



Prepared For Montgomery Community Association

Prepared By ForYou Consulting

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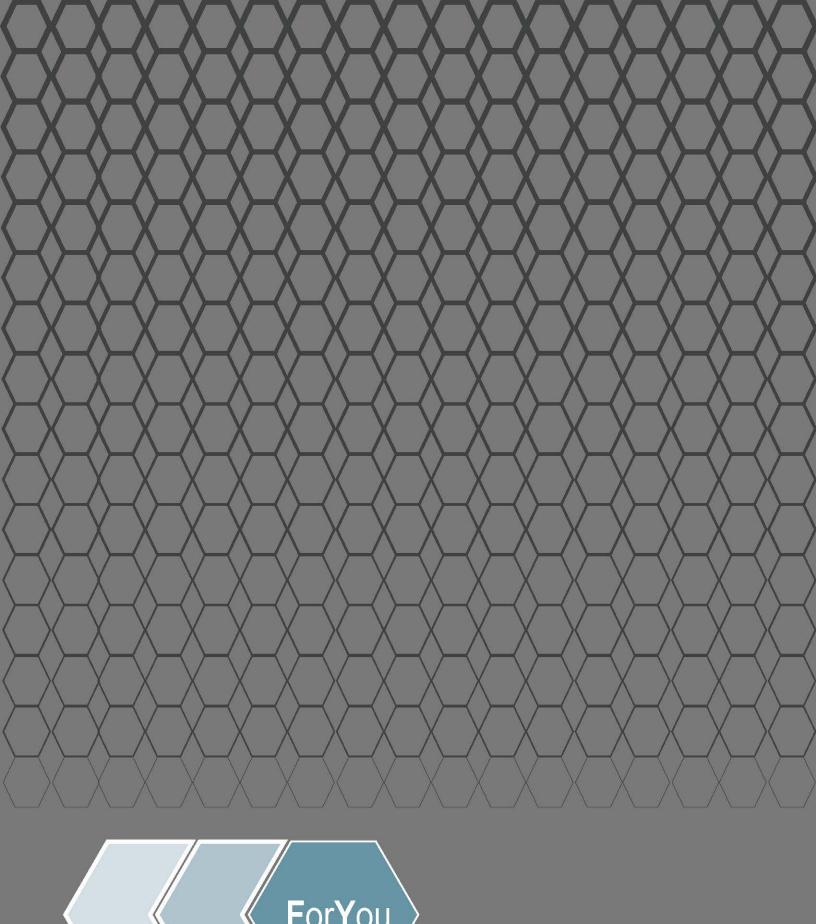
Marilyn Wannamaker; Montgomery Community Association

Special Thanks





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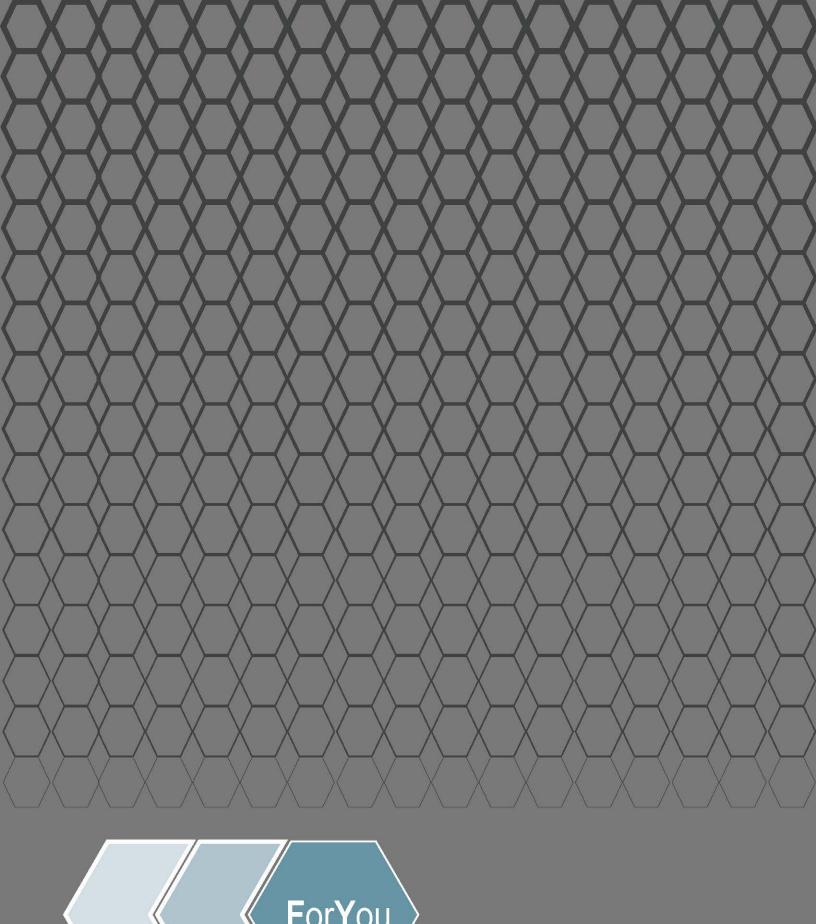




1.0 EXECUTIVE SUMMARY

Montgomery is an established community in North West of Calgary, close to Shouldice Athletic Park, the University of Calgary, and with access to Bow River, providing beautiful natural environments, lovely vistas, and a community with historical significance. The community expects to undergo a significant urban transformation over the next 15 to 20 years due to population increase and demographic shift, offering several challenges and opportunities. Although a recent Montgomery Area Redevelopment Plan (ARP) exists, this document aims to supplement the ARP and guide the community to lead its planning process by providing alternatives in creating a lively, healthy, and attractive community for all ages. This document provides design interventions and policy recommendations on Land Use, including introducing various housing options, mobility networks for active transportation, public realm improvements, and strategies for parks and open spaces.

This document is a product of an academic exercise based on a participatory approach and an Urban Alliance between the Students & Faculty of School of Architecture, Planning, and Landscape and Federation of Calgary Communities. It includes site and statistical data analysis, research, steering committee recommendations, and community feedback received during a community workshop, all forming the foundation for the design and policy recommendations contained within this document. This document intends to guide the future development of Montgomery and support the community in making informed decisions.





2.0 F O R Y O U T E A M

ForYou Consulting is a multi-disciplinary planning & design firm that believes in creating happy and healthy communities while specializing in community engagement. With a collaborative approach and visionary planning interventions ForYou Consulting is proud and true to their company mandate to design for a happier world. The Principals of ForYou Consulting have been practicing in Calgary for 2 years and have brought with them the knowledge and experience from different parts of the world. The dynamic and energetic team is the most valuable resource that elevate community consultation to the next level. ForYou Consulting builds teamwork that inspires one another in order to push the creative limits of the client's vision and contribute to designing for a happier world.



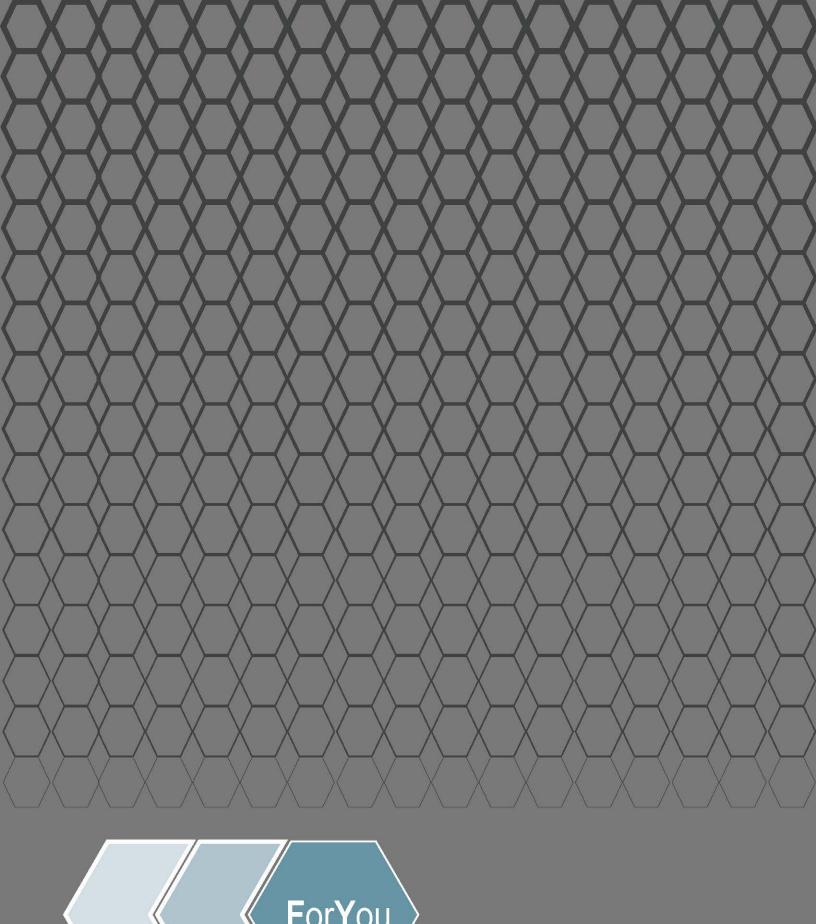
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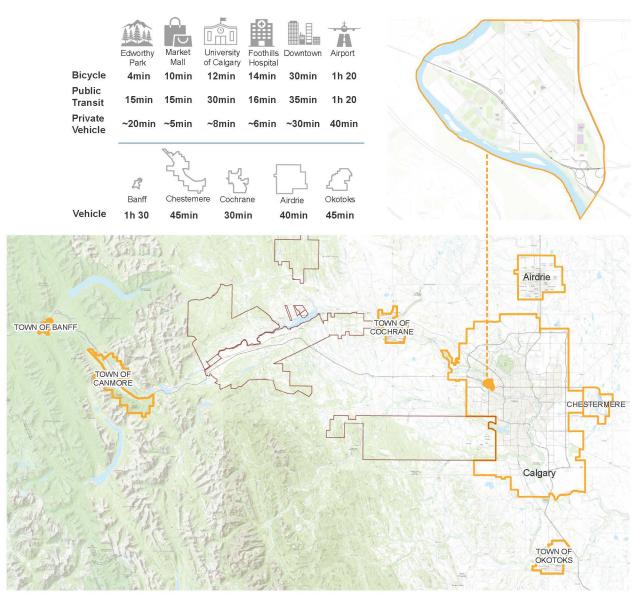
3.1 S I T E INTRODUCTION

Montgomery is an inner-city neighbourhood located within the Northwestern quadrant of Calgary. The site had been fully developed by the 1960s and is rich with history and local heritage. Through the partnership of the Urban Alliance The University of Calgary School of Architecture, Planning, and Landscape had been granted the position as a liaison between The City of Calgary and Montgomery. For You Consulting had been granted the responsibility to create a statutory Neighbouhourhood Redevelopment Plan for strategic growth towards 2042. The following section outlines a preliminary site assessment, work plan, methodology breakdown, and schedule of the process.

R E G I O N A L G A T E W A Y

Montgomery is considered a gateway community to the Rocky Mountains. The following chart indicates the ease of accessibility for regional amenities and surrounding municipalities.

The unique location of the community also benefits from the local amenities and has an existing recreational infrastructure that links the northwestern community to Edworthy Park, The University of Calgary, and Downtown Calgary. The site provides plenty of services for the residents. Strategic neighbourhood redevelopment of Montgomery is required to fully enhance the identity of a gateway community.



3.2 P R O J E C T UNDERSTANDING

The purpose of the Neighbourhood Redevelopment Plan is to provide neutral consultation between The City of Calgary and the community of Montgomery for future development and neighbourhood transformation projects that can support and sustain economic growth within the community.

Similar to other inner-city neighbourhoods of Calgary, Montgomery is in the transition to revitalize the area. The area is currently being subjugated to numerous infill projects and one of Calgary's newest Business Revitalization Zone due to the presence of two main streets. Montgomery is a changing community, the establishment of the Montgomery History Committee in 2006 reflects The Board Members of the Community Association's pride towards their history. Despite its annexation and development pressures of gentrification, Montgomery maintains its independent and original character.

HOUSING CRISIS

The issue of housing affordability is a prevalent issue throughout Calgary. As indicated in the following infographic there is a higher percentage of homeowners that spend over 30% of their monthly income towards housing, whereas there is a lower percentage of renters spending over 30% of their monthly income compared to Calgary.



26% Montgomery 24% Calgary Home owners



28% Montgomery 36% Calgary Renters

DEMOGRAPHIC

TRENDS

A major challenge within most inner-city neighbourhoods is the increasing displacement towards the aging population. New developments that marketing towards single-family homes lacks diverse demographics to support a sustainable neighbourhood. The result of traditional community planning has lead to an excessive amount of empty-nester inner-city communities.



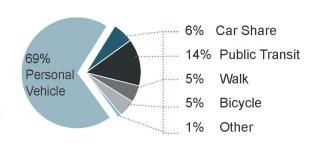
12% Montgomery 10% Calgary Aged 65+



15% Montgomery 9% Calgary 0 - 14

M O B I L I T Y C H O I C E S

At first glance, it is evident that Montgomery is a typical Calgary community that had been designed for the scale of the automobile. The following infographic illustrates the distribution of transportation modes. with the predominant method of circulation being personal vehicular usage, despite the presence of a regional recreational network.



3.3 L E G A L FRAMEWORK

As stated within the Montgomery Area Redevelopment Plan,

2.4 Montgomery continues to be a predominately low-density residential community with a small-town character. However, some sensitive intensification has occurred in the form of good-quality medium-density residential development located near to the Bowness Road/46 Street Main Street Area. This development extends the range of housing types available in the community, as well as increasing the local customer base for nearby businesses. New buildings are pedestrian-oriented and integrate well with nearby low-density residential areas. In the areas of significant slope, new houses have a building form which steps down to follow the existing land contours.

Bylaw 17P2017

Guiding Municipal Documents



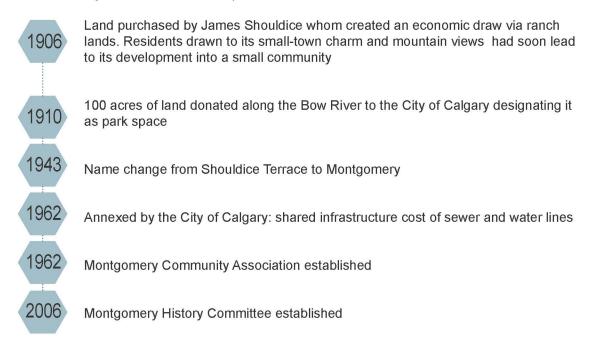
The proposal and subsequent interventions shall align with the Calgary (MDP) Municipal Development Plan. Utilizing the guiding document to direct and support decisions to manage strategic growth.

Other municipal documents that will be taken into consideration are:



3.4 HISTORIC CONTEXT

Community Character Development



The transformation of Montgomery predominately stems from development pressures and associated gentrification from their two Main Street Revitalization programs. Anchors such as the University of Calgary, University District, Foothills Hospital and Alberta Children Hospital, as well as proximity to the Rocky Mountains and Downtown Calgary classify Montgomery as a strategic location for inner-city neighbourhood redevelopment.

History of S m a I I Town Pride





3.5 HISTORIC EVOLUTION

Changes highlighted and fully developed by 1960's

The community of Montgomery is situated along a flat facing slope of the Bow River Valley escarpment which creates beautiful scenic environments that offer a view of the last eastern stand of Douglas Fir trees within Edworthy Park. The foundations of the community such as the traditional grid street pattern, welldefined community boundaries, large stock of mature trees, and a high proportion of public space as well as the neighbourhood's transformation create a distinctive neighborhood that is important to all residents. Although the community reflects its neighbourhood transformation, it still bears resemblance to its history.





1924

1948



1911 Shouldice Residence
1933 Crematorium
1972 Torn Down



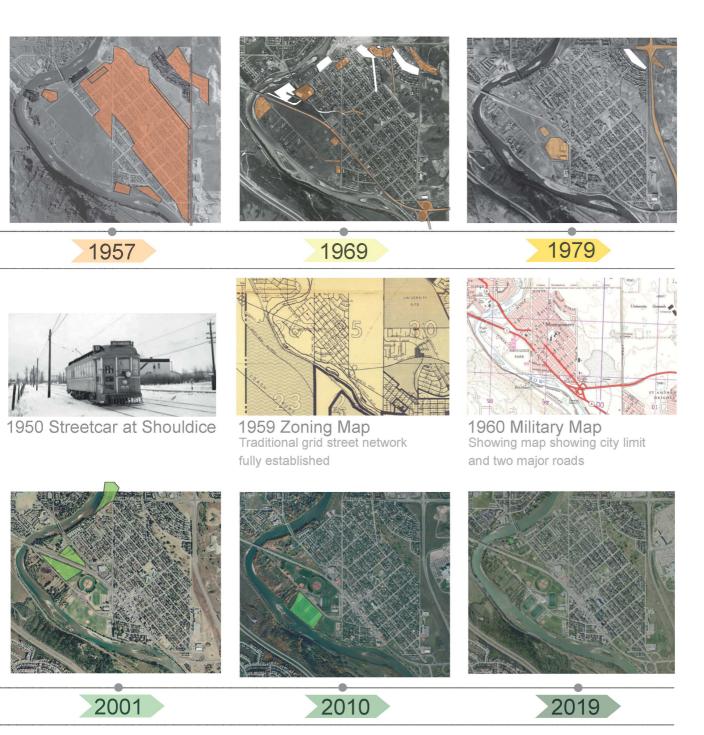
1931 Shouldice Bridge
Shouldice family farmed on the land
originally owned by O.A. Critchley



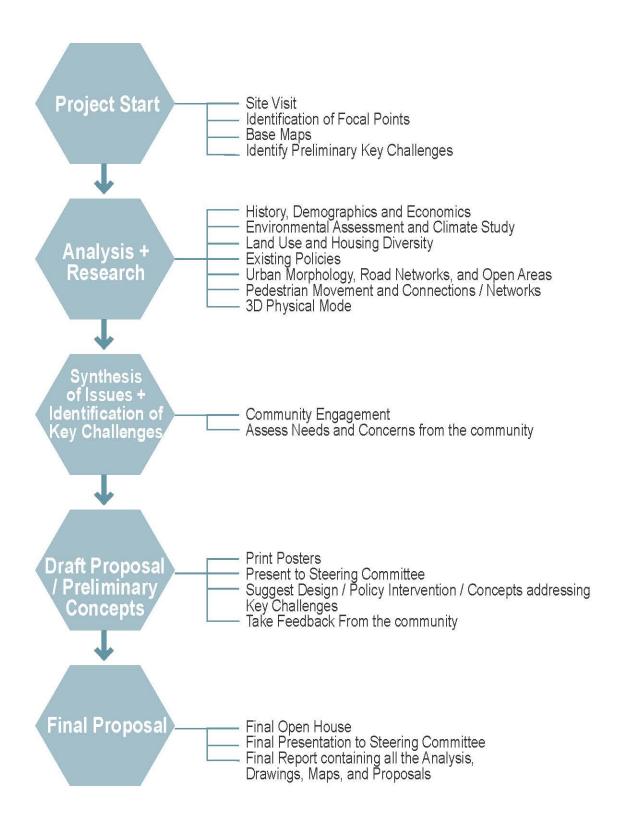
Westward view in the early 50's



1989



3.6 METHODOLOGY + APPROACH



The ForYou Consulting proposes strategies for potential redevelopment and the improvement of the Montgomery community with a focus on land use planning, urban design and development requirements.

1. Site Visit:

The team proposes to visit the site multiple times and have boots on the ground while observing the pedestrian patterns, open spaces, built environment and stud the urban morphology. We will be commencing the project with proper understanding of the project via base mapping, photo inventory and reviewing the existing legal framework, policies and plans.

The team has made some preliminary assessment for the key challenges and hope to further refine or replace these as the project moves forward.

2. Analysis

The next step for the team is to do further research and analysis of the site for its environment, history, demographic & economic profile, land use, housing typology, public realm inventory and other relevant study that will help in framing the right questions for the community engagement exercise. This analysis will be presented to the steering community for their feedback and suggestions.

- a) Community Profile
 - i) Historic Evolution
 - ii) Census Data: Demographics, and Economics
 - iii) Newspaper and Media
- b) Environmental Assessment
 - i) Hydrology
 - ii) Topography
 - iii) Public and Open Spaces
 - iv) Climate Study (shadow and wind)
- c) Urban Infrastructure
 - i) Land Use Designations
 - ii) Development Permits
 - iii) Urban Morphology
 - iv) Road Networks
 - v) Road Hierarchy
- d) Guiding Policy Documents
 - i) Review of critical planning documents
 - ii) Municipal Development Plan
 - iii) Calgary Transportation Plan
 - iv) Montgomery Area Redevelopment Plan
 - v) New Community Guidebook

3. Community Engagement: Phase One

- a) Posting of consultation meetings on community boards and online website
- b) Community engagement meeting held within the Montgomery Community Association
- c) Preliminary stakeholder consultation
- d) Public and special event canvasing
- e) Public design charettes

4. Identify Key Challenges and Issues

a) Observations of potential issues from initial site assessment revised in correspondence to community engagement

5. Construction of Physical Model

The ForYou consulting team will prepare a physical model of the space that will encourage better dialogue with the members of the community during the community engagement process. We propose to use various known theories of public engagement including designing the place and the engagement process that will encourage better participation and interaction. This may involve posters, other forms of media and presentation methods while constantly taking notes and encouraging feedback. A sticky note exercise may be conducted for feedback.

a) Illustrate design interventions to stimulate engagement with community members and steering committee

6. Draft Consultation Report / Design

After interacting with the community and assessing their needs and concerns, the team will distill the information and prioritize the key challenges and start the brain storming sessions that will help in addressing these challenges.

A draft conceptual design addressing the land use, housing, commercial, open spaces, density and amenities and other relevant requirements will be presented to the steering community for their inputs and guidance. The draft design may include posters, 3D computer generated models and other presentation methods that will effectively communicate the design ideas.

a) Present to steering committee

7. Community Engagement: Phase Two

The members of the team will be working cohesively and interacting / reporting to the Project Manager periodically, while taking valuable guidance.

Subsequent to the presentation of the draft to the steering committee and further interaction with the community members during the second community engagement exercise, the team will further refine the design proposals as per the suggestions and feedback.

- a) Present design / policy intervention to preliminary stakeholders and community members
- b) "What we heard" Report

8. Final Consultation Report

A final design proposal will be presented to the steering committee and an open house will be conducted in the Montgomery community association for final review. A document in the form of report along with posters will be presented to the audience.

a) Final content compilation

9. Final Consultation Presentation

- a) Steering Committee presentation
- b) Community Open House

10. Project Wrap-Up

- a) "Lessons learnt report"
- b) Project team party

The team hopes to complete these tasks in the next 14 weeks and the key dates and milestones have been highlighted in our Project Schedule. The team is expecting to spend 709 hours of work on this project, equally divided among the three members. A detailed budget is presented for the project.

We at ForYou consulting are positive that we will be able to exceed your expectations and deliver this project for a better future of Montgomery community.



Milestones

External Crit

Community Consultation

Steering Committee Consultation

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	New Community Guidebook																A				긔
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3	Identification of Key Challenges and Issues Identification of potential issues from initial site																				\dashv
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	Prioritize critical areas of possible interventions					-						_			4 4	H					\dashv
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4	Model																				
	Construction of a physical model to illustrate design																				
8	interventions to encourage engagement with community																				
	members and steering committee					-					_		_	-		-					
5	Development of Design Intervention / Policy revision:				· ·										-	H					\dashv
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	identified challenges and issues																				Ш
	Hold group discussions and brain storming sessions																				
3	Try different options and identify the most appropriate																				
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6	Draft Consultation Report / Designs																				\dashv
	Prepare drawings, illustrations, design interventions on					П															\sqcap
3	posters and present to the steering committee for																				Ш
	Community Engagement: Phase Two																				
7	Present draft design / policy intervention to stakeholders	\vdash				H				\vdash				\dashv			\vdash		\vdash		\dashv
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	Record and report the feedback									\vdash											\dashv

8	Final Consultation Report / Design													Ш					\Box		口
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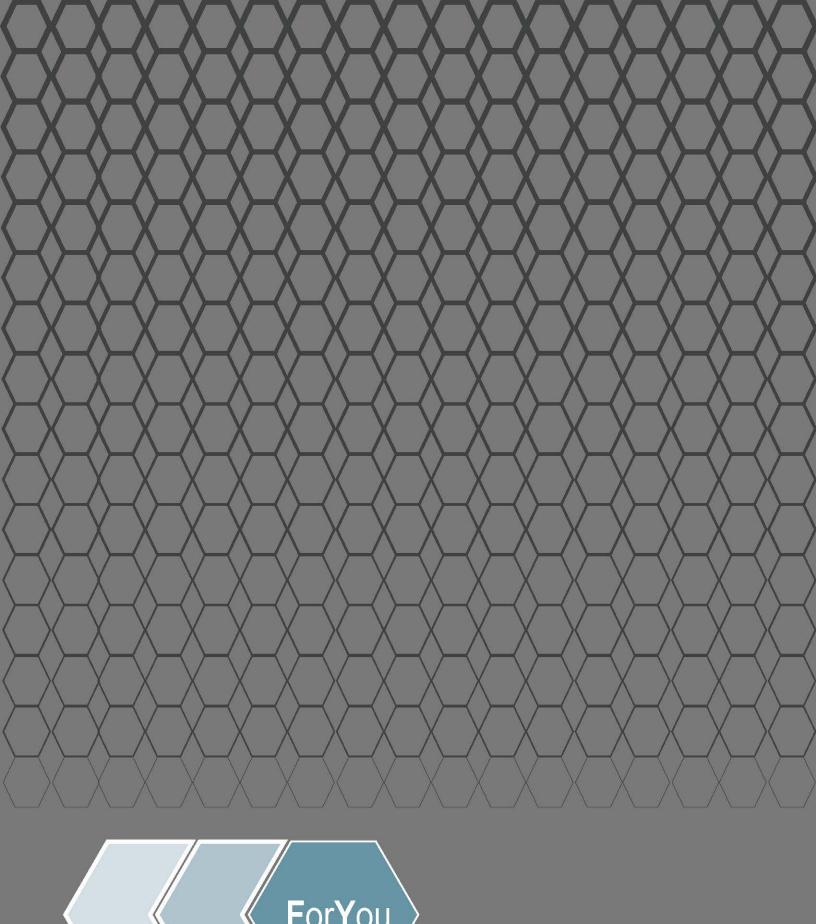
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	dentification of Key Challenges and Issues							
0.000	dentification of potential issues from initial site	_		_		44 200 00		44.000
1 1	ssessment revised in correspondence to community	8	8	8	24	\$1,200.00		\$1,200.
	ngagement	2	,	2		6200.00		6200.0
b Pr	rioritize critical areas of possible interventions	2	2	2	6	\$300.00		\$300.0
4 M	/lodel	-					++++	
	onstruction of a physical model to illustrate design							
	nterventions to encourage engagement with community	16	18	20	54	\$2,700.00	\$100.00	\$2,800.
	nembers and steering committee	10	10	20	3-	\$2,700.00	7100.00	\$2,000.
	lettibers and steering committee						 	
5 D	evelopment of Design Intervention / Policy revision:						 	
I w	Vork on the proposed design intervention for the					4		4
a id	dentified challenges and issues	8	6	12	26	\$1,300.00		\$1,300.
	old group discussions and brain storming sessions	6	6	6	18	\$900.00	\$50.00	\$950.0
l ITr	ry different options and identify the most appropriate							
c sc	olutions	12	12	8	32	\$1,600.00		\$1,600.
6 D	raft Consultation Report / Designs							
Pr	repare drawings, illustrations, design interventions on	0	17	0	10	\$1,400.00	\$60.00	¢1.460
a po	osters and present to the steering committee for	8	12	8	28	\$1,400.00	\$60.00	\$1,460.
	ommunity Engagement: Phase Two							
I a I	resent draft design / policy intervention to stakeholders	10	12	6	28	\$1,400.00		\$1,400.
ar	nd community members			, i				
b Re	ecord and report the feedback	6			6	\$300.00	\$10.00	\$310.0
-	inal Consultation Popular / Pasian		+++	\vdash	\vdash		+++-	
	inal Consultation Report / Design						 	
I A I	repare a final report containing the revised design /	4	4	4	12	\$600.00		\$600.0
	olicy proposals including all the work from the beginning creen Tests	4	4	4	12	\$600.00	-	\$600.0
10 120	CIECH (CSC)	7 7	 	 	1	3300.00	 	3000.0
9 Fi	inal Presentation						 	
Pr	resent the final report / design interventions / policy	22		2.2	0.02	4	4444	All States
I a I	roposals to the steering committee	52	50	38	140	\$7,000.00	\$60.00	\$7,060.
	ommunity open house for final presentation	4	4	4	12	\$600.00		\$600.0
	inal Documentation Submission			2	2	\$100.00	\$40.00	\$140.0
	roject Wrap-Up				14	6700.00	615.00	6345.0
	Lessons Learnt" report	2	8	4	14	\$700.00	\$15.00	\$715.0
D Pr	roject team success party	 	 		 	 	 	
11 Re	eporting		 		 		 	
	nteraction & Reporting to the Senior Partner - Desk Crits	8	8	8	24	\$1,200.00	\$15.00	\$1,215.
	nteraction & reporting to the Senior Further Deskerns	2	2	2	6	\$300.00	\$15.00	\$315.0
	nteraction with Community members	6	6	6	18	\$900.00	\$15.00	\$915.0
	otal Hours	231	247	231	709	7 7 7		, ,
	of efforts	32.6%	34.8%	32.6%		625 450 00		
1 1	ub Total Costs	\$11,550.00	\$12,350.00	\$11,550.00	1 1 1	\$35,450.00		1 1
	xpenses (Travel, Meals, Printing, materirls, etc.)						\$500.00	
	tandard disbursements							
TO	OTAL PROFESSIONAL FEES EXCLUDING TAXES							\$35,950.
	FRAND TOTAL INCLUDING TAXES @ 5%							\$37,747

Disclaimer:
The budget proposed has been calculated for academic purposes exclusively. The Montgomery Neighbourhood Redevelopment Plan and all provided deliverables are voluntary services from ForYou Consulting.







4.1 T H E P E O P L E

The character of the community relies solely on the people who reside within its boundary. The following section details the demographic analysis of Montgomery and reveals trends in household composition and age distribution. The purpose of analyzing the trends of neighbourhood transformation is to better understand the drivers for change and identify what amenities or housing/infrastructure options are missing in order to create a more inclusive community designed for people of all ages.

Household Income 1991 -2006

The following graph illustrates three wage tiers indicating the socio-economic diversity of households within Montgomery.

Household Composition 1991 - 2006

The following graph illustrates a 25-year analysis of household composition trends.

The findings indicate there is a need for diverse housing options as the household composition predominately favours non-traditional family sizes. An increase in single-parent families also indicates the requirement to focus on amenities and childcare services close to where people live.

70%

50%

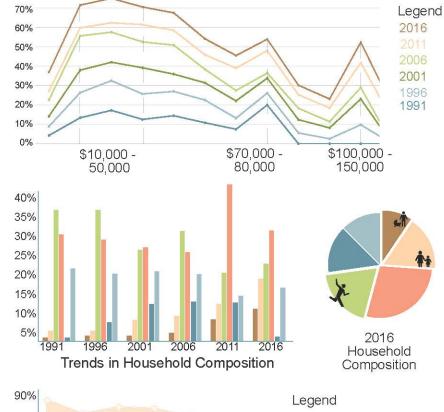
30%

10%

1996 2001

2006 2011

Trends in Single Parent Families



Male:

Married

Couples

Single Parent

Single

Person

Children

Children

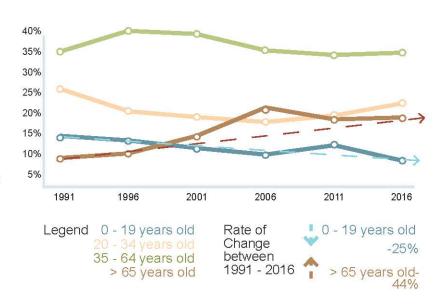
>18 at home

<18 at home

Age Distribution 1991 - 2016

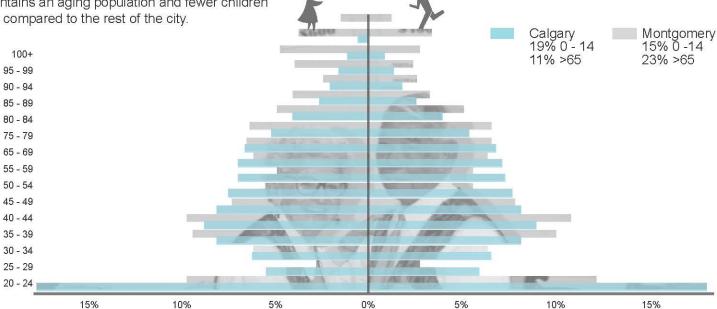
The following graph depicts age distribution for Montgomery, it is also representative of most inner-city communities within Calgary. The findings illustrate the challenge of creating neighbourhoods that support diverse housing choices that welcome diverse demographics and thus creating sustainable neighbourhoods. The following graph identifies two critical findings, a decrease in children and an increase in seniors.

According to Montgomery's ARP, the population declined by 26% from 1968-2003. Overall, the population decline in Montgomery is typical of many Calgary inner-city communities reflecting the lifecycle transition from families with children to empty nesters. Due to the development pressures of the Business Revitalization Districts the population has been steadily increasing.



Gender + Age Distribution 2016

Community demographic suggests that Montgomery is in transition. According to Census data, seniors over 65 years old make up 23% of the population, which is twice as high compared to the city average of 11%. The community contains an aging population and fewer children as compared to the rest of the city.

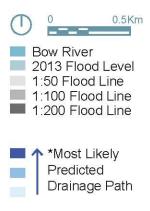


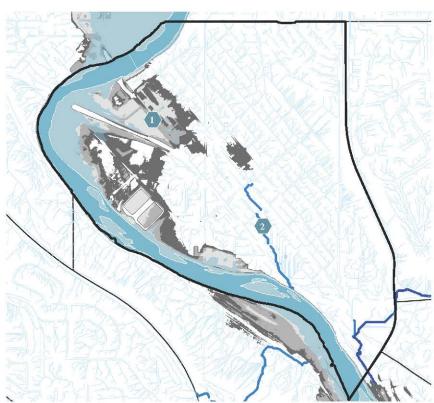
4.2 T H E L A N D

Flooding + Stormwater Drainage

Montgomery is a community that can be characterized by its proximity to nature. Over half of its border is encompassed by the Bow River escarpment. Due to the presence of Shouldice Park, a large portion of land susceptible to flooding is contained within the regional amenity.

Stormwater analysis of predicted drainage paths identifies water runoff aligned to follow the street network orientation as illustrated in the navy line beginning on 45th St. and Bowness Rd. and flowing into the Bow River adjacent to George Gell Park. The flooding and stormwater analysis conclude Montgomery as a prospective community for redevelopment as it is less likely to take critical damage during a flood.





1

Residential development between 19th Ave and Home Road is considered at risk during the event of a 1:100 flood, But with strategic planning of land north of 16th Ave, the damage can be manageable.



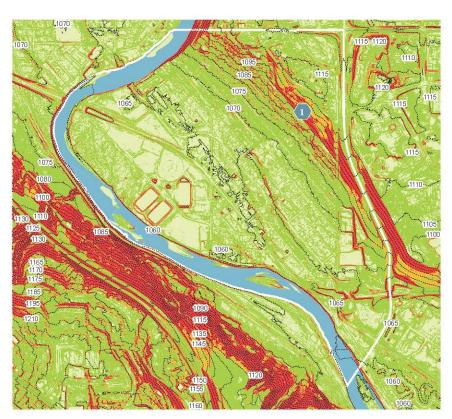
Minimal storm water run-off damage onto residential development

Slope Stability

Montgomery offers plenty of scenic value due to its high 1100m elevation that overlooks the unique landscape of the Bow River and Edworthy Park, as well as adjacent Calgary communities. The following slop stability analysis identifies areas that are considered undevelopable. Fortunately, the natural curvature of the landscape had limited development and lead to the conservation of land that is predominantly located within Montalban Park which is centrally located to the residential district of the community.



- 5m interval
 Contour
- -x- Elevation
 - 0 2% Poor Drainage
 - 2 15% Ideal for built/recreational development
 - 15 20% Maintain slope stability
 - 20 33%
 development
 discourage LAI
 geothecinial
 evaluation for slope



Undevelopable land centrally located within the residential urban blocks. The steep slope had lead to the location of the community open space known as Montalban Park. The programming and design of the identified park are significant for the community, as Montgomery is challenged by having less community open space compared to Calgary.

4.3 Getting Around Montgomery

5 Minute Walkshed

The following analysis illustrates a 5-minute walkshed of major community nodes within Montgomery.

The purpose of the study is to analyze the walkability of the community and to identify areas that are either lacking services and amenities or there is a surplus of overlapping walksheds that require enhancements to the public realm.

The following study identifies an unbalance of services located within the southern section of Montgomery. It is a challenge moving forward as most of the residential blocks are located within the Northern hemisphere. Further enhancements within the center of the residential blocks are required in order to strategically plan for an inclusive community.



Grocery and Transit Node

The location of the transit node services residents of Montgomery as well as adjacent communities such as Bowness due to the presence of a major grocery store. The following walkshed illustrated only a portion of residents can freely utilize the services.



Schools

There are two schools located within Montgomery. Although it is only Terrace Road Elementary that can be considered a service for the residents as it is a K-6 public school and is centrally located. The Charter High school is a private school that typically admits students across the city.



Access to River Pathway

Montgomery is a desirable neighbourhood to live in due its connection to the regional river pathway. The following analysis identifies entrances into the community and the extent of residential development that can easily access the amenities.



Montalban Park

As identified within the slope stability analysis, further enhancements to Montalban Park is critical in order to create services towards the northern section of Montgomery. Amenities located beyond the edge of the community are compromised due to the road conditions of 32nd Ave and Shaganappi Trail and require further public realm improvements.

Assessment of Road Infrastructure

The community not only faces the challenge of being divided by the Trans Canada Highway but the imposing condition of the existing infrastructure as well. As illustrated within the sections, the road network had been designed for the automobile with minimal space for the sidewalks. The imposing conditions of the public realm compromise residents who wish to live an active lifestyle.

Road Hierarchy

Skeletal Road

Arterial Street

--- Parkway

Collector

Urban Boulevard

Neighbourhood Boulevard

Residential Street

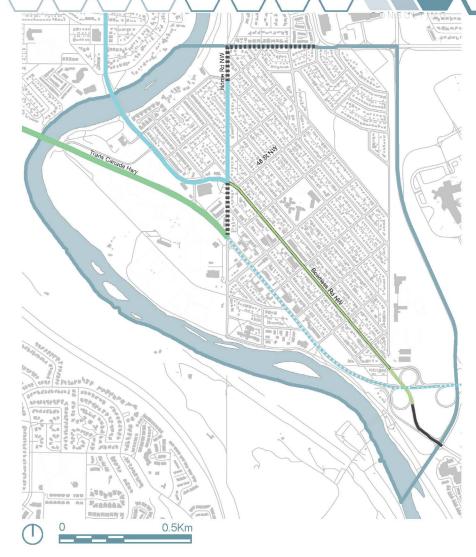
.. Amendment Land use Bylaw to reduce property line setback

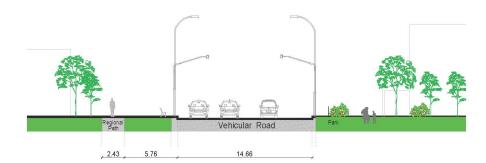
Urban Boulevard

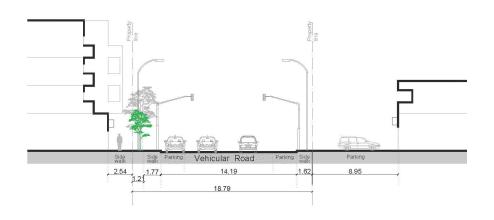


Neighbourhood Boulevard







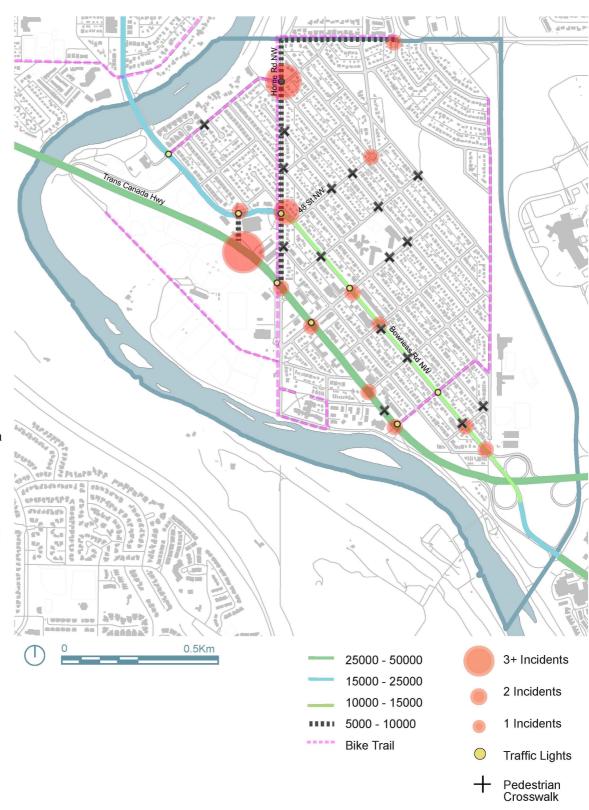


4.4 T R A F F I C A N A L Y S I S

TRAFFIC VOLUME AND INCIDENT HEAT MAP

Further analysis of the road condition is required in order to fully gauge the quality of pedestrian safety within Montgomery.

The purpose of the following map is to identify areas that require strategic intervention and planning. An intersection that has been identified is between 16th Avenue/Trans Canada Highway and 49 Street NW. This area is considered a critical location for intervention due to its purpose of connecting residents to regional open spaces. The intersection is considered a gateway into Montgomery, yet the restriction of pedestrian circulation compromises the vibrancy of the community.



Bus Stop

Stops

305 Express

53 Bus Route 408 Bus Route

422 Bus Route

4.5 M O B I L I T Y C H O I C E S

TRANSIT SERVICES

The purpose of the following map is to showcase the extent of public transit services.

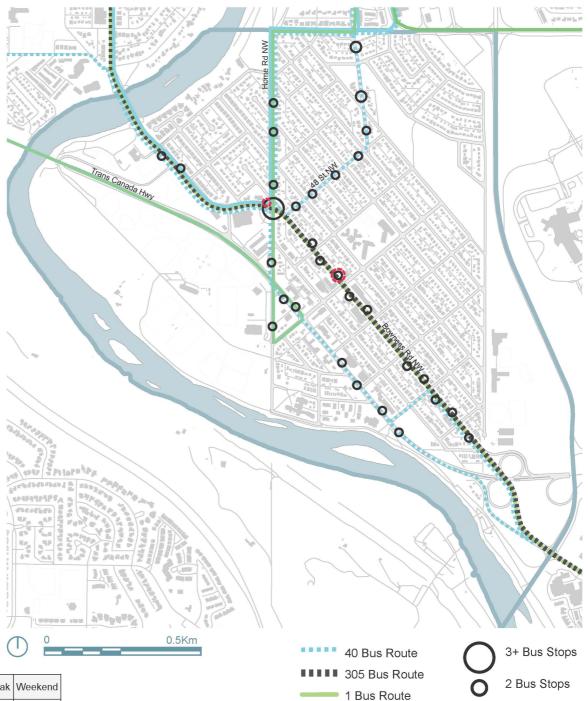
The concentration of transit routes is located along 16th Avenue and Bowness Road Main Streets.

There is a limitation of north-south connections, the route outlined along Home Road and 48 Street NW illustrates an imbalance of services towards the eastern section of the community.

Bus Schedule

Further analysis regarding bus schedules reveals extremely limited timeframes of scheduled stops.

Bus	Peak Hour	Off Peak	Weekend
Route 1	12 min	20 min	25 min
Route 305	15 min	Х	Х
Route 40	35 min	35 min	35 min
Route 53	20 min	30 min	30 min
Route 408	30 min	30 min	45 min
Route 422	30 min	60 min	60 min



4.6

Open **Space Typologies**

The following map illustrates the open space typology. the visual representation of the regional open space exceeding the community open space as well as the fragmented community open space is a concern moving forward.

The targeted demographic that has been taken into consideration for the existing landscape design of the community space have been identified below.





















Teenagers

Seniors

Urban Forest

The urban forest is a critical component for many inner-city communities. The presence of street trees not only offers aesthetic value within the public realm but also provides shade and shelter. The network of street trees reveals a gap within the urban forest. It is bordered by Montgomery Town Square, the transit hub, a major grocery store, and 16th Avenue NW. The walkshed analysis had identified this location as an important node for the community and is considered pivotal in the redevelopment of Montgomery.







4.7 P L A C E S T O L I V E

PROPERTY ASSESSMENT

The following map analyzes the 2019 property assessment of homes within Montgomery. The criteria have been divided into three tiers: properties under \$300,000 as affordable homes, properties between \$300,000 and \$500,000 as of the average throughout Calgary, and over \$500,000 as a highvalue assessment.

It has been analyzed that there are minimal affordable homes within the community and are typically found along the southeast edge close to the cloverleaf.

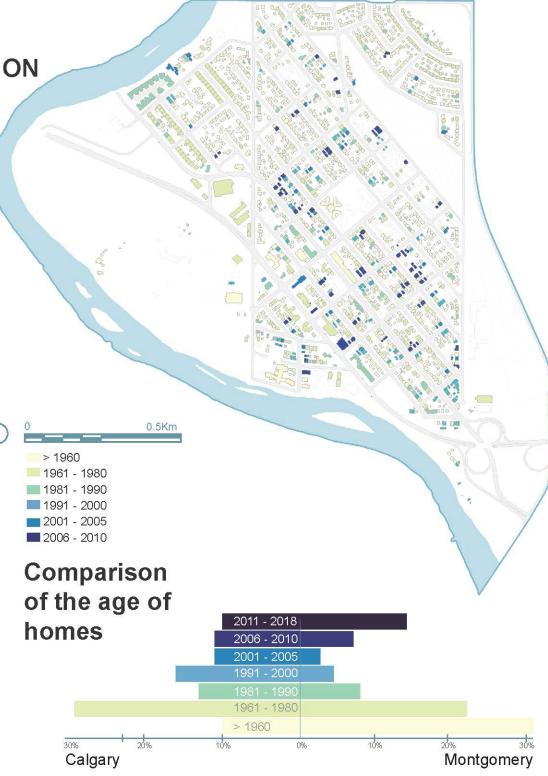
Most homes within Montgomery are considered highly valued.





The following map illustrates the period the housing construction within Montgomery. As earlier stated the community had been fully developed by the 1960s, as supported by the following graph illustrating the comparison of construction with Calgary.

Hard barriers and edge conditions such as the Bow River and Shaganappi Trail restrict residential development north of the Trans Canada Highway. And in response to economic drivers and an increase in population within the area, Montgomery has been under redevelopment pressures. It has been analyzed that infill development predominantly occurs between the two main streets.



HOUSING TYPOLOGIES

The following section illustrates the different forms of housing found in Montgomery. The primary housing types have been categorized into; single-family detached, duplex, fourplex, townhouse, multi-residential, and mixed-use buildings. As the demand for redevelopment increases, a diversity of a housing mix is required to adequately house residents of all ages and household compositions.

As illustrated within the massing model of Montgomery, the predominant housing form remains as single-family detached, with a scattering of duplexes along the main streets and close to the Bow River.



Duplex



Single Family Detached



Fourplex



Townhouse



Multi Residential



Mixed Use



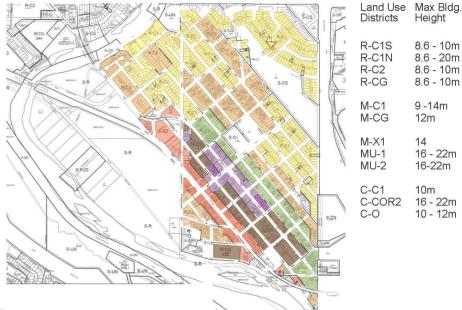
Massing of Housing Typologies

DENSITY INCREASE

The following section compares the present density to the increase proposed within the Montgomery Area Redevelopment Plan. The Ciy of Calgary projects an estimated increase of 40% within the community, which is aligned to be located along the two main streets.

Land Use Districts

As per Area Redevelopment Plan



Districts	Height
R-C1S R-C1N R-C2 R-CG	8.6 - 10m 8.6 - 20m 8.6 - 10m 8.6 - 10m
M-C1 M-CG	9 -14m 12m
M-X1 MU-1 MU-2	14 16 - 22m 16-22m
C-C1 C-COR2 C-O	10m 16 - 22m 10 - 12m

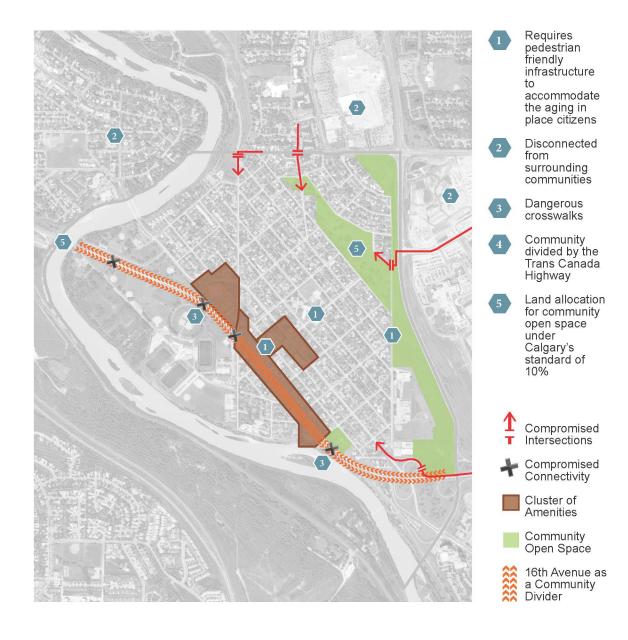


Present Density



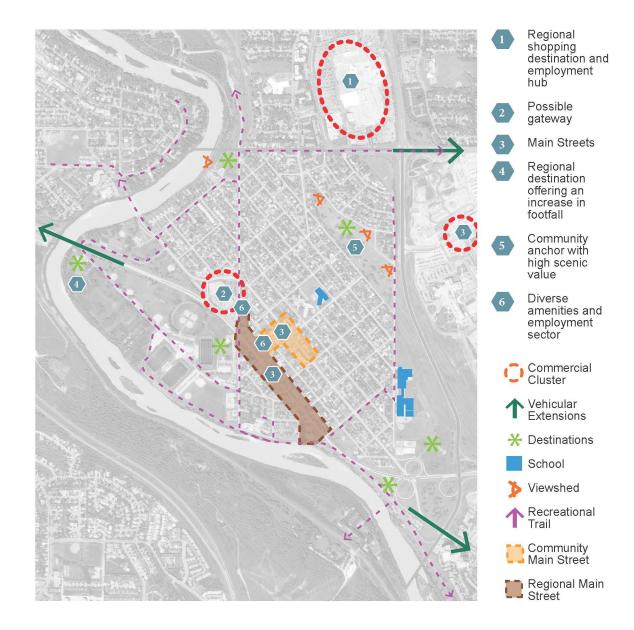
4.8 C U R R E N T CHALLENGES

The following map illustrates the current challenges that have been manifested through preliminary site analysis. Further public consultation is required in order to fully understand the dynamic needs of the community. The primary challenge that has been identified is the lack of quality within the public realm. The current state of mobility and access to services is an injustice to the unique amenities found within Montgomery. Amenities such as Shouldice Park, extensive river pathway systems, the paralleling main streets along 16th Avenue and Bowness Road are not fully utilized by the residents.



4.9 F U T U R E OPPORTUNITIES

The primary opportunities that have been identified are the identity of a gateway community, as well as the extensive amount of amenities. Strategic planning is required as to preserve the historic value of Montgomery. The unique characteristic of paralleling main streets and its connection to regional amenities are drivers for economic growth, and if strategically managed can elevate the quality of living and create a more inclusive community for residents of all ages.



4.10 FUTURE OF MONTGOMERY

2042 Population Increase 59% Calgary 54% Montgomery

Current: 3975
Predicted Growth: >6000

Generation Status People living

People living in Montgomery are most likely to stay within the community





2268 Residential Buildings

107 Non-Residential Buildings 142 Approved Residential Development

10 Laneway Houses

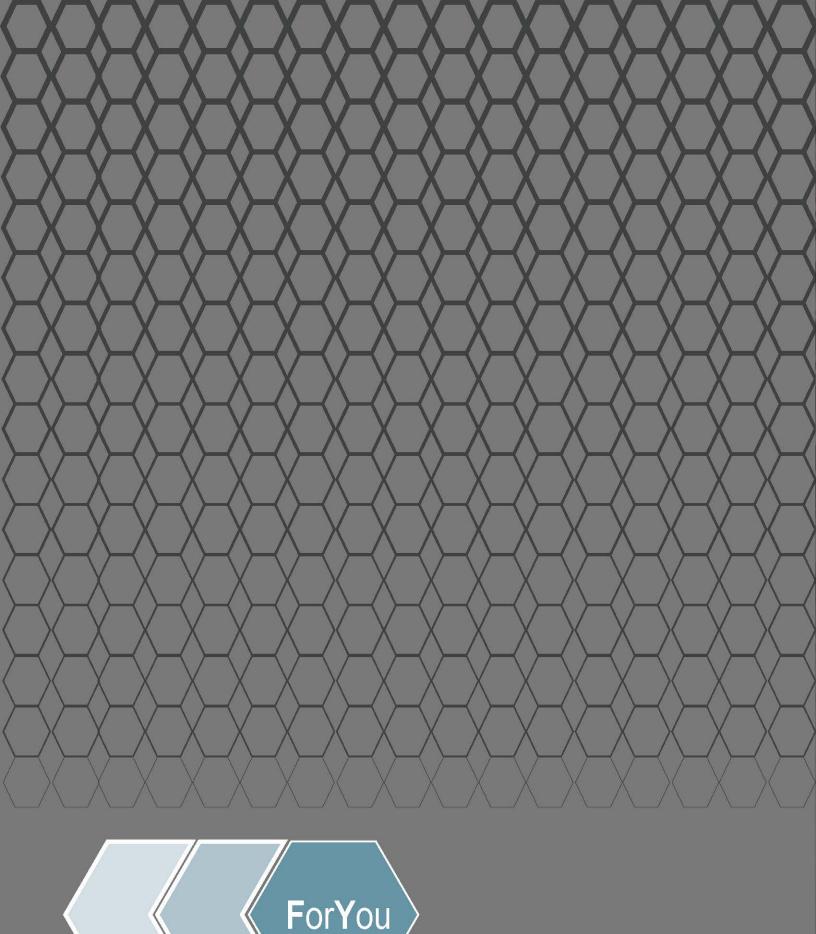
6 Secondary Basement Suites

Approved Residential Increase

The following map depicts approved redevelopment that supports an increase in density.

The current pattern of infilled housing is scattered throughout the community. The main take away from the analysis is to strategically plan and manage the growth that supports the demand for diverse amenities and programming of special places within Montgomery.









5.1	Community	Workshop	33 - 34
		The state of the s	

5.2	Feedback Summary	35
-----	------------------	----

.3	Design	Principle	es Moving	Forward	3
			90 1110 11119	I GITTEL	

5.1 COMMUNITY WORKSHOP

The following sections depict the details and approaches of engagement with the citizens of Montgomery. The importance of public participation is critical to understand the perspective of the residents in which we are planning for a more inclusive community for all ages. To prepare for the community workshop the students of Advance Professional Planning Studio have contributed to creating a 1:1000m scaled massing model, as to cultivate a more dynamic consultation process. The students had also consolidated section 4.0 Analysis into posters to aid in the discussion. Students had then broken into small groups with the residents and had questioned their opinions regarding the constraints and opportunities of their community.



Massing Model

The massing model had been created to provide a physical representation of the current density within Montgomery.

The construction of the model had taken two weeks and required the students to prepare files to laser cut the buildings at a 1:1000m scale and manually assemble the pieces based on the height of the buildings that had been calculated via Google Earth.

Community Workshop

The community workshop had an attendance of approximately 18 residents. The facilitated discussions had been divided into 6 small groups and had provided excellent feedback of the community's concerns towards future development and density increase. Through the workshop, the students were able to identify special areas that residents found important to preserve and enhance moving forward.

















5.2 FEEDBACK SUMMARY

Feedback from the community workshop has been summarized within the following map. The content is pivotal in creating strategies to manage growth and to develop strategies that enhance the identity of its rich history, beautiful landscapes, and a gateway to Calgary. The main finding was the resident's desire to enhance the paralleled main streets and to create a distinctive gateway along with the transit-grocery store node by diverting pass-through traffic from Bowness Road onto 16th Avenue. This action aims to create a pedestrian-oriented community along the Bowness Main Street and provides the opportunity of the name change into Montgomery Road.

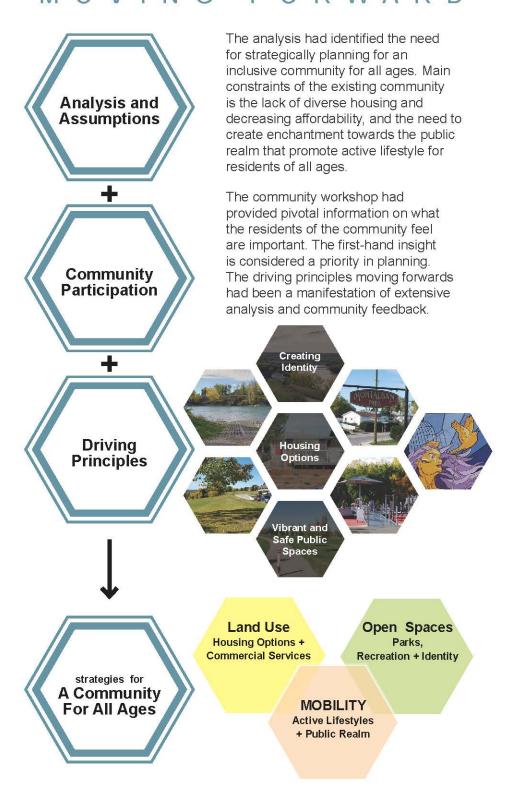
The main principles that had manifested from the analysis and community feedback are the need for housing options based on demographics trends, a comprehensive multi-modal network that improves the walkability and access to amenities, as well as connect local and regional open spaces that include programming for recreation and community buildings.

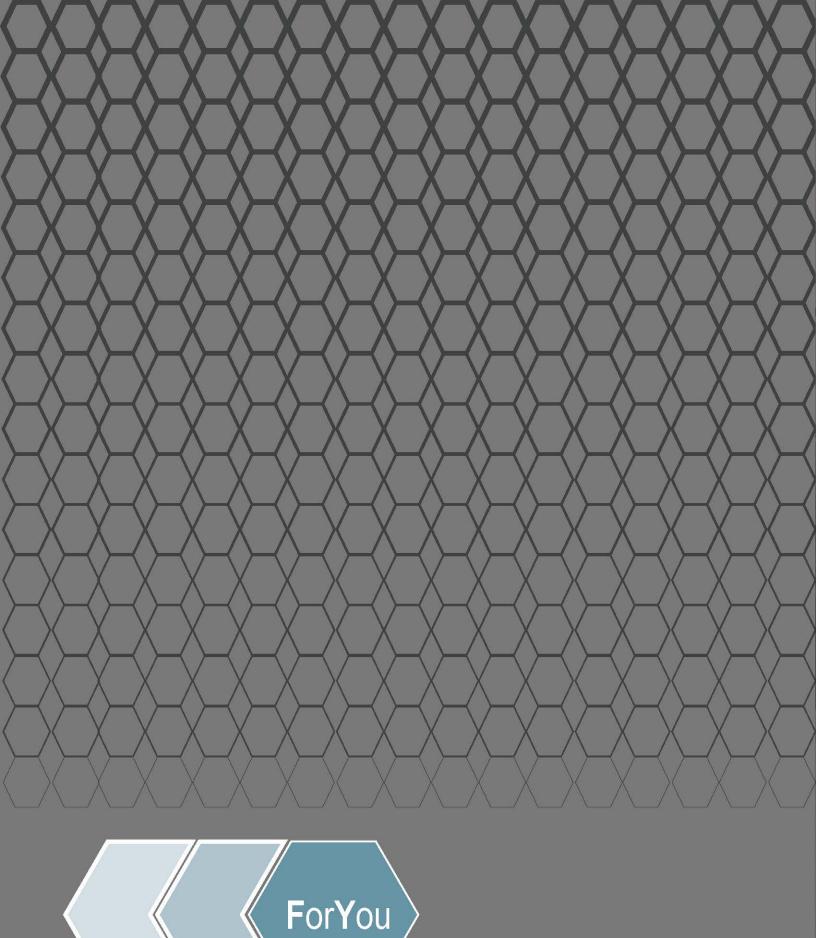
Legend

- Program open spaces
- Re-design Bowness
 Road to divert traffic
 onto 16th
- Re-design roads for people
- Enhance connections between the 2 Main Streets
- Existing bike trails
- Design/enhance cyclist network
- Enhance connection in between community nodes
- Implement safer intersections between cars and people
- Opportunity for commercial
- Opportunity for resting stages



5.3 DESIGN PRINCIPLES









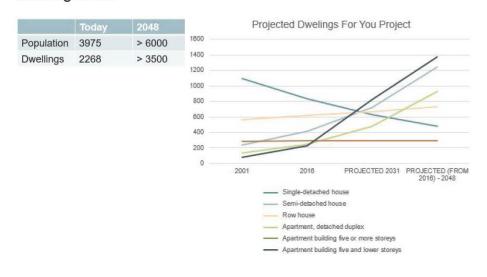
6.1 Strategies For Community Building
6.2 Designs to Get People Moving
6.3 Enhancing Public Spaces For People of All Ages
6.4 A Bold Move: Montgomery Gateway
6.7 Strategies For Community Building
6.8 Strategies For Community Building
6.9 Strategies For Community Building
6.1 Strategies For Community Building
6.2 Strategies For Community Building
6.3 For People Moving
6.4 A Bold Move: Montgomery Gateway
6.5 Strategies For Community Building
6.6 Strategies For Community Building
6.7 Strategies For People of All Ages
6.8 Strategies For People of All Ages
6.9 Strategies For People of All Ages
6.0 Strategies For People of

6.1 STRATEGIES FOR COMMUNITY



Montgomery is a community with places to live, dine and play, offering a strong sense of identity situated within the beautiful landscape along the Bow River. In the early 1950s, the community of Montgomery was centered around a small strip mall on Bowness Road between 45 St. and 46 St., and since then has grown due to socio-economic diversity associated with the diverse commerce, residents, and culture along the paralleling Main Streets. The neighbourhood transformation features a mixture of the old and new heritage and a land-use framework that supports diversity.

It is essential to remind the Team that by 2048 the population growth in Montgomery will be 54%. Meaning we are going to have a population of over 6000 residents. Cross analysis of Federal Census Data, indicated the need for over 1200 new dwelling units.



After exploring relevant policy documents including the Municipal Development Plan (MDP), Montgomery Area Redevelopment Plan (ARP) and analyzing the information from "What we heard" from the community engagement process, our team noticed that in order to achieve the numbers of dwelling units needed for the future, they would have to acknowledge and densify in strategic areas.

The team decided to subdivide these strategic areas into three Phases for implementing the project (1, 2, and 3). As you can see, this densification is mainly located on the Bowness Road, an area the community felt the density would be appropriate since it would not change the neighbourhood character that is mostly single-family housing. We respected this piece of information given by the residents and decided to follow that idea where they will have mix-use buildings, commercial and residential that will be described on the following policies to come.

Phase 1 is the activation of the Main Street, phase 2 will bring new homes to the community and phase 3 is the bold move on the Montgomery Town Square.

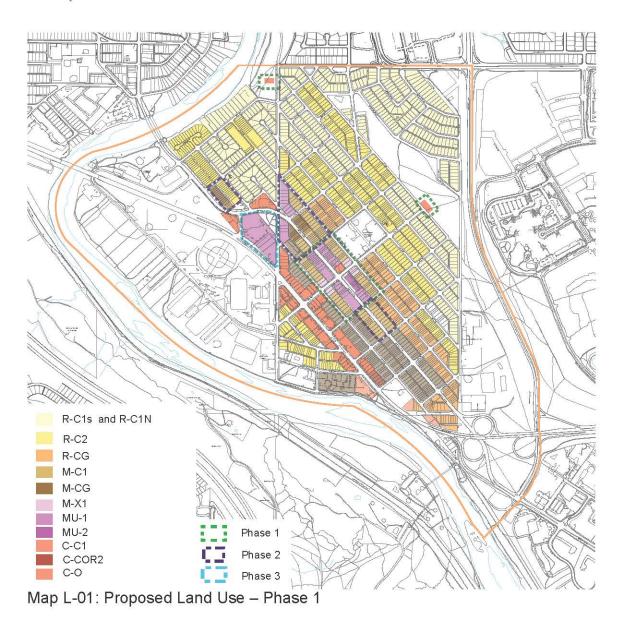
The Map L-01 shows our proposed land use concept which forms the base for developing the area from the ARP together with the three implementation phases.

P.L: 1.0 Proposed Zoning Changes Policies

- P.L: 1.1 No new single detached houses should be built on the areas that are not zoned for them
- P.L: 1.2 Building heights must follow the land use bylaw and the Proposed Zoning
- P.L: 1.3 Laneway Housing is allowed on R-C1s, R-C1N and R-C2 and must be smaller than the primary unit. The building height has a maximum of 7 meters; the building should not cover 20% of the parcel. One parking stall is required for each suite
- P.L: 1.4 Secondary suites are permitted on R-CG, R-C1s, R-C1N and R-C2
- P.L: 1.5 Parking should be underground or in their lot
- P.L: 1.6 Building heights must follow the land use bylaw and the Proposed Zoning

P.L: 1.7	Automobile-oriented business are not permitted
P.L: 1.8	Commercial and residential entrances should face the public sidewalk
P.L: 1.9	Parking should be on the back alley or underground
P.L: 1.10	The buildings should accommodate people of all ages.
P.L: 1.11	A rooftop garden or terrace is encouraged.

Proposed Land Use



Typology

This section will exemplify the various types of residential, commercial and mix-use typologies as proposed on L.Map01 together with their allowed heights.

R-C1s h= 8.6m - 10m



R-CG h= 8.6m - 11m



M-X1 h= 14m



C-C1 h= 10m



R-C1N h= 8.6m - 10m



M-C1 h= 9m - 14m



MU-1 h= 16m - 22m



C-COR2 h= 16m - 22m



R-C2 h= 8.6m - 10m



M-CG h= 12m



MU-2 h= 16m - 22m



C-O h= 10m - 12m



P.L: 2.0 Phase 1 (2020 - 2031)

Currently, the neighbourhood Main Street is underutilized due to a lack of commercial options, together with sidewalks which are unsuitable for walking. Phase 1 will be located in four blocks on Bowness Road with 46th St NW, which we called the "Heart of Montgomery". The community will benefit from this phase, where we create a mass of mix-use with commercial buildings at grade level and residences on the top which will support and attract new commercial options that will better serve the neighbourhood, also contributing to social vitality.

With this move, we will be able to allocate 600 homes for newcomers.

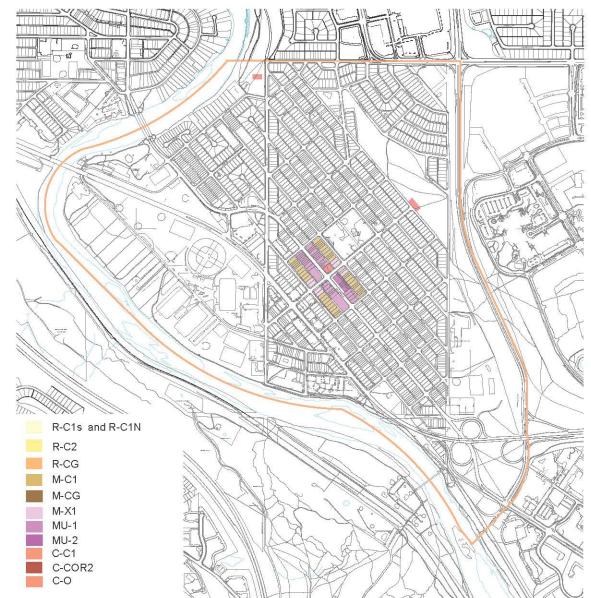
ons	TYPE OF DWELLING	PROJECTED 2016 - 2031
	R-C1s Single-detached house	-201
project	R-C1N Single detached Narrow house	303
sns	R-CG Row house	54
As per Census projections	R-C2 Semi Detached duplex	239
As	R-M5 Residential five or more stories	0
For You Planning	M-X1,MU-1,MU-2 and M-C1	600
	Total New Dwellings	1196

Objectives:

- Activate streetscape in Montgomery Main street, as per requests from the community engagement.
- Attract new commercial business.
- Encourage walking and cycling within the community.
- Public ground floor to contribute to social vitality.

Challenges:

Redevelopment of old commercial located in the area



Map L-02: Proposed Land Use - Phase 1

P.L: 2.0 Policies and Design Guides

- P.L: 2.1 Buildings on the Bowness Road should be Mix Use (MX-1, MU1 and MU2) and shall follow mixed-use policies
- P.L: 2.2 Maximum of five-floors or four floors on selected site as seen on L.Map02
- P.L: 2.3 All building should have access to the street front
- P.L: 2.4 A rooftop garden or terrace is encouraged

- P.L: 2.5

 Parking should be underground with access from the back lane at the rear of the units or in the back lane. Except for some street parking for retail

 P.L: 2.6

 Mix use building upper floor should have setbacks along the retail street to create a
- P.L. 2.7 No balconies should overhang the sidewalk

human-scale environment

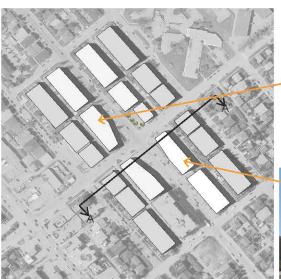
- P.L: 2.8 Front setbacks on the Northside of the street (Bowness Road) must be 5 meters. Setbacks on the Southside of the street (Bowness Road) must be 3 meters. Relaxation may be proposed with a substitution of a patio on particular locations
- P.L: 2.9 Restaurant and Coffee shops patios are encouraged
- P.L: 2.10 All ground-level retail shall have clear glass on at least 60% of their facades
- P.L: 2.11 Buildings should have diverse architecture design to be inviting and with human-scale making the street more interesting
- P.L: 2.12 Grants or relocation will be offered for local business owners for the demolition and construction of the new buildings

R.L: 2.0 Recommendations

- R.L: 2.1 Weather protection should be continuous along the retail or mix-use frontage. The design should have precautions to make sure the snow does not fall within pedestrian walkways.
- R.L: 2.2 Signage is to be aesthetic and should be mounted perpendicular to retail frontage so is visible to pedestrians
- R.L: 2.3 Buildings should be designed with energy efficiency requirements

Phase 1 Details

As seen in Section AA', the density and height of the Main street will transition to lower elevations as we go into the community. On figure before and after image, you can see how the density will be like on the Bowness Road.







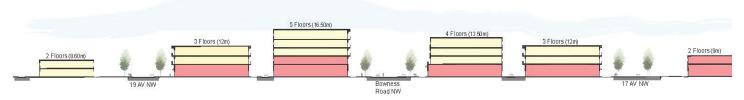
Plan view - Proposed Bowness Road - Phase 1

Before



After





P.L: 3.0 Phase 2 (2031-2048)

To be able to allocate the rest of the population that will live in Montgomery, Phase 2 comes to with more options of residential building and a few mix-use buildings close to the Safeway site. It will enhance even more the community's economics and social vitality. We also intend to take out all the exiting motels on 16 Av, and we propose a hotel close to the park and the river walk.

With this move, we will be adding and extra 554 new homes by 2048.

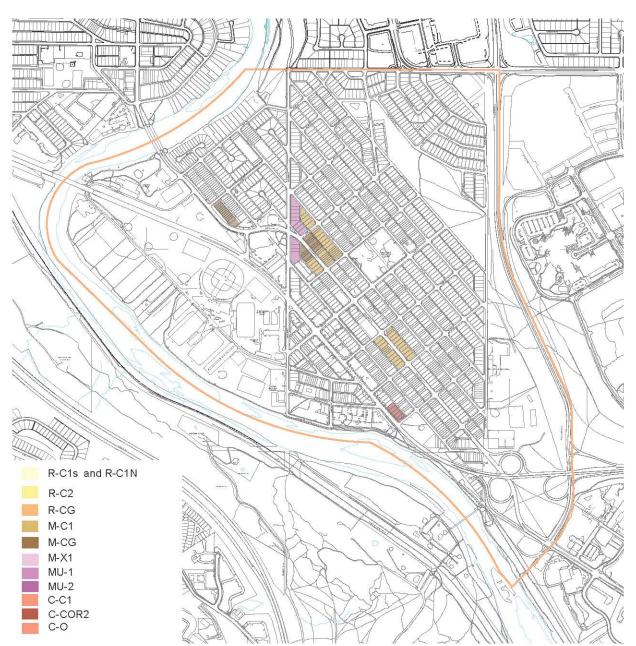
	TYPE OF DWELLING	PROJECTED 2031 - 2048
	R-C1s Single-detached house	-152
	R-C1N Single detached Narrow house	523
	R-CG Row house	60
	R-C2 Semi Detached duplex	444
00000	R-M5 Residential five or more Floors	0
Similar S	M-X1,MU-1,MU-2 and M-C1	554
	Total New Dwellings	1581

Objectives:

- Add new dwellings to complete the predicted growth
- Enhance the community's economic and social vitality

Challenges:

- Redevelopment of old commercial located in the motel's areas
- Redevelopment of existing housing



Map L-03 - Proposed Land Use - Phase 1

P.L: 3.0 Policies and Design Guides

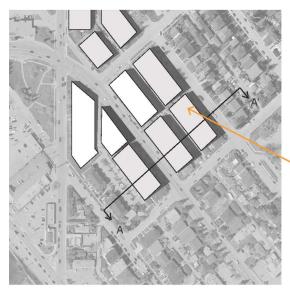
P.L: 3.1	Parking should be underground with access from the back lane at the rear of the units or at the back lane
P.L: 3.2	Front setbacks should not be less than 3 meters or more than 5 meters
P.L: 3.3	Maximum of three-floors or four floors or selected site as seen on Map L-03
P.L: 3.4	All building should have access to the street front

R.L: 3.0

- R.L: 3.1 Buildings should be designed with energy efficiency requirements
- R.L: 3.2 Balconies should be designed as a part of the building and not an "add on."

Phase 2 Details

As seen in section AA again, the building on Bowness Road will have three to four floors and will lower when going into the neighbourhood. The before and after image shows how the density will be.





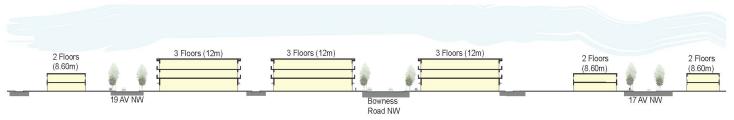
Plan view - Proposed Bowness Road - Phase 2

Before



After





P.L: 4.0 Phase 3 - Special Site

Until now, our proposals have strategically identified areas for redevelopment that will act as a catalyst for growth and how to maintain the neighbourhood character within the residential areas. With this phase, we are proposing an aggressive approach to the redevelopment of Montgomery Town Square. Where we have identified it as transformational in creating a gateway into Calgary and the community. In this area, we are transforming a commercial land use to mix use where we intend to retrofit the Safeway site and add residential to support and bring life to the Town Square.

With this move, we will be able to allocate 84 homes for newcomers.

TYPE OF DWELLING	PROJECTED
MU-2	84

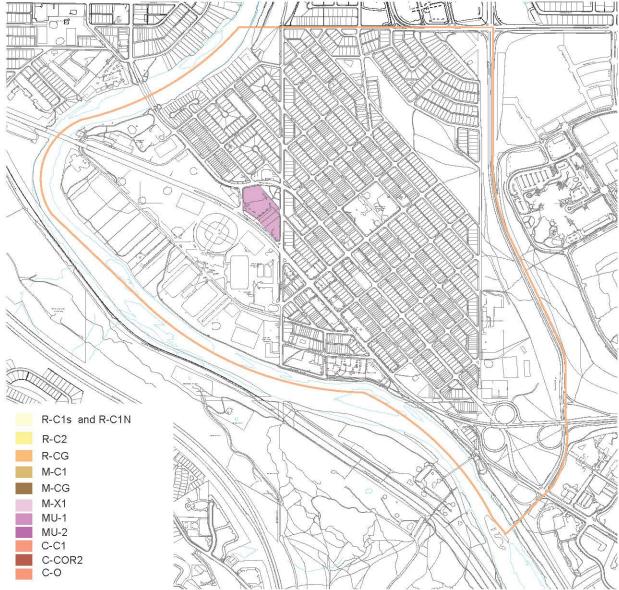
Objectives:

- Bring life to the Town Square
- Enhance the community's economic and social vitality Challenges:
- Redevelopment of old commercial located in areas

P.L: 4.0 Policies and Design Guides

- P.L: 4.1 Parking should be underground with access from the back lane at the rear of the units or at the back lane
- P.L: 4.2 30% of the land should be dedicated to open space
- P.L: 4.3 Buildings should have a maximum of five floors.
- P.L: 4.4 Grants will be offered for local business owners for the demolition and construction of the new buildings



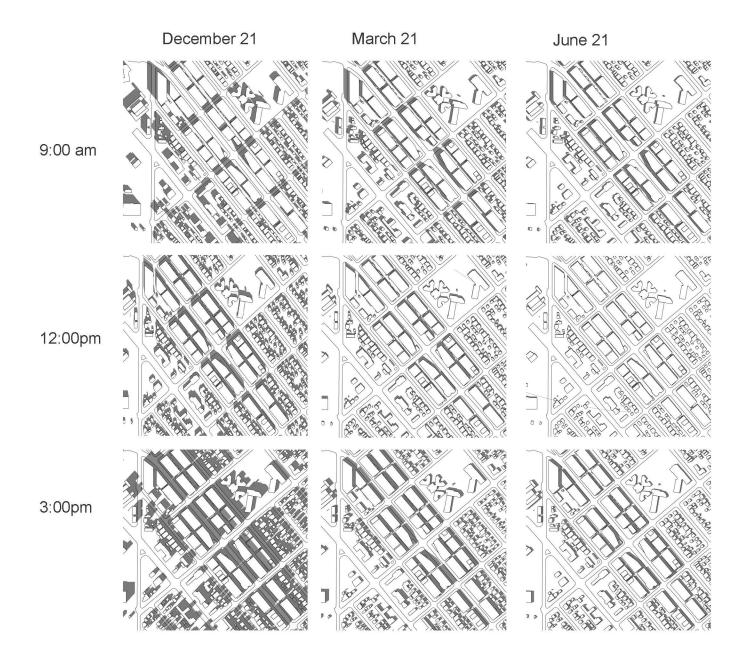


Map L-04: Proposed Land Use - Phase 3



Massing and Shadow Analysis

As the land use proposed is to create density in the neighbourhood with buildings of a maximum of five floors, the team decided to do a shadow analysis. From the study, the buildings proposed will not create a lot of shadows on the street, even in the wintertime.



Changes In Density





6.2 DESIGNS TO GET PEOPLE



Introduction to Mobility and Public Realm Improvements

Mobility options directly contribute to the quality of life by providing opportunities and choices for the people to reach from point A to Point B. The street itself is used by people of all ages in many ways. Automobile drivers use for fast movement of people and goods, seniors and kids walk to their destinations and bicyclists ride for work or for exercise. The streetscape itself is a place where many of the activities happen and considerable amount of time is spent by people on the street.

As streets play diverse roles for different users, it is critical that each street is studied and designed for its intended purpose differently. Mobility is not just about moving people and goods and its design impacts our well being and quality of life.

Guiding Principles

Moving away from automobile focused streets to a network serving multiple modes for ages that provides a safe, welcoming, attractive, comfortable and functional for all users. Following the complete streets policy (TP021) and guide from the City of Calgary and the existing ARP of Montgomery along with community engagement is used to make informed recommendations.

Feedback from the Community

Montgomery community recognizes the need to enhance the public realm for aging population and introducing traffic calming measures within the community. Certain intersections are identified as critical and the need to design safer pedestrian pathways and crossings are mentioned during our interaction with the community. 16th Avenue or Trans-Canada is identified as a major roadway that divides the community and reducing speed and traffic on this road was stressed. Bowness road is identified as a second major road within the community which requires land use change to accommodate higher density.

The demographic shift and moving towards sustainable modes of transport also requires that the streets should move away from auto centric design to a multi modal design for all ages.

P.M: 1.0 Policies and Sections

ForYou Consulting recognizes the need to address safety, speed and quality of streets through traffic calming measures. We propose integration of cycling and pedestrian pathways with existing infrastructure and transportation network. We propose that each street be designed differently based on its need and purpose. Following winter city guidelines to create a more walkable and healthier community by improving the public realm.

Transit

- P.M: 1.1 Identifying a key location to create a Transit Hub for the community that integrates all modes of transport.
- P.M: 1.2 Creating improved bus shelters with heating and bike racks.

16th Avenue & Trans Canada

P.M: 1.3 This policy supports converting 16th Avenue into an Urban Boulevard with reduced width of lanes for slower and safer traffic movement, tree plantation with bioswales on either sides, wider pedestrian pathways of 2.0m and green median of 3.0m wide that acts as a traffic refuge island for safer pedestrian crossings.

P.M: 1.0 Policies and Sections

Bowness Road

- P.M: 1.4 The plan recommends narrowing the lanes along the Bowness Road to two 3.5m wide lanes and leaving the remaining space for other modes of transport.
- P.M: 1.5 Adding a cycle lane of 1.5m with a buffer of 0.5m is proposed on either side of the road.
- P.M: 1.6 Pedestrian pathway width to be increased to a minimum of 2.0 m.
- P.M: 1.7 This plan supports streetscape improvements in line with the ARP policy T5 for the purpose of area revitalization, traffic calming and improved public realm.
- P.M: 1.8 Planting trees along either side of the road is proposed in this plan.
- P.M: 1.9 Bus bays with improved bus shelters are proposed.
- P.M: 1.10 No street parking along the Bowness road is proposed to allow for active street frontage.

 All street parking is to be accessed from secondary streets with parking at the rear.

Pathways and Bikeways Implementation Plan

- This plan supports the Policy T7 within the P.M: 1.11 existing ARP
- P.M: 1.12 Cycle pathway Underpass
 A cycle pathway underpass is proposed across the 16th Avenue from home road connecting the North of the community with the river.
- P.M: 1.13 Bike lockers are to be provided next to identified important bus stops and bike racks near all open spaces and parks.

P.M: 1.0 Policies and Sections

The Woonerf

P.M: 1.14 This plan proposes Woonerf along the 46th Street NW in front of the Seniors Lodge and the School. This road transformation will facilitate an increased interaction and reduce the traffic and speed, creating a backyard for the community. It also invites people to explore Montalban Park.

The Neighbourhood Street

- P.M: 1.15 All other neighborhood streets such as the example of the 43rd Street NW shown below, this plan proposes a multi use streets or shared streets with all modes of transport, tree plantations on either side, defined street parking and bulb outs for easier and shorter pedestrian crossings.
- P.M: 1.16 Roundabouts are proposed for reducing the speed of the traffic within the neighbourhood street.

The Montgomery Street Plaza

P.M: 1.17 To activate the community this plan proposes a Community Street Plaza, called the Montgomery Plaza on the intersection of Bowness Road and 46th street North West.

R.M: 1.0 Design Guidelines

We are proposing design interventions for mobility on four key uses: Cycling, Driving, Public transit and Walking. The design interventions that we propose for four of these mobility points will make our community truly for all ages.









CYCLING

DRIVING

PUBLIC TRANSIT **WALKING**



CYCLING

Increased cycle use by the community members will create a more active and healthy community. We propose to either improve the existing bike lanes or create new bike paths on these identified routes. These routes connect to the existing river bike pathway as well as interconnect the community to important destinations and open spaces. Cycles can be used for leisure and for actual transiting for work. These bike routes can in future be used for e-bikes and scooters to allow other members of the community who do not cycle to partake in this mode of travel. We propose a two way bike paths along the home road (Image M-01) connecting the river bike pathway and protected bike paths along the Bowness road. We also propose underpass for road crossings to facilitate easier connectivity.





DRIVING

People in our community drive, so adding traffic calming measures for the benefit of residents and kids will be useful and locations for car-pool / car-sharing parking will provide sustainable options.

Traffic Calming measures are also proposed on the home road, Bowness road, 16th Avenue and 46th Street NW. Traffic calming can be implemented using green islands at intersections or using shapes & colors painted on the road surface and visually reducing road widths (Image - M03) or bulb-out. This increases pedestrian visibility, shortens the crossing distance, slows the turning vehicles and visually narrows the roadway. Finally a pedestrian refuge island is proposed on the 16th Avenue (Image M-02) to aide in crossing this wide stretch of the road.







PUBLIC TRANSIT

For accessing locations and destinations out of the community, public transit is an important mode of transport. Improving public transit facilities such as creating a local community transit hub (Image M-04) that integrates other modes of transit will provide better connectivity with the city. Adding additional facilities such as heating, advance information system, ticketing and call for help phones and making them mobility friendly will help community members access public transit easily.

Adding bike storages (Image M-05) near important transit stops will integrate biking and public transit as well as integrating bike racks with bus shelters will support the bike pathways and encourage use of bikes within the community.







WALKING

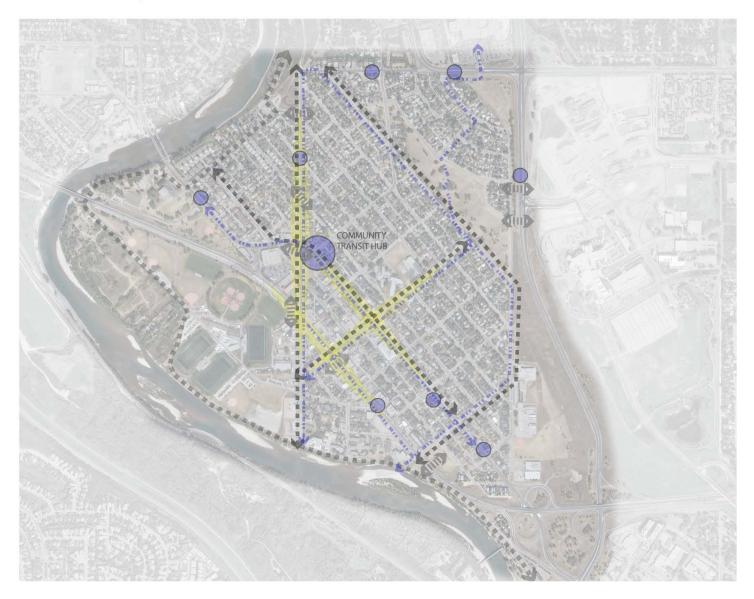
Improving walkability within the community is important for a healthy community. We propose improved pedestrian pathways and public realm improvements along the identified routes. These routes connect important destinations within the community such as the river walk, Safeway, school, market mall and the open spaces within the community. These pedestrian routes act as collector routes for other streets.

Mixed use streets or woonerf (Image M-07) which allows all modes of traffic without any priority and also act as a method for traffic calming is proposed in front of the school and senior's lodge for improved outdoor space. Improving the intersections for safe, easy and all-season crossings for pedestrian is important to improve walkability. We have identified critical intersections that need improved crossings. One such is on the home road and we propose using raised and marked crossings (Image M-06) on neighborhood streets and to reduce the width of the road by using curb extensions.





The Mobility Network Plan

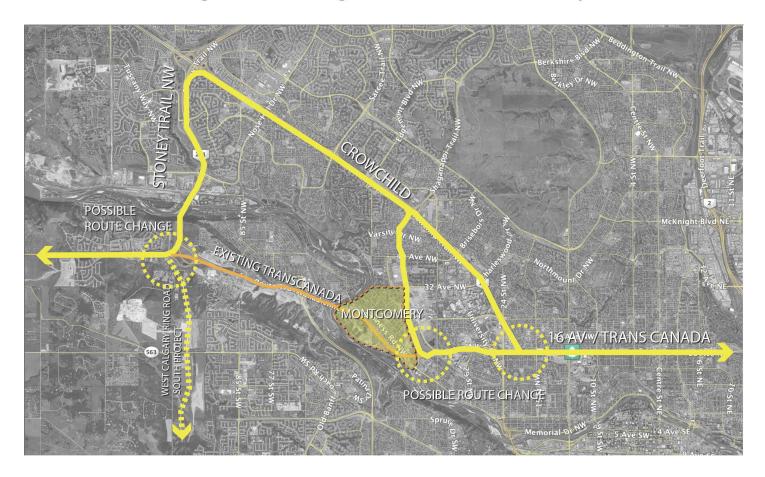


We propose a mobility network that interacts and supports each to create an active transport system for a healthy community. Our proposals include adding new bike lanes, reducing speeds, improving pedestrian pathways and public realm in line with Winter city guidelines.



Mobility and Public Realm Design Proposals in Detail

P.M: 2.0 Diverting Traffic along Crowchild and Stoney Trail



We propose to reduce the traffic on the 16th Avenue by diverting some of the heavy traffic along the Crowchild and Stoney trail. This helps in creating an Urban Boulevard along the 16th Avenue and bridging the community.

R.M: 2.0

It is recommended to reduce the traffic on the 16th Avenue by diverting some of the heavy traffic along the Crowchild and Stoney trail. This helps in creating an Urban Boulevard along the 16th Avenue, reducing traffic and speed and making the pedestrian crossings safer while improving the public realm, making it attractive for retail and shopping.



P.M: 3.0 Urban Boulevard along 16th Avenue

Proposed Design

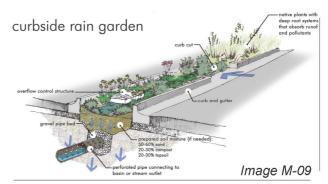
- 1 Improved pedestrian crossing on home road and 16th Avenue
- 2 Underground Bike Pathway connecting the North of the community with the river. The underground section to have a skylight midway and will not be longer than 90m.
- Boulevard tree plantation with bioswales on either side of the roads.
- Green Median with pedestrian refuge island for easier pedestrian crossings.
- Wide Pedestrian
 Pathways of
 minimum width 2.0m
- Reduced lane widths with strategic wider lane on outer end for reduced traffic speeds.
- Defined Bus bays with heated and improved bus shelters with bike storage facilities.
- No street parking on 16th Avenue



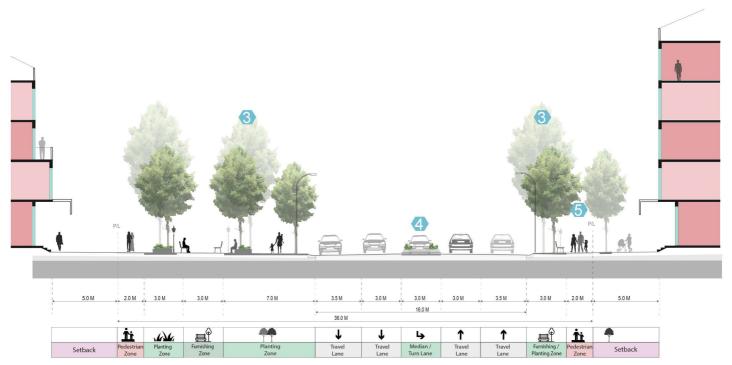
Our Proposal along the 16th Avenue includes creating a buffer from the traffic, wider pedestrian pathway and Bike underpass that connects the North of the community to the river.



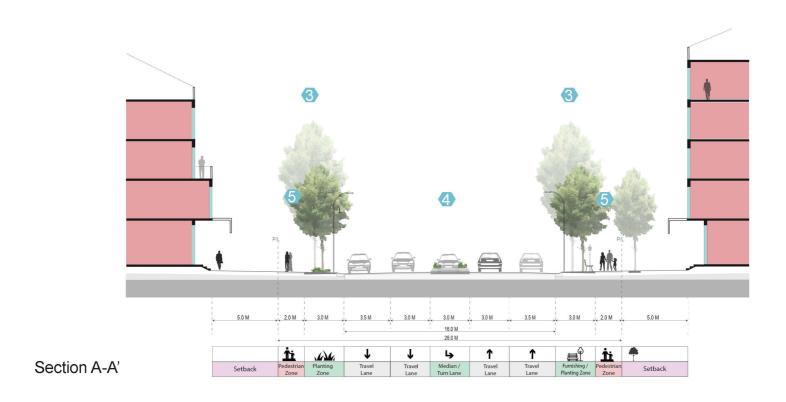
Bikepath underpass



Bioswale along 16th Avenue



Section B-B'



The road sections AA of 26 meters Right of Way and Section BB of 36 meters Right of Way shows how this urban boulevard can be effectively created for balancing mobility options and giving pedestrians a safer and buffered pathway and refuge island for easier road crossings.

P.M: 3.0 Policies for 16th Avenue Urban Boulevard

P.M: 3.1 This plan proposes Wide pedestrian pathway of atleast 2.0 m on either side of the road.
P.M: 3.2 No street Parking.

P.M: 3.3 Reducing lane widths for reducing speeds.
P.M: 3.4 Creating a green median that acts as a refuge

island for easier pedestrian crossings and reducing speeds.

P.M: 3.5 Active street frontage with land use change that supports retail stores at grade level and canopies for improved shelter in winter.

P.M: 3.6 Tree Plantation with bioswales on either sides of the existing street.





These images of before and after of the 16th Avenue depicts the tree buffer and improved pedestrian pathway, improved public realm and interaction with shops.

P.M: 4.0 Community Boulevard along the Bowness Road

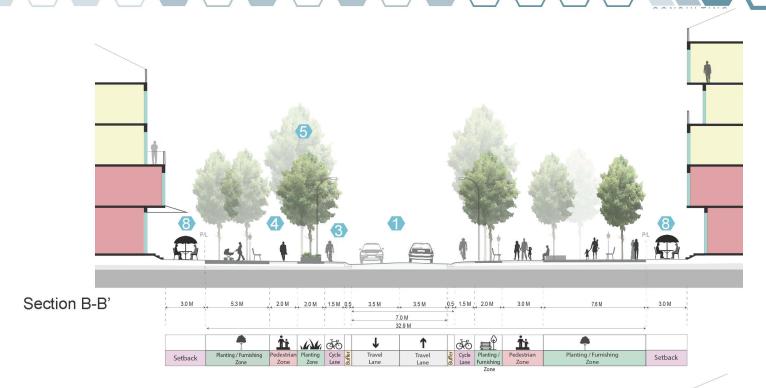
Proposed Design

- Reduced Lane widths for slower traffic
- No Street Parking on Bowness Road
- Buffered Cycle Pathway
- Wide Pedestrian Pathway
- Tree plantation with space for street furniture
- At grade / table top crossing with bulbouts for easier pedestrian crossings.
- Bus bays with heated bus shelters and bike racks along with advanced information system.
- 8 Active street frontage for increased interaction between retail and pedestrians.



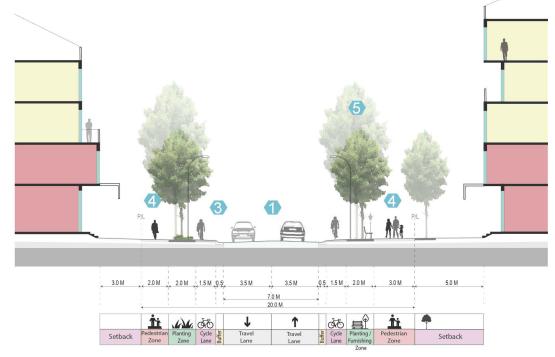
Based on our proposal of Phase 1 of Land Use change along the Bowness road, we propose a Community Boulevard with improved public realm and active transport options such as wider pedestrian pathways and protected bike paths (Image M-11).

Outdoor spaces should be enjoyed year round. We propose to follow the winter city guidelines for improved public realm. Some of these proposals are creating warm and festive lighting (Image M-12) on the community boulevard during the winter months and can be used as advertisements as well. Canopies and Arcades offers a combination of shelter and light and protect pedestrians from winter weather while street oriented architecture provides relief islands for shoppers (Image M-10) and street facing main entrances supports pedestrian use.



The road sections AA of 20 meters Right of Way and Section BB of 32.9 meters Right of Way shows the integration of active transport options with narrower vehicle lanes for reduced traffic speeds.

Section A-A'









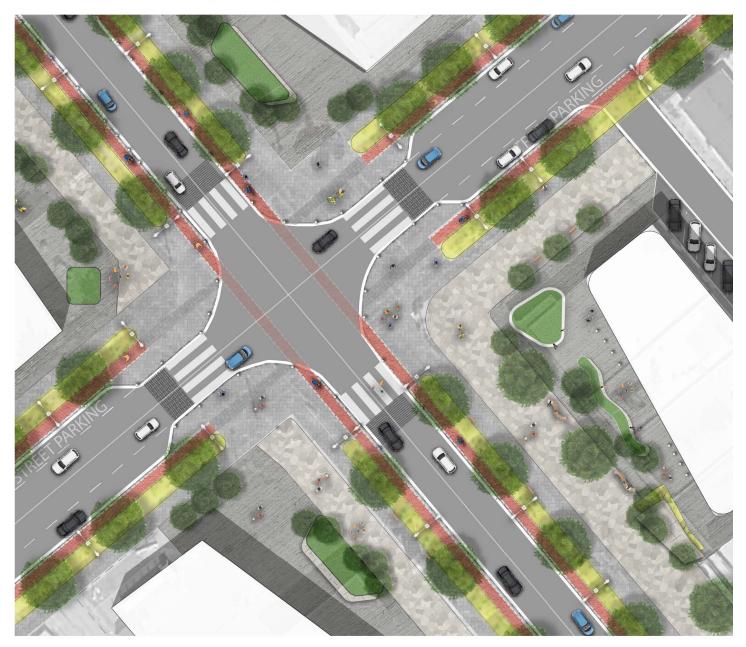
P.M: 4.0	P.M: 4.1	This plan proposes to reduce the lane widths to reduce traffic speeds on the Bowness road.
	P.M: 4.2	Adding a buffered cycle pathway.
	P.M: 4.3	Wide Pedestrian Pathway of atleast 2.0m width.
	P.M: 4.4	Tree lined boulevard with street furniture.
	P.M: 4.5	At grade / table top crossing and bulbouts for pedestrian crossings.
	P.M: 4.6	No street parking along the Bowness Road for active retail frontage.
	P.M: 4.7	Patio space for retail outlets.





These images of before and after of the Bowness Road visualizes our proposal for an active street front, wider pedestrian pathway, buffered cycle pathway creating a great public realm.

P.M: 5.0 The Montgomery Plaza



To activate the community we propose a Community Street Plaza, called the Montgomery Plaza on the intersection of Bowness Road and 46th street North West.

P.M: 5.0

P.M: 5.1

This plan suggests creating a public space at the intersection of Bowness Road and 46th Street NW on the North side of the road. The public space will be like a street Plaza and compliment the businesses and will connect all the buildings at grade.

P.M: 5.2

Land use policy is suggested to have flagship buildings using Architecture that compliments this public space.

P.M: 5.3 Patio space to be encouraged along with street furnishing.

P.M: 5.4 The plaza is to be landscaped in line with community needs and all year accessibility.





These two rendered perspective of the proposed Montgomery Plaza depicts the enhanced public realm, flagship corner buildings and a place that becomes the heart of the community.

P.M: 6.0 The Woonerf on 46th Street NW

Proposed Design

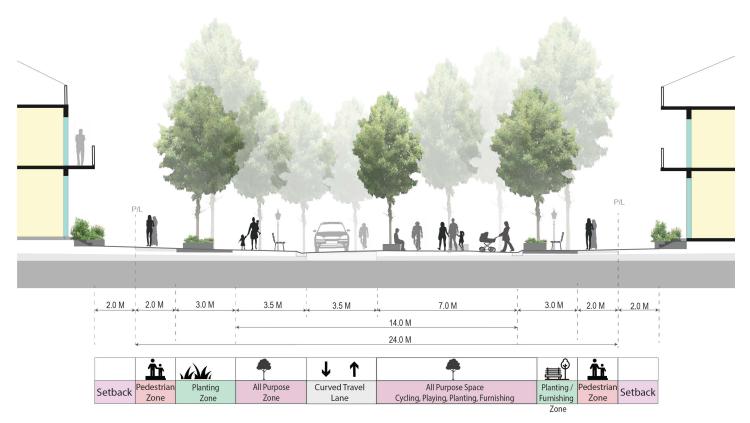
- Multi-Use street or Woonerf is proposed.
- Landscape and street trees are planted within the road space to reduce traffic speeds and encourage the space to act like the community's backyard.
- Street games such as basketball and other such games for kids and young adults are designed part of the woonerf.
- Roundabouts are created for traffic calming and filtering the traffic.
- Furnishing that supports year round use and leads to increased interaction between the community residents are suggested.



Moving away from the Montgomery Plaza towards the Montalban Park, we propose Woonerf along the 46th Street NW in front of the Seniors Lodge and the School. This road transformation will facilitate an increased interaction and reduce the traffic and speed, creating a backyard for the community. It will also invite people to Montalban Park, acting as a connector from the Montgomery Plaza or retail zone to the open space.







Section A-A'

The road sections AA of 24 meters Right of Way shows the Woonerf Street with shared street, curved automobile pathway, space for landscaping, furnishing, play areas and trees on the road.

P.M: 6.0

- P.M: 6.1 This plan proposes to make the 46th street in front of senior's lodge and school into a woonerf, which acts as a community backyard for increased interaction between the community residents.
- P.M: 6.2 Create street games for kids and young youths to encourage them to play on the street and increase their interaction with senior's and other residents of the area.
- P.M: 6.3 Landscape design on the street with furnishing is proposed for residents to spend more time outdoors.
- P.M: 6.4 Entrance to the woonerf street should be via a roundabout intersection that will reduce the traffic speeds.





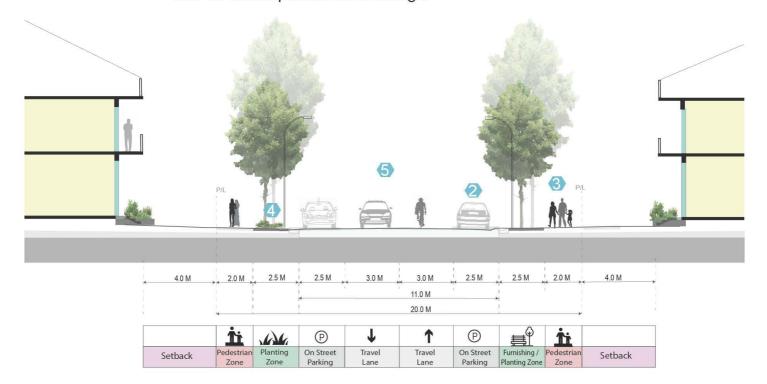
These images of before and after of the 46th Street shows how the proposed Woonerf street will function for its many activities and improved interactions between the residents, moving away from Auto centric street design to reclaiming the street for residents.

P.M: 7.0 A Neighbourhood Street

Proposed Design

- Bulbouts with reduced lane widths for pedestrian crossings.
- Defined and clear street parking, preferably at different level or with different material.
- Wider pedestrian pathway with minimum width of 2.0m.
- Trees with green space buffer between street parking and pedestrian pathway.
- Multi-use lane or shared lanes with other modes of transport such as cyclists and e-scooters.
- Roundabout for traffic calming.

Other neighborhood streets such as this example of the 43rd Street NW, we propose a multi use streets or shared streets with all modes of transport and bulb outs for easier pedestrian crossings.







These images of before and after of the Neighborhood Street shows the improved pedestrian realm with narrower multi-use lanes for reduced speeds and defined street parking.

P.M: 7.0

- P.M: 7.1 All neighbourhood streets to become multi-use for all modes of transport including cyclists and e-scooters.
- P.M: 7.2 Defined and clear street parking with bulbouts for reduced street width that eases crossings.
- P.M: 7.3 Wide pedestrian pathways with minimum width of 2.0 m after a green / tree buffer of minimum 2.5 m.

Conclusion of Mobility and Public Realm Improvement



The Urban Boulevard along 16th Ave



The Woonerf



The Community Boulevard



The Neighbourhood Street



The Montgomery Plaza



Mobility Summary Map

Concluding Remarks:

These mobility and public realm improvements including the Urban Boulevard, the Community Boulevard, the Montgomery Plaza, the Woonerf and the neighbourhood street will make Montgomery an active and vibrant community for all ages.

6.2 ENHANCING PUBLIC SPACES

FOR PEOPLE OF ALL AGES



The City of Calgary has regulated 10% of land allocation to be dedicated to the use of supplying local and community park needs, whereas the community of Montgomery represents community space servilely under the 10% requirement. The primary challenges identified from the community workshop and steering committee feedback have been instrumental in the development of strategic growth.

The following section illustrates key strategies that aim to enhance the open space system within Montgomery under guidance from the Open Space Plan. The social and demographic trends of all current and future Calgarians illustrate the increase of the aging population, diverse cultures, and high population growth rates. The following policies aim to enhance the existing open spaces to incorporate programs for all age and demographic backgrounds and be functional throughout the changes seasons.

The Neighbourhood Redevelopment Plan will guide the development within the following sections:

P.O: 1.0 Open Space High-Level Planning
P.O: 2.0 Celebrating Heritage
P.O: 3.0 Enhancing Community Open Space
P.O: 4.0 Regional Riverwalk Connections
P.O: 5.0 Branding and Wayfinding

P.O: 1.0 Open Space High-Level Planning Policies and Design Guidelines

The vision of an inclusive community designed for all ages stems from the demographic analysis. A major challenge of the open spaces is the steep incline found throughout the community parks. The current landscape design of the parks is not suited for most residents to enjoy, therefore the objective of the section is to incorporate diverse programming into the spaces and improve the desirability for utilization for residents of all ages.

- P.O: 1.1 Alterations to the Open Space System shall follow the recommendations and policies within the Neighborhood Redevelopment Plan and have a designated Landscape Architect throughout the entire process.
- P.O: 1.2 As the primary goal for creating a community designed for all ages it is important to include diverse and flexible programming within the open space system, as well as a max 8% grading of all pathways.
- P.O: 1.3 It is important to include winter design strategies that consider snow build-up, stormwater runoff, provide shelter and shade.
- P.O: 1.4 As identified within the site analysis, the amenities within the community are predominately within the southern quadrant of Montgomery, it is important to allocate space for pop-up commercial strategies or restaurant/cafe buildings located in open spaces with a high heritage value
- P.O: 1.5 Montgomery is considered a gateway into a Calgarian community, it is crucial to enhance all recreational and regional connections as well, an enhancement to the community connection to Market Mall, University District, Edowrthy Park, Bowmont Park, and Bowness must include proper signage and wayfinding strategies.

P.O: 2.0 Celebrating Heritage Policies and Design Guidelines

The heritage of Montgomery is amiss and often left unnoticeable within the current design of the community open spaces, yet it is a vital component for the residents to celebrate. Most of the residents living within Montgomery feel that their community retains the small-town character that is deeply rooted by its history of James Shouldice creating an economic draw into the area. The main strategy to embrace the heritage of Montgomery is to create an interactive heritage and learning centre within the original location of the Shouldice home.

The primary challenge moving forward is enhancing the desirability of the open space for residents of the community to visit and enjoy the site's true potential. Similarly, development along this node is a crucial strategy in activating community interaction. As indicated in our phasing strategy within the land-use proposal, we are selective in planning for key locations that will serve as a catalyst and once again generate an economic draw into the community.

- P.O: 2.1 Development proposals submitted for the designated C-C1 zoning must not exceed 6m in height and shall be sensitive as to not obstructive to the view from 32nd Street.
- P.O: 2.2 Development proposals submitted for the designated C-C1 zoning must include public washrooms for both the users of the regional recreational pathways and the proposed food and beverage amenity.
- P.O: 2.3 Development proposals submitted for the designated C-C1 zoning must be of high-quality design standards and provide flexible outdoor programming for the patio.
- P.O: 2.4 A portrayal of the original Shouldice house must be integrated within the interactive outdoor learning hub.



Image O-01: Viewing Cafe

The cafe must be located at the top of the hill and within be visible to vehicular drivers along 32nd Ave.



Glass Etch of Shouldice Home

Signage and informational board to be positioned within the original location of Shouldice Home.

Design Guidelines & Recommendations

R.O: 2.1

The goal of the interactive outdoor learning hub is to provide opportunities for the visitor of the space to become intrigued with the design and feel compelled to learn more about the history of the site, and further learn more about what Montgomery has to offer currently. A suggestion of an interactive LED wall is an example to engage the visitor to have fun while learning.

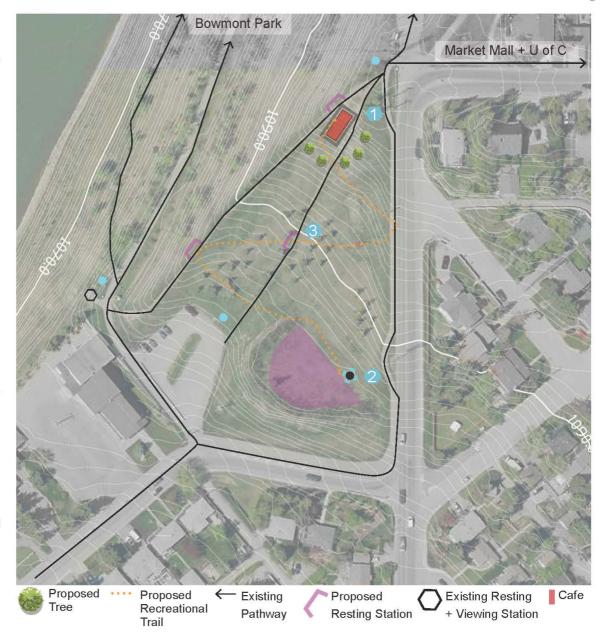


Image O-02: Interactive LED Wall

Proposals of installation must include open design concepts with an interactive feature as a means to celebrate heritage.

Proposed Design

- Cafe enclosed by a shelterbelt similar to the condition of the original location of Shouldice Home
- Interactive Outdoor Learning Hub, with plaques about the native vegetation, and an etched art installation to pay homage to the original architecture of Shouldice Home
- Resting +
 Viewing station
 along pathway
 intersections
- Main Wayfinding
 Landmark:
 Vertical structure
 with solar panel
 lights that provides
 information
 regarding places
 to be within
 Montgomery
- Secondary
 Wayfinding
 Signage:
 A simple post with
 directional arrows
 for amenities
 throughout
 Montgomery



P.O: 3.0 Enhancing Community Open Space Policies and Design Guidelines

Montalban Park is identified as the central community open space that is heavily underutilized, as per the community workshop findings. Strategic planning and design interventions are outlined with the purpose to increase accessibility for residents of all ages.

Challenges

- Existing North-South Trail graded at a slope of 14.7%; extremely inaccessible for most residents
- Ungraded East-West pathways limit the usage of community space
- Underutilized Programming; few resting stages, off-leash dog park has no clear boundary, lack of play structure/all wheels infrastructure
- Privacy issue for residential lots located at the southwest corner of the park
- Preservation of permeable landscape to prevent stormwater run-off onto residential properties south of the park

Opportunities

- Excellent viewsheds of downtown Calgary, Bowness, and the last eastern stand of Douglas Fir trees from Edworthy Park
- Location ideal for creating a community based central park
- Lack of elementary schools and an off-leash dog park within the University District can increase pedestrian footfall



Existing Conditions

Pedestrian Desire

Park BoundaryGraded Trail

lines

Inventory of one North-South trail graded at a 14.7% slope

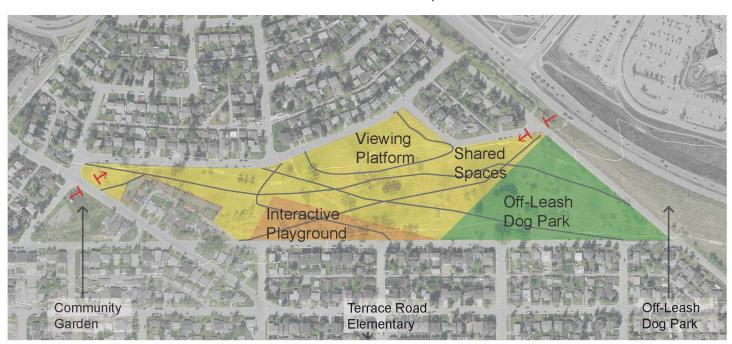




Pedestrian connection to University District

- P.O: 3.1 Include diverse programming that is functional throughout all seasons: for example, walking for pleasure, gardening, bicycling, picnicking, and tobogganing/sledding.
- P.O: 3.2 Accessibility and redesign of pathways must meet universal accessible grading of 8%.

 Trails must incorporate wayfinding strategies that include solar-powered lighting as to increase the perception of safety at night.
- P.O: 3.3 Small gathering places throughout the park and along graded pathways must include new plantings and structures that will increase shade coverage and add to the scenic value.
- P.O: 3.4 Any development must not impede the viewshed of adjacent communities and Edworthy Park.
- P.O: 3.5 Primary gathering spaces must-have versatile designs that can accommodate pop-up commercial events such as food trucks, farmers market, and future potential of a cafe.
- P.O: 3.6 Any new development within adjacent properties must include a high quality of open space and architectural details in order to add to the scenic value of the park.



Schematic Design

- → Improve gateway connections
 - ~ Tall vegetation or shelterbelt to preserve the privacy of homeowners
 - Proposed curvilinear + extend pathways to meet 8% grading requirement
- Shared Space to be located along the North edge of the park to preserve sight-lines
- Interactive playground located near Terrace Road Elementary
- Off-Leash Dog Park to attract residents of University District

Design Guidelines & Recommendations

Shared Spaces are intended for the enjoyment of Montgomery residents as well as adjacent communities such as Varsity, University District, and Bowness.

R.O: 3.1

The community garden entrance must include a public washroom, compost bins, shaded seating areas, and permeable buildings to provide shade, shelter, and indoor winter programs such as a classroom or an art gallery.

R.O: 3.2

The University District entrance must include proper signages indicating the seasonal programming within Montalban Park, as well as some form of vertical public art to act as a landmark and alleviate the public realm within Montgomery.

the community's history illuminated along the

R.O: 3.3 All trails within the park must be properly graded at an 8% incline and include wayfinding strategies and information plaques regarding

path.

- R.O: 3.4 The viewing platform must be located along the North edge of Montalban Park as to capitalize on the existing scenery, as well as include allocated spaces for pop-up commercial events.
- R.O: 3.5 The viewing platform must include hardscape surfaces to accommodate a high percentage of users and provide an ample amount of moveable furniture and shaded areas.

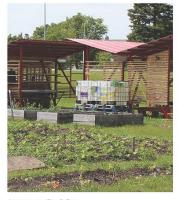


Image O-03: Rainbow Garden

A precedent of a community garden with open space programming as a tool to unify over 300 new incoming families within the community. Taking into consideration the cultural diversity of the residents, the Rainbow Gardens creates a common space for people to plant and learn from the expertise around the world and all within their community.



Image O-04: Barcelona Pavilion

The pavilion within the community garden entrance must include modern architectural details similar to the Barcelona Pavilion designed by Mies Van Der Rohe. The main details the pavilion must preserve is the transparent boundary between exterior and interior spaces The main communal gathering within the enclosed section must have transparent material to fully capitalize on the excellent sightlines Montalban Park has to offer, as well as to increase the perception of safety.

Off-Leash Dog Park

- R.O: 3.6 Entrance into the off-leash dog park must have adequate signage of the delineated area as to prevent any confrontational issues.
- R.O: 3.7 The off-leash dog park must be fully enclosed with double-gated entries, and include bins with compostable doggy bags.

R.O: 3.8 The interactive design must be usable for residents of all ages who wish to play within their community. The design must interact with the natural curvature of the slope as to incorporate tobogganing and bike trails for all-season activities.

R.O: 3.9 Must include interactive and illuminated art sculptures that are generated via solar energy.

Concluding Remarks:

The redesign of Montalban Park shall activate recreational activity for residents of all ages. The goal to incorporate diverse programming and to introduce a new pathway system that is universally friendly is essential in realizing the full potential of the central park.

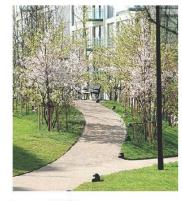


Image O-05 Olympic Village

Recreational trails directly adjacent to residential zoning must include tree plantings on either side of the sidewalk, as well as in grade street lighting. All pathways must be designed for both cyclists - pedestrian movement.

Visualization of the Proposed Programming



Viewing Platform

Must include flexible open spaces that can accommodate pop-up commercial events such as a farmers market, community movies in the park viewing, etc. The overall quality of the design is dependent on the creativity of flexible seating that does not require major cut and fill soil extraction.

Image O-06: Central Park Public Domain





Interactive Park

Temporary Art Installations along the natural curvature of Montalban Park. Image O-07:

Cool Gardens - Annual Design Comp







Off-Leash Dog Park

Inclusion of a dog agility course elements to the design.

Image O-08: Dog Agility Course









 Recreational Trail



Secondary Wayfinding Landmark



Open Pavilion



P.O: 4.0 Regional Riverwalk Connections Policies and Design Guidelines

Montgomery has the most desirable connections to the regional riverwalk network within Calgary. Access to the riverwalk allows easy connections to Bowmont Park, Shouldice Park, and downtown Calgary. The revision of these entryways into the community is critical in alleviating the public realm within the community.

Challenges

- Flooding and compromised soil stability
- Lack of pedestrian infrastructure connecting the riverwalk to Montgomery
- Existing land-use and development adjacent to regional riverwalk does not have active street frontage and is a predominantly low density residential
- Lack of signage, shelter, and lights along the recreational trails

Opportunities

- Provides regional recreation movement throughout Calgary
- Majority of Montgomery's boundary is serviced by the aesthetic view of the Bow River
- Recreational programming such as kayaking and canoeing is permitted at the launch station near the Canadian Tire Paraplegic Park
- Due to the flow of the river, the straight path along the southeast quadrant of Montgomery has minimal flooding and damage from erosion

Existing Conditions

- Recreational Trails
- Main Pedestrian
 Entrance +
 Connection to
 Shouldice Park
- Main Pedestrian
 Entrance +
 Connection to
 George Gell Park
- Two leveled
 Pathway on top of
 dike
- 2nd level of pathway abruptly stops, creating an opportunity to redesign infrastructure and connect to the peninsula



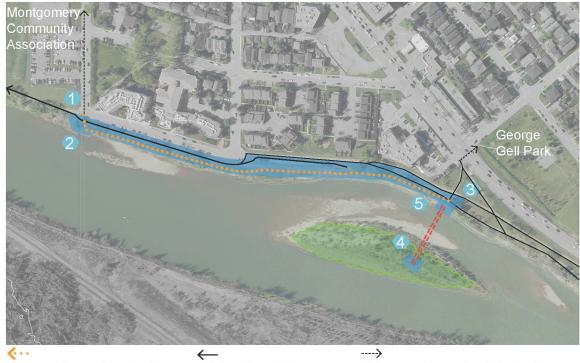
P.O: 4.0 Regional Riverwalk Connections Policies and Design Guidelines

- P.O: 4.1 All landscape designs and redevelopment of the riverwalk must not impede the flow of the Bow River, instead, all designs must include a floodable and adaptive feature to protect flooding within the community. Programming of interventions must be supported via flood modeling to identify flood zone levels.
- P.O: 4.2 Any redevelopment along the riverwalk must include high-level landscape design features as well as support an increase of density as stated within the section Policies for Landuse.
- P.O: .4.3 All trails and interventions must be versatile and include diverse programming that is functional throughout the year.
- P.O: 4.4 All 'resting stages' within the design must include solar-powered light fixtures and incorporate adequate wayfinding strategies to connect to the economic drives within Montgomery.

Visualization of the Proposed Programming

Proposed Design

- Vertical sculpture to indicate entrance into Montgomery
- Two-tiered pathway separating joggers/ cyclist and leisure pedestrian activity
- Plaza
- A peninsula of native vegetation accessible by a swinging bridge
- Riprap along the riverbank to prevent soil erosion and create a cohesive design towards the node within Shouldice Park.

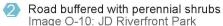


Design Guidelines & Recommendations



- The entrance must be incorporate a design that exceeds the treeline along the riverwalk Image O-09: JD Riverfront Park
- R.O: 4.1 The entry point to the riverwalk perpendicular to Home Street is identified as a major gateway into the community and Shouldice Park. Design proposals within the node must include a plaza that provides shelter, as well as a vertical element that exceeds the treeline in order to create a visible gateway throughout the riverwalk.
- R.O: 4.2 Design features of the plaza/entry must allocate space for parking, as well as incorporate adequate signs indicating 'places to be' throughout Montgomery.







Include ramps for the transition between tiered pathways

- R.O: 4.3 The two-tiered pathway system indicated within the proposed design map must include design features that separate the fast recreational movement of joggers and cyclists with the leisure activity located along the bottom of the riverbank.
- R.O: 4.4 The pathways must be adjoined by a universal accessible ramp including a maximum slope of 8% and handrails.
- R.O: 4.5 The edges of the pathway must be buffered by native vegetation or perennial shrubs to alleviate the aesthetic of the public realm.

Proposed Design A Closer Look

- Plaza
- A peninsula of native vegetation accessible by a swinging bridge
- Riprap along the riverbank to prevent soil erosion and create a cohesive design towards the node within Shouldice Park.



- R.O: 4.6 Inviting lighting is critical to establishing an atmosphere that feels friendly, warm, and safe for users of the site at night. Creative implementation of solar-powered lights is to be encouraged.
- R.O: 4.7 The plaza must also take into consideration the connection to George Gell Park.
- R.O: 4.8 The material of the swinging bridge must be made from light materials as to decrease the amount of debris and waste upon the occurrence of flooding.
- R.O: 4.9 Connection to the peninsula must be adjoined by a platform attached to a mature tree, and above the 1:200 floodwater elevation
- R.O: 4.10 The proposals of the treehouse platform may take into consideration a series of outlooks throughout the peninsula.
- R.O: 4.11 Peninsula of native vegetation is to be implemented in order to improve the resiliency and the impacts of fluctuating water levels, as well as providing valuable habitat for vulnerable species.
- R.O: 4.12 The design of the landscape must provide mental restoration and relaxation spaces both within the peninsula and riverwalk. These entail a variety of pathways within natural areas.



Plaza to have no stairs, grading at a maximum 8%, and include bicycle parking throughout the space Image O-11: JD Riverfront Park



Illuminated seating for increased perception of safety



4 Viewing platform within peninsula to be adjoined by a mature tree Image O-12: Treehouse - Viewing Station



The swinging bridge will be made of light materials, as to avoid major repairs from flooding Image O-13: Swinging Bridge



Must include similar design elements and riprap as the beach design node within Shouldice Park Image O-14: Mulini Beach

Proposed Design A Closer Look within the Shouldice Node

- Beach design to allow for leisure activities next to the Bow River
- Cohesive design for river pathway and Bowmont Park, ie: materials for railing and colouring of riprap
 - Beach Design ← Existing River Pathway







P.O: 5.0 Branding and Wayfinding Policies and Design Guidelines

The open space system and economic drivers within Montgomery are fragmented and located in different quadrants throughout the community. The main strategy in incorporating a wayfinding system with a hierarchy of signages is to alleviate the sense of identity for the residents, as well as to enhance an economic draw to the amenities found within Montgomery. The genius loci within the community of Montgomery creates intricate possibilities for social interaction and is currently left unnoticed.

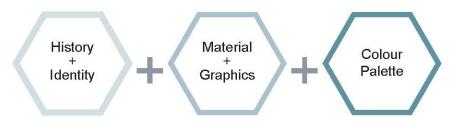
Challenges

- Fragmentation of community open spaces and economic drivers of the transit-Safeway hub, the Bowness Main Street, 16th Avenue Main street, and Shouldice Park
- Imbalance of services towards the southern section of the Montgomery

Opportunities

- A high value of scenic landscapes from Edworthy Park, Bowmont Park, and the riverwalk
- Regional draw into Shouldice Park creates an opportunity for exploration within Montgomery

For You Consulting has assessed Montgomery as one of the most unique inner-city communities Calgary has to offer and has developed policy implementation and design guidelines as to how to alleviate the branding and wayfinding throughout the community and alleviate the special qualities that have manifested over from its rich heritage.



Formula for creating an effective brand within Montgomery



Sections of Economic Drivers:

The first step in creating an adequate brand throughout the community is to identify the key areas that have distinctive characteristics. From this process, ForYou Consulting has identified 6 main economic drivers within Montgomery. The next step in identifying areas that are special places to be is to allocate a cohesive colour palette that had been extracted from the Montgomery welcome sign. Similarily materials and textures of the proposed signs will take inspiration from the current material palette found throughout the community which is a mixture of wood, and metal sculptures.

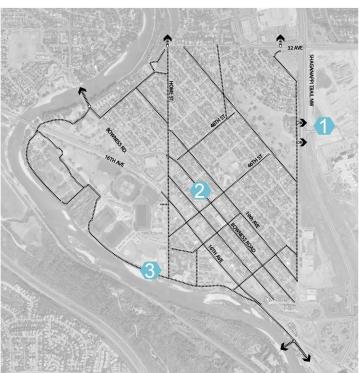






Active Transportation Network

In order to create a wayfinding and signage strategy for the parks and open spaces system, it is crucial to identify the active transportation network and design a wayfinding network from the findings.



Proposed Design: Wayfinding Network

- Entrance into a community open space
- 2 Branding within the local amenities such as Bowness Road Main Street
- Branding within the regional amenities and create a spark of interest for exploring the amenities within Montgomery

P.O: 5.0 Branding and Wayfinding Policies and Design Guidelines





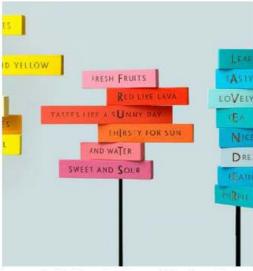


Image O-15: Painting Pavements

Image O-16: Painting Trails

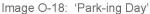
Image O-17: Wooden Flags - Directional Arrows

Phase One of implementation:

- P.O: 4.1 All colours implemented within Phase
 One: Tactical Urbanism must adhere to the recommended colour palette of the economic sectors.
- P.O: 4.2 Implementation will occur within community open spaces and will procreate clear signages that will help improve the awareness of the fragmented community parks and allow easy navigation for the residents.
- P.O: 4.3 Implementation will require initial marketing of pop-up events for the community to participate in painting pavements and creating wooden blocks for flags indicating specific programming within the community open spaces.
- P.O: 4.4 The success and community support of integration shall encourage the preceding phases to adopt a wayfinding network throughout Montgomery.

P.O: 5.0 Branding and Wayfinding Policies and Design Guidelines









Bowness Road Main Street: Local Commercial Wayfinding



Montalban Park: Community Open Space Wayfinding

Phase Two at the Local Scale:

- P.O: 4.5 The incorporation of signs must take into consideration the size, location, context, and heritage of the 'places to be'.
- P.O: 4.6 All installations within the economic sectors must adhere to the recommended colour palette and include materials that can be found throughout the sector.
- P.O: 4.7 Phase Two of implementation will occur at the commercial community scale, design installations such as 'Park-ing Day' is encouraged.
- P.O: 4.8 Phase Two of implementation targets Bowness Road Main Street. Montalban Park, and the original location of Shouldice Home as stages for required intervention.
- P.O: 4.9 Installations such as banners, art sculpture for main entrances as well as tree lights are encouraged to alleviate the public realm to become 'places to be'.

CONSULTING

P.O: 5.0 Branding and Wayfinding Policies and Design Guidelines





Phase Three at the Regional Scale:

P.O: 4.10 Phase Three of the implementation will require installations that project a playful and positive image of Montgomery.

Creative bicycle parking, as well as signboards, are encouraged.

P.O: 4.11 All signs located within the regional scale must include a map of 'places to be' within Montgomery as well as provide directional arrows for all amenities that are 600m from the node.

P.O: 4.12 Primary information boards must incorporate a brief overview of the heritage of Montgomery, and entice users of the site to explore the main destinations within Montgomery.

P.O: 4.13 Primary information boards and directional arrows must include a solar-powered feature to increase the perception of safety for users at night.

P.O: 4.14 Trash, recycle, and compost bins are to be posted along with every node there is a primary information board.

Image O-20: Sculpture - Cyclist Parking

Image O-21: Example of Sign

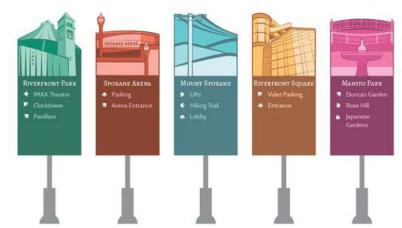


Image O-22: Example of Sign to coordinate with colour palette



Riverwalk: Regional Open Space Wayfinding

6.4 A BOLD MOVE MONTGOMERY GATEWAY

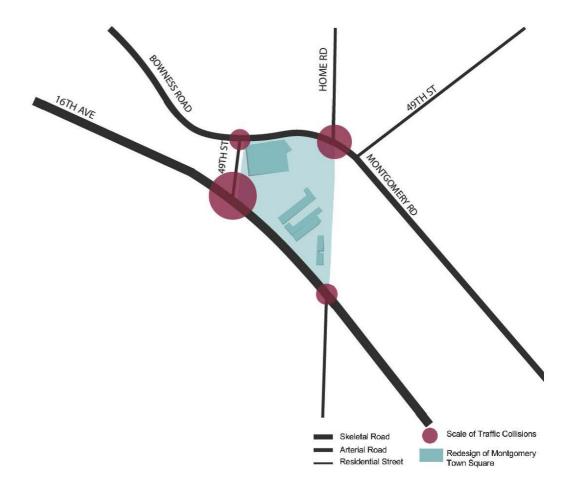


The projected population increase for Montgomery conflicts with the current land use of the community. Strategic proposals for the special site identified at the Montgomery Town Square located along Home Street and Bowness Road must be redeveloped in order to accommodate a community designed for all ages. The focus on the central node aims to put the importance of designing universally accessible community centers. Taking advantage of the existing transit hub and the major grocery store that serves adjacent communities, the indicated urban block encompassing Montgomery Town Square will become vital in creating a center for the community.

The redesign of Montgomery Town Square is a special study area in which we are proposing an aggressive approach for the redevelopment of single-use commercial into a vibrant mixed-use plaza. ForYou Consulting has identified the site as transformational in creating a gateway into Calgary and Montgomery. In order to redesign Montgomery Town Square into a 'place to be, for all ages', we have identified major circulation issues that have led to our strategy of diverting pass-through traffic from Bowness Road onto 16th Ave. The main outcome is to alleviate traffic on Bowness Main Street, as well as to put priority for people within the streetscape.

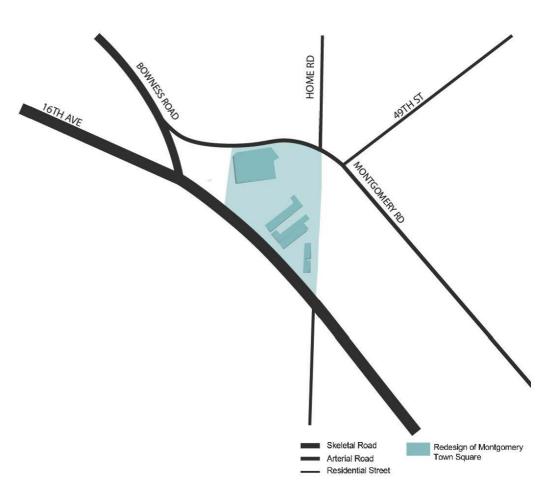
Issues:

- Major traffic collision along 49th Street
- High volume of pass-through traffic creates a speedway down Bowness Road



Opportunities:

- Create a distinct road hierarchy between 16th Ave and Bowness Road
- Creates a people first movement between Bowness Main Street and Montgomery Town Square
- The reconfiguration of the road allows for the opportunity to rename Bowness Road Main Street into Montgomery Road



Visualization of the **Proposed Programming**

The indicated collage was created to propose potential solutions for the redevelopment of Montgomery Town Square.

As indicated within the collage, the change in land-use from single story commercial into mixed-use will automatically increase the footfall within the site and increase the perception of

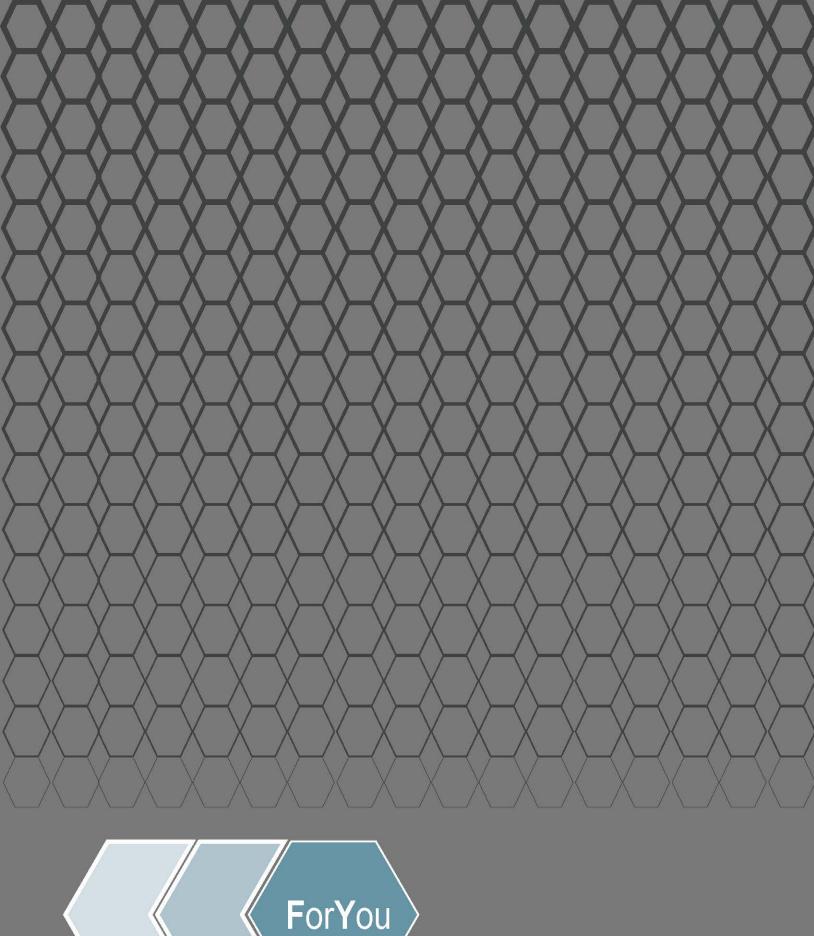
Main strategies for the redesign of Montgomery Town Square are the:

- Redesign of the plaza to have places to rest and ample seating and shelter
- Redevelopment of commercial buildings into 5 floors mixed-use
- Incorporate active streetscape and patio space around the

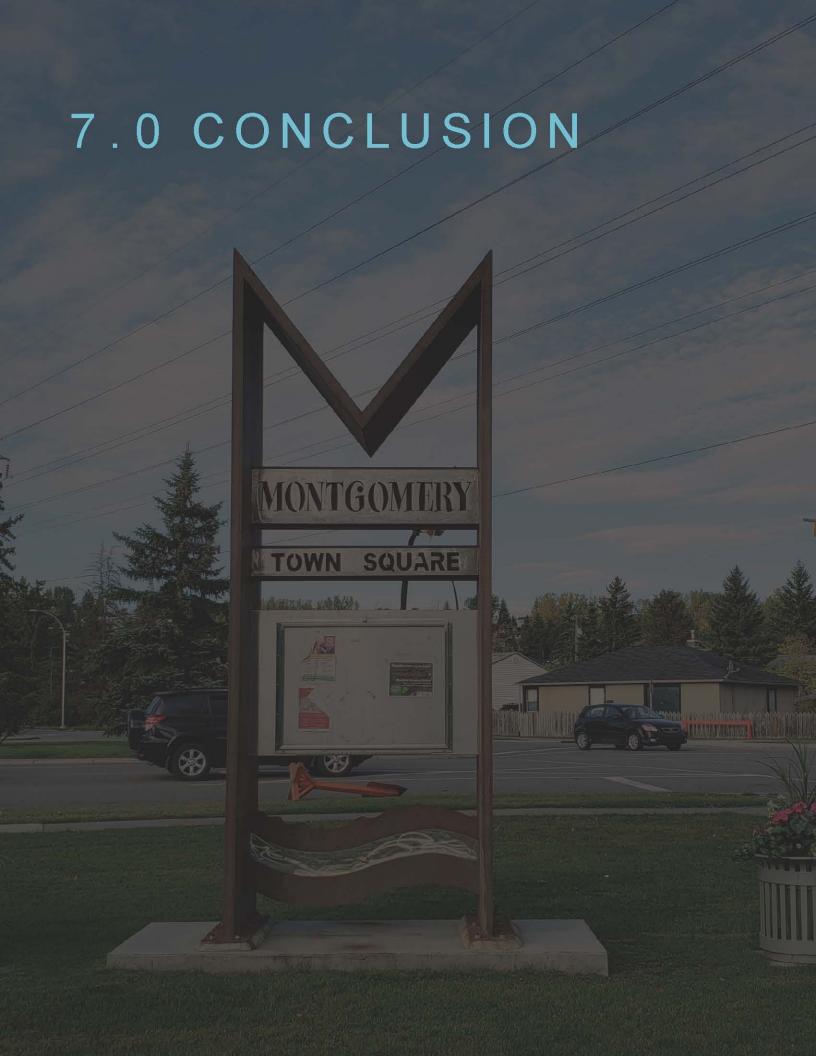


POTENTIAL NAME CHANGE INTO MONTGOMERY ROAD

BOWNESS ROAD







7.0 For You Consulting CONCLUSION



The following section summarizes key driving principles that have manifested from the policies and design guidelines as illustrated in section 6.0 as well as the synthesis of analysis and community feedback.

The main purpose of ForYou Consulting is to introduce playful and innovative solutions to manage growth as well as explore the full potential of the economic drivers within Montgomery. It is our firm's belief that Montgomery is a key community in rebranding all inner-city communities throughout Calgary as desirable places to live.

Land Use
Housing Options
+ Commercial
Services

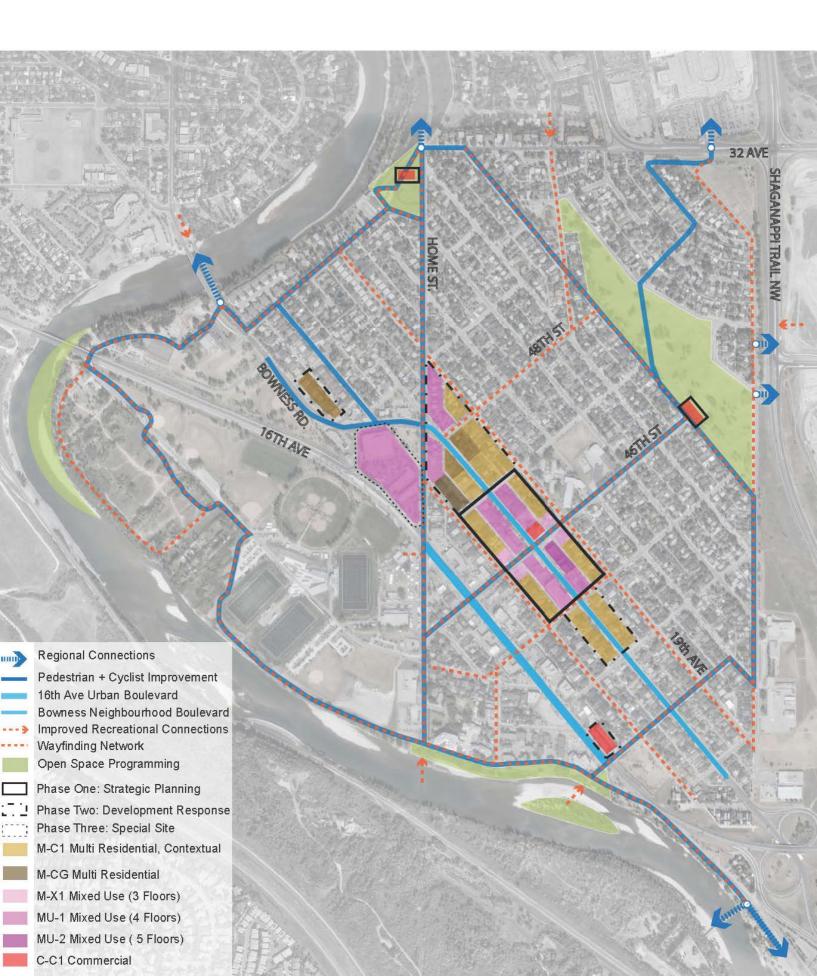
- Strategic Phasing
- Phase One: Catalyst of community growth via a focus on Bowness Road Main Street and important open spaces
- Phase Two: The response in managing growth
- Phase Three "A Possibility" to Redevelop Montgomery Town Square and divert pass-through traffic onto 16th Ave

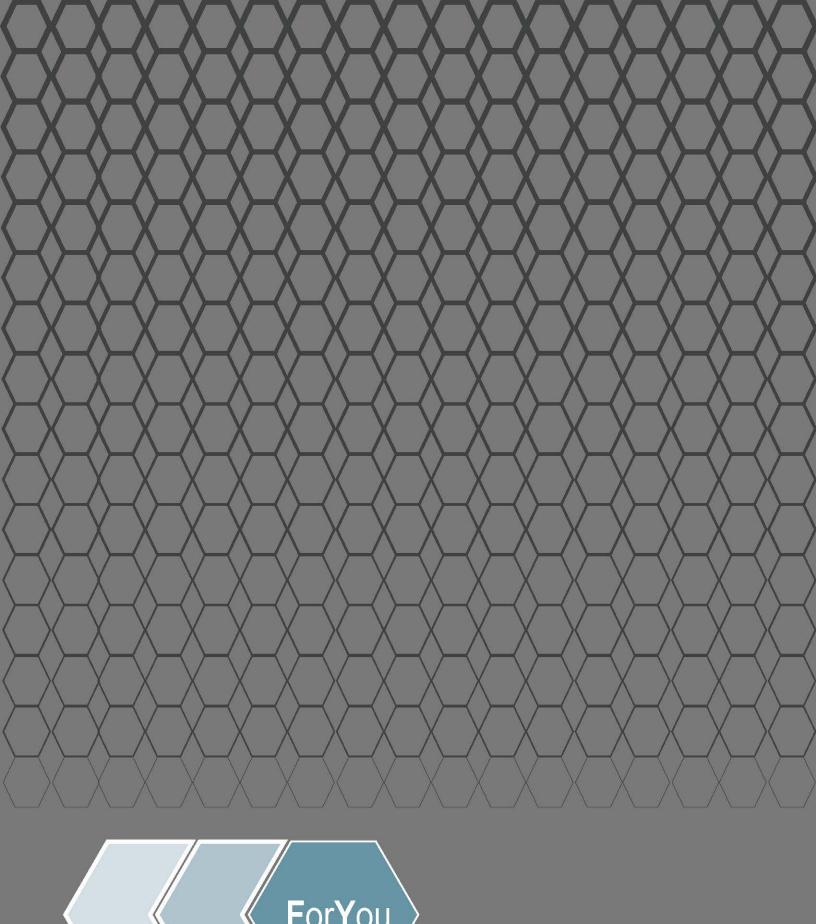
MOBILITY Active Lifestyles + Public Realm

- The people first movement
- Active transportation and improving the public realm by making the community wakable for all ages

Open Spaces
Parks,
Recreation +
Identity

- Versatile designs with programs for all ages
- Creating Montalban Central Park
- Enhancing Riverwalk Gateway
- Branding and Wayfinding of public spaces







8.0 REFERENCES

Documents:

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Trust, West Camoys Development. 2016. "University District Urban Design Manual with the City of Calgary." Calgary.

* ForYou Consulting had refered to previous consulting firms neighbourhood redevelopment plan as a reference: https://grad.ucalgary.ca/future-students/explore-programs/planning-mplan-course

Images:

- Image L-01: https://rlp.jumplisting.com/photos/9/63/33/10/9633310 25641693 lg.jpg
- Image L-02: https://nathankoenigsberg.ca/featured/2030-35-street-sw-calgary-ab/
- Image L-03: https://www.designrulz.com/design/2014/01/semi-detached-home-calgary-residence-by-beyond-homes/
- Image L-04: https://www.zolo.ca/capitol-hill-calgary-real-estate/1954-12-street-northwest
- Image L-05: http://www.trleng.ca/projects/residential/multi-family/
- Image L-06: https://www.bdcnetwork.com/aia-honors-three-multifamily-projects-2017-housing-awards
- Image L-07: http://www.dialogdesign.ca/projects/roar_one-housing-complex/
- Image L-08: https://urbanize.la/post/construction-begins-mixed-use-development-9001-santa-monica-boulevard
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- Image L-10: https://www.post-gazette.com/life/homes/2014/10/11/Buying-Here-Braddock-2/stories/201410120031
- Image L-11: https://www.cleveland.com/life-and-culture/erry-2018/08/291fd1b16a6229/clevelands-first-ac-hotel-open.html
- Image L-12: https://www.rentfaster.ca/ab/calgary/rentals/office-space/brentwood/non-smoking/332672
- Image L-13 https://www.dezeen.com/2019/10/15/john-ronan-affordable-housing-chicago-library/
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- Image L-15: http://www.dialogdesign.ca/projects/raymond-block/gallery/3/
- Image L-16 https://www.worldarchitecturenews.com/article/1672466/union-flats-one-largest-completed-housing-developments-northern-california
- Image M-01: http://wattconsultinggroup.com/project/pandora-two-way-cycle-track-victoria-bc/
- Image M-02: http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=22_
- Image M-03: https://www.newcivilengineer.com/latest/innovative-traffic-calming-measures-for-school-30-08-2016/://www.pinterest.ch/pin/291537775872905433
- Image M-04: http://www.prairiedesignawards.com/2014/ct_northpointe_bus_shelter.html
- Image M-05: https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/bicycle-parking/
- Image M-06: http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=22
- Image M-07: Argyle street project https://www.timeout.com/chicago/blog/the-argyle-streetscape-project-is-finally-complete-082516
- Image M-08: https://www.youtube.com/watch?v=ESOs3mp8uwk
- Image M-09: http://www.saveitlancaster.com/whats-new/
- $Image\ M-10: https://www.edmonton.ca/city_government/documents/PDF/WInterCityDesignGuidelines_draft.pdf$
- Image M-11: https://lancasteronline.com/news/local/roundabouts-mostly-stuck-in-the-slow-lane-in-lancaster-county/articlef04bf936-e32c-11e6-8c18-dfec46a4aeeb.html
- Image M-12: https://www.edmonton.ca/city_government/documents/PDF/WinterCityDesignGuidelines_draft.pdf
- Image M-13: https://www.chicago.gov/city/en/depts/cdot/supp_info/traffic_calming.html
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- Image O-01: https://www.archdaily.com/369956/coffee-house-light-4-space
- Image O-02: http://www.upperfortgarry.com/information/discovering-ufg/
- Image O-03: https://news.umanitoba.ca/rainbow-gardens-supports-immigrant-families/
- Image O-04: https://divisare.com/projects/338931-ludwig-mies-van-der-rohe-maciej-jezyk-barcelona-pavilion
- Image O-05: https://www.cntraveler.com/stories/2012-08-02/athletes-olympic-east-village-apartments-photos
- Image O-06: http://landezine.com/index.php/2019/11/central-park-public-domain-by-turf-design-studio/
- Image O-07: http://www.coolgardens.ca/PAST-PROJECTS
- Image O-08: doggy signage + https://www.pinterest.ca/pin/97531148167794458/
- Image O-09: https://landezine-award.com/jd-riverfront-park/
- Image O-10: https://landezine-award.com/jd-riverfront-park/
- Image O-11: small plaza http://landezine.com/index.php/2019/07/erie-street-plaza-by-stoss/
- Image O-12: https://www.pinterest.ca/pin/46443439879514397/
- Image O-13 https://www.pinterest.ca/pin/536139530613232387/
- Image O-14 http://landezine.com/index.php/2014/11/mulini-beach-by-studio-3lhd/
- Image O-15: https://www.pinterest.ca/pin/540361655293287320/
- Image O-16: https://www.pinterest.ca/pin/310818811785629498/
- Image O-17: https://www.pinterest.ca/pin/365987907221193800/
- Image O-17: https://www.pinterest.ca/pin/303987907221193800/
- Image O-19: https://www.pinterest.ca/pin/97601516897092571/
- Image O-20: https://www.pinterest.ca/pin/519110294550844910/
- Image O-21: https://www.pinterest.ca/pin/334040497362545326/
- Image O-22: https://www.pinterest.ca/pin/17381148543153882/

