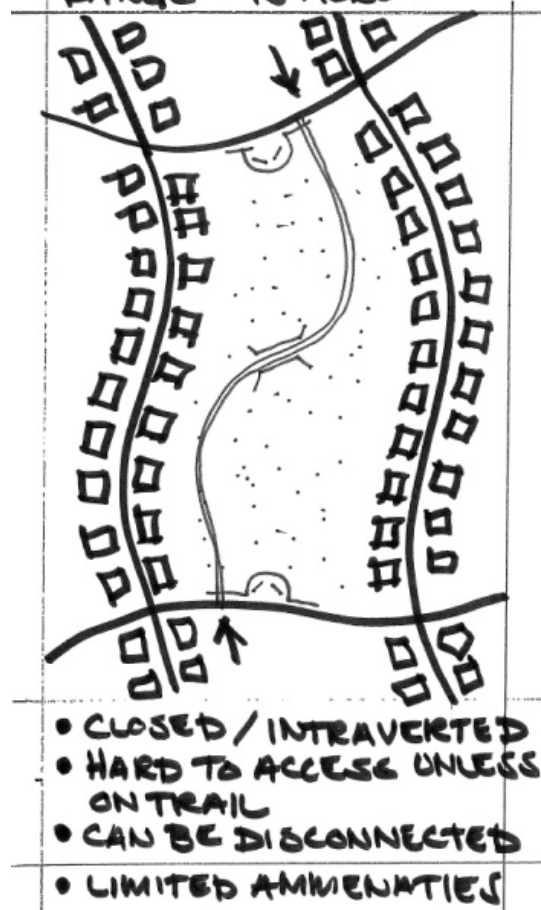
Thorncliffe - Figure

Thorncliffe: add typology diagram here

As in Altadore, there are several different categories of green spaces provided in Thorncliffe. In order of hierarchy they are the natural park, the open green space that doubles as storm water management, the neighborhood park, and the Mini Vespocket Park (but with no amenities). Thorncliffe does a good job at providing all four of these types of space although most of the park space is located in the newer Canada Lands to the West. The open green space. The first image shows a neighborhood park that contains no amenities but provide for a good playing field for kit flying and Frisbees. While the other types of parks are more geared towards meeting places, resting places and other like minded social activities but hanging out is the main focus.

1990 - PANORAMA

LARGE - 10 ACRE +



Panorama - Figure

In Panorama, the green spaces often consist of land unwanted by developers, resulting in inconsistency in both organization and access. Panorama provides for natural green space in the form of prairie grass storm water retention ponds aligned in unwanted low spots. Pathways are spotted with the odd bench and garbage container. Neighbourhood parks in the conventional square or grid street style are by far the nicest and most intimate parks for kids playing on a playground with resting areas for the parents. The first photograph shows a grass field not currently in use that may have been left empty for a future school. The park in the second photograph more closely resembles a prairie park with prairie grasses

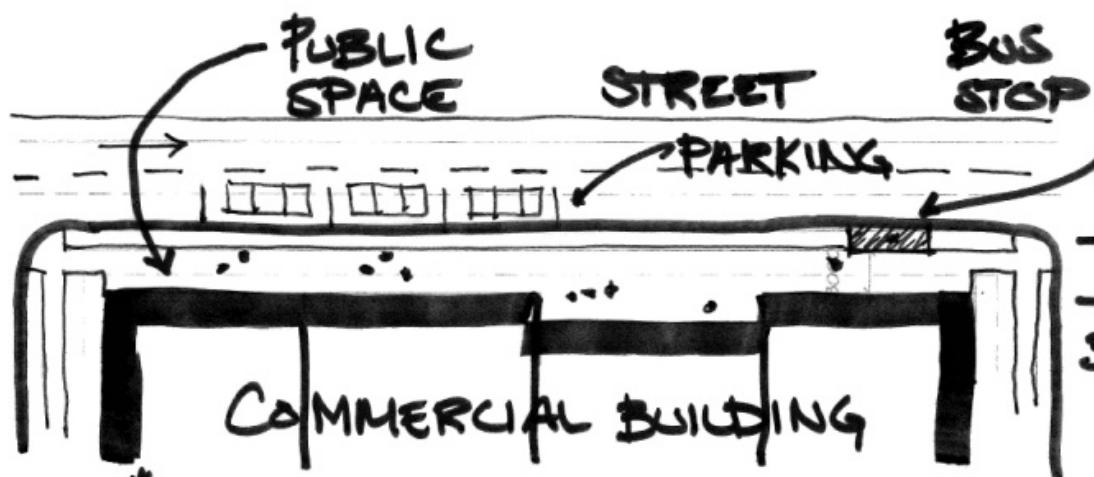
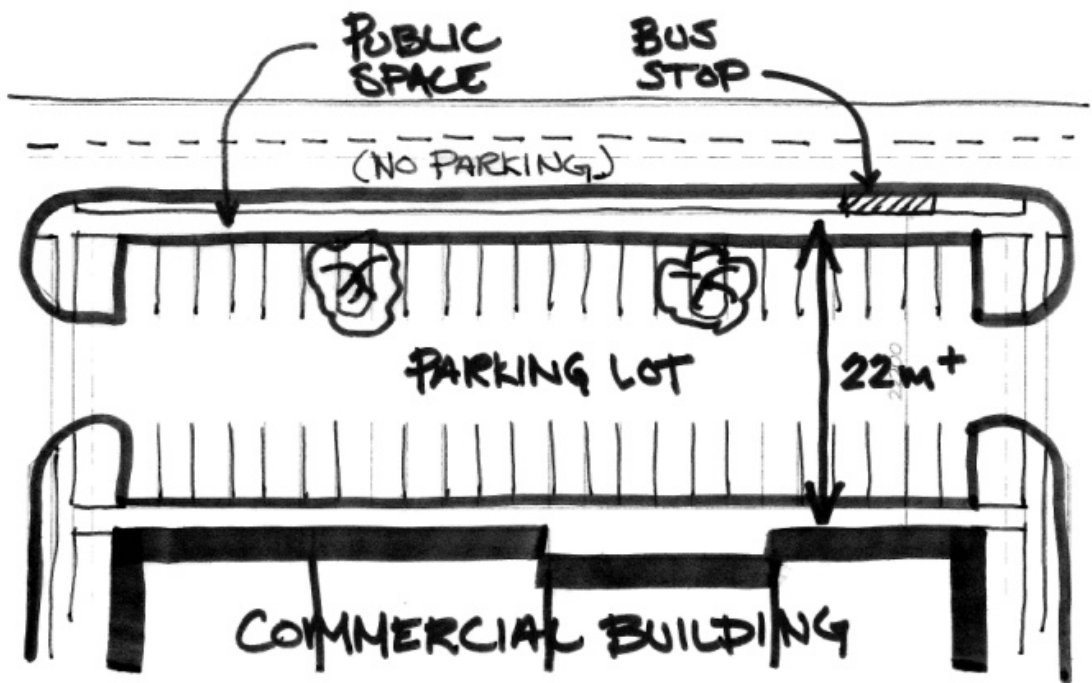
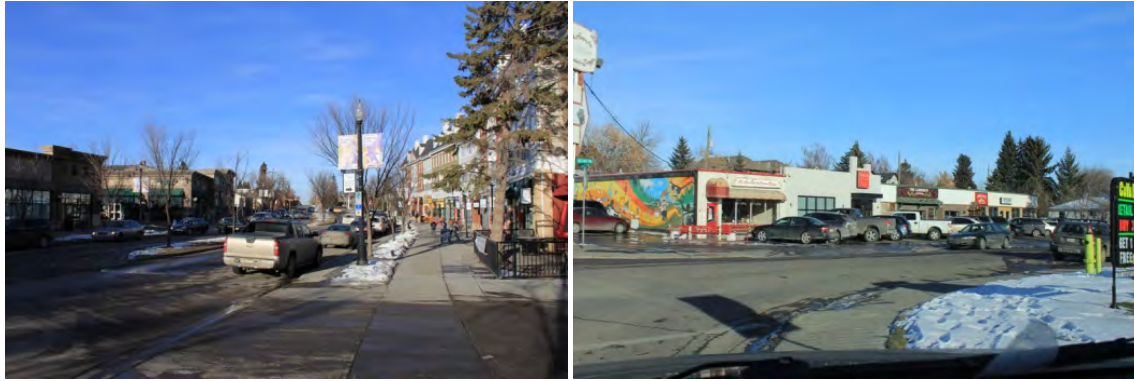
rather than an urban park. It does not offer the traditional features of shade or grass that provide for human activity and enjoyment.

Conclusion/Summary:

Although each community provides adequate open green spaces and parks, they are in some cases disjointed and not continuous. For example, pathways revert to sidewalks for a few blocks and then back to pathways and parks before sometimes ending entirely. Not all parks and green spaces provide adequate "staying" areas, and examples show that the idea of the pathway takes precedence over the green space as if it were just a transitional linear space. There are no venues for public gathering (a true civic space) in any of the neighbourhoods although Altadore has ample opportunity with River Park and the Museum of the Regiments.

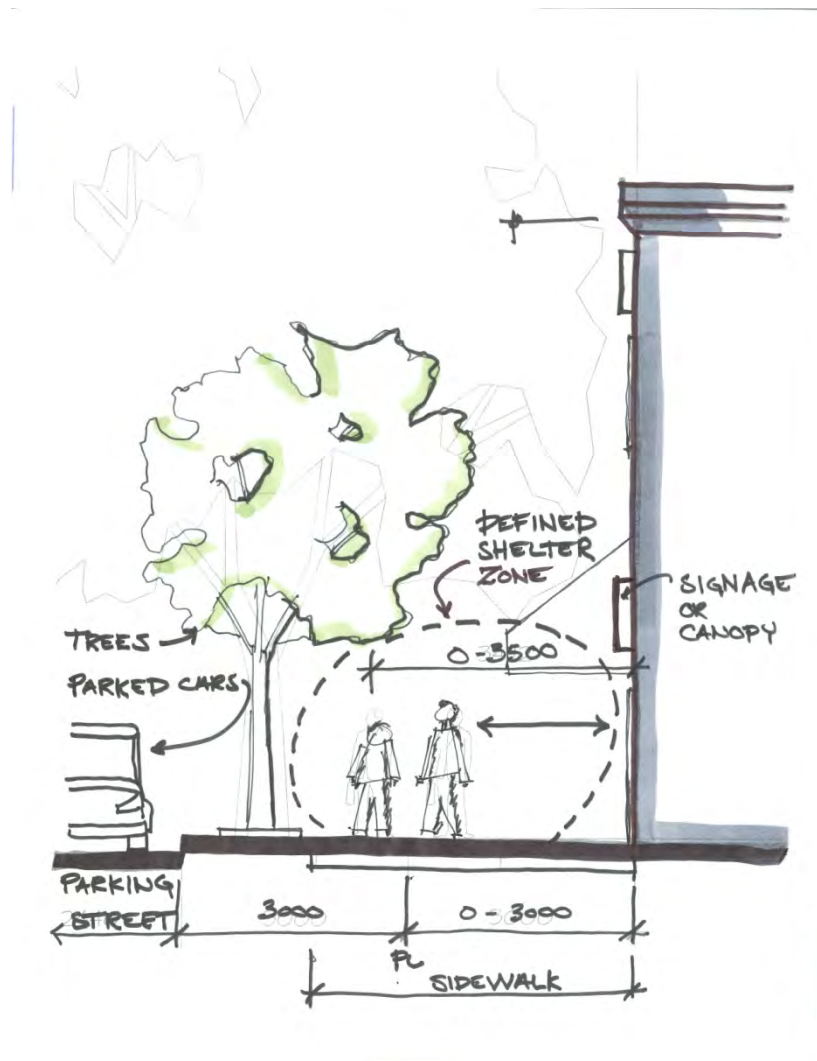
3.2.2.) Commercial Retail:

These spaces are determined by land-use bylaws and neighbourhood commercial opportunities. Providing a privatized space for public interaction, they offer places to work and shop within the community, as well as a place for interactions and chance encounters. Examples include offices, personal services, mixed-use [mixed-use what?], live work [this term is also unclear], and privately owned public space. Public space can have commercial value because of the opportunity it presents to attract and engage community residents and the chances it offers for human interaction. Historically, main streets provided the necessities for a community and often acted as a social hub and gathering space for locals. This has changed as new communities have become more decentralized and auto dependent.



Altadore - *Figure*

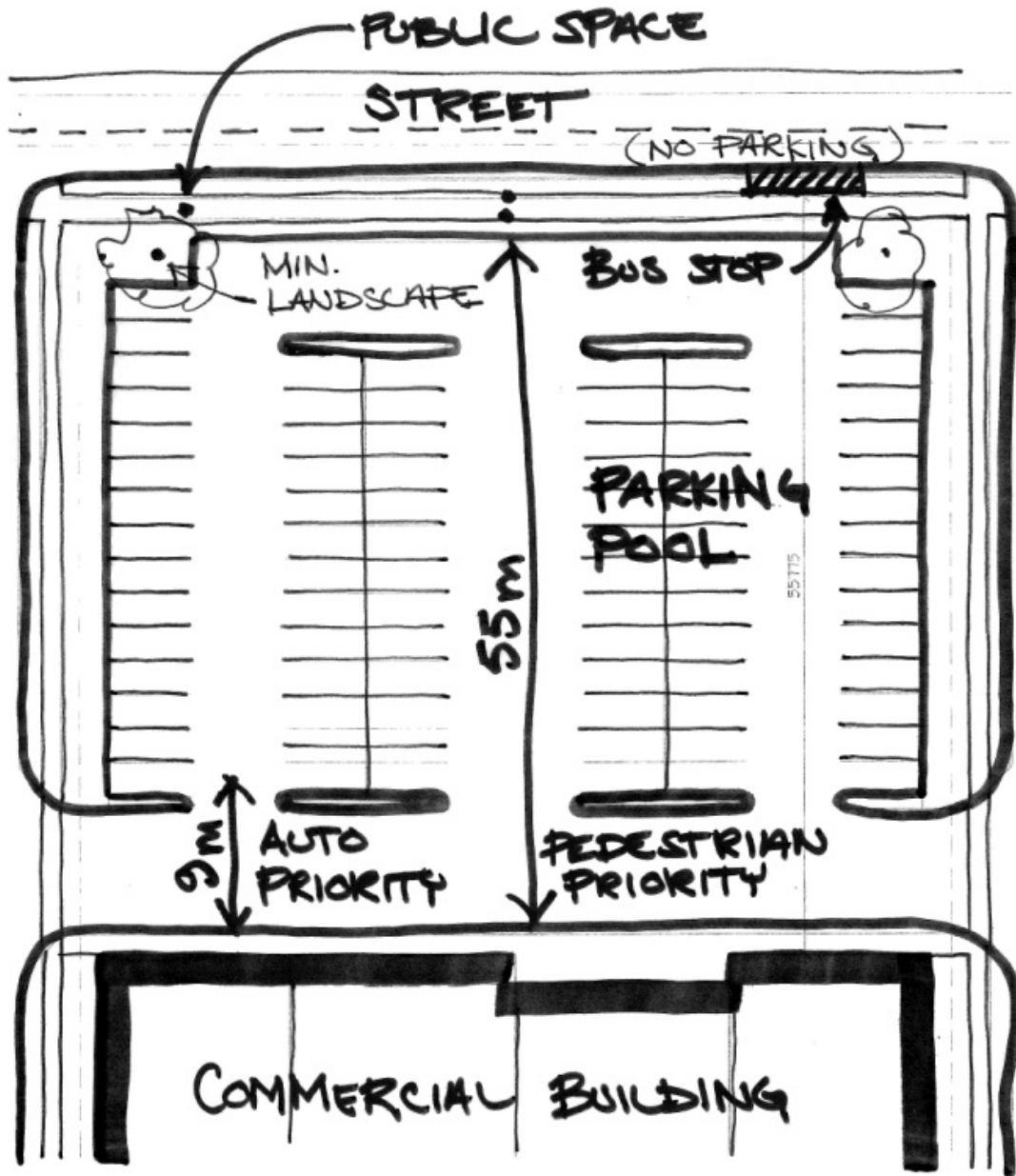
There are two examples of commercial retail space present in Altadore. The first photograph shows the neo-urbanism approach to mixed-use commercial retail fronting the street. This closed-in street offers a varied scale of buildings and mixed-use residential and commercial opportunities. Hardscape boulevards and setbacks give priority to the pedestrian window shopper and public domain while parking is located in the rear with only limited street parking available. Private commercial spaces are located immediately adjacent to the public sidewalk, allowing a pedestrian experience that is intimate in terms of both distance and scale. Mixed-use space allows the space to be shared between public and private use, increasingly human presence and interactions both day and night. The photograph below shows commercial space on residential streets, limited parking, and direct green space and pathway connections. This community offers a higher degree of service and creates a destination both for residents of Altadore and of neighbouring communities.



Altadore - Figure

Thornccliffe: **Insert Pictures Here (place holder)**

Thornccliffe has a mix of both typologies that indicates that it was design in a era of transitional thinking regarding urban planning.



Thornccliffe - Figure



Panorama - Figure

This auto-oriented commercial strip mall is not centrally located and is bound by three collector roads that are not pedestrian friendly. The wide roads and open spaces are designed for a vehicular experience. Buildings are set back from the street with the parking pool in the front. This is a consumer-oriented design intended for car trips and high turnover rates. It adequately addresses the reality of the modern suburb that is car dependent due to distances, street circulation, and organization. Multi-family housing sites are located directly behind the commercial development, but there is no priority given to pedestrian circulation between the zoned uses. There is no green space or pathway connection to the site, and there is limited opportunity for human interaction and no public space for mingling.

Conclusion/Summary: Update

Integrated, mixed use, segregated use; appropriate services are being offer by all three community sites which is par for course as retail takes no risk. Comfort of public space. Community level destination.

3.2.3.) Community Activity Centre: Comment

Examples include community centres, private public partnerships, private businesses providing public services, home owners' associations, daycares, child care services, and libraries, as well as gathering spaces for community activities,

indoor sports, clubs, community groups, art classes, and after-school programs. These activities are part of our daily lives and contribute to our overall social experience within the public realm.

Altadore:



Altadore provides many services considering its small population. These privately run public facilities have become an attractive destination for Altadore residents as well as some from beyond the community. A local curling club, hockey arena, and pool are clustered together in separate buildings and adjacent to a green space park. These are places of bustling activity and interaction even though they lack a common connected outdoor public space. As more recent additions to the community, they have been designed, built, and renovated with the car trip in mind. These places and spaces provide for a greater sense of community identity and pride. This is where families go to play, and they are a critical part of the social community because they are not just for kids or adults but for people of all ages.

Thornccliffe:

Insert missing pictures here...

Thornccliffe offers a great community centre with a host of activities. Although it is publicly owned, its services are privately administered and supported by user fees. Reasonably centrally located as part of the east green space corridor and pathway system, it has a front entrance and approach that addresses the street and pedestrians, providing a place to meet before heading inside. A second entrance from the rear accommodates people entering from the green space and parking lot.

This community centre hosts weddings and banquets and offers meeting rooms for various groups. It provides space for activities such as hockey, basketball, racquetball, and squash, and even offers a restaurant lounge and four bowling lanes.

Panorama:



This community association building is privatized and is run by the Home Owners' Association and funded by levies on property title. There are no public activity facilities within the community of Panorama. One has to make a car trip to Cardel Place to participate. This semi-private community association offers daycare services and meeting rooms to direct members. It includes a private park that is fenced for child protection and security reasons relating the daycare services. It offers upscale services for immediate residents. Although it is privatized, it offers community members with common interests and needs an opportunity to participate and interact within the community.

Conclusion/Summary:

Community engagement in public activities. Common public interests attract like-minded individuals and provide interaction on that same level. Destination places and spaces. Public realm.

3.2.4.) Schools: *Comment*

Kindergarten, elementary, junior high, and high schools are a daily part of the everyday experience for children and parents. These are places of guidance and protection where we teach our children to become a part of society. They are an essential service and a binding common experience. They are places of importance to community and identity. Although they are public buildings providing a public service, they are semi-private due to the nature of security for our children. Schools are an important part of our children's social development and daily interactions. They are also an important meeting place for parents and serve as gathering places for school performances and productions. They should be built to last and to inspire a higher standard of pursuit given their significance to our society.

Altadore:



There are seven schools in Altadore, five of which are alternative learning academies or Charter schools (semi-private). These schools provide an additional attraction of outside participants in the community. There are two elementary schools, which are a typical older building design and are built around a different set of principles than more recently designed schools. They have street presence and are designed around the tradition of public space and pedestrian approach. All of the schools have green gathering space in front where kids would arrive and mingle as they enter. Parking is secondary and located in the side yard, while playing fields are located behind the school. Schools also provide space for evening community events, classes, and activities that promote an extended range of use and engagement.

Thorncliffe:

Insert missing picture here....

There are three elementary schools in Thorncliffe, two of which, as in Altadore, are alternative learning academies or Charter schools (semi-private). These schools are located on quieter residential side streets as is the case with Altadore.

Panorama:



There are three elementary schools located in Panorama—two public and one Catholic. These schools are located off primary collector street intersections. Site planning is based on a different set of organizing principles. There is no priority given to public approach or entrance from the street. Busses drop off on the side street, and the children enter from the rear of the school. The front is reserved for a staff parking lot and an area where parents may drop off and pick up their children. This design reflects a change in social priorities towards security and reducing vandalism compared with public space and historical social. Landscaping is minimal so as not to obscure views. This for shadows the end of days when you had your favorite hangout place in the front of the school or around the corner.

Conclusion/Summary:

Schools are an essential service and a public realm. In the future, they will likely be increasingly mixed use, featuring changing principles of design and integration as population fluctuations leads to alternative, extended uses. Generally they are wastelands of empty space on the weekends with the exception of the outdoor playing spaces, which neighbourhood children might use instead of a local park. However, school playing fields often have fewer amenities than local parks. The size of schools is based on the peak population needs for kids aged 5 to 14. School sharing and temporary facilities are used to make up any shortfalls during peak demand years. It appears the public nature of schools has been reduced due to budgets and curriculum. They are often treated as temporary in nature, which is not the case.

Altadore: Other Spaces and Places of note:

The Museum of the Regiments is a regional and national attraction. Its building and site are of a high order of architecture compared to housing. It provides a space for memorial and cultural history, as well as helping to provide community identity and contribute to the local economy.



As seen from item 7.0, commercial retail is connected to the green space and its pathway connection right onto a residential street. The connectivity and adjacency are very public and pedestrian friendly. Good Public Space



Located adjacent to a Altadore community activity centre (see item 8.0), this park and green space are heavily used by the local residents and visitors to the community centre. There is an overlap of public functions at this location and makes for good public space.

Thorncliffe: Other Spaces and Places of note:



This pedestrian bridge in Thorncliffe is an interesting artifact. More recent versions of these are sprouting up in the newer suburbs with divided highways in order to keep the pathway system connected. In this inner suburb example, it is designed to keep pedestrians safe while maximizing traffic flow. One could only imagine using this out of pure necessity. In this example, kids that go to and from school would use this rather than crossing the road. It inconveniences pedestrians, as they are expected to walk a greater distance in order to cross the road, thereby discouraging pedestrian traffic in this area.



This church supports not only its members but also the broader community. This space engages society in a shared pursuit that provides common ground for engagement and discourse. Churches are private entities that are open to the public with restricted access. A large part of our society participates actively in religion. It is a good source of connectivity and engagement within the community for like-minded individual and families.



Lost Space: This photograph reveals empty and unmaintained space created by a road pattern, providing a good example of the priority given to automobiles. Notice in picture 7.1 how the concrete median that contains a sidewalk is not even maintained as a public space.

Panorama: Other Spaces and Places of note:



This dead zone in Panorama is a good example of a separated green space. It is almost impossible for a pedestrian to cross the collector road without walking 100m to the next street intersection. There are no crosswalks or curb cuts. In the first example a median separates the road. There is no pedestrian route connecting these green spaces and priority is given to the car. Although there are nice resting areas provided on either side of the collector road that look out over the natural open space, it seems unlikely anyone would want to sit beside a collector road. If this sitting area were a destination within the park where it could be enjoyed, people would likely stay longer and congregate more frequently.

4.0 Evaluation

From the observations made during the case studies, conclusion through observation can be made relating the intangible qualities; available hard data can be used for the measurable data in order to make a proper evaluation.

Intangible Attributes:

Point will be awarded based on observations while attending the communities. Points will be provided as follows:

Proposed alternate Scoring

Most = 3 points, Yes = 2 points, Avg. = 2 points, Least = 1 point, No = 1 points

Sociability:

	Altadore	Thornccliffe	Panorama
Welcoming:	Yes	No	Avg.
Interactive:	Yes	No	Avg.
Friendly:	Yes	Avg.	Least
Pride:	Most	No	Yes
Neighborhoodly:	Most	Avg.	Least
Cooperative:	Most	Least	Avg.
Stewardship:	Most	Least	Avg.
Diversity:	Least	Avg.	Most

Uses and Activities:

	Altadore	Thornccliffe	Panorama
Fun:	Yes	Avg.	Least
Active:	Yes	Yes	Avg.
Vital:	Yes	No	Avg.
Special:	Yes	No	Avg.
Real:	Yes	No	Avg.
Useful:	Yes	No	No
Indigenous:	Unknown		
Celebratory:	Yes	No	No
Sustainable:	Most	Avg.	Least

Access & Linkages:

	Altadore	Thornccliffe	Panorama
Continuity:	Most	Avg.	Least
Proximity:	Most	Avg.	Least
Connected:	Most	Avg.	Least
Readable:	Most	Avg.	Least
Walkable:	Most	Avg.	Least
Convenient:	Most	Avg.	Least
Accessible:	Most	Avg.	Least

Comfort and Image:

	Altadore	Thornccliffe	Panorama
Safe:	Avg.	Avg.	Most
Clean:	Avg.	Avg.	Most
“Green”	Most	Avg.	Least
Walkable	Most	Avg.	Least
Sittable:	Most	Avg.	Least
Spiritual:	Most	Avg.	Least
Charming:	Most	Avg.	Least
Attractive:	Most	Least	Avg.
Historic:	Most	Avg.	Least

Measurable Data: Refer to attached appendix of data sets [reference]**Sociability:**

	Altadore	Thornccliffe	Panorama
Women, Children, Elderly:	Avg.	Least	Most
Social Networks:	Most	Avg.	Avg.
Volunteerism:	Most	Avg.	Least
Evening Use:	Most	Avg.	No
Street Life:	Yes	Avg.	No

Uses and Activities:

	Altadore	Thornccliffe	Panorama
Local Business Ownership:	Most	Avg.	Least
Land Use Patterns:	Most	Avg.	Least
Property Values:	Most	Least	Avg.
Rent Level:	Most	Least	Avg.
Retail Sales:	Most	Least	Avg.

Access & Linkages:

	Altadore	Thornccliffe	Panorama
Traffic Data:	Least	Avg.	Most
Mode Splits:	Most	avg.	Least
Transit Usage:	Most	avg.	Least
Pedestrian Activity:	Most	avg.	Least
Parking Usage Pattern:	Least	avg.	Most

Comfort and Image:

	Altadore	Thornccliffe	Panorama
Crime Statistics:	Most	avg.	Least
Sanitation Rating:	avg.	avg.	avg.
Building Conditions:	avg.	least	Most
Environmental Data:	Unknown		

4.1 Altadore: 81% = Rank #1

Intangible Attributes: 30/33 = 90%

Sociability:	8/8 most active community locally, visible pedestrian activity and life
Uses and Activities:	7/9 Question Indigenous, Greatest variety of activities and uses
Access & Linkages:	7/7 Most effectively connected for pedestrians and cars
Comfort and Image:	8/9 Crime Stats leave it the least safe, but has excellent history.

Measurable Data: 13/17 = 76%

Sociability:	4/4 Social Networks, volunteerism, Evening Use, sense of street life.
Uses and Activities:	4/4 Greater mix land-use patterns, Highest Property values, higher rent levels, more retail and sales
Access & Linkages:	3/5 Increased transit usage, less cars per capita, increased pedestrian activity, limited parking
Comfort and Image:	2/4 Mixed Building Conditions but generally well kept, Clean streets and public spaces, 193 crime violations in the past 6 months

4.2 Thorncliffe: 50% = Rank #2

Intangible Attributes 17/33 = 52%

Sociability: 4/8 Scores the lowest in all categories except community activity and participation

Uses and Activities: 3/9 Low retail sales and rent levels

Access & Linkages: 5/7 More effectively connected for pedestrians and cars, bad boundaries

Comfort and Image: 5/9 Has good history but a high crime rate.

Measurable Data 8/17 = 47%

Sociability: 3/4 long standing Social Networks & volunteerism, Moderate Evening Use, limited street life.

Uses and Activities: 2/4 moderate mix land-use patterns, Lowest Property values & rent levels, more retail but lower sales

Access & Linkages: 2/5 median level transit usage, average cars per capita, limited pedestrian activity, moderate parking

Comfort and Image: 1/4 Building Conditions are generally run down, Clean streets and public spaces, 190 crime violations in the past 6 months

4.3 Panorama: 46% = Rank #3

Intangible Attributes 14/33 = 42%

Sociability:	4/8 least neighborly, interactive and friendly
Uses and Activities:	2/9 limited retail and sales. Lowest rent levels and high rent rates, not active or fun.
Access & Linkages:	4/7 least effectively connected for pedestrians, most cars and least transit usage
Comfort and Image:	4/9 Safe, Clean, Charming??? Attractive???? Point for the blender, monotonous...

Measurable Data 9/17 = 53%

Sociability:	2/4 Limited Social Networks & volunteerism, No Evening Use, No sense of street life. Has a good e-community network and centre.
Uses and Activities:	1/4 Only Property values are maintained
Access & Linkages:	2/5 low transit usage, most cars per capita, no pedestrian activity, limited to no parking except on street & front driveways. Visible.
Comfort and Image:	4/4 No History, but excellent building conditions, like new and well kept, Clean streets and public spaces, 113 crime violations in the past 6 months

5.0 Conclusion and Guiding Principles

The value and sophistication of a communities public space is a direct measure of the quality of living and investment in the community in terms of social space and physical place and its ability to grow and adapt to the needs of its residence now and in the future. The following is a summary of these findings.

Altadore; Ranked highest of the three communities in terms of the identified attributes that contribute to successful Public Space. Its collective typologies of public spaces are integrated on a higher level of urban design that speaks directly to its success as a great place to live, and participate. In this sense it provides for greater character, meaning and sense of identity for its residence.

Disadvantages:

- 1.) House/Apartments are generally closer together (narrower lots or infill) and are closer to the street. therefore making them less private and not so much the garden city dream.

Advantages:

- 1.) Urban Design foundations are built on historic models of more urbanized places.
- 2.) Streets and sidewalks are more accessible, connected and intimate
- 3.) Has a higher degree of housing variety and mix-use development
- 4.) Community green spaces are more readily connected to the community.
- 5.) Age, history and former land ownership have provided an opportunity for Urban renewal /redevelopment of its previously underutilized land areas.
The transformation under new urbanist ideals is at the heart of its success as a thriving community.
- 6.) Has the highest degree of commercial and retail investment in the community.
- 7.) Has the greatest collective experience in terms of life outside of the home.

Thornccliffe; Ranked the lowest in its overall attributes and is evident in its character of public space for the following reasons:

Advantages:

- 1.) It has a good history.
- 2.) It has pride with its long lived (aging population) residences who still reside.

Disadvantages:

- 1.) Collector roads are not pedestrian friendly, intimidating and inhospitable.
- 2.) Larger percentage of renters and migrant population. Evident in the lack of upkeep of the housing stock.
- 3.) Public Spaces were designed in a transition period, they are older and underutilized with exception of the parks and open green spaces.
- 4.) Due to the age of the community it has yet to enter into a redevelopment / urban renewal phase.
- 5.) Investment in commercial retail is not present as much as in other communities.

Panorama; Ranked almost as high as Altadore but with a few exceptions.

Advantages:

- 1.) Housing stock and infrastructure is new and is generally well kept.
- 2.) Live amongst common income families. (could be a disadvantage)
- 3.) Lowest Crime Rate

Disadvantages:

- 1.) Serves the largest land area with the least amount of local public and private commercial, retail services. These are primarily located outside of the community.
- 2.) Privately Owned Public Spaces are designed for the Automobile over the pedestrian. Mostly due to the distances required to travel. No real public amenity.
- 3.) Streets are not as friendly or inviting and are designed for a higher rate of speed. They are circuitous and require longer paths of travel and access.
- 4.) Serves the greatest single land use.
- 5.) Parks, playgrounds and green spaces are harder to get to.

Conclusion:

It is evident that the individual typologies of spaces that make up a community have inherent 'public space' qualities in each of them that speaks to how well they relate to promoting the feeling of what is 'good' public space. (Are they well designed to the purpose and function; Do they promote use by the public and interaction between the users?). When describing a community is it important observe how each of these 'spaces' interact with one another at their transitions and as a whole in order to determine the overall character of their relationships.

There is no general model for the character and role of public space in a community. At best, each community has its own criteria; internal and external influences that need to be responded to on a case-by-case basis. The role of public space in a community is to provide a setting or place for the daily activities and rituals of society to take place in. The physical setting of a public space is designed and constructed to illicit a behavioral response or interaction, typically to serve for a specific function(s) of society. The following three examples of lost opportunities that are not currently present in all community models.

- 1.) Sidewalks are used to allow people to circulate and transition to different destinations. These are also chance encounter spaces with friends and neighbors. There are no special sidewalk locations identified in the case study communities to suggest that other uses may be possible at specific node or transition spaces.
- 2.) Roads are used to facilitate the transportation of people in vehicles, a convenience that helps people transport over large distances in shorter time. They are a key part of infrastructure in providing access to labor, goods and services between different communities. They are generally affecting isolation of human contact, but special enhanced streets and street functions can have a different impact e.g. block party.
- 3.) Parks are used to for people to gather, socialize, interact and react, relax, exercise and play in an open outdoor environment which is important to the physiological and psychological and sociological development and maintenance of the our

species. There are other activities and events that parks could be set up for other than the observed uses of the suburban parks that could provide more reasons for people to engage in the space.

Residents of a community can be identified in many different spatial dimensions. In general terms the quality of one's community in terms of its character and meaning will directly imply a social status or structure of social order. For example; In Altadore, the sidewalks, streets, green spaces and shopping and mixed use-development all contribute to a greater sense of place and being through social energy of activity and interaction. It's set apart from the other communities because it has a different sense of living and life. One chooses to live in Altadore because of what it offers them to their way of life and on the outset that they can afford that lifestyle.

The Urban Design, Architecture, public infrastructure and amenities of a community will collectively have a great impact on the perceived character and quality of living in any particular community. The more successful these integrations are collectively; will have a direct impact on the community's perceived human value.

As a result of exploring the key attributes of public space there is a definite correlation between a community's character, meaning and its sense of identity. These are the common attributes that are identified in both the PPS and CNU principles. There is a proportional relationship between a community's quality of character and its meaning. By example; the more attributes that help develop the character of a community will represent a greater meaning and sense of identity for those that live in that community. One that lives in a house on a street that leads to nowhere is not enough. However, one that lives in a house and is an active member of their community, One that knows the people that live on their street and has the opportunity to participate in public will have a greater sense of identity and belonging for them, generate more positive lasting memories for them and in general terms make for happier individuals.

Within the context of Calgary's suburban development and with the intent to show how the value of public space has diminished over time. Sorkin pleads "for a return to a more authentic urbanity the return to familiar spaces of traditional cities, the streets and squares, courtyards and parks. He suggests that these are the great scenes of our civic place, visible and accessible; they are our binding agents". [Sorkin]

Postulate Other Questions:

- 1.) Is the idea of "good" public space transforming over time, or are we transitioning to a time when the internet, computer networking and the cloud has become the norm for social engagement and contact? Where is the human quality in this?
- 2.) What is the need for public space in the future...? More Cyber Cafe's, Google glasses... Video terminals in the park?
- 3.) As the climate changes and carbon fuel gets more expensive, new models of public space, transportation, communication and information sharing may end up replacing traditional social contact in the future. Do these ideas make human contact and socialization any less important? Should we not make an effort to refocus these important aspects of our previous humanity back into society and urban planning? Can this not be achieved through our value and understanding of 'good' public spaces as it transitions into the future?

8.0 Nomenclature:

Civic Space:

Squares, Plazas and Memorials usually design a a community focal point for gathering.

Green Space:

Wooded and grassy areas that provide sites for recreation and enjoyment of nature, often located in the midst of urban areas that are otherwise occupied by buildings and paved areas.

Greenways:

Natural areas that take the form of corridors, often following streams or rivers, and provide opportunities for trails and bike paths connecting scenic areas and other destinations.

Lost Space: /.Anti-Space. Defined:

They are the no man's lands along the edges of freeways that nobody cares about maintaining, much less using. Loss spaces are also the residual areas between districts and loosely compose commercial strips that emerge without anyone realizing it. Lost spaces are deteriorated parks and marginal public housing projects have to be rebuilt because they do not serve intended purpose. Generally speaking loss spaces are the undesirable urban areas that are in need of redesign – anti-spaces, making no positive contribution to the surroundings or users. They are ill-defined, without measurable boundaries, and failed to connect elements in a coherent way. On the other hand they offer tremendous opportunities to desire urban redevelopment and creative infill and for rediscovering the many hidden resources in our cities. (Roger Trancik, 1986)

There are five major factors that have contributed to the lost space in our cities.

- 1) An increased dependency on the automobile.
- 2) The attitude architects of the modern movement toward open space
- 3) Zoning and land-use policies of the urban renewal. That divided the city
- 4) An unwillingness on the part of contemporary institutions – public and private – to assume responsibility for the public urban environment
- 5.) And the abandonment of industrial military or transportation sites in the inner core of the city

Mixed-Use Development:

The combination of two or more *land uses*; typically retail and residential in a single development project. Optimal mixed-use development promotes pedestrian activity and the creation of vibrant urban.

Mixed-Income Housing:

Residential development that includes housing for a variety of income levels. Mixed-income housing is proposed to promote economic integration and prevent economic isolation, with the principal goal of expanding economic opportunities for lower-income individuals.

New Urbanism:

An approach to urban planning that advocates integrating housing, workplaces, shopping, and recreation areas into compact, pedestrian-friendly, *mixed-use* neighborhoods linked by transit and bikeways. New urbanism development is characterized by buildings placed directly along relatively narrow streets, with parking and driveways located to the rear, complemented by pedestrian-oriented amenities such as front porches and sidewalk cafes.

Parks:

A park is an area of open space provided for recreational use. It can be in its natural or semi-natural state, or planted, and set aside for human enjoyment, or - in addition- for the protection of wildlife or natural habitats. It may consist of rocks, soil, water, flora and fauna and grass areas, but may also contain buildings and other artefacts such as play grounds. Many natural parks are legally protected by law.[?]

With the Industrial revolution parks took on a new meaning as areas set aside to preserve a sense of nature in the cities and towns. Sporting activity came to be a major use for these urban parks. Areas of outstanding natural beauty were also set aside as national parks to prevent their being spoilt by uncontrolled development.[?]

Public Engagement:

(Civic Engagement) the connection one feels with their larger community. **Social engagement** (also **social involvement**, **social participation**) refers to one's degree of participation in a community or society.

Public Space: *There is no legal definition of Public Space; rather it is a perception of spheres of influences that effect the public.*

A public space is a social space that is generally open and accessible to people. Roads (including the pavement), public squares, parks and beaches are typically considered public space. Government buildings which are open to the public, such as public libraries are public space. Although not considered public space, privately owned buildings or property visible from sidewalks and public thoroughfares may affect the public visual landscape, for example, by outdoor advertising.

Non-government-owned malls are examples of 'private space' with the appearance of being 'public space'.

Public Realm:

The public realm includes all exterior places, linkages and built form elements that are physically and/or visually accessible regardless of ownership. These elements can include, but are not limited to, streets, pedestrian ways, bikeways, bridges, plazas, nodes, squares, transportation hubs, gateways, parks, waterfronts, natural features, view corridors, landmarks and building interfaces.

The public realm is organized into four categories: parks, streetscapes, coastal areas and public places. Definitions for these categories are as follows:

- **Parks** - Public open spaces within a community for recreational use. Parks may include natural areas such as mountain ridges and water systems.
- **Streetscapes** - The visual elements of a street including the road, sidewalk, street furniture, trees and open spaces that combine to form the street's character.
- **Water Areas** - All land areas along the water's edge.
- **Public Places** - All open areas within a community visible to the public or for public gathering or assembly.

Relates to all those parts of the built and natural environment where the public has free and unrestricted access. It encompasses all the streets, squares and other rights of way, the open spaces and parks and the 'public/private' spaces where public access is unrestricted.

This includes Privately Owned Public Spaces (POPS)

Social Engagement (also social involvement, social participation)

Refers to one's degree of participation in a community or society. The term has been defined by Avison, McLeod and Pescosolido (2007) as "the extent to which an individual participates in a broad range of social roles and relationships."

Key elements of social engagement include activity (doing something), interaction (at least two people need to be involved in this activity), social exchange (the activity

involves giving or receiving something from others), and lack of compulsion (there is no outside force forcing an individual to engage in the activity).^[1] For the most part, social engagement excludes activities for which one is getting paid, or family obligations.

Streetscape:

The view along a street from the perspective of a driver or pedestrian, particularly views of natural and built elements in the street right-of-way, including street trees, signs, street lights, above-ground utilities, sidewalks, bus shelters, bike racks, street furniture and public art. The quality of a streetscape has a major impact on the perception of an adjacent retail or mixed-use district.

Sustainable Development:

A development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Characteristics of sustainable communities include compact *mixed-use development*, *green building*, *transit-oriented development*, pedestrian-friendly and bicycle-friendly neighborhoods, common open space, and diversity in housing opportunities.

Traffic Calming:

Techniques intended to reduce the negative impacts of motor vehicles on neighborhoods by reducing vehicle speeds and by providing safe spaces for pedestrians and cyclists.

Transit Oriented Development (TOD):

Mixed-use, higher density development centered around transit stations. The goal of TOD planning is to create a development pattern that supports the use of mass transit and reduces dependence on the automobile.

Typology:

“ (in urban planning and architecture) is the taxonomic classification of (usually physical) characteristics commonly found in buildings and urban places, according to their association with different categories, such as intensity of development (from natural or rural to highly urban), degrees of formality, and school of thought (for example, modernist or traditional). Individual characteristics form patterns. Patterns relate elements hierarchically across physical scales (from small details to large systems)”. [?]

Urban Sprawl:

Low-density, single-use development spreading out from an urban core in a haphazard manner that results in increased dependency on the automobile and inefficient use of *infrastructure*.

Walkable Community:

A community where housing, workplaces, shopping areas, schools and recreation facilities are laid out in a manner that makes them relatively accessible by walking as well as by cycling.

9.0 Bibliography

Moudon, A. V. (Eds.).(1987). Public Streets for Public Use. New York, NY: Van Nostard Reinhold Company Inc.

Citations in text: (Moudon, 1987)

Herzog, L. A. (2006). Return to the Center. Culture, Public Space, and City Building in a Global Era. Austin, TX: University of Texas Press.

Citations in text: (Herzog, 2006)

Dyer, H. (2010). Watch this Space. Designing, Defending and Sharing Public Spaces. Toronto, ON: Kids Can Press Ltd.

Citations in text: (Dyer, 2010)

Southworth M., Ben-Joseph E. (1997). Streets and the Shaping of Towns and Cities. New York, NY: McGraw-Hill.

Citations in text: (Southworth & Ben-Joseph, 1997)

Gehl, J. (1987). Life Between Buildings. Using Public Space. New York, NY: Van Nostrand Reinhold Company Inc.

Citations in text: (Gehl, 1987)

Miller, K. F. (2007). Designs on the Public. The Private Lives of New York's Public Spaces. Minneapolis, MN: University of Minnesota Press.

Citations in text: (Miller, 2007)

Sorkin, M. (Eds.). (1992). Variations on a Theme Park. The new American City and the end of Public Space. New York, NY: The Noonday Press.

Citations in text: (Sorkin, 1992)

Trancik, R. (1986). Finding Lost Space. Theories of Urban Design. New York, NY: Van Nostard Reinhold Company Inc.

Citations in text: (Trancik, 1986)

Hass, Tigran. (Eds.). (2012). Sustainable Urbanism and Beyond. New York, NY: Rizzoli International Publications Inc.

Citations in text: (Haas, 2012)

Kingwell, Mark and Turmel, Patrick. (Eds.). (2009). Rites of Way. The Politics and Poetics of Public Space. Waterloo, Ontario, Canada. Wilfrid Laurier University Press.

Citations in text: (Kingwell, Turmel, 2009)

Add Reading List....