



# PROJECT REPORT

**REDEVELOPMENT OF  
OGDEN, CALGARY**



**UNIVERSITY OF CALGARY**  
SCHOOL OF ARCHITECTURE,  
PLANNING AND LANDSCAPE

A PROPOSAL BY

**AKTIV CONSULTANTS**

AMELIA IWANICKI  
ADITHI LUCKY REDDY





We would like to formally the traditional territorites of the peoples of the Treaty 7 region in Southern Alberta, which includes the Blackfoot Confederacy. The City of Calgary is also home to Metis Nation of Alberta, Region 3. We are honoured to live and study on this land and we fully respect the ongoing heritage of this place.



## **ACKNOWLEDGEMENT**

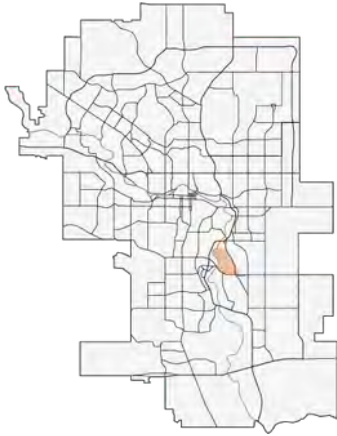
We would like to express our special thanks to the learning experiences and support from Prof. Francisco Alaniz Uribe (Instructor | University of Calgary). We could not have produced the following work without his guidance. We would also like to thank the insight and feedback from the Steering Committee consisting of: Zev Klymochko (Millican-Ogden Community Association), Zach Hoefs (Planner | CivicWorks), Jillian Geen (Planner | Community Planning – South Planning & Development | The City of Calgary), and Robert Dickinson (Neighbourhood Partnership Coordinator | Neighbourhood Support | Calgary Neighbourhoods | The City of Calgary). We absorbed an incredible amount of knowledge throughout the phased experience of this project, and we valued each step of it. Additionally, we would like to send our appreciation to our fellow students in the Master of Planning cohort. We were continually driven by your efforts and creativity; it was an honour to do this project alongside you all.

~ Amelia Iwanicki & Adithi Lucky Reddy  
MPlan Candidates | University of Calgary

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# PLAN OVERVIEW



This proposal is for the redevelopment opportunities in Ogden, Calgary. Aktiv Consultatns is a team of driven planners that is eager to observe current conditions while critically challenging the dynamics and documents that shape the community today. To fulfill the unique needs of this project, we have developed what we believe is the leading team to successfully facilitate revitalization of Ogden and guide it to be a complete community for all residents. The team consists of Amelia Iwanicki (Senior Planner) and Adithi Lucky Reddy (Planning Technician).



**Amelia Iwanicki**  
Senior Planner



**Adithi Lucky Reddy**  
Planning Technician

## MOCA MISSION

To enhance neighbourhood life in Millican-Ogden by providing services and programs that support and enhance community life and foster a sense of community pride and spirit through meaningful participation.

## MOCA VISION

Millican-Ogden Community Association, with its vibrant small town atmosphere, attracts and unites residents, businesses, facilities and programs.

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We would be thrilled to dive into the untapped potential of Ogden. Closely situated to downtown, amazing bike trails, natural scenes, and economic driver employment zones, this area has the ability to give individuals and families a certain quality of life that is difficult to find in established Calgary neighbourhoods.



# AKTIV CONSULTANTS

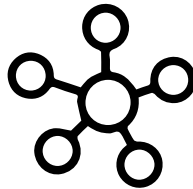
## VISION

Aktiv Consultants pushes the strength and health of communities with focus on how active mobility and vital community gathering spaces can impact social health. We design spaces where all identities, energies and abilities can thrive. We take a grassroots approach to put people first, while listening and learning from engagement. We recognize that it is the ties between people, the bonds and relationships between individuals, organizations, businesses and institutions that ultimately lead to community resiliency.

## VALUES



Vitality



Connectivity



Health



Foresight



Partnership

## COMPANY GOAL

Create socially, complete communities.



# COMMUNITY CONTEXT

Millican-Ogden is situated on Treaty 7 land, the traditional territory of the Blackfoot Confederacy, (Piikani, Kainai, Siksika), the Tsuu T'ina Nation, the Îyâxe Nakoda Nations and Metis Region 3. Located in central SE Calgary, the historic community of Millican-Ogden is straddled by the Bow River to the west, and key transportation corridors to the north (Deerfoot Trail), east (Ogden Road), and south (Glenmore Trail). Ogden has high proximity to major employment centres such as Quarry Park to the south, Manchester to the north, and Foothills to the east, and is 15-minute car-ride away from downtown.

With an area of 1.6 sq. km., the community has very distinct features and boundaries, both natural and built. At a first glance, Ogden has a high amount of greenspaces, that presents an opportunity of gathering spots across Ogden. It is a residential neighbourhood that includes the districts of Lynnwood and Millican Estates.

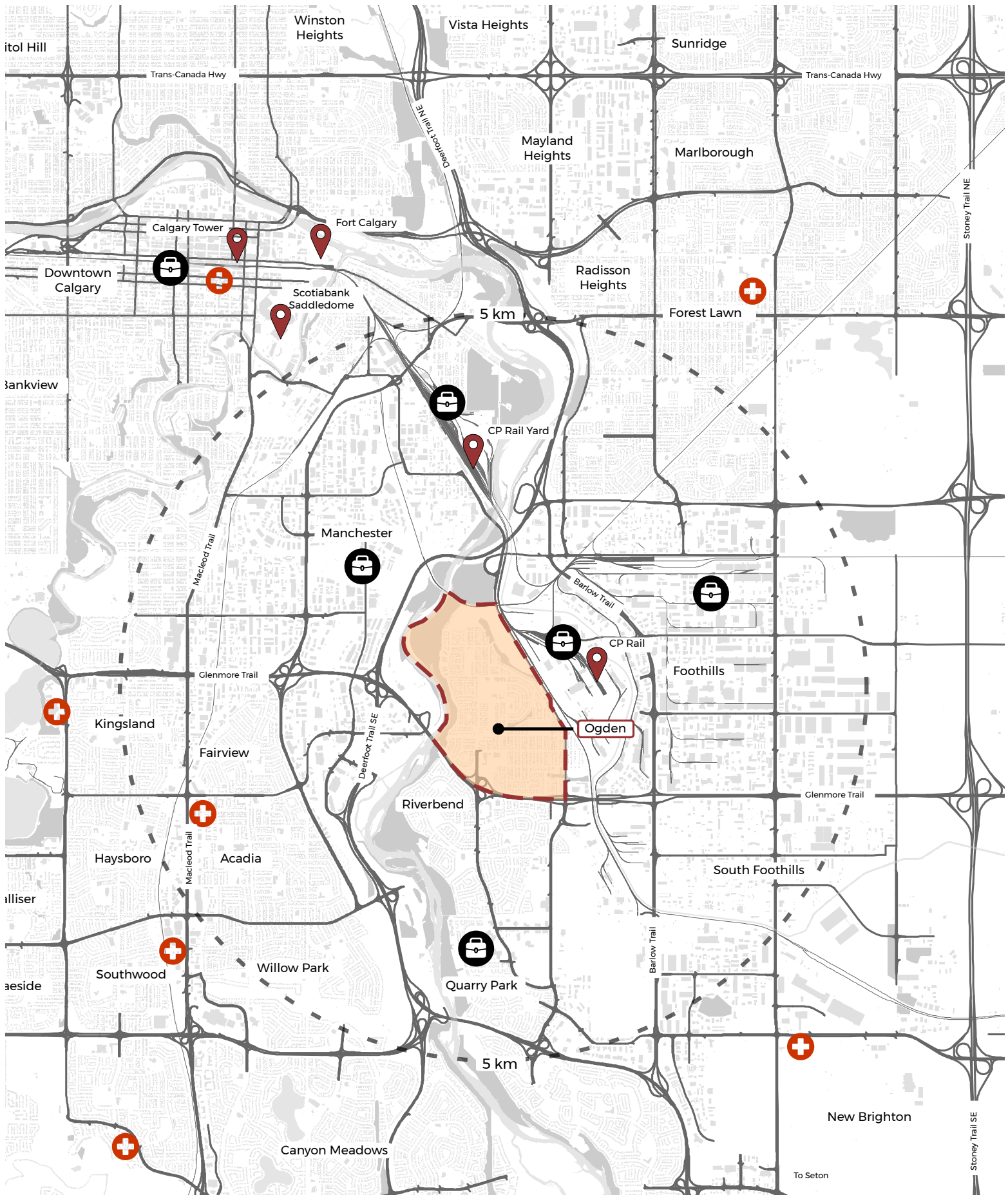
The Southeast Calgary Community Resource Centre - a department of Millican Ogden Community Association (MOCA), engages, empowers and assists residents to be self-sufficient through the provision of programs, services and resources. MOCA maintains a diverse mandate through recreations programs and services, active committees to better the neighbourhood as well as hosting social gatherings.



Glenbow Archives NA-5374-2



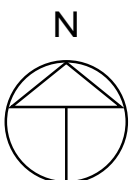


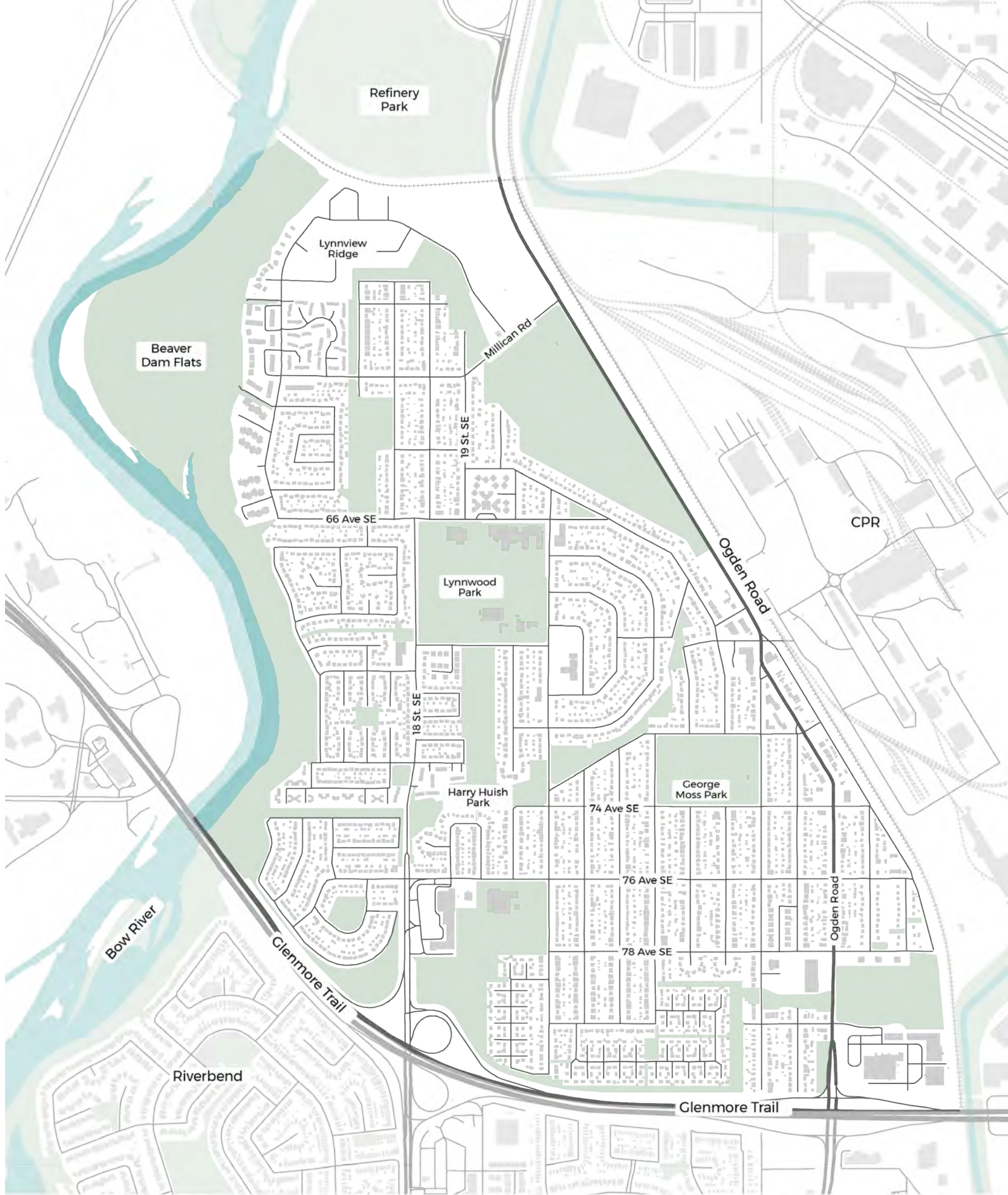


## CONTEXT MAP

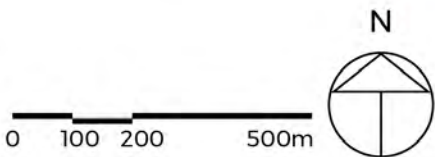
-  Medical Centres
-  Employment Centres
-  Landmarks
-  5 km radius

0 1 2 4 km





COMMUNITY MAP





# CONSTRAINTS & OPPORTUNITIES

## Constraints

- Demographics in the community skew to a higher than average amount of older people, and many people have not moved in the past 5 years. The population of younger people are lower than average, putting stress on attendance numbers in the various schools in the community.
- Community is currently segregated by the rail line, Glenmore Trail and the Bow River, which severs the community from other communities and resources.
- Not many places to gather in open spaces, impacting vitality.

## Opportunities

- The green line is coming into Ogden, serving a potential to revitalize and implement jobs within the area. This can increase vitality and lessen commute times for those in the community. This could increase health, since other modes (such as walking and biking) could increase, and environmental impacts could improve with proximity to the new train stations.
- Redevelopment may bring more people into the area, which raises the potential for the bolstering of children in the area; this could continue school service in the community.
- Low income housing could be an opportunity in and around the two new transit stations, acting as nodes and increasing equity.
- Connectivity to open space and natural parkland is very high, and the community boasts an incredible view of the rocky mountains on the western escarpment. Millican/Ogden has an opportunity to further placemaking initiatives to make their natural resources more integrated into the vitality of the community itself.
- Recreational pathways straddle all sides of the community, making this a great place to be able to cycle, run, and play - and connect to the surrounding neighbourhoods and incoming transit stations easily.
- Laneway houses are an opportunity to propose various housing typologies.





# COMMUNITY HISTORY

Ogden was established in 1912, named after I.G. Ogden, former VP of the Canadian Pacific Railway. The district of Millican is named after the Millican Family, who homesteaded on the land the community sits on in the early 1900s. When the Ogden Shops were constructed in 1910 to the east, the community put itself on the map as the only rail repair shop between Winnipeg and Vancouver. The Ogden Shops were built to the east of the community - as opposed to being built in Medicine Hat - because the booming city of Calgary made a deal with CPR to extend a trolley line in 1913 to the shops, boosting connectivity with the commercial powerhouse of Calgary.

Ogden was served with Calgary transit system streetcar that headed north up the centre of the Ogden road, soon after passing under a train bridge, on its way to downtown. The streetcar passed through a southern terminus located at CPR's Ogden Shops and through the Imperial Oil Refinery.

The boom was stifled by WWI, and development halted until after WWI. The postwar boom led to high development throughout the 60s until 80s, and gave the community resources such as Jack Settlers Arena, Pop Davies Athletic Park, and much of building typology present today.

In 1977, the Imperial Oil Refinery shut down its operations in the community, after which development commenced on Lynnvew Ridge. In 2006, Lynnvew Ridge was demolished after pollutants were found in the soil. Environment remediation on Beaverdam Flats, Refinery Park and Lynnvew Ridge began in 2014 and turned into park space and conserved areas. In 2015, Ogden was approved for two new greenline stations, giving the community more transportation choice and continuing the transit history for this place for generations to come.

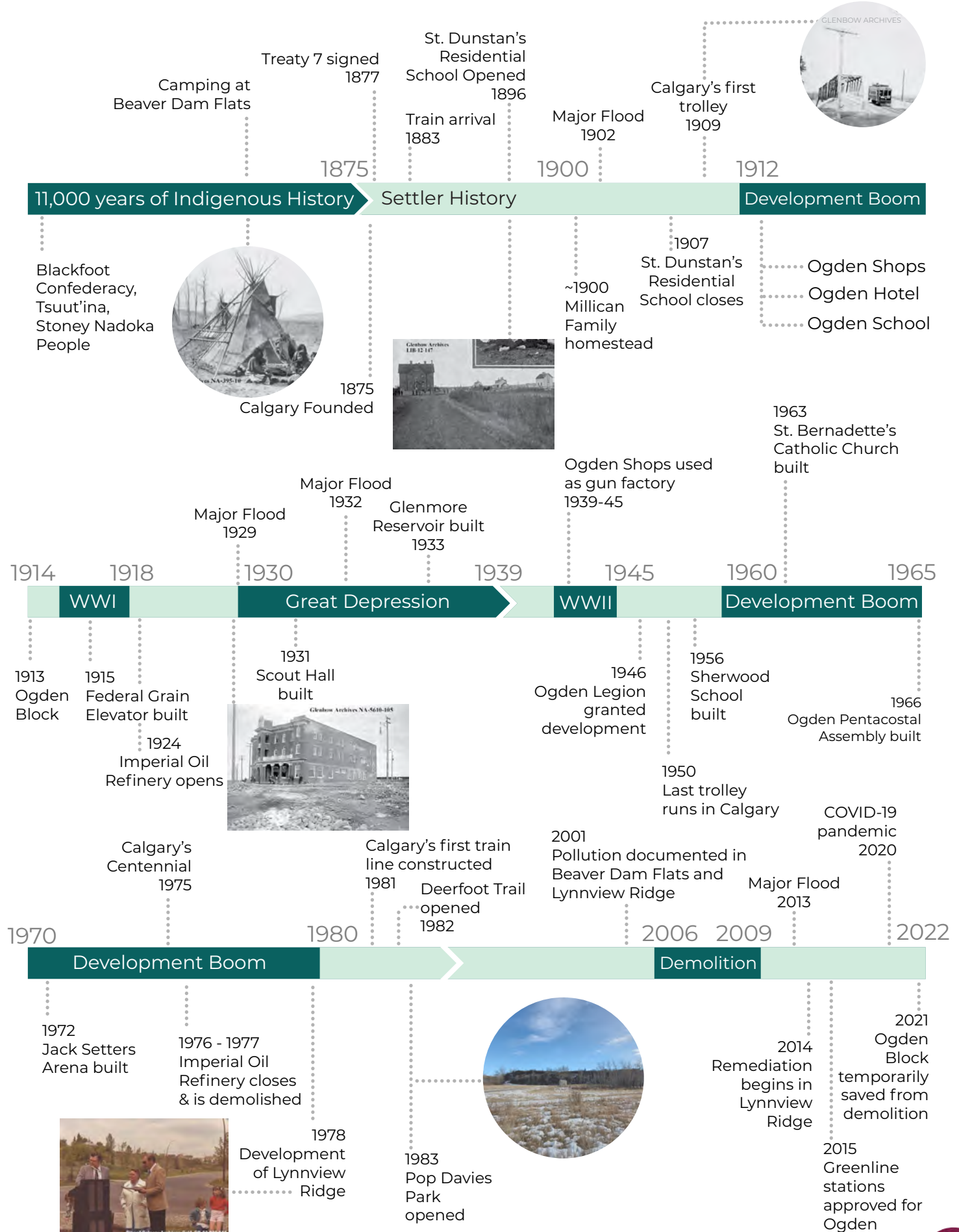
The most notable historic building is the Victory Center (previously known as the Ogden Hotel and Alyth Lodge). Originally constructed by The Calgary Brewing Company as housing for incoming workers during the rail boom and a meeting place for brewery workers of the early 1900s, this centre is currently the headquarters to the Victory Foundation, which provides transitional housing for over 60 men. This building is also designated as the only official historical resource in the community, though other buildings have historical character.



The CPR had heavy influence on the genesis of Calgary as a townsite - the rail created jobs, and the jobs were a catalyst for a boom in development in Ogden in the early 1900s. Later, operations moved north to what is now downtown Calgary, and WWI slowed the boom and development halted. CPR also funded projects such as the Western Headwaters Waterway, which eventually reached what is now Chestermere. This irrigation canal allowed for greater agricultural activity within the City of Calgary.



# HISTORIC TIMELINE



# HISTORIC MORPHOLOGY

Major Development

Major Demolition

1926



1962



1975



1979



1988



2021



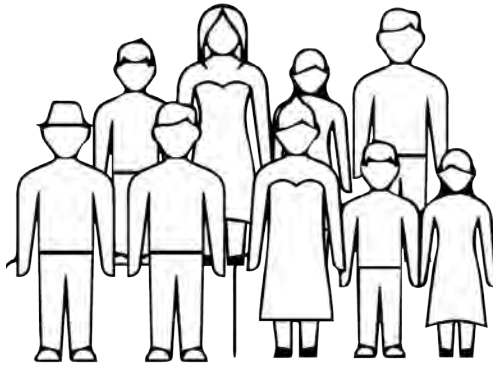
In the last century, Ogden faced residential development due to the presence of industrial area of CPR to the east of it. Workers began settling in Ogden which led to housings along Ogden Road in 1926. The settlements continued to develop inwards towards Bow River throughout the years. To the north of the site, the industrial legacy of Millican-Ogden continued throughout the early 1900s when a refinery, operated by Imperial Oil to the north of the site, opened in 1924 in what is now known as Refinery Park (sometimes called Old Refinery Park) and Lynnwood Ridge. Lynnview Ridge was built atop part of refinery lands. The major infrastructure of Glenmore trail was constructed in 1970s that put Ogden on the map of Calgary with major road connections to rest of the city. The Refinery Park was abandoned 30 years later (around 1979) due to the contamination of land. Environmental remediation of the site started was only recently completed within the past two-three years and turned into public park space. Due to the contamination of land, the Lynnview Ridge is not fit for built form. During this time, the athletic field of Pop Davies in the Northeast quadrant of Ogden was established that provided recreation to citizens as a whole. Currently, Ogden is a residential neighbourhood with high amounts of greenspaces that can be used as an opportunity for gathering spaces for the residents and citizens,





# COMMUNITY PROFILE

## OGDEN



**8,600**

Ogden Population



**\$72,698**  
Average  
Income

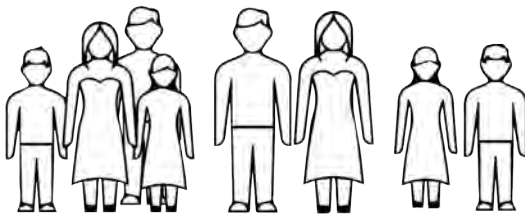


**22%**  
Low  
Income



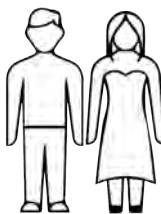
**40%**

Population of  
Ogden by 2042



**27.3%**

Families



**12.5%**

Elderly



**13.8%**

School-ages  
Children



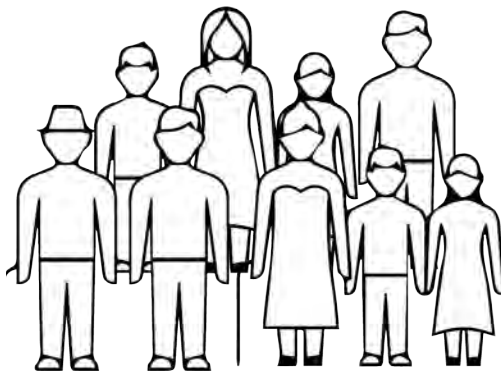
**65%**

Employed



**8%**

Unemployed



**1,239,220**

Calgary Population



**\$140,919**  
Average  
Income

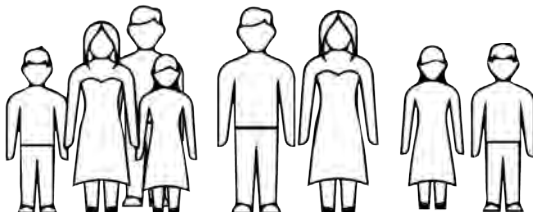


**8.9%**  
Low  
Income



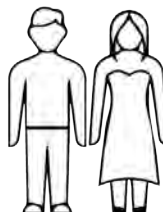
**35%**

Population of  
Calgary by 2042



**48%**

Families



**11%**

Elderly



**23.9%**

School-ages  
Children



**66.5%**

Employed



**9.3%**

Unemployed

Comparing Ogden's demographics with Calgary's, Ogden's population is set to increase by 5% more than the city's average by 2042, while the current amount of school-aged children present in the community is half of the amount of the city average. As well, the elderly population of Ogden is sitting at about one percent more than the city average,

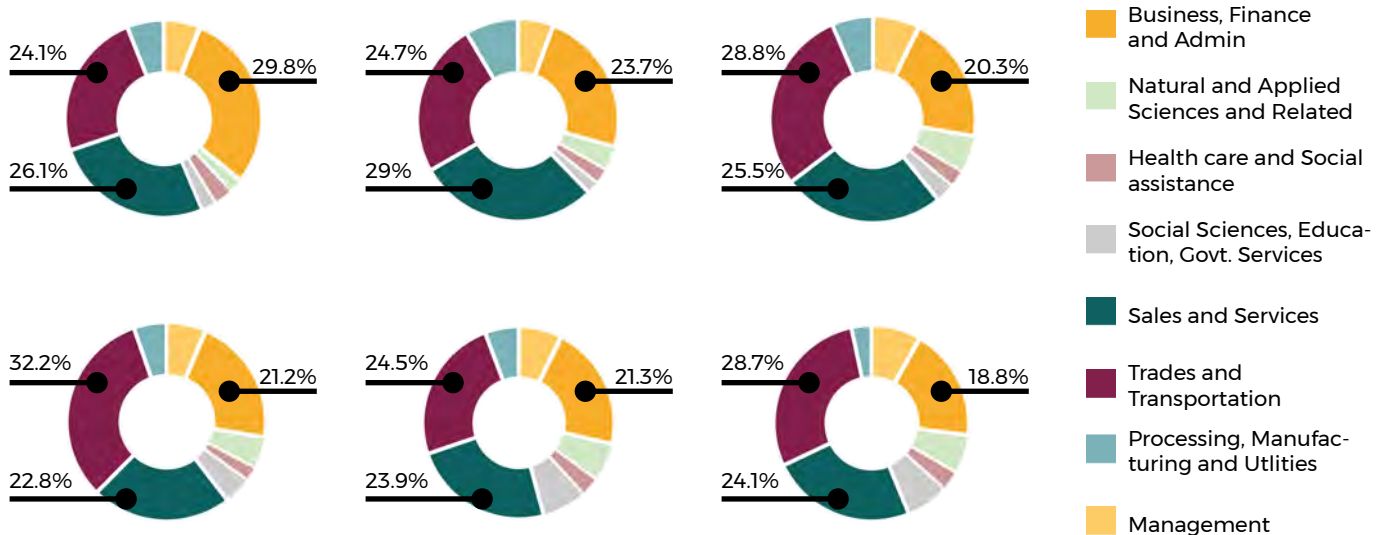


# OGDEN TRENDS

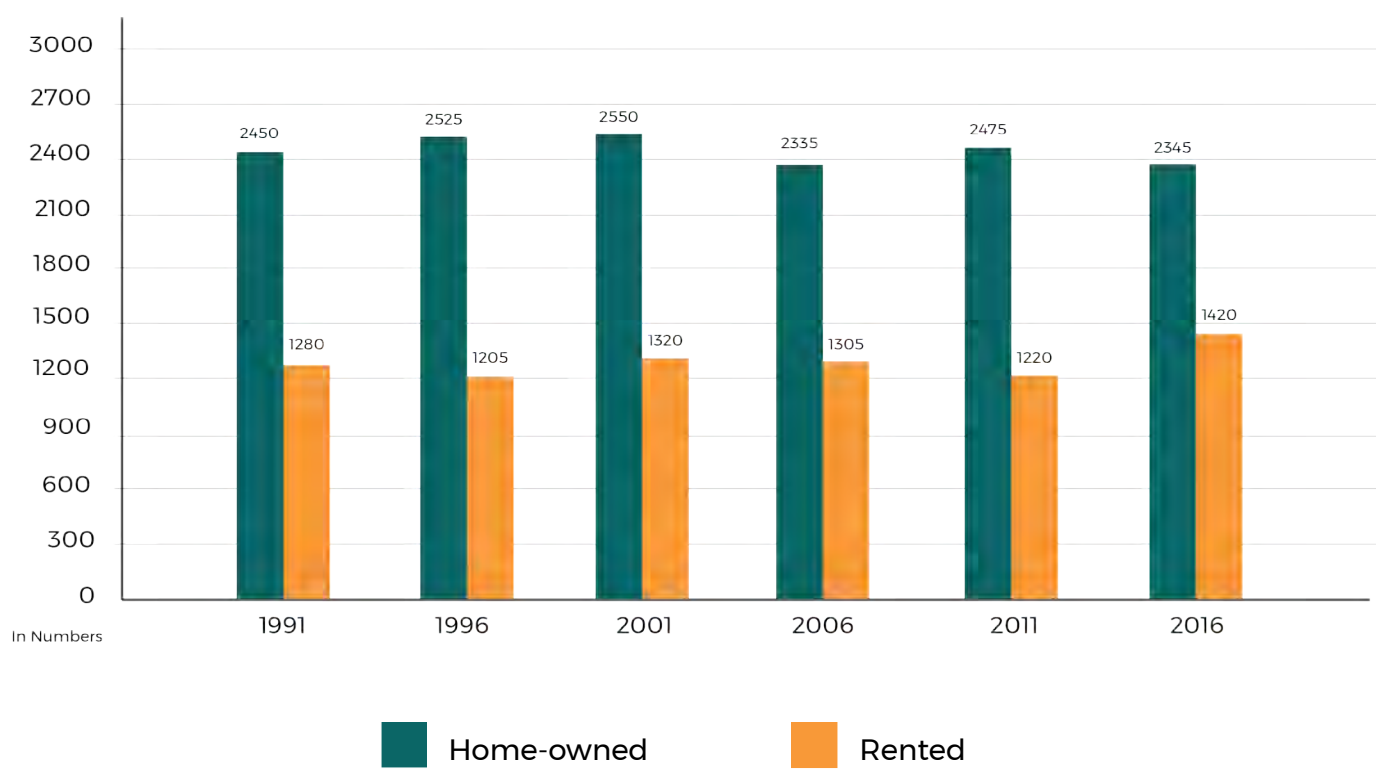
## AGE GROUP



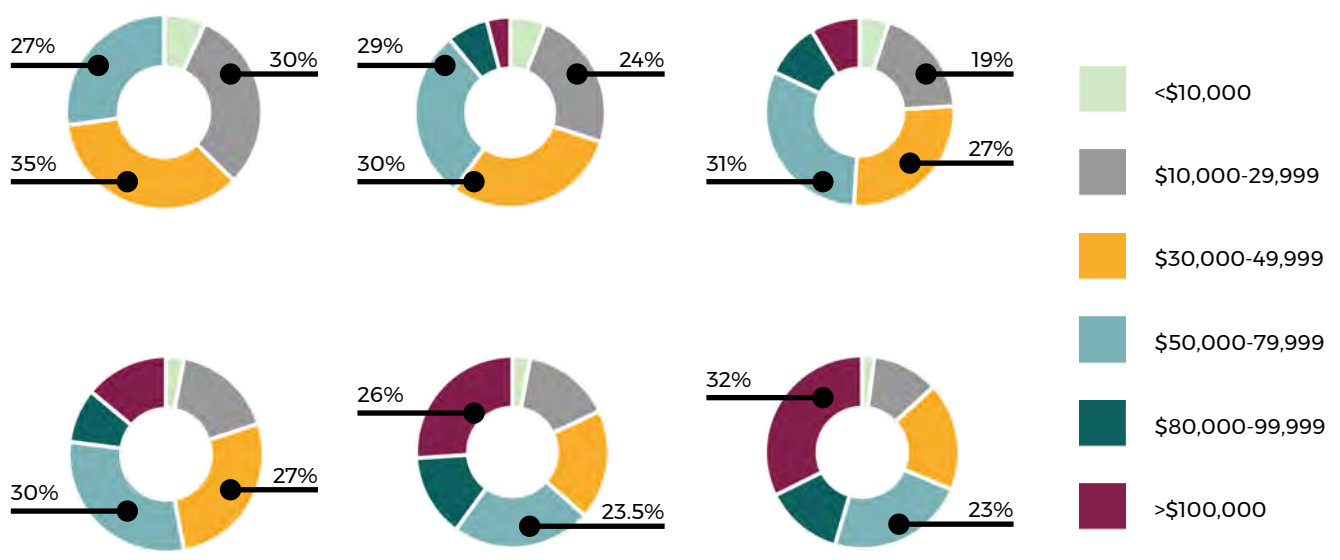
## OCCUPATION



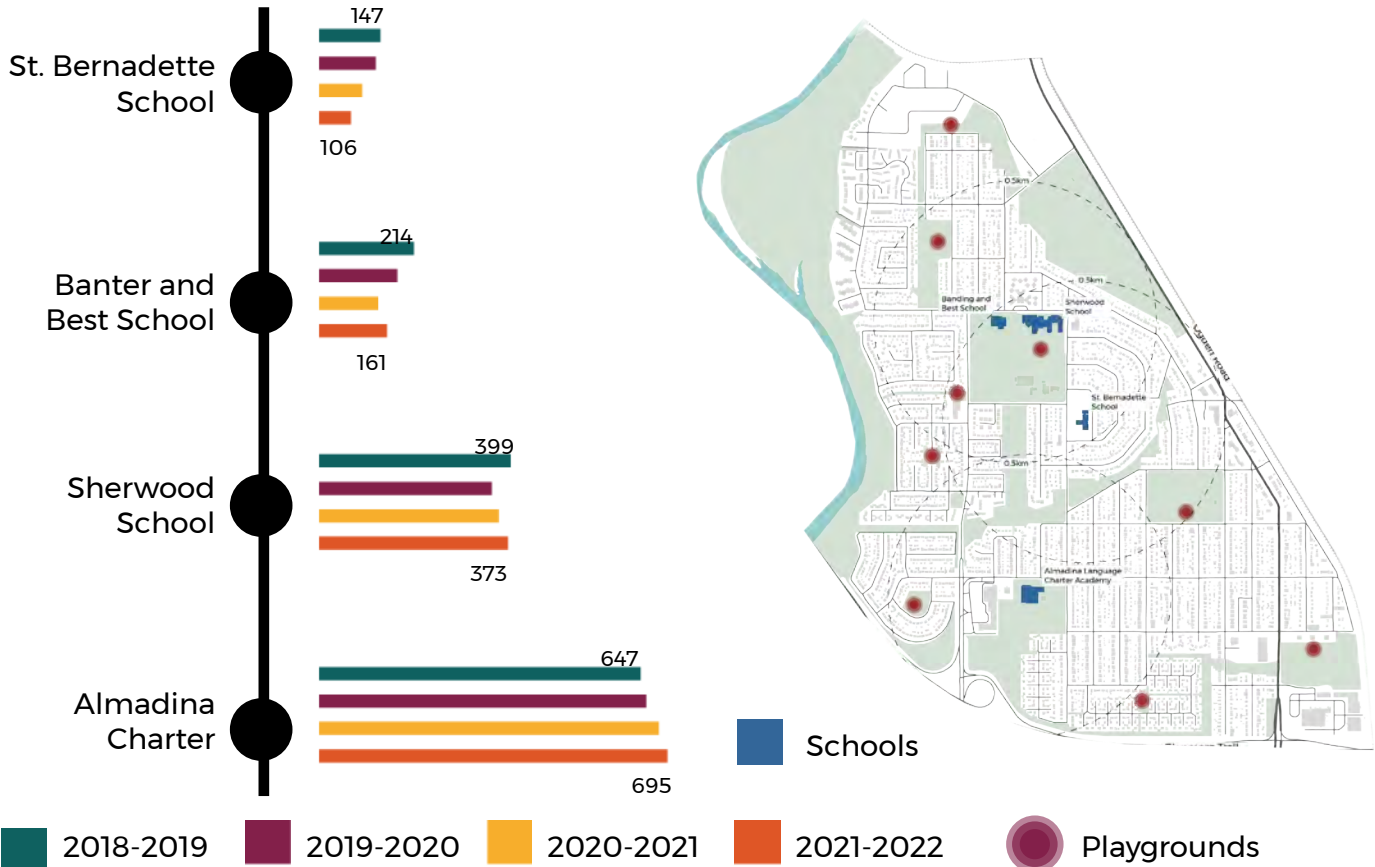
# TENURE DISTRIBUTION



# INCOME



SCHOOL PROFILE



FUNCTIONAL ANALYSIS

Unique bordering features



Interior activities & service areas



Local outdoor recreation



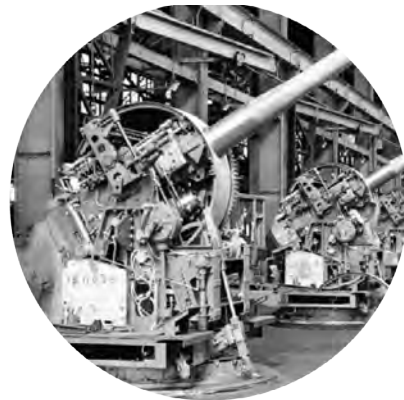


To know the full extent of Ogden, the trends from 1991 to 2016 were studied through Canada Census Profiles. Throughout the years, the demographics in the community are aging. The number of people between 0 and 19 has dramatically decreased. There are currently high number of people aged between 35 and 64 which indicates that Ogden is a neighbourhood that people look to settle. This leads to the explanation of tenure distribution in Ogden. Ogden predominantly being single-family residential neighbourhood, the number of homeowners is higher than renters throughout the years.

With industrial areas around Ogden, occupations of the community historically have remained consistent in the areas of management, trades, transportation and equipment operators, as well as sales and services. CPR being the main occupation attraction, trades and transportation ranges from 24% to 33% throughout the years followed by Sales and Services sitting between 22% to 29%.



Trades and Transportation - CPR



Sales and Services - Ogden Shops

With the decrease of the population of children, schools in the community have been faced with struggles of enrollment. The junior high and elementary students are served well by school options in three categories of public, catholic and charter schools. The school and nearby playgrounds infrastructure already exists in Ogden, but there are less children in the community than the infrastructure currently serves. An opportunity lies in attracting more children and families to the area to utilise existing infrastructure such as schools and playgrounds.



St. Bernadette School



Best and  
Banter School



Sherwood School



Almadina Charter

Ogden has a unique dynamic, as such, its operations are quite local and specific to their residents. The community is divided into neighbourhoods that are influenced by historical and topographical divisions. These neighbourhoods are generated from main roads, greenspaces, and amenities. Gathering spaces are thinly dispersed in the forms of a community association, and the Jack Settlers Arena.



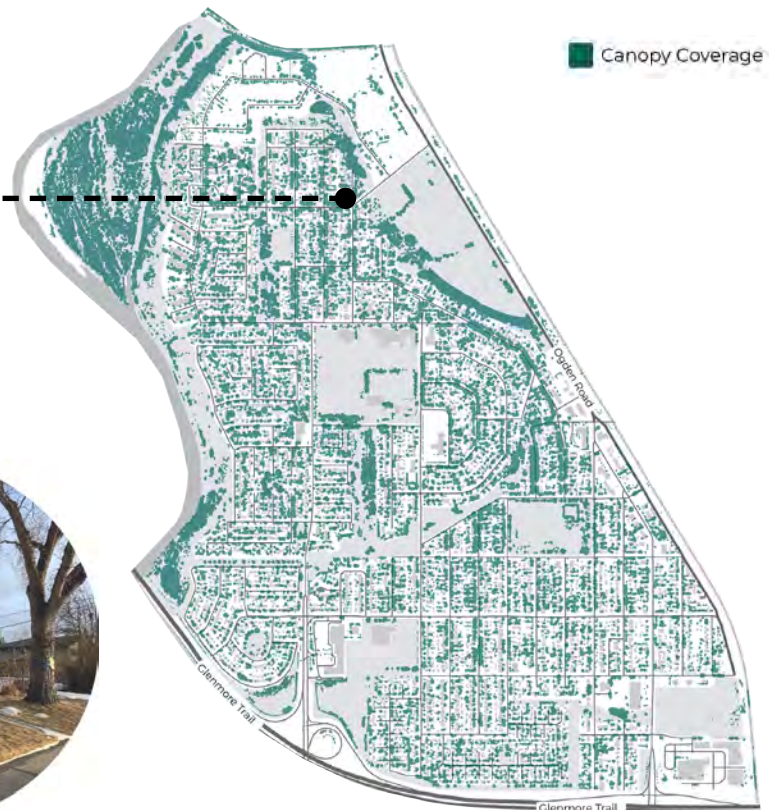


# NATURAL ENVIRONMENT

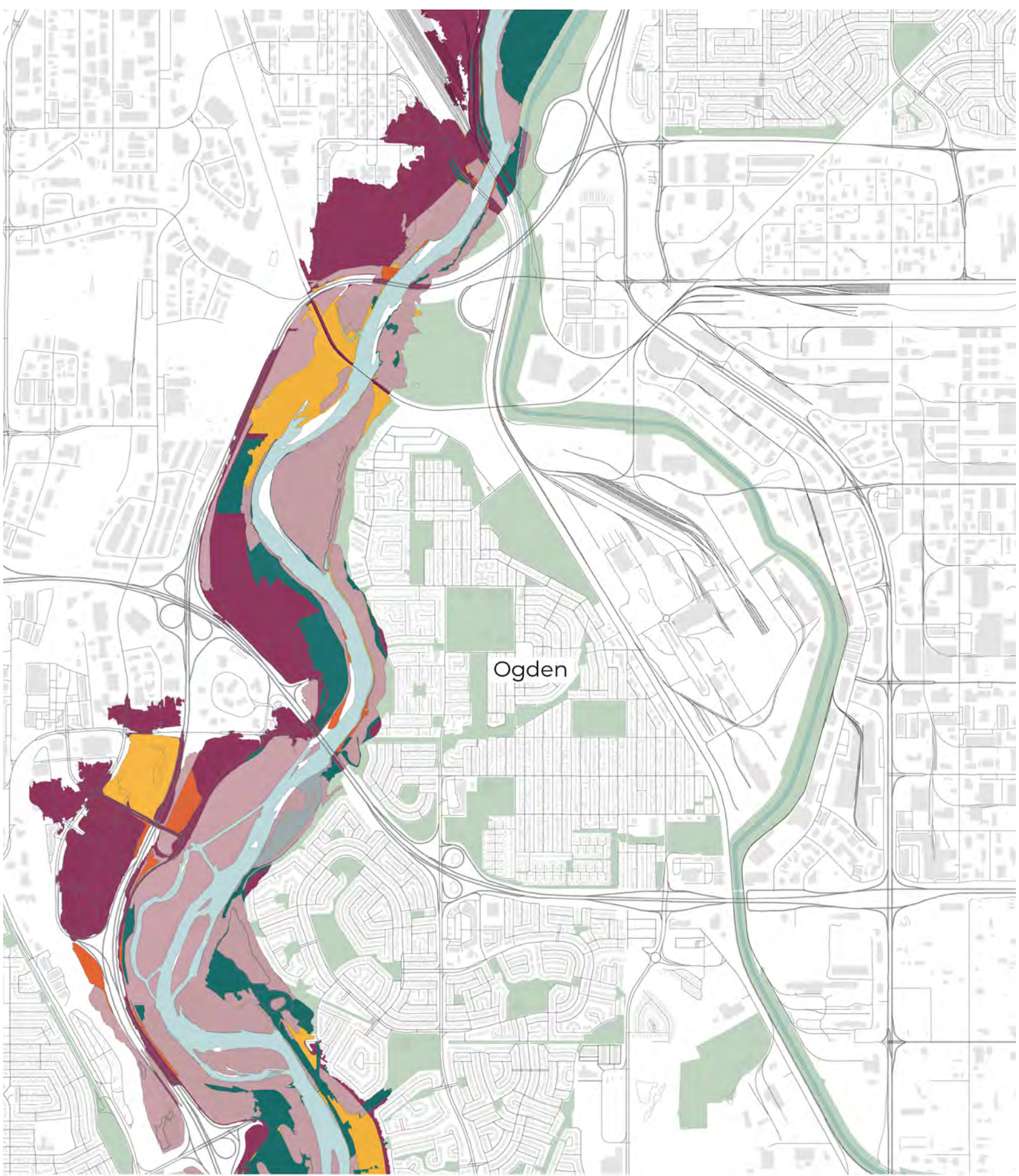
Ogden is located directly beside the highly active natural corridor of the bow river, with the Inglewood Bird Sanctuary to the north and Carburn Park to the south, and Beaverdam Flats to the west. Both Carburn Park and the Inglewood Bird Sanctuary serve as riparian habitats for wildlife. Straddling the community are environmentally sensitive conservation zones that act as both an environmental resource, as well as a public amenity, such as Beaverdam Flats.

With confluence of Bow River and Elbow river, Calgary is prone to floods. However, floods in the bow river have left Ogden historically unaffected given its topography, but have affected access to beaver dam flats in these flooding events. In the 2013 flood, infrastructure that allowed communities to gather was damaged in beaver dam flats. However, floods are a consideration for access to natural amenities, but are not a high risk to the built environment. Within the built environment, considerations must be made regarding the protection of temporary streams.

Tree canopy coverage within the community is high, with many types and ages of trees available. Density of trees creates a vibrant canopy over the community that should be protected. With ancient trees covering the canopies of the community, the City of Calgary placed “protected tree” notices to make the public and developers aware of the trees that are not to be touched.



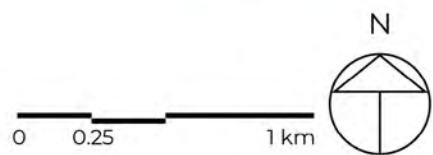




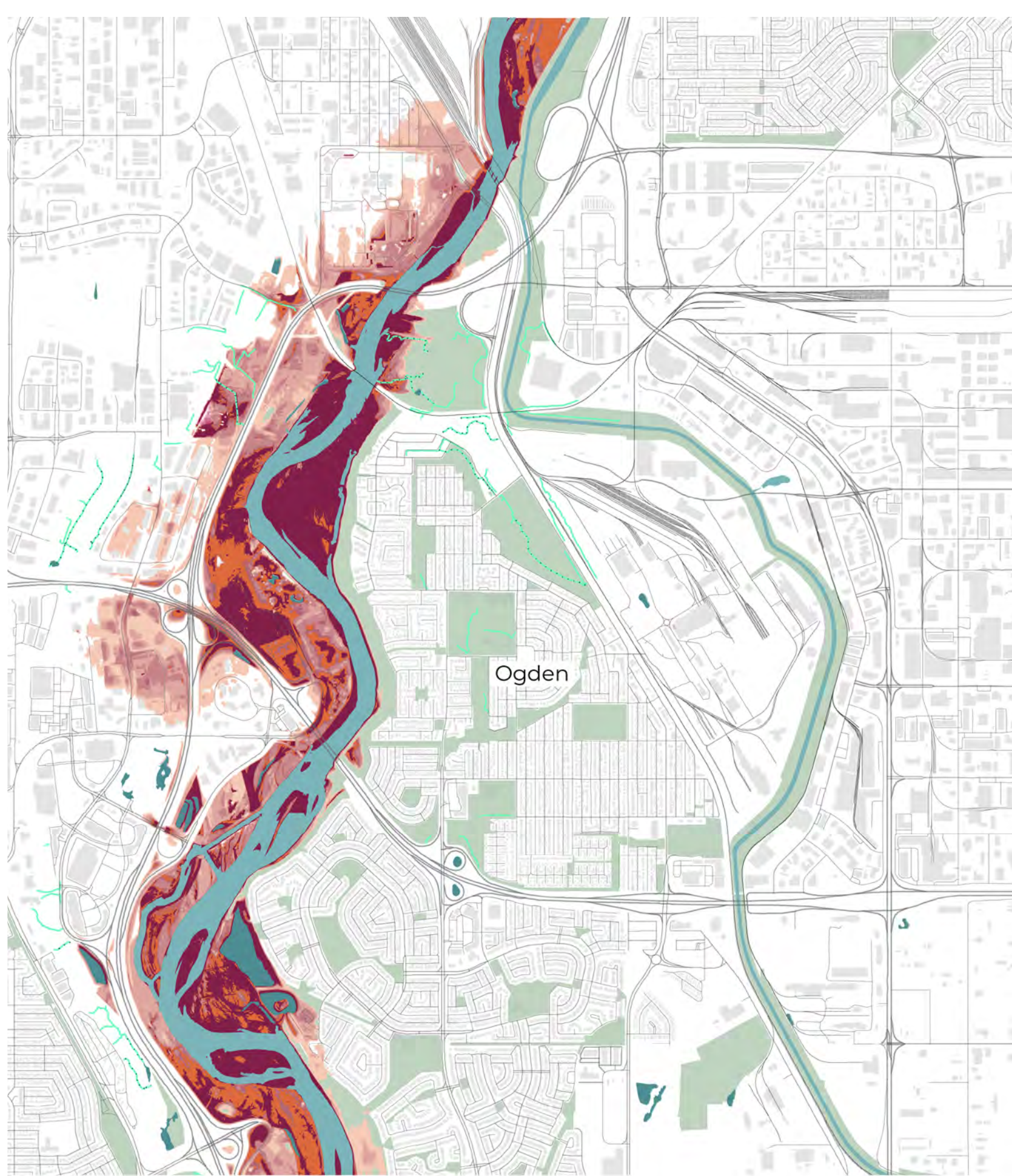
Ogden

## RIPARIAN MANAGEMENT

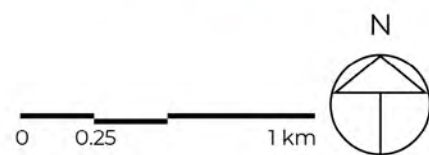
- |                   |                         |
|-------------------|-------------------------|
| Developed Zone    | Recreation Zone         |
| Conservation Zone | Flood & Erosion Control |
| Restoration Zone  | Green Space             |
|                   | Water Course            |







## HYDROLOGY



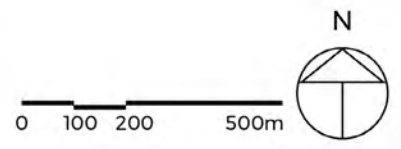


Ogden is located directly beside active natural corridor of the bow river, with the inglewood bird sanctuary to the north and carburn park to the south, and beaverdam flats to the west. Both carburn park and the inglewood bird sanctuary serve as riparian habitats for wildlife. Straddling the community are environmentally sensitive conservation zones that act as both an environmental resource, as well as a public amenity, such as Beaver Dam Flats.

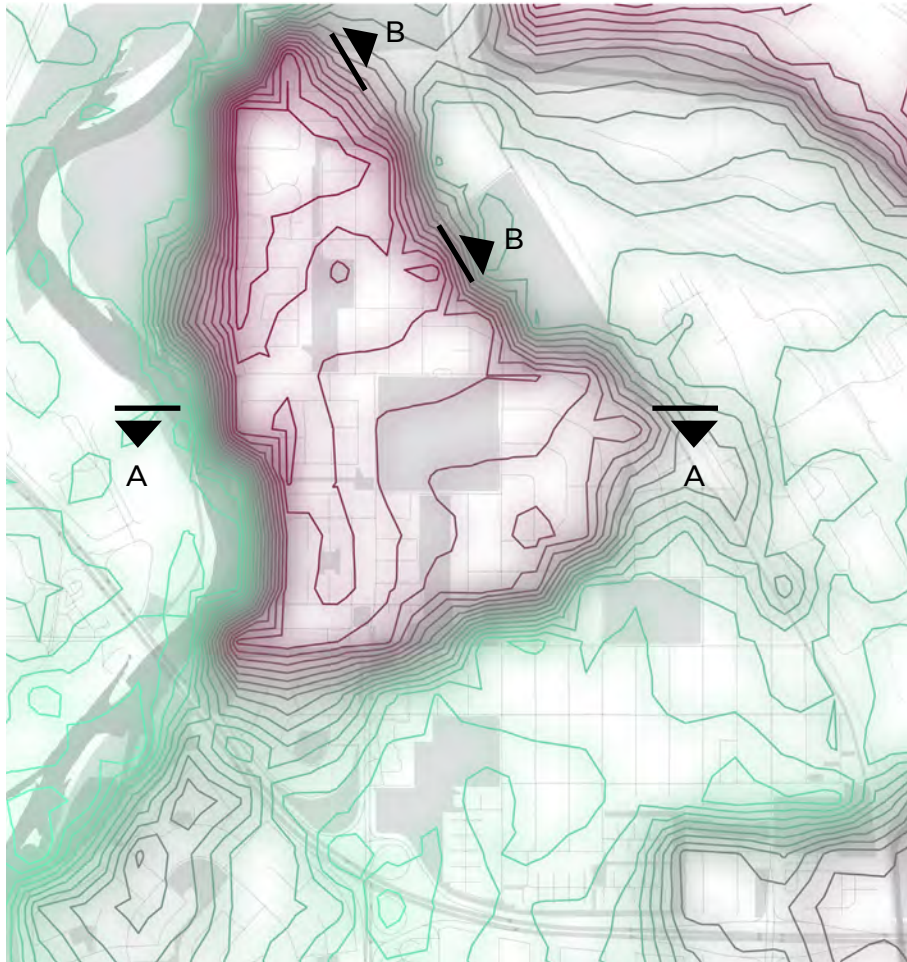


### NATURAL LANDSCAPE

- |                      |                           |                   |
|----------------------|---------------------------|-------------------|
| Balsam Poplar Forest | Upland Tall Shrubs        | Dog Parks         |
| Greenlands           | Cultivated Open Spaces    | Baseball Diamonds |
|                      | Built Recreational Spaces |                   |

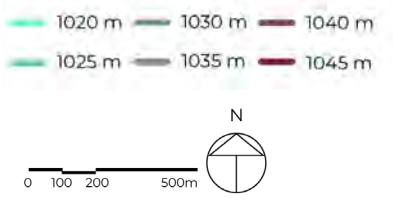


# TOPOGRAPHY

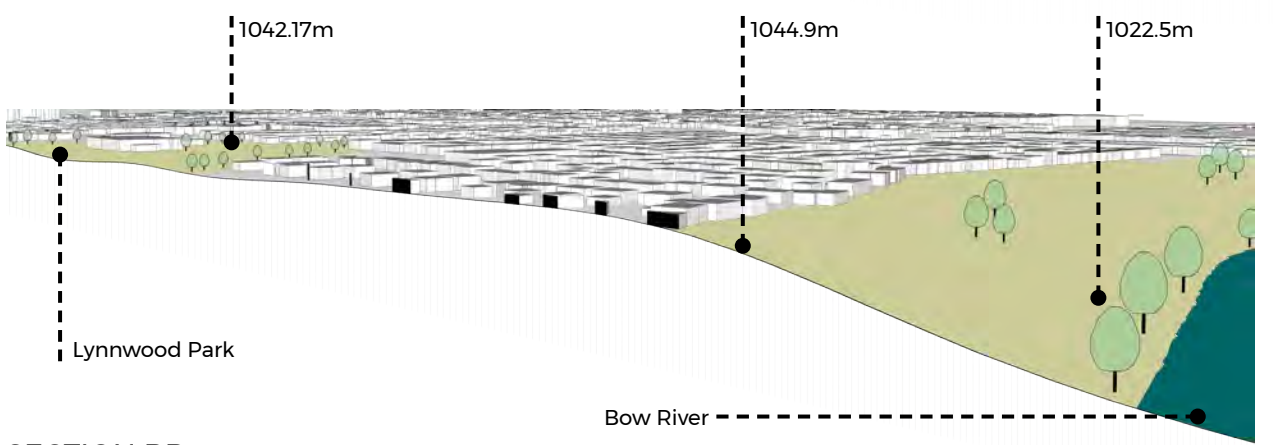
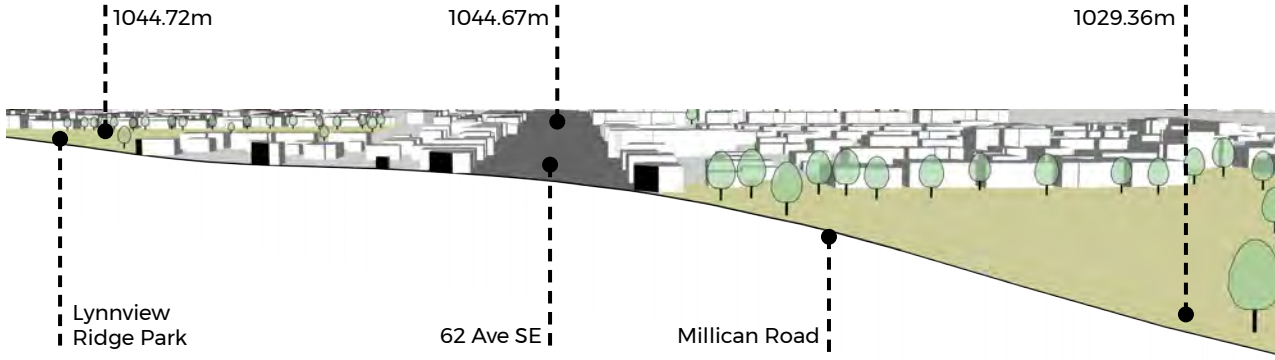


Elevation within Ogden depicts a topographical separation of the community as a whole. - the plateau on the north side and the flats on the south. The steepest sections run along the ridge to the west and descend to the river. Topography presents constraints for new development along the slopes and opportunity on the plateau and flats.

## CONTOUR ELEVATION



### SECTION AA



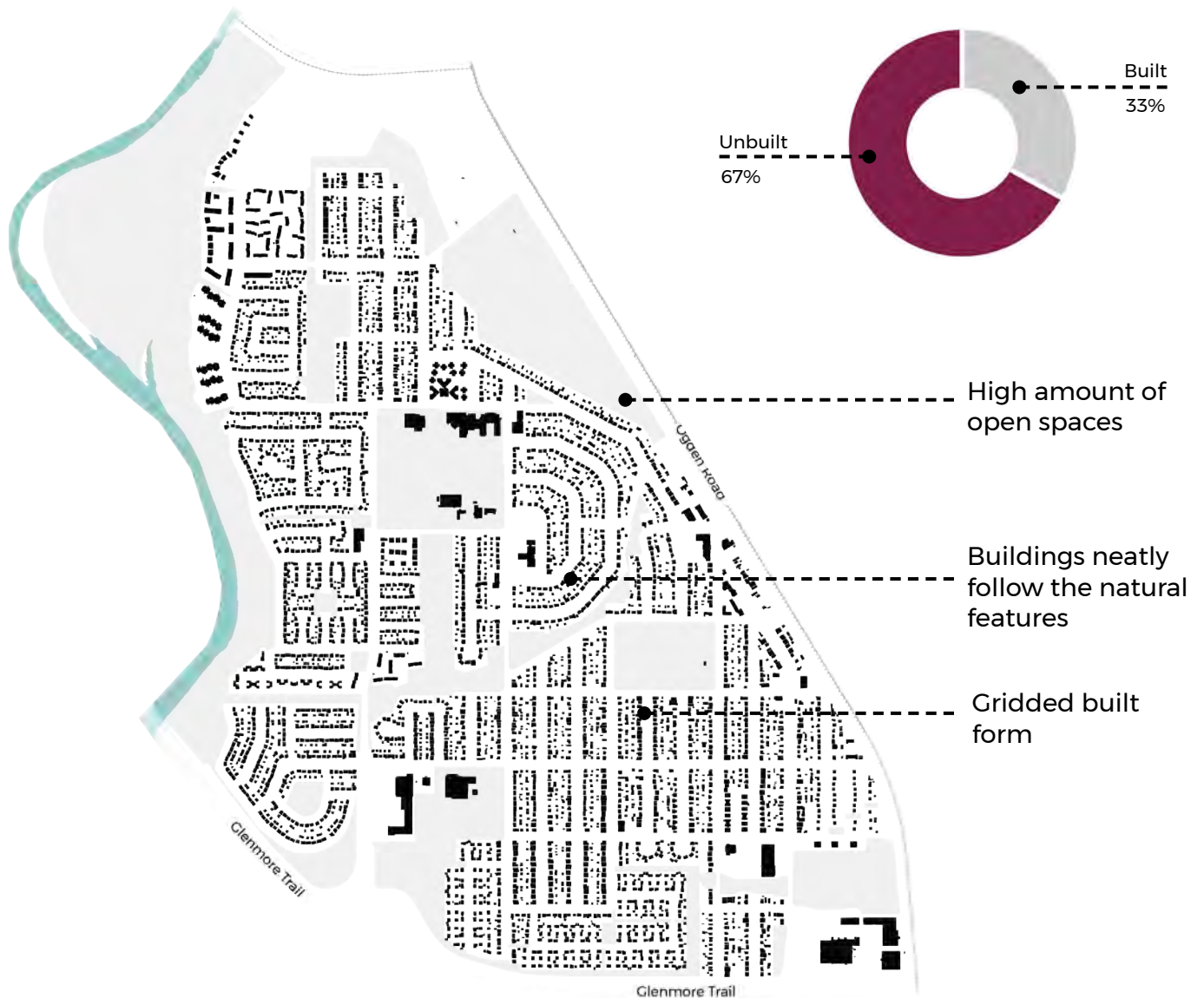
### SECTION BB





# HOUSING

## FIGURE GROUND



A figure ground diagram is a contrast map of an urban space that shows the relationship between built and unbuilt space. The building density is high and the population does not necessarily reflect the same density. The built forms follow the natural features of the community further shaping the roads and the supporting infrastructure. At first glance, Ogden has gridded street patterns that resulted in linear built form map.



# LAND USE

Land use is used to describe the human use of land. It represents the economic and cultural activities, for example, agricultural, residential, industrial, mining and recreational uses that are allocated to a parcel. Land use involves the management and transformation of natural environment or land into built environment such as settlements. Land use facilitates the assessment of environmental impacts and potential or alternative uses of land.

Ogden is predominantly a residential neighbourhood with high percentage of parks and open spaces. This community is covered with 31% of park and open spaces which is high compared to typical neighbourhoods with 10% of parks and open spaces. The surrounding industrial areas of CPR attracted workers to Ogden and surrounding neighbourhoods creating currently about 49% of low residential areas and 5% of Mid-density Residential in the community. These residential areas are supported with other land uses of institutional, commercial, and direct control in the remaining 15% of Ogden's area. Ogden being a heritage community, direct control land use districts are designated for parcels of unique characteristics or innovative design and requires specific regulations that are not available in other land use districts.



Residential - Low Rise



Residential - Mid Rise



Commercial



Institutional

## ZONING CONSIDERATION

Zoning refers to municipal or local laws or regulations that govern how property can and cannot be used in certain geographic areas. Zoning outlines what types of developmental and operational use of land is allowed on a given parcel. It is used to separate districts and neighbourhoods to promote economic development, control traffic flow, manage noise levels and protect resources.

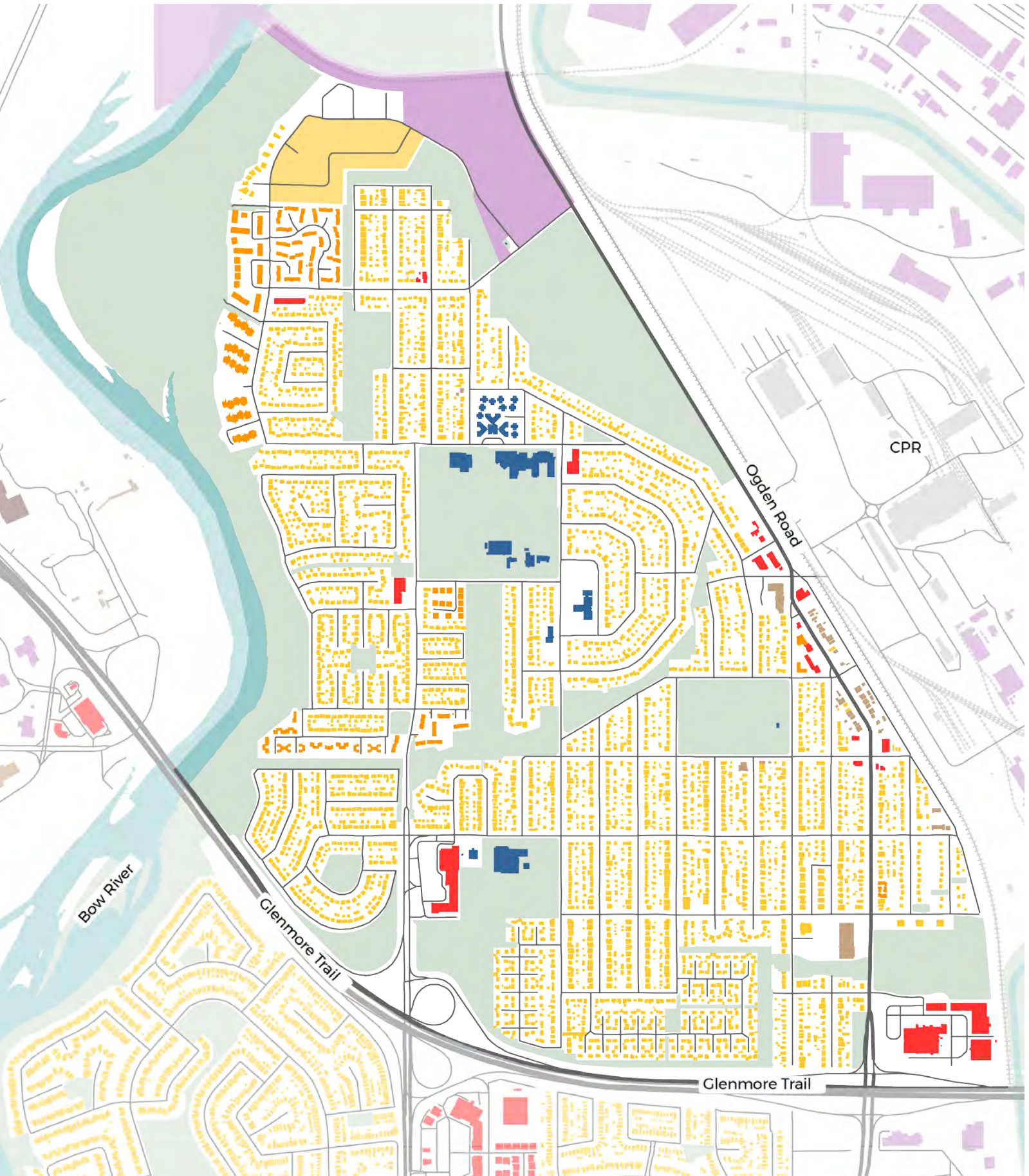
In Ogden, there are types of residential zoning - RC-1, RC-2 and M-C1. These uses are translated to single detached housing and semi-detached housing, as well as low-rise apartment buildings and townhouses. There is a clear visual clustered zoning of RC-1 and RC-2 and a future potential pressure for rezoning of parcels near LRT station for transit oriented development is found. There are opportunities to implement zoning that would encourage a more diverse housing stock that may attract young families and new businesses to the area.

## PARCEL OWNERSHIP

The parcel ownership within Ogden tends towards privatized ownership particularly in relation to residential land uses; however, open spaces are owned by the city. The smaller parcels may present a challenge to development because the developers could have to acquire multiple lots for redevelopment. There is a risk of tensions with landowners for redevelopment within this area because of the potential for lengthy land acquisitions. Due to these reasons, the city owned parcels are seen as an opportunity to develop.

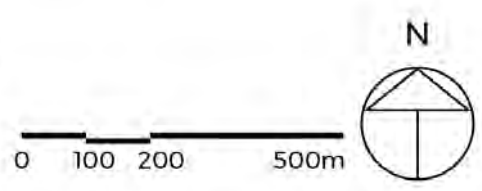




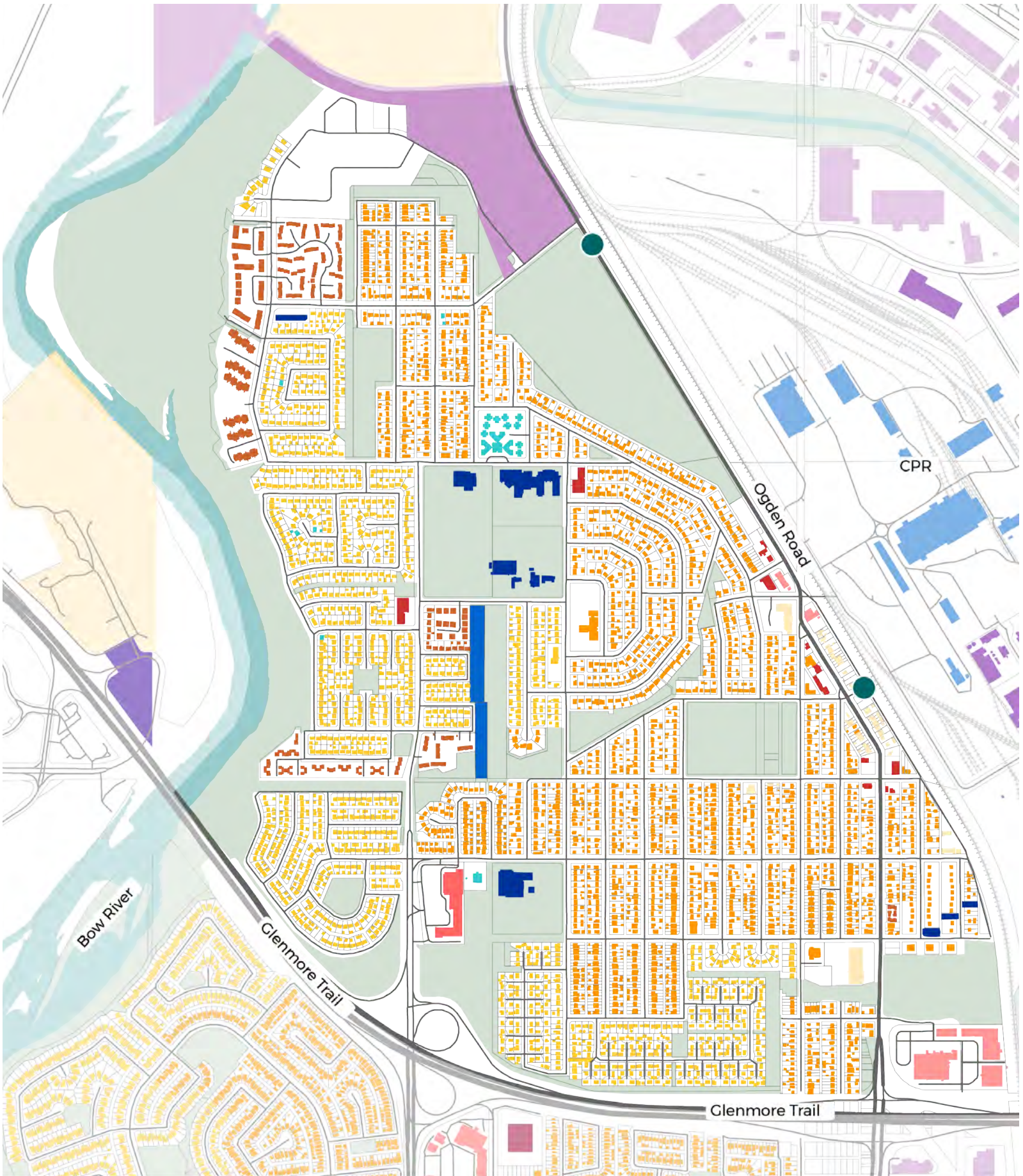


LAND USE

- |                           |                       |
|---------------------------|-----------------------|
| Residential - Low Density | Institutional         |
| Residential - Mid Density | Parks and Open Spaces |
| Commercial                | Major Infrastructure  |
| Industrial                | Direct Control        |





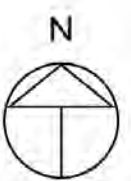


# ZONING

- |  |   |
|--|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> R-C1 | <span style="display:inline-block; width:15px; height:15px; background-color:darkred; border:1px solid black;"></span> C-N    |
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> R-C2 | <span style="display:inline-block; width:15px; height:15px; background-color:teal; border:1px solid black;"></span> S-C1      |
| <span style="display:inline-block; width:15px; height:15px; background-color:brown; border:1px solid black;"></span> M-C1  | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> S-CRI     |
| <span style="display:inline-block; width:15px; height:15px; background-color:pink; border:1px solid black;"></span> C-COR  | <span style="display:inline-block; width:15px; height:15px; background-color:darkblue; border:1px solid black;"></span> S-CS  |
| <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> C-C1    | <span style="display:inline-block; width:15px; height:15px; background-color:lightyellow; border:1px solid black;"></span> DC |

- Land Parcel
- Future LRT Station

0 100 200 500m

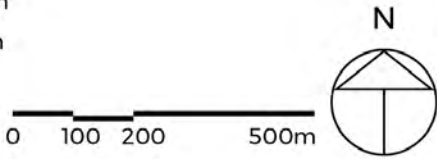






PARCEL LAYOUT

- |                      |                      |
|----------------------|----------------------|
| 0 - 5,000 sq.m       | 43,001 - 70,000 sq.m |
| 5,001 - 19,000 sq.m  | 70,001 - 15,000 sq.m |
| 19,001 - 43,000 sq.m | City Owned Parcel    |

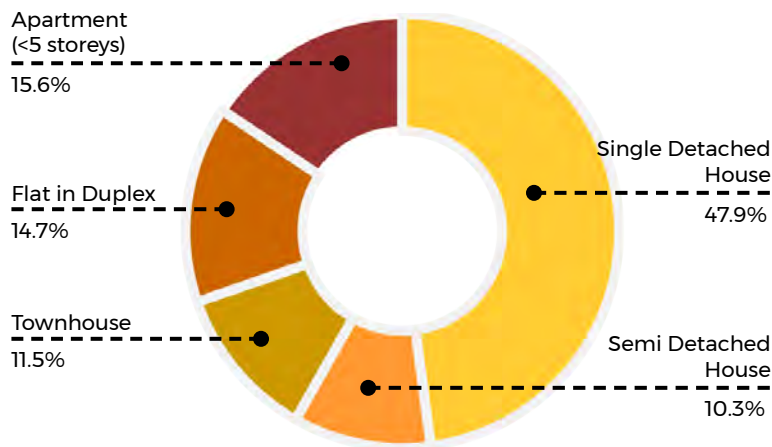




# HOUSING TYPOLOGY

Housing typology at Ogden is clustered with single detached, semi-detached, townhomes and apartments. At a first glance, Ogden is filled with 47.9% of single detached housing which is mostly occupied with families, while duplex housing occurs at just over 10%. It is covered with 15.6% of apartments in the northwest quadrant of Ogden.

In addition, clustered detached housing built in or around the time of the genesis of Ogden creates historic districts to the north of Lynnwood Park and along 76 avenue and Ogden Road. These districts present an opportunity to integrate historic housing into developments and maintain districts. The rich history and the heritage districts of the community should be integrated into future development considerations. Diversifying housing stock may increase the population of young families and children so that amenities such as schools continue to run and provide housing opportunities to varying income.



## HOUSING TYPOLOGIES



Single Detached



Semi Detached



Townhome



Apartment

## HERITAGE HOUSES



1912



1914

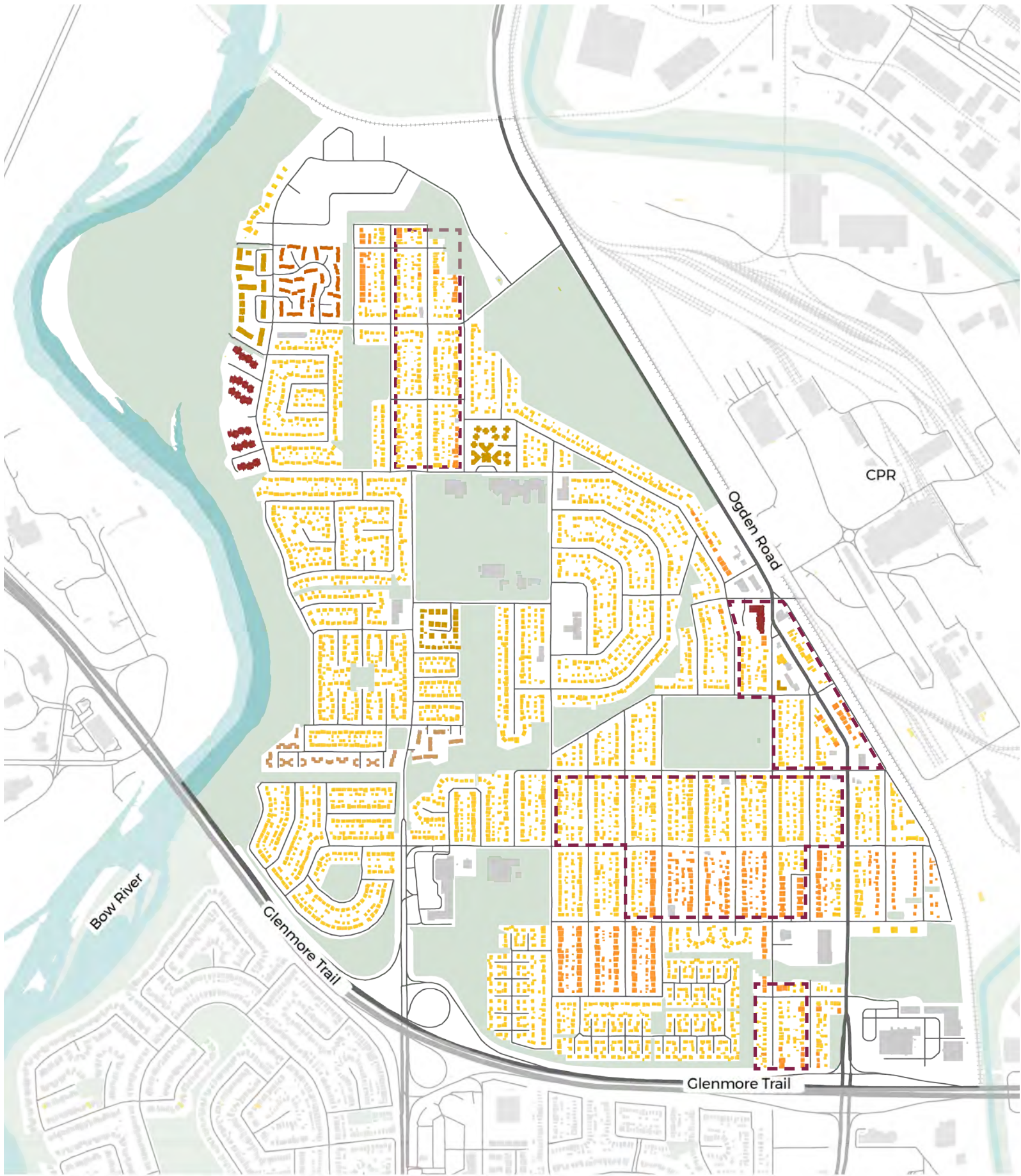


1914



1930





## HOUSING TYPOLOGY

- |   |                        |  |                               |
|---|------------------------|--|-------------------------------|
|  | Single Detached Houses |  | Apartments / Flat in a Duplex |
|  | Semi-Detached Houses   |  | Apartments (<5 storeys)       |
|  | Townhouses             |  | Heritage Districts            |

0 100 200 500m





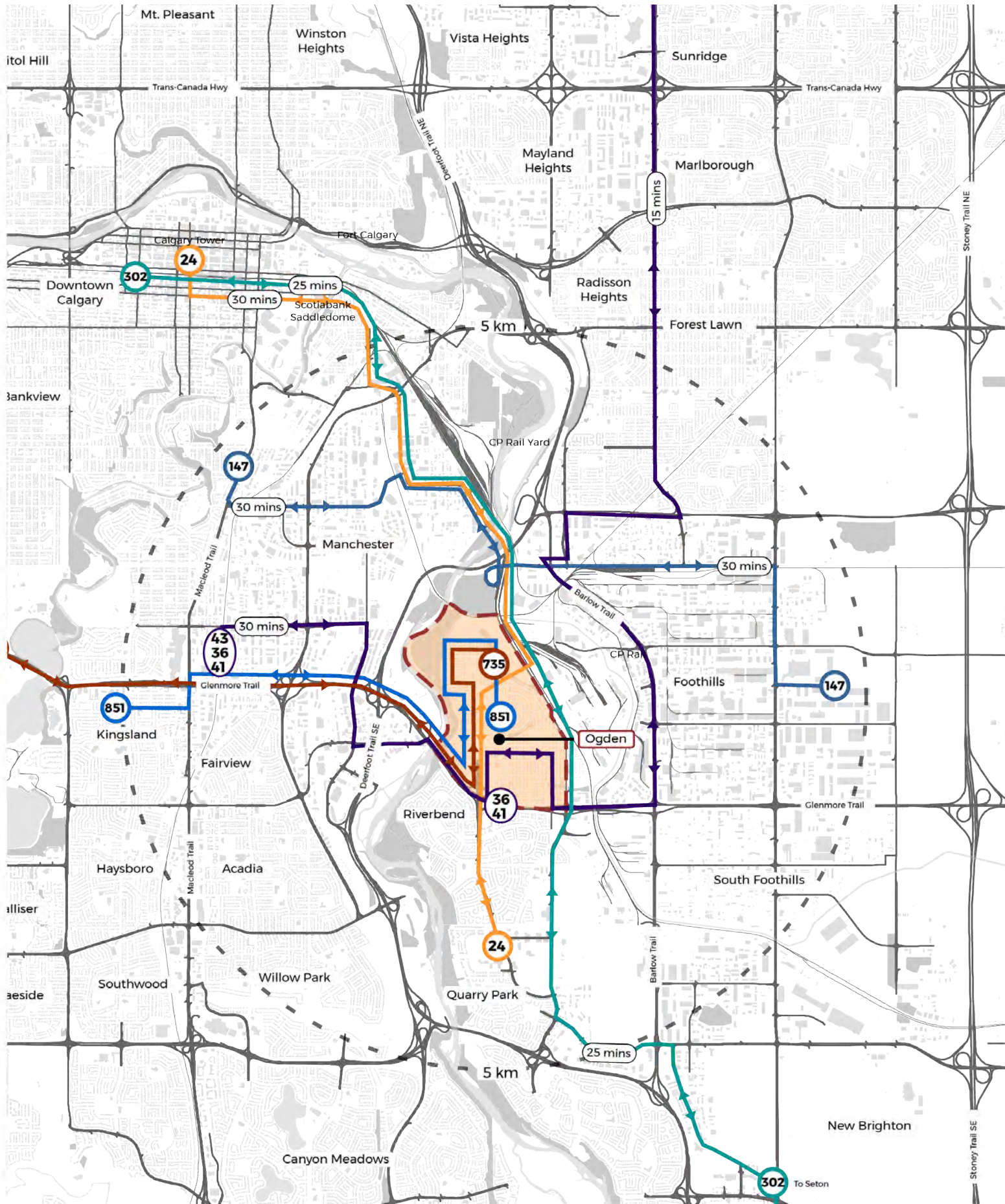
# INFRASTRUCTURE

Ogden is highly connected by transit to the rest of the city transit network. Bus routes serve many people in the neighbourhood, and distinctly high school students that are using transit to access high schools outside of the community. These routes easily connect to LRT stations and commercial centres such as Downtown, Foothills and Quarry Park.

Within Ogden, bus stops are dense and frequently occurring due to high demand. As well, high density of bus stops within the area awards commuters with many destination options. However, to currently MAX BRT services, neighbours are forced to walk around Glenmore trail to the teal line, putting pedestrians in conflict with high speed vehicular traffic. In light of this, the incoming green line stations present an opportunity to seamlessly and safely link existing transit infrastructure to new stations.







# CONTEXT MAP - BUS ROUTES

43

735

24

851

147

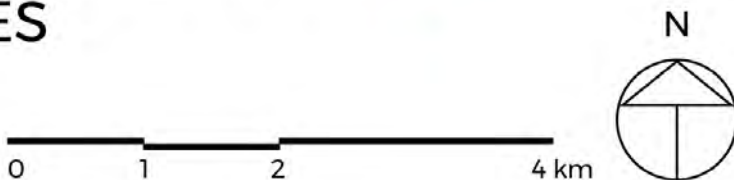
302

xxx

 Bus Frequencies

xx

 Bus Number



Runs every 15 mins

-



# MOBILITY

Mobility connections consists of walking and cycling infrastructure, and established road infrastructure. A great potential was found in holistically implementing active infrastructure in future developments. There are opportunities to increase trail access from the Bow River Pathway to Ogden Road for greater connectivity and ability to have multi-modal transportation options for the community and the city.

A location of particular interest is at Millican Road; however, constraints surrounding slope grade and winter conditions may be a barrier to accessible active transportation at this location. In addition, there are opportunities to connect on-street cycling infrastructure on collector streets.

However, abrupt endings in bike lanes presents an opportunity to seamlessly connect bow river pathway to various major roads of Ogden making the community more cycle-friendly. The priority of mobility must be reversed giving priority to biking, pedestrians and transit and reducing the usage of private vehicles.



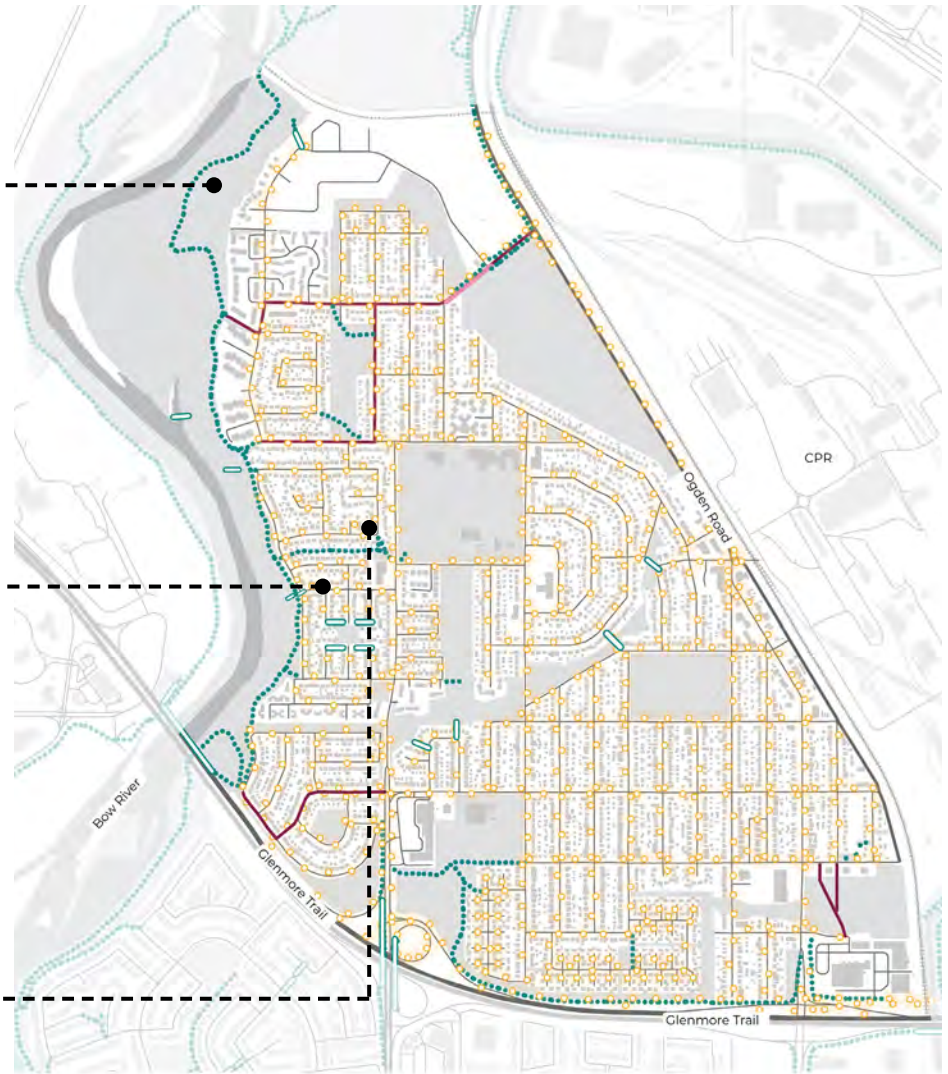
Active edge conditions



Well-connected



Well-lit pathways



## ACTIVITY & SAFETY

- Street Light
- On-Street Bikeway
- Pathway Connector
- Paved Pathway
- Bicycle Lane

0 100 200 500m

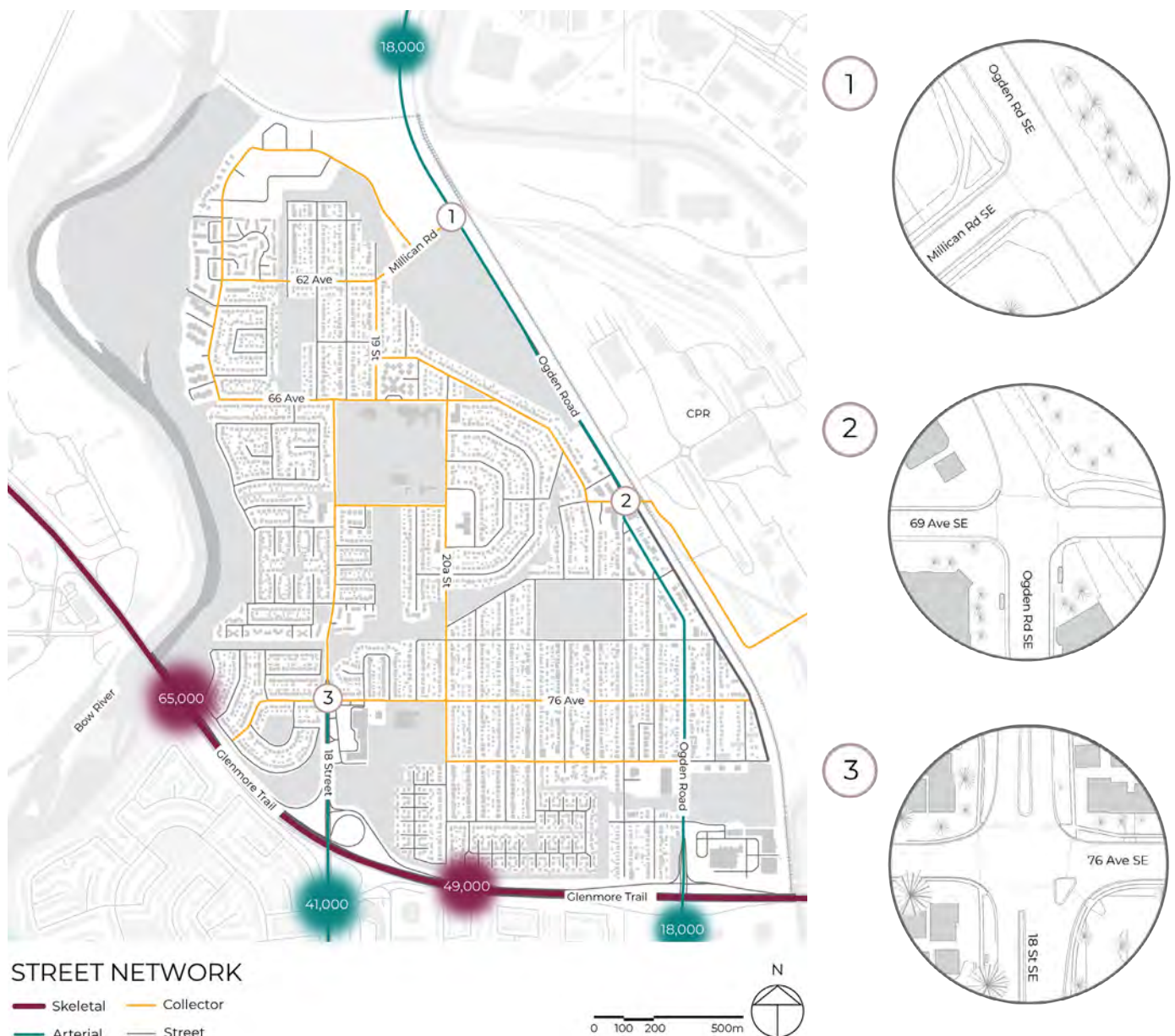




# STREET NETWORK

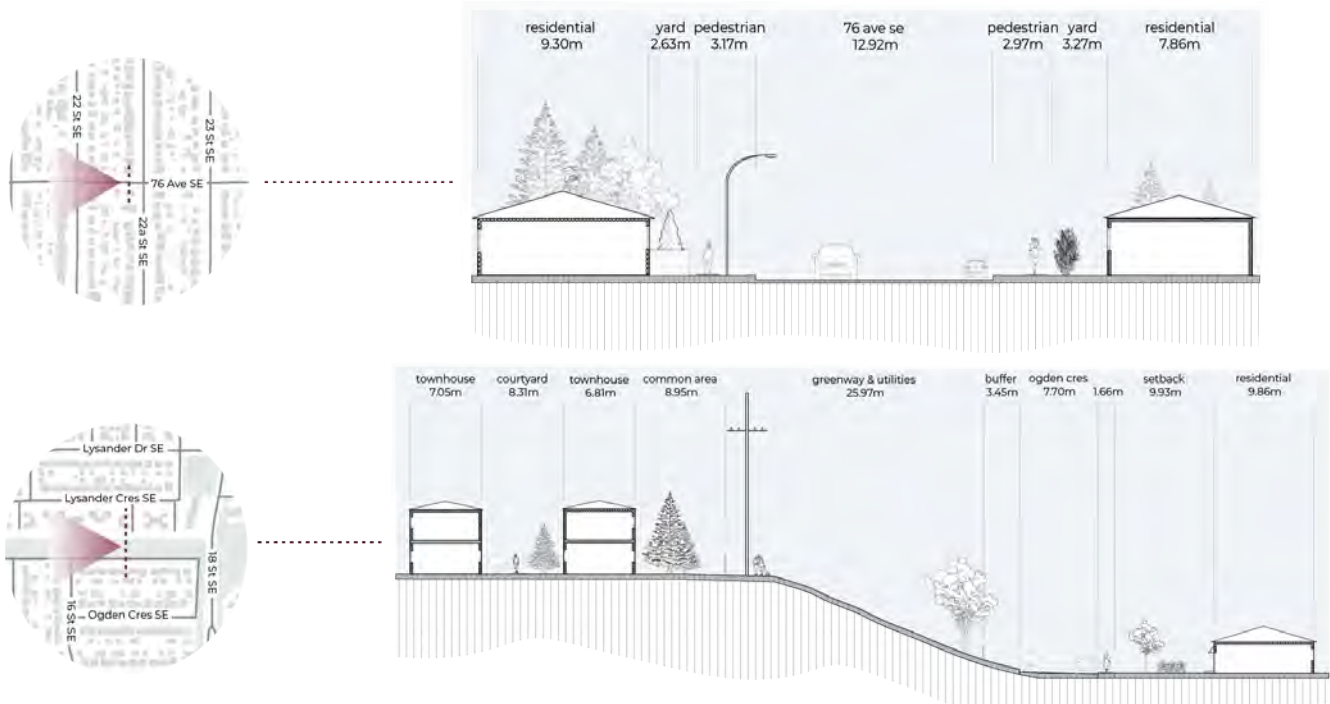
Ogden is connected to the city with major road infrastructure with Glenmore trail to the south and Ogden Road to the east. Ogden Road often serves as a low congestion backdoor route to downtown. Hence Glenmore trail and Ogden Road have high traffic volumes of cross city commuters. Ogden is connected with 18th St. and Ogden Road from Glenmore trail and various openings to Ogden Road.

The three intersections of 1. Millican Road and Ogden Road; 2. Ogden Road and 69th Avenue; 3. 76 St. Avenue and 18th St. shown below were noted where busier arterial streets meet collector streets and connect the community to the greater context. These intersections are “first impressions” for the community of Ogden and must be designed well for convenience of all modes of transportation and enhancing public realm with public arts and installations.



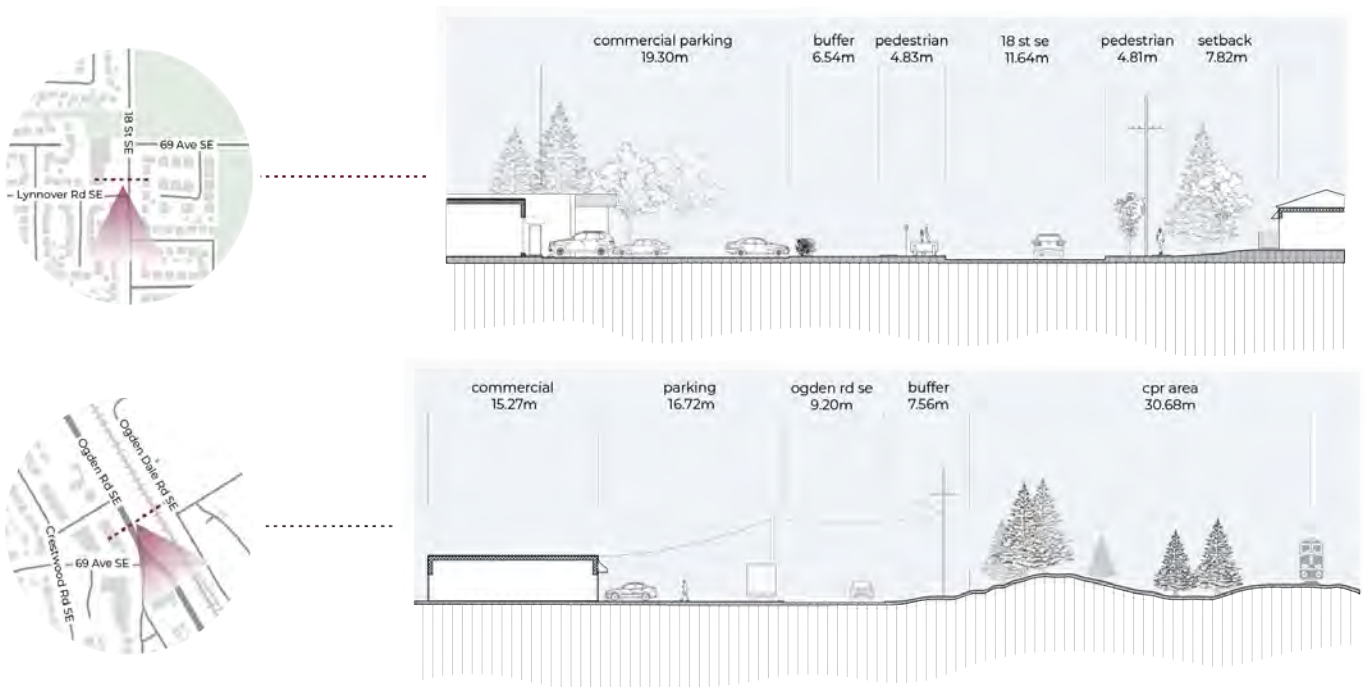
On a smaller scale, along 76 Avenue, the street width gives an opportunity to create complete streets and give options of multi-modal transportation and various housing diversities with active street frontage along this corridor.

The topography, greenspace and utility lines in Ogden creates a disconnect along greenways in the community, and an inner community slope differential.



The opportunity of redevelopment along commercial avenues (18th St.) is to utilise parking lots for people-oriented development.

The opportunity for people-first planning between the main street of Ogden Road is found along the connection of CPR industrial and residential streets. Sufficient widths and lost space exist within this corridor, giving rise to opportunities for greater active mobility connection,

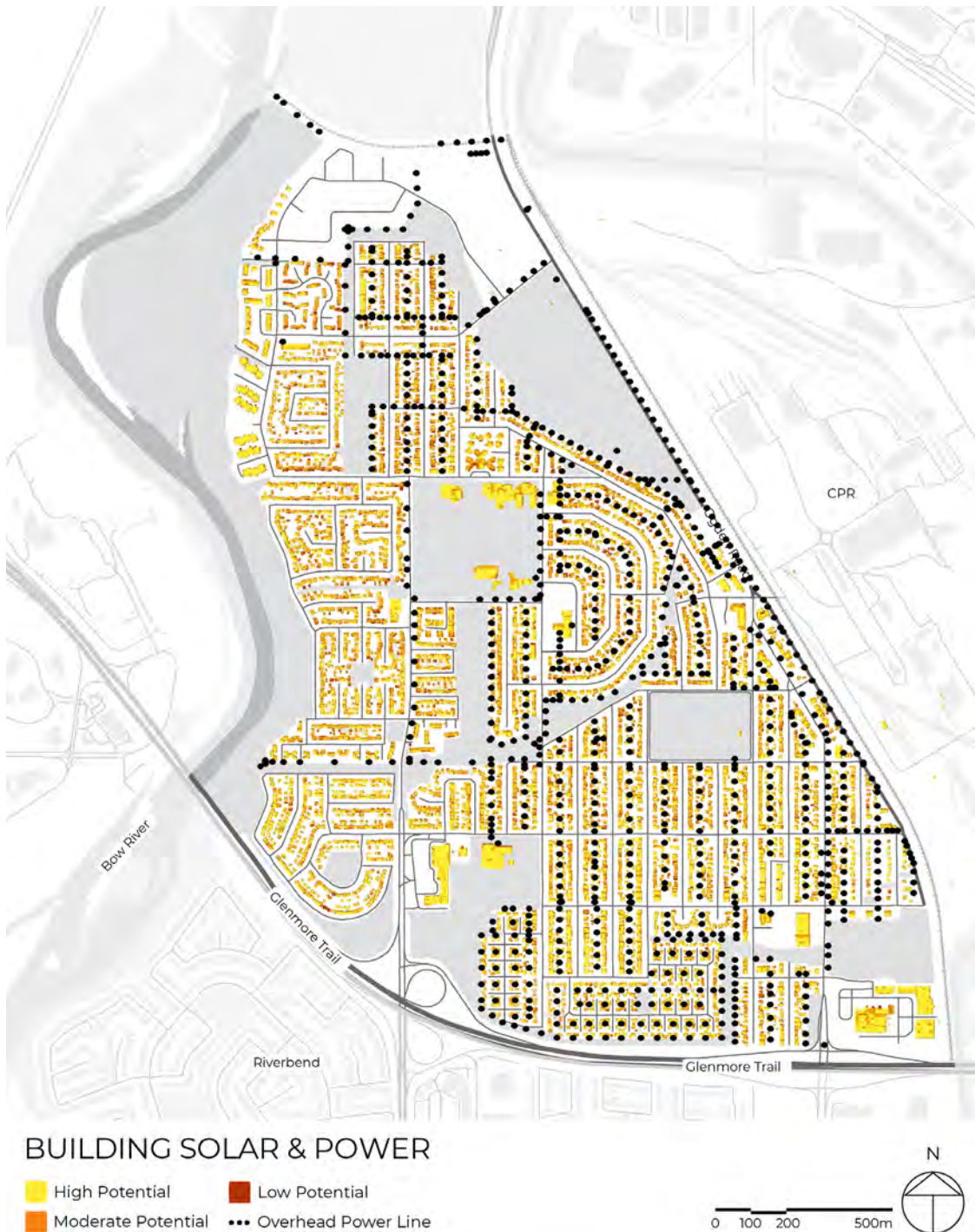




# POWER INFRASTRUCTURE

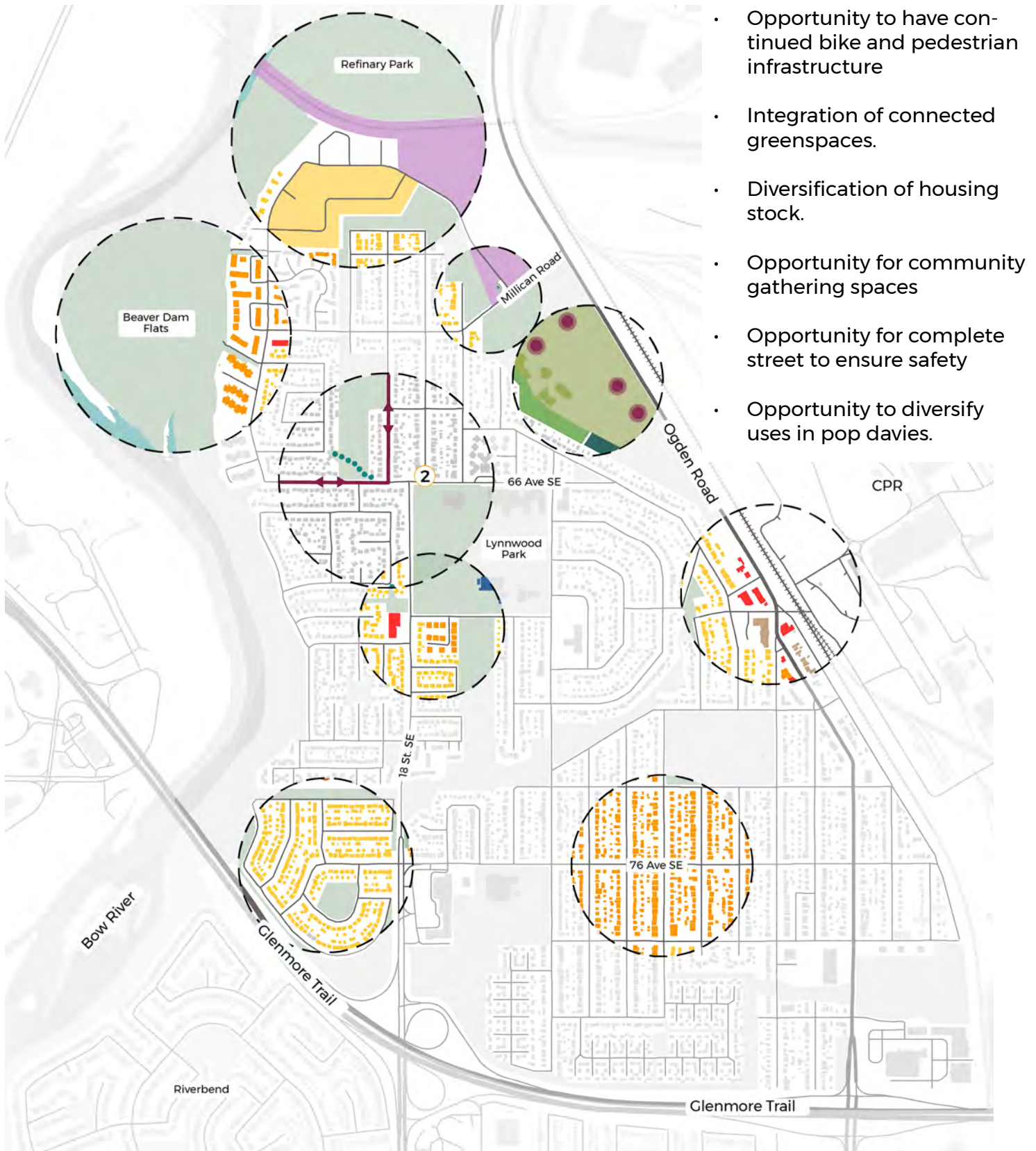
The City of Calgary has a requirement stipulating that all new occupied city-owned buildings and major renovations must meet specific Leadership in Energy and Environmental Design (LEED) certification. The city started its assessment of solar potential for city-owned buildings in mid-2016. It used Light Detection and Ranging (LiDAR) technology to compile corporate city-wide 3D datasets. The Solar Potential Map is released to public and the City hopes to enable Calgaryians to explore the potential of using solar energy for their homes and buildings.

The potential for solar energy within the community is moderate to low because of the high design tree canopy that blocks roofs, as well as small lot sizes with potentially small roof area, leading to lessened solar energy output.





# ANALYSIS



- Opportunity to have continued bike and pedestrian infrastructure
- Integration of connected greenspaces.
- Diversification of housing stock.
- Opportunity for community gathering spaces
- Opportunity for complete street to ensure safety
- Opportunity to diversify uses in pop daves.

# PUBLIC ENGAGEMENT

Public engagement is the practice of involving members of the public in the decision-making and policy-forming activities of a project. The public engagement for the redevelopment of Ogden was announced through various social media platforms and the Millican-Ogden Community Association was a great support to spread the word of public engagement to the residents of Ogden. The public engagement was held online with the citizens and the students of Masters in Planning program from University of Calgary on February 15, 2022. The citizens were allotted in different breakout rooms with two students in each room. The students prepared a list of questions for discussion and they had a discussions and debates on various topics of mobility, housing density, gathering space and community safety.

## WHAT WE OBSERVED

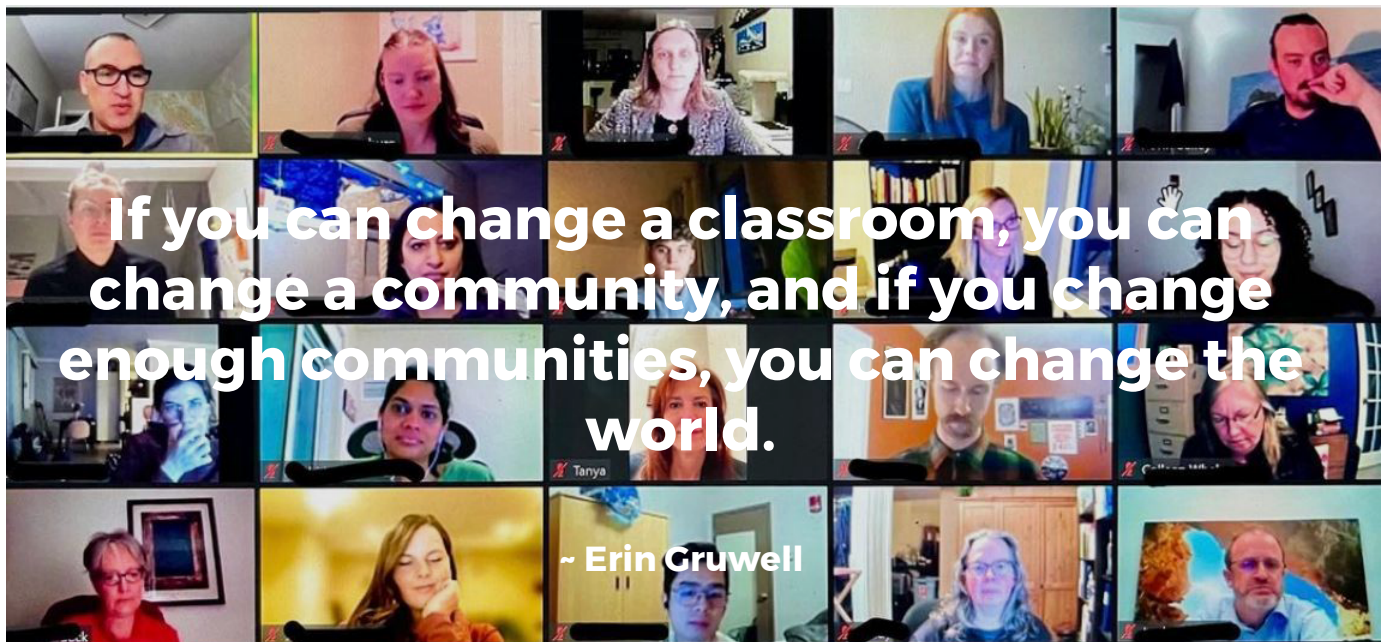


1. Strong barriers on four sides
2. Unbalance demographic mix
3. Well-connected transit system
4. Decrease in school enrolments
5. Well-connected greenspaces
6. Clustered housing typologies
7. Main Street Potential
8. Vehicular priority on street

## WHAT WE HEARD



1. Poor E-W active connections
2. Lack of gethering spaces - open spaces & commercial
3. Lack of biking infrastructure
4. Missed opportunity on Ogden Road and unsafe conditions
5. Greenspaces are cherished.



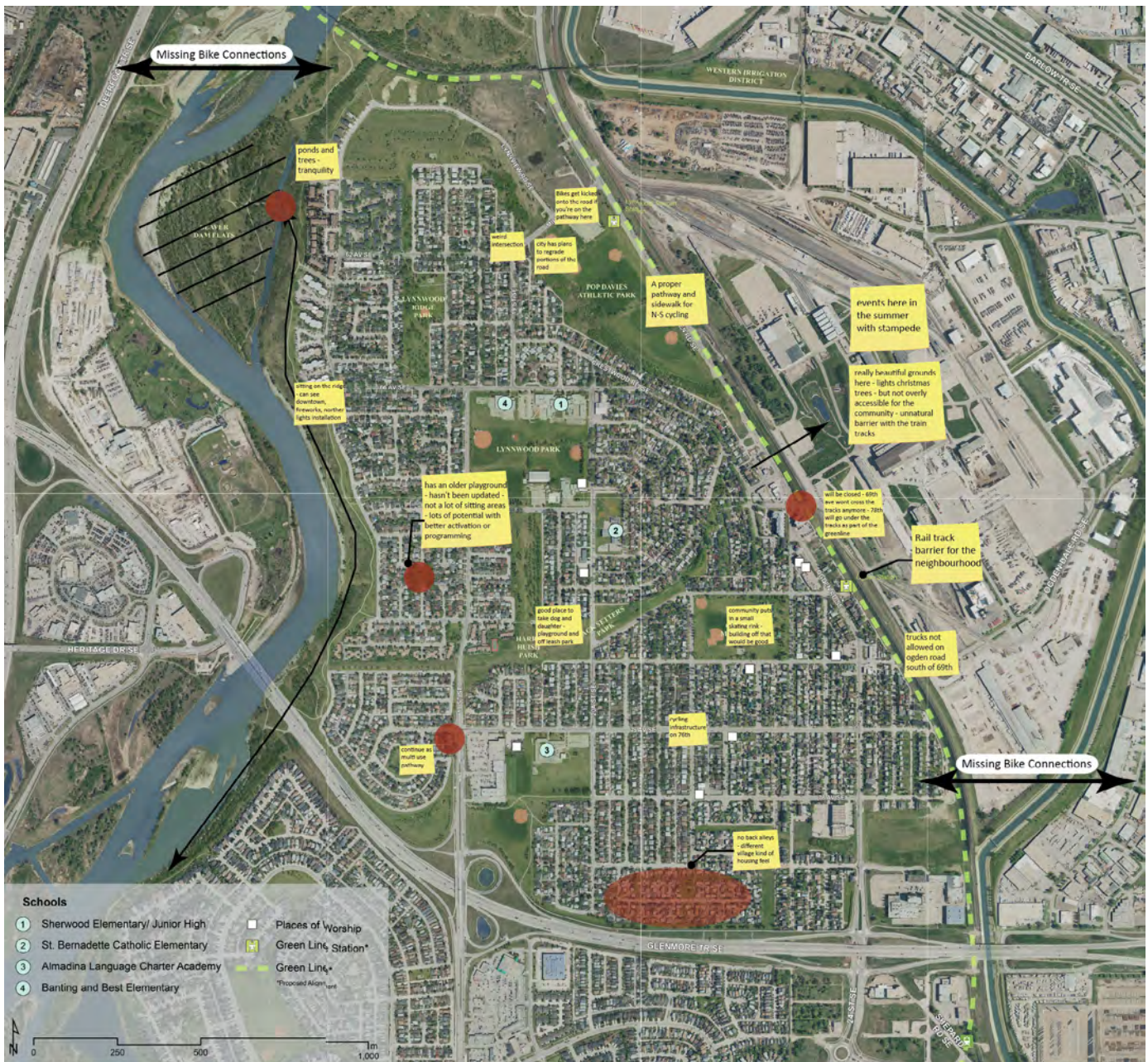


## Today's Challenges

1. What are the challenges for future housing? What kinds of housing types are missing in the community?
2. Where do you shop for your weekly essentials and what type of commercial area do you think is missing?
3. Where do you walk/cycle? Where do you wish to walk/cycle?
4. Which parks and open spaces do you visit regularly and what do you think is missing?
5. Do you feel safe in Ogden? If not, where not?
6. What do you see as challenges for senior citizens living in the community?

## Future Possibilities

1. What are the special places in your neighbourhood?
2. What kind of improvements would you like to see to parks and open spaces?
3. Do you feel densification and new housing would fit in Ogden? If so, where and what form?
4. What goods and services do you wish you could access in Ogden?
5. What kind of streetscape improvements do you think is necessary and where?
6. What would you like to see happen to Ogden Road in the future?
7. What do you feel is missing in Ogden?



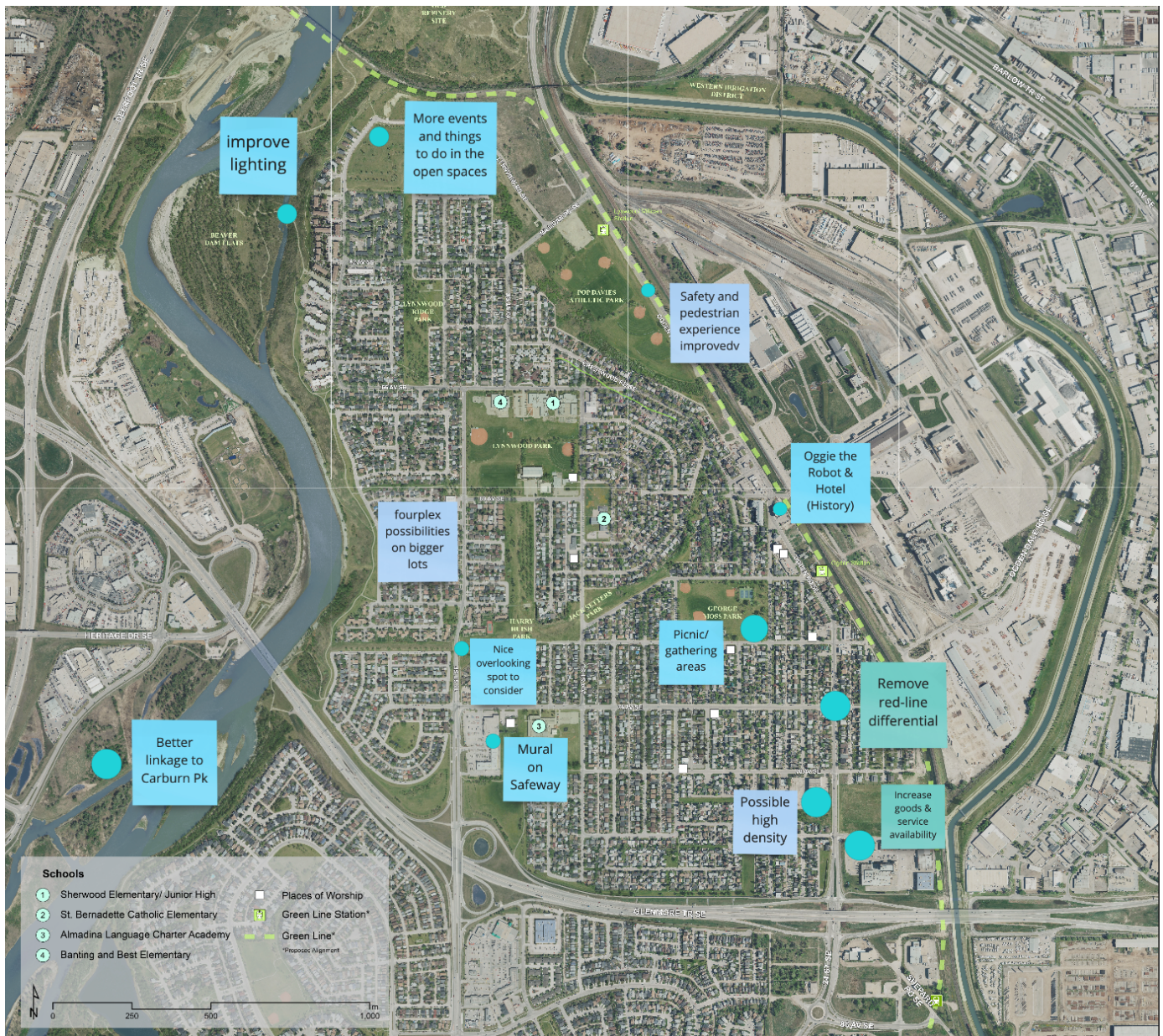


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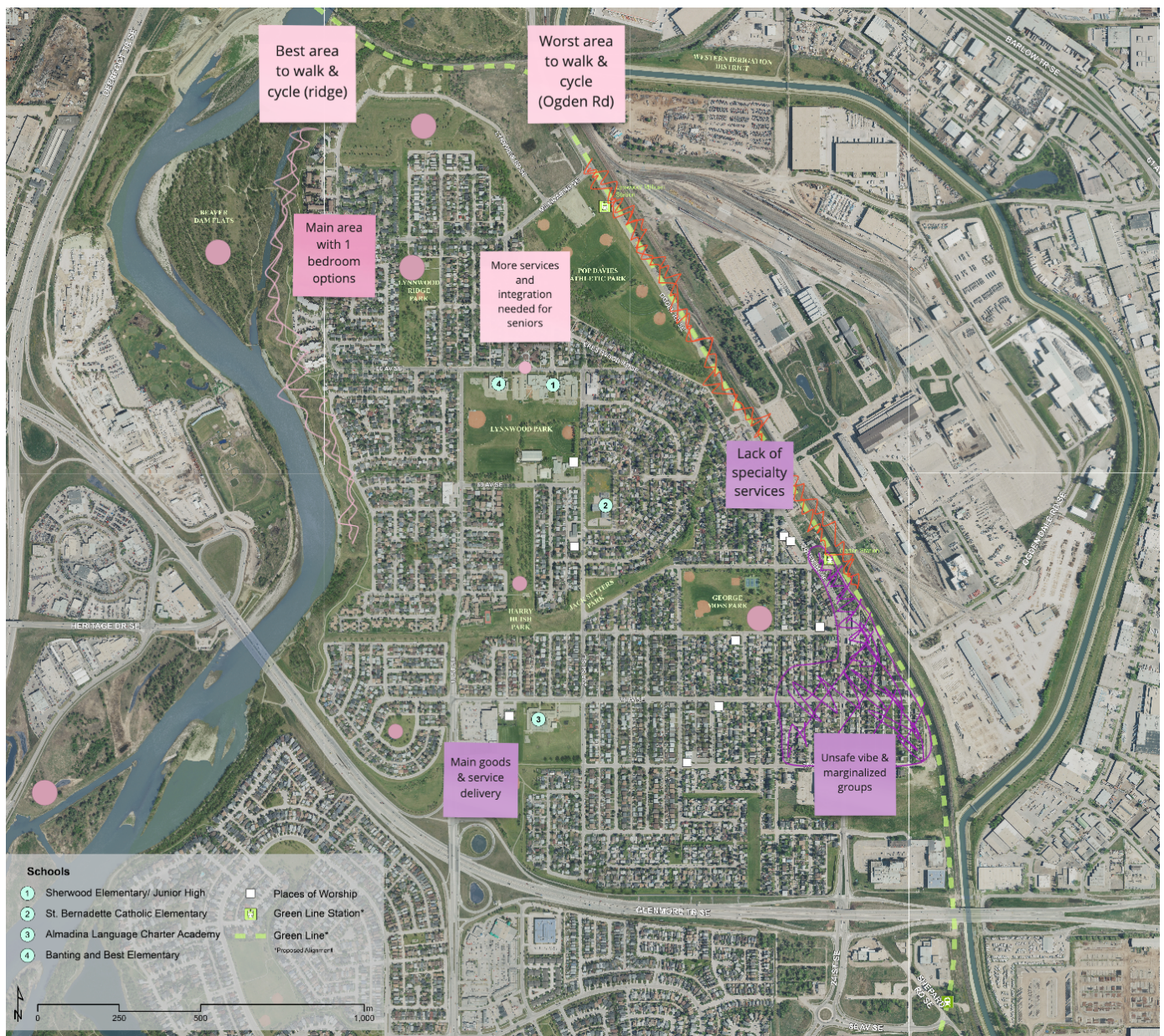


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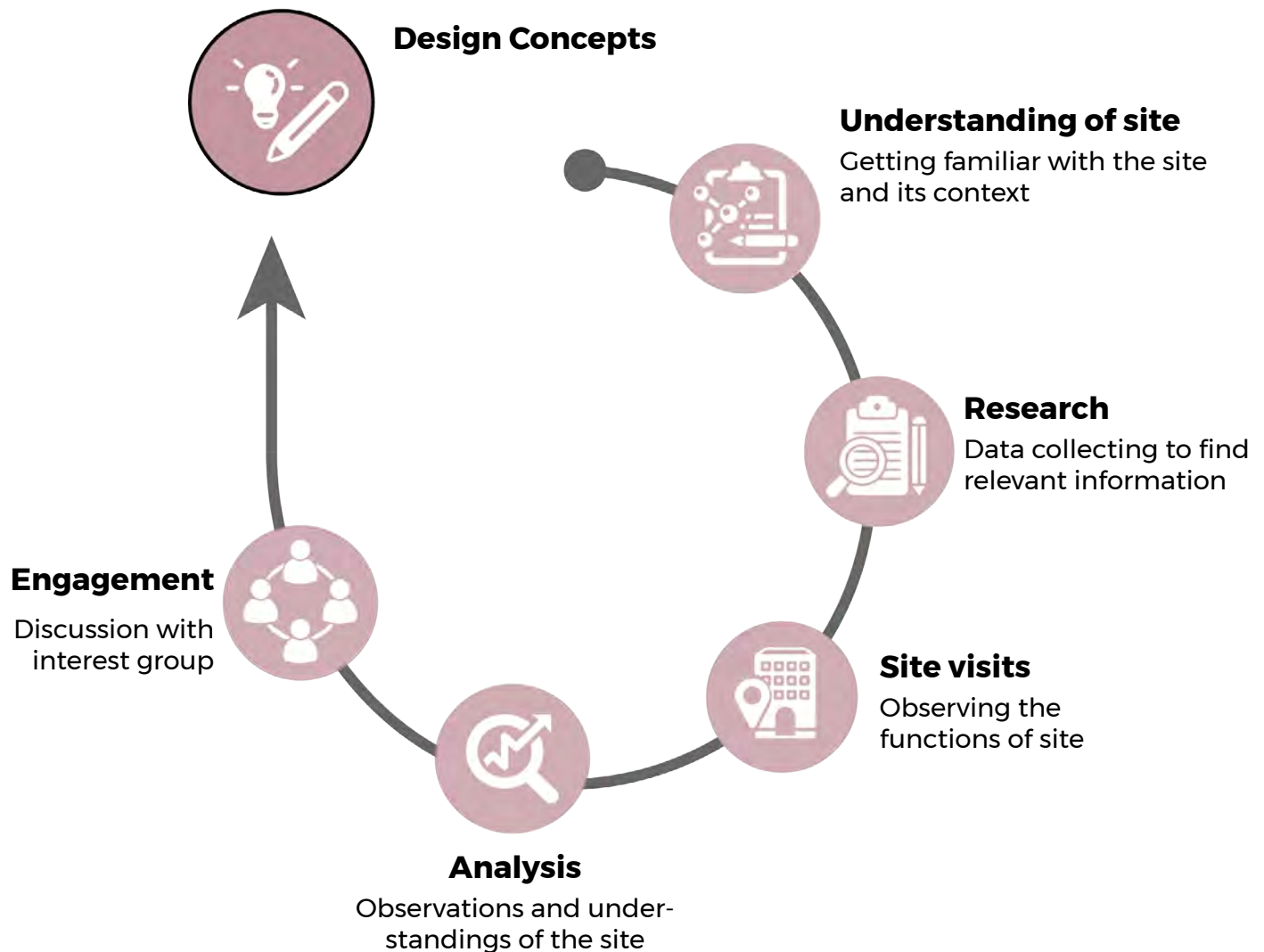
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# DESIGN CONCEPT



Every design concept idea is reasoned with multiple facts and findings. This cycle begins with understanding the provided site and familiarizing with its context. This is done with site visits and observing the conditions of the site and through research and data collection. During the research phase, base maps of the site are prepared that the analysis is mapped on the site. The mapping along with site visits give a clear picture of the current conditions of the site. Once the site is analyzed, the team begins to visualize certain ideas around the site as the analysis concluded with what is missing on the site. The analysis is then presented to the public through engagement and create dialogue about the analyzed site.







## LOGAN

### STUDENT | PART-TIME WORKER

Logan is a graduate student at SAIT, working part-time at a grocery store in Riverbend. He is a sports enthusiast and plays outdoor sports with his friends at Pop Davies Athletic Park. He wishes to rent an affordable single apartment in Ogden that is closer to transit for a better commute to school and work.



## JOHN & REBECCA

### YOUNG COUPLE WITH TWO GIRLS

John and Rebecca are working parents who commute downtown for work in their personal cars. The girls are currently going to Sherwood School in Ogden and like to play in the local parks with their friends. Rebecca is a hard-working mother and she wishes to leave her girls in a daycare centre during a busy day. John is keen on biking through various neighbourhoods and wishes for improved biking infrastructure throughout the community.



## DAVE & ELLIE

### SENIOR COUPLE | RETIRED

Dave and Ellie are retired and settled in Ogden. They enjoy walking around the community in the evenings and frequent the local library. Ellie, a member of the community association, is keen on making the community a more equitable place. John likes to play ball with their grandchildren in the local park and loves to chat with the neighbours.



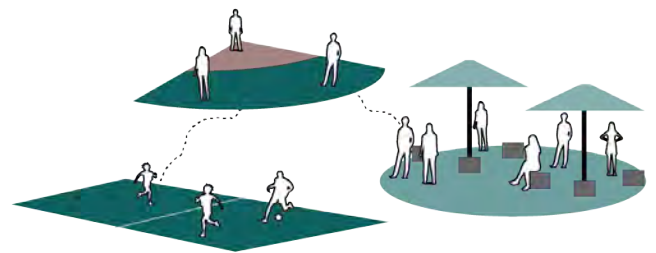
# TARGET IMPROVEMENTS

After the analysis of Ogden, the following strategies presented themselves to foster positive growth: greenspace programming enhancements, streetscape improvements and diversifying housing stock. Including inclusive and accessible playground at neighbourhood parks and increasing programming like gathering spaces and athletic parks are considered under green-spaces. Pedestrian safety and bike access are priorities for streetscape improvements. To attract various age groups into the neighbourhood, diversity in housing stock and walkability are the ways to go. These were chosen based on the cherished, and plentiful, open space inventory, advantageous street widths, and residential upscaling opportunities. There is untapped potential in these areas that can be realized to benefit the overall health of Ogden,

## GREENSPACES



PLAYGROUNDS

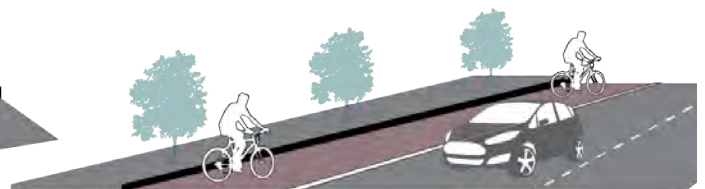


ATHLETIC PARK & GATHERING PLACES

## STREETSCAPE



PEDESTRIAN SAFETY



BIKE PATHS & VEHICULAR ACCESS

## HOUSING



HOUSING DIVERSITY



WALKABILITY



# 1. GREENSPACES

Ogden is notably unique in its open space availability. At first glance, Ogden has high area of green cover. These greenspaces can be used for full extent that serve the community and the city.

## Issues

- Greenspaces lack year-round use.
- The open spaces are equipped with weather specific programming.
- The greenspaces are not connected well and lack greenway infrastructure
- The parks and playground are equipped with outdated playground equipment.

## Opportunities

- Ogden has 31% of greenscape area which is significantly high compared to a typical neighbourhood.
- The community has a direct access to the natural areas of Bow River, Beaverdam Flats.
- With presence of Pop Davies Athletic Park and Lynnview Ridge open space, it has a potential of city-wide recreation.
- The community is well connected with transit.

1



2



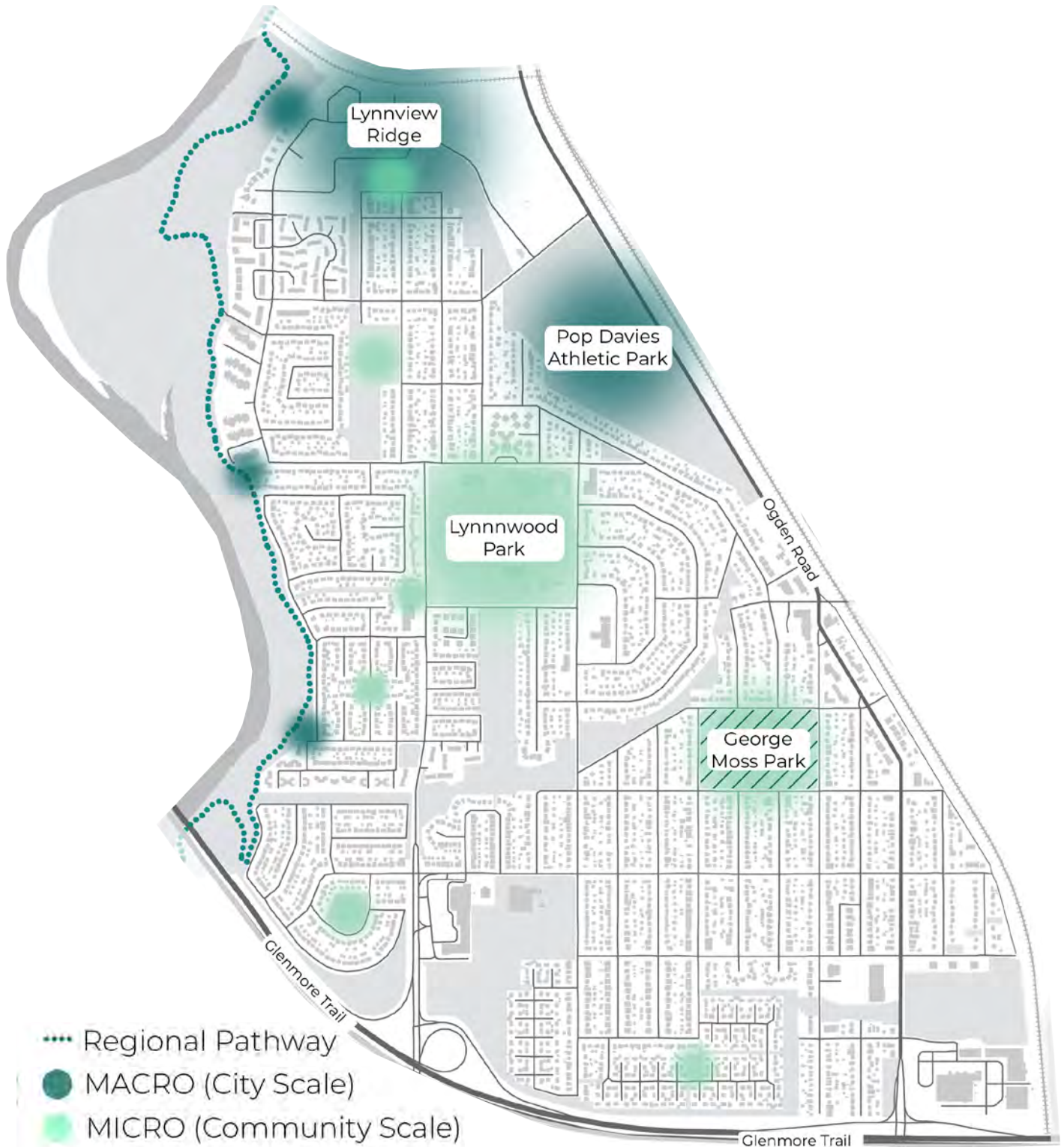
3





# GREENSPACE PROGRAMMING

Based on the scale of areas, the greenspace programming are divided into macro and micro programming. The macro programming will aim to attract people from various neighbourhoods in the city and make Ogden a destination. The city scale macro plans focus on connecting to the existing river path network, and pulling people into the community. The micro programming focuses on neighbourhood parks and playgrounds for children.



# MACRO PROGRAMMING

## LYNNVIEW RIDGE PARK

Lynnview Ridge park has potential for an outdoor event space for concerts, markets, and more. The northwest corner of this space is currently closed for cyclists down to the river path as the only access is by stairs. This area has great views and ample open space to enjoy. With land contamination being present on this site, and uncertainties with future developments, a skate park for riders to gather. Additionally, there is opportunity to connect more clearly with old refinery park to create a destination spot for the community.

Shaw Millenium park in downtown Calgary is an example for the type of programming envisioned for this space. This park has uses such as skating, volleyball, markets, concerts, and food truck festivals. It is easily accessible by biking and transit, and has a significant historical building on site from 1915.

**Skatepark & Gathering**



**Open space and Market availability**



**Event space overlooking downtown**





CURRENT

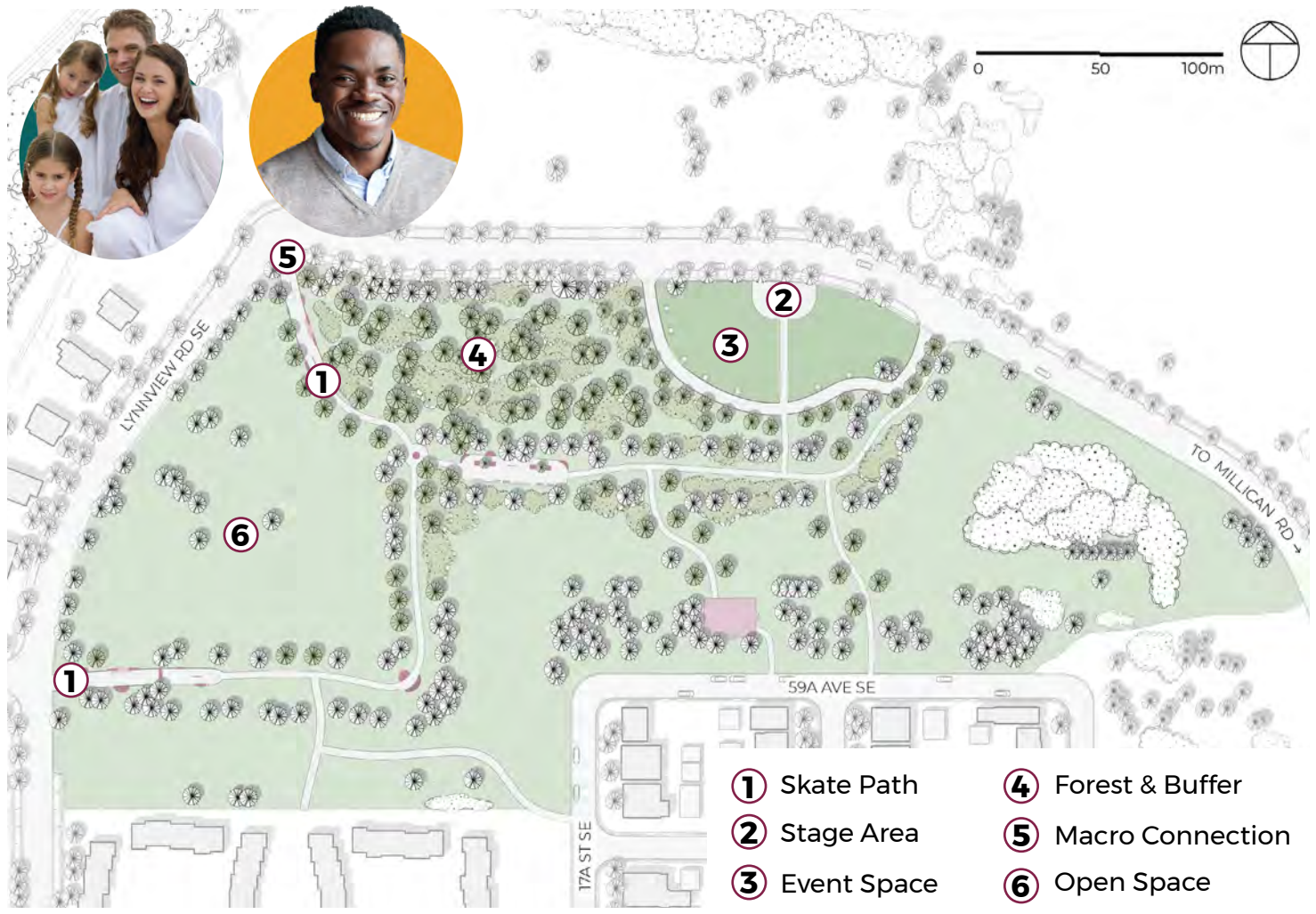


FUTURE



The northeast corner of the ridge will be used as an event space that can host concerts, markets and festivals. Fully opening Lynnview Road will serve as a traffic deterrent and second entry/exit point. The loop allows for combination of biodiversity improvements and noise buffers.

A multi-use paved pathway system gives intentional movement into the space and a combination of skate elements on the path and central section is a place of gathering for like-minded individuals. These skate paths strategically weave wheel-friendly elements along pedestrian pathways and give the ridge a unique destination element.





# MACRO PROGRAMMING

## GEORGE MOSS PARK

Due to its proximity to the new LRT station, and the main street, George Moss Park has the potential to pull users into the space and gives an opportunity to have appealing programming. The park is bordered by residential uses and has an intermediate NW connection to a green belt in the community.

The Macro and micro programming efforts at George Moss Park is envisioned with Covington City Park in Indiana, US. This park is in a small community of 2700 people that previously had very outdated and underutilized equipment. This park included kids in their engagement process and resulted in a plan to include a splash pad, composite structures, a net climbing event, a parkour course, natural berms, a restroom facility, a picnic shelter, and more. This precedent is chosen because the feature aligned with resident desires in Ogden, and the community itself is often referred to a small town inside a big city.

**Inclusive playground  
& Splash park**



**Public Washrooms**



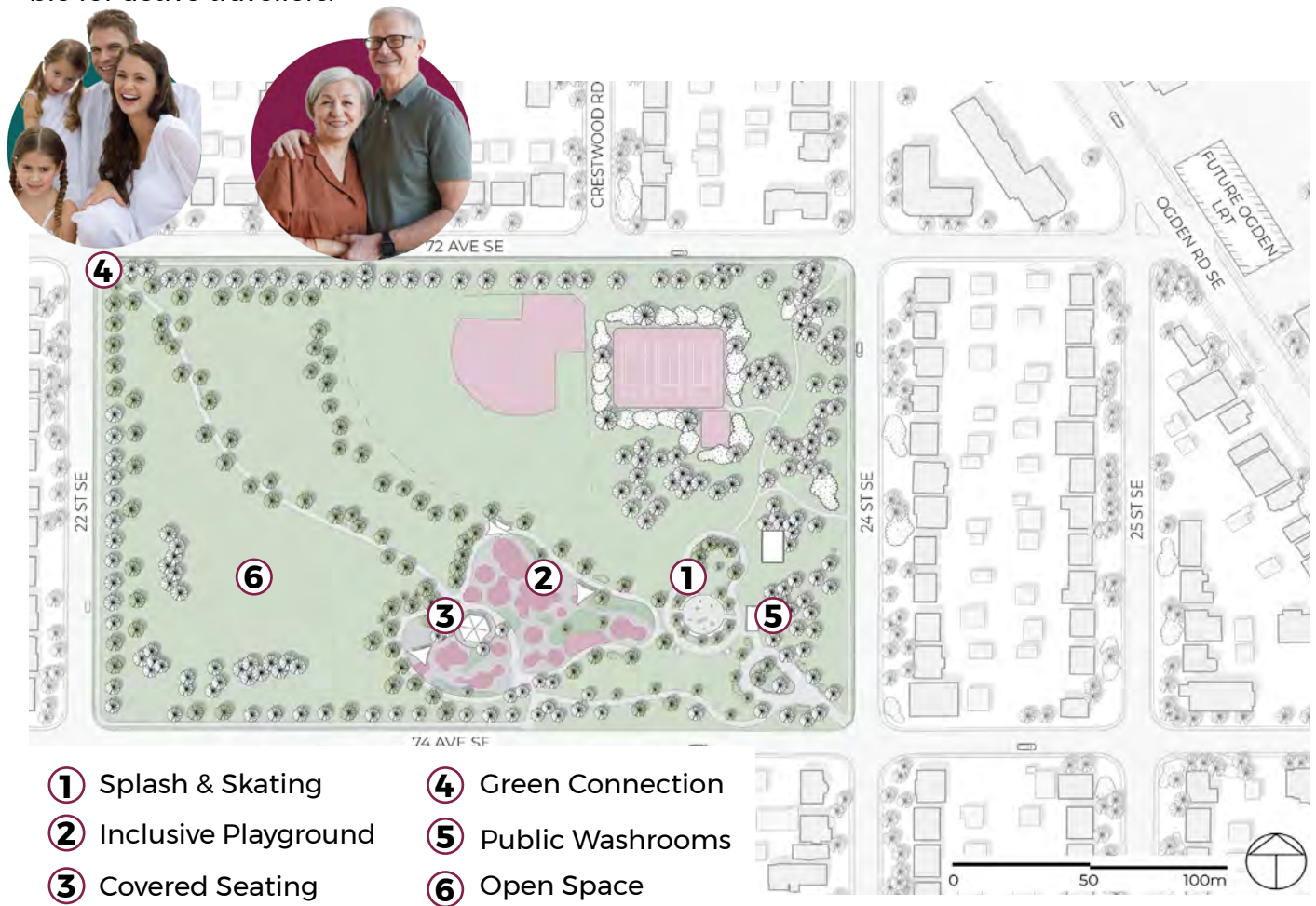
**Continuous circuit  
of exploration**





Currently, George Moss Park has no paved pathways, or much intentional uses on the site. A proposal is made to include perimeter sidewalk with a buffer to the street, and path systems. A family, with an inclusive park that has seating areas, accessible features, and spaces for all abilities and ages to enjoy are envisioned in this park.

George Moss Park is included with a splash park to attract families, which includes a natural play area and is surrounded by a wide pathway system that can be converted into a skating oval during winter months. There is a changing/seating area with this that also include public washrooms. The bike lane network runs along the east section of the park so is easily accessible for active travellers.



CURRENT



FUTURE

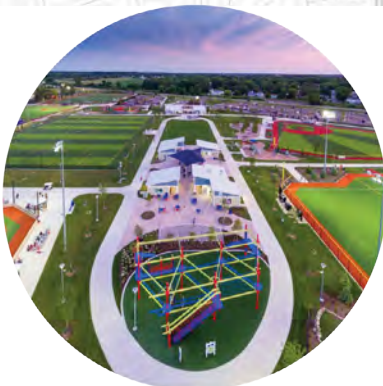
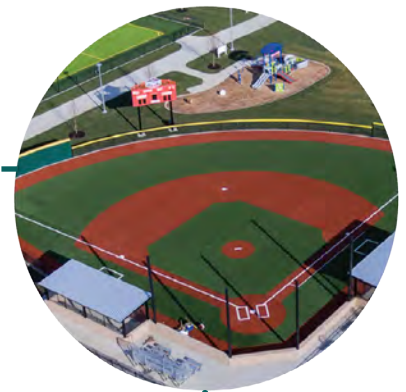
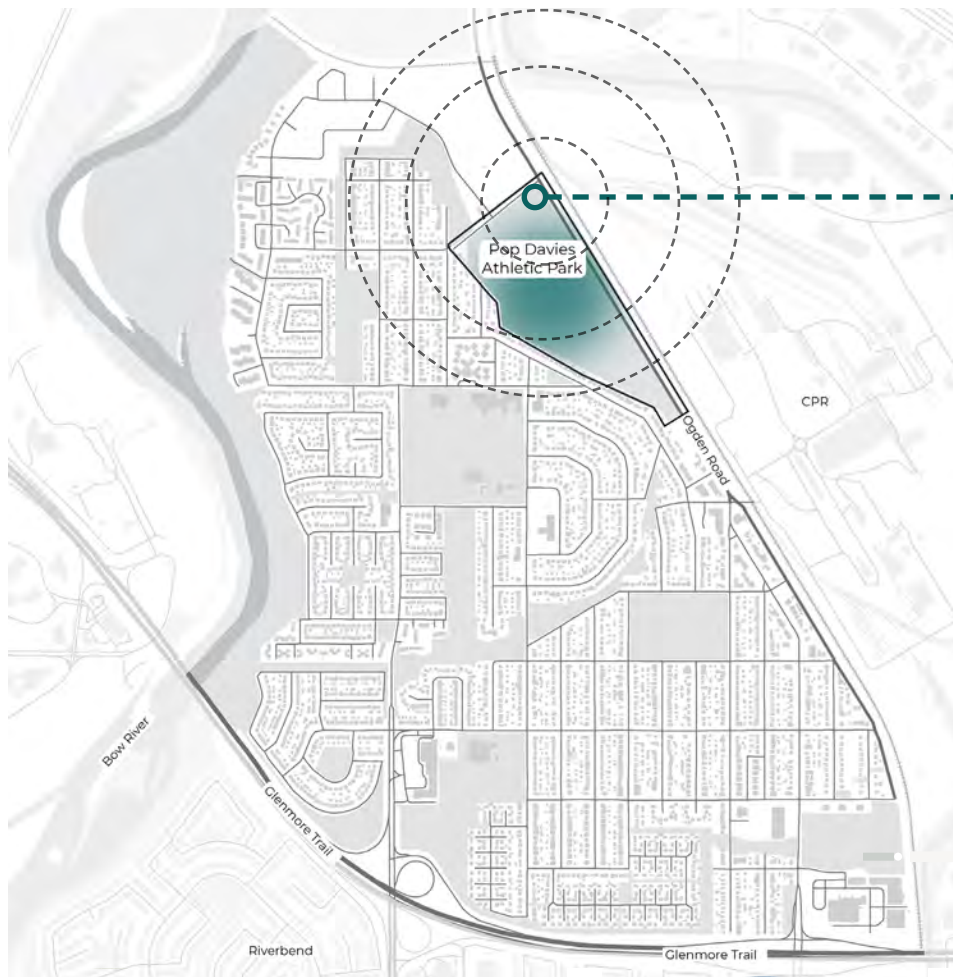


# MACRO PROGRAMMING

## POP DAVIES ATHLETIC PARK

Pop Davies Athletic Park is situated immediately adjacent to the future Lynnwodd/Millican LRT station. This space has the opportunity to be a recreation hub for the SE that includes various multi-use sporting fields and enhanced programming. This park is currently used by city sport association.

A large scale example similar to this park is a Sport Force Park in Sandusky, Ohio, US. This complex is adjacent a large indoor facility and is state-of-the-art space that hosts a wide array of youth tournaments and other events. The fields are primarily multi-use to maximize the land use.

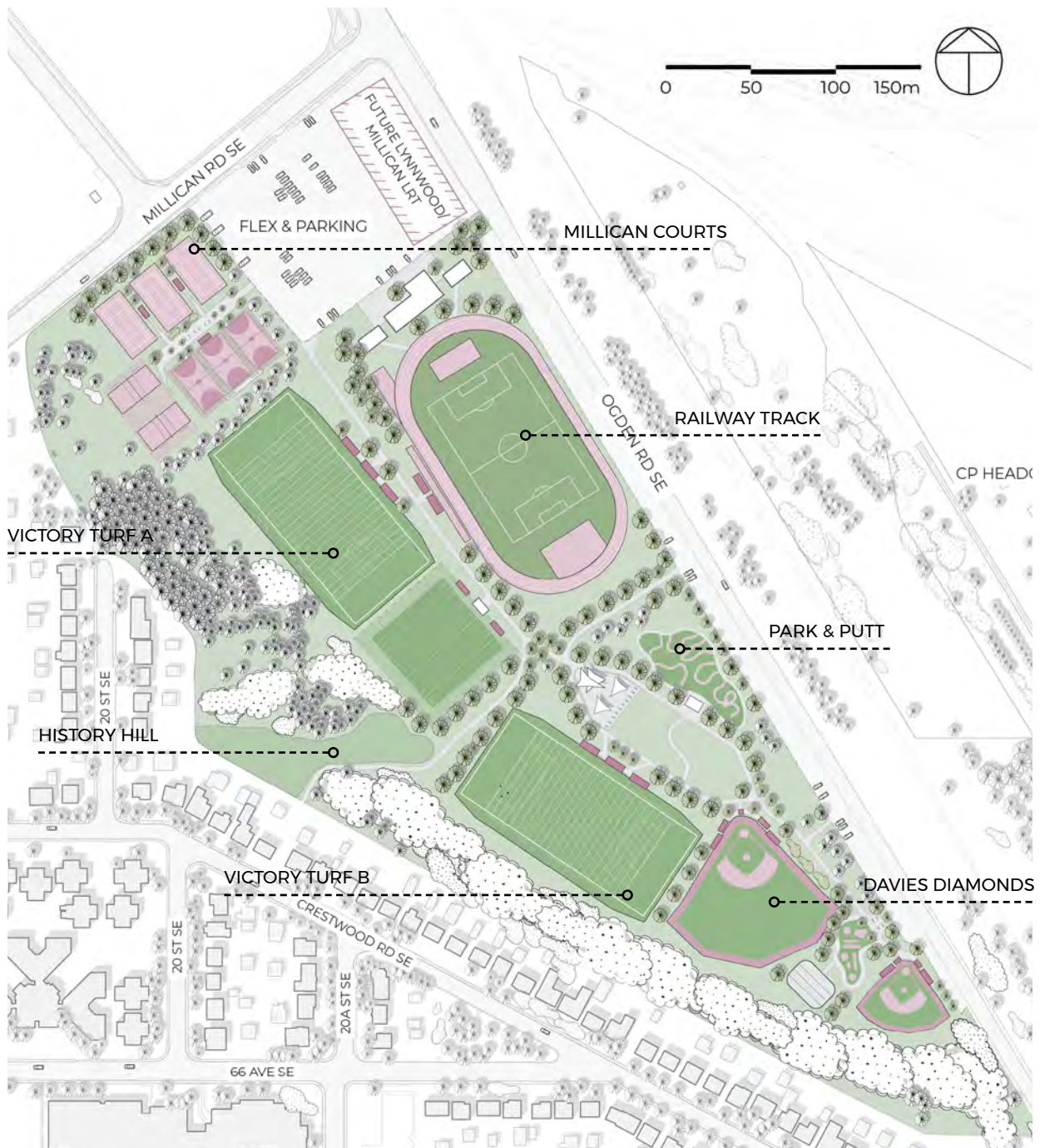


Multi-use fields





Pop Davies Athletic Park is sectioned into zones that have a nod to the history of Ogden. First, there is the Millican courts, which has a hockey rink with basketball court surfaces, tennis and pickle ball courts, and sand volleyball courts. There is the railway track that includes various track and field elements and a grass soccer field. There are two “victory” turf fields that can accommodate football and soccer uses. There is a lawn bowling field in the interior along with an open lawn and gathering space. Adjacent that is a mini golf course that interacts with the open space. Davies diamonds include a basketball/softball field, a little league sized field, a kids zone, and batting cages. A cleared space is included for toganing with access along Crestwood Road and a path here to improve east-west connections. This park has features for all ages and year-long activation.



# MICRO PROGRAMMING

To zoom in more closely to the community of Ogden, dispersed micro measures are proposed to enhance play for children, to connect these cherished outdoor spaces better, and find ways to gather community members. Community social strength and the individual physical and mental benefits of these green spaces is huge focus.



## GREENWAY CONNECTION



**Cherished Places  
& Spaces**



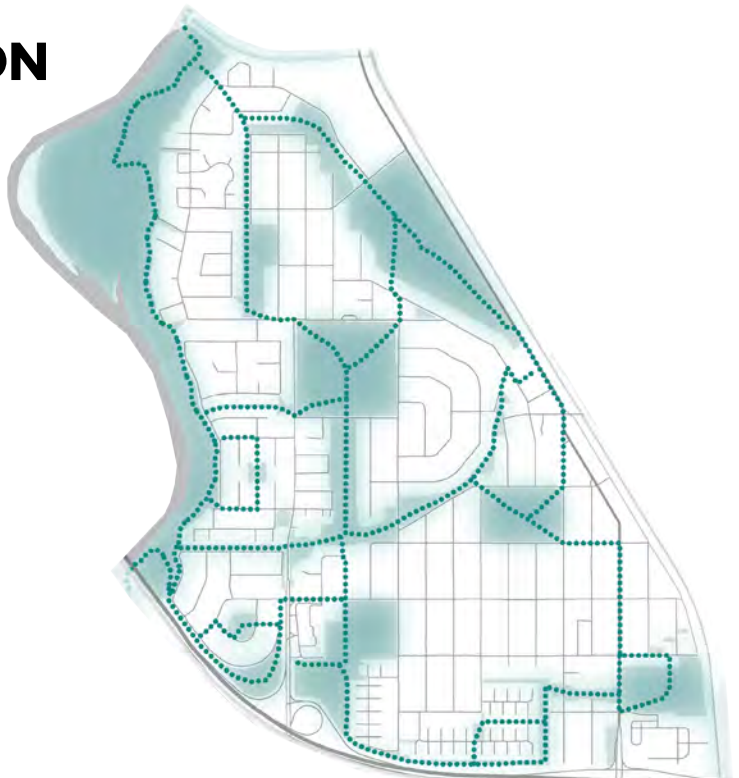
**Social  
Sustainability**



**Physical & Mental  
Wellness**



**Unique Natural  
Features**





# POLICIES

Along with the design of parks and open spaces, policies and recommendations should be set in place to maintain it for the future.

Below are a list of policies and recommendations for parks and open spaces that shall be used for future development.

- P1.1** High-quality parks and open spaces shall be located and designed to be visible and easily accessible for everyone, and to provide for safety, user comfort, accessibility and year-long use
- P1.2** The park and open space network shall be extended into the new development areas to expand the landscape and function of these space.
- P1.3** Existing trees and natural topography shall be preserved and incorporated as a part of an open space feature, wherever appropriate.
- R1.1** Parks and open space should be co-located with other public amenities, community buildings, schools and shops.



Policies



Recommendations



## 2. STREETSCAPE

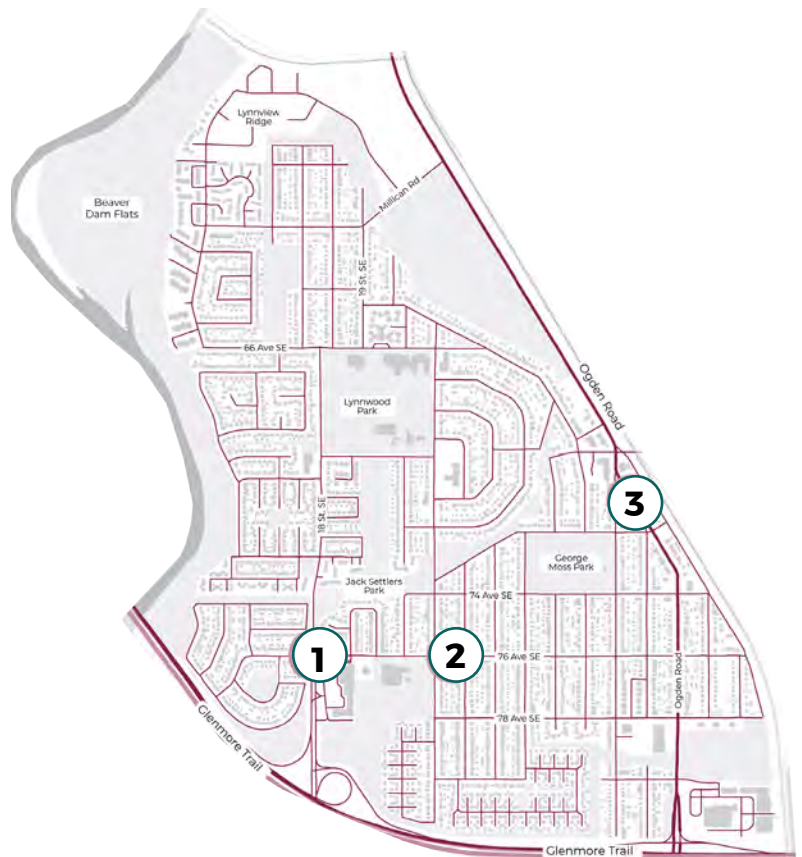
Ogden is well- connected with Calgary transit system and it is important to provided the need- ed infrastructure in the community. Streetscape improvement enables a quality public realm and safety for pedestrians and cyclists.

### Issues

- Ogden has zero cycling infrastructure that compromises safety for active travellers.
- The main streets of Ogden has poor street front activation.
- Some areas of Ogden lack pedestrian safety.
- The major intersections have conflicts with vehicles and pedestrians.
- Ogden is majorly served with private vehicles and has least priority for cyclists and pedestri- ans.

### Opportunities

- With major roads adjacent to Ogden, it is has quick access to the surrounding neighbour- hoods and the rest of the city.
- Ogden Road being a detour to Deerfoot trail, there is a high volume of traffic along it.
- Ogden is well-connected with transit and is easily accessible.
- The streets of the community has sufficient widths to enable complete streets and provide required infrastructure.
- Ogden has gridded street system that is feasible to propose streetscape improvements.



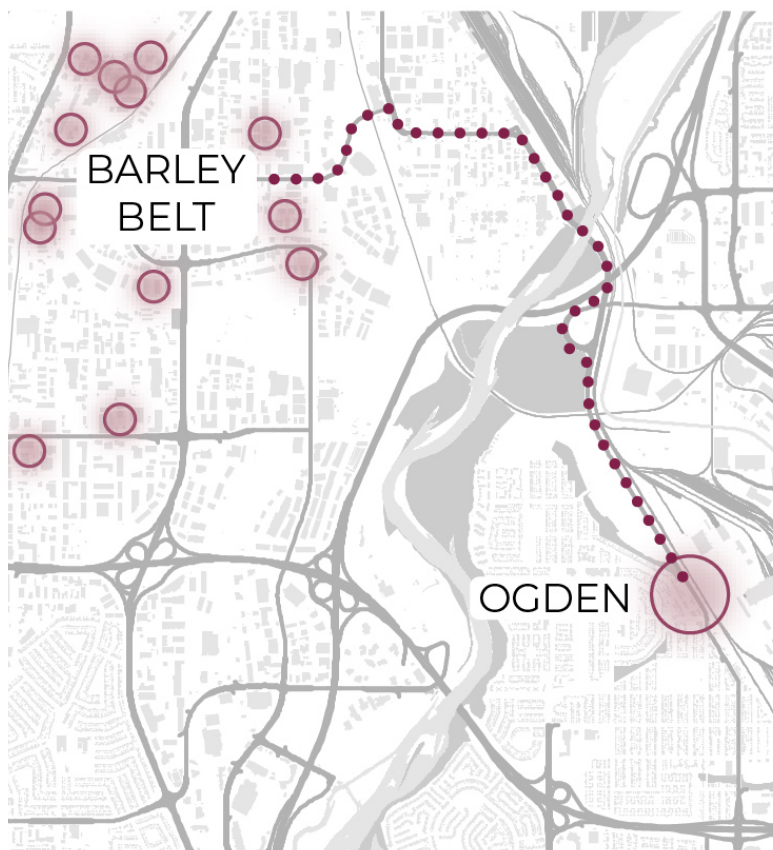


# LINKAGE TO BARLEY BELT

Five breweries located in southeast Calgary formed a promotions initiative called the Barley Belt. The aim is to get people exploring the industrial areas of Manchester, Highfile, and Inglewood and the budding brewery sector that has developed.

A potential link to the ever-popular Barley Belt in the Manchester industrial area to Ogden is found. A proposal to connect to Ogden Road is made as it has interest with the CPR across the street, and a proposed bike system immediately outside the doors. This would activate an otherwise very cold industrial edge to the community.

An example of Rockwell Brewery in US is found that can be used in Ogden's context. The design of Rockwell Brewery compliments the goods car of the CPR that sits well in Ogden along the industrial edge.



## CYCLE TIME : 20 MINS

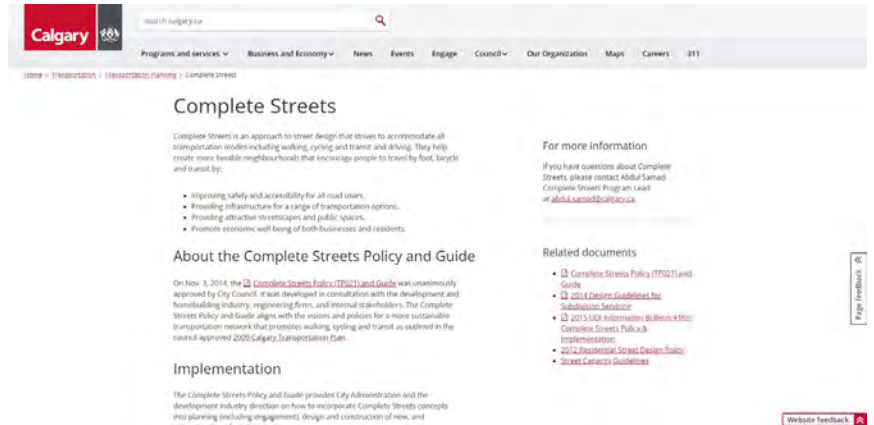
The proposal of connection to Barley belt can help in:

- Main street activation
- Linking to the historic CPR
- Increasing community gathering
- Improving public realm
- Increasing active mobility across various neighbourhoods
- Improving economic opportunities.



# COMPLETE STREET

Complete Streets is an approach to design streets that strives to accommodate all transportation modes including walking, cycling and transit and driving. The Calgary Transportation Plan and the Complete Street guide have goals to design networks that will serve the land uses adjacent the street, encourage walking, cycling, and transit services, and create livable and sustainable neighbourhoods.



A complete streets approach seeks to design a transportation network that will serve the land uses adjacent to the street, integrating mobility as a means; encourage people to travel by walking cycling and transit; provide transportation options for people of all ages, physical abilities and income levels; enhance the safety and security of streets, from both a traffic and personal perspective; improve people's health; reduce the total amount of paved areas; reduce streetwater runoff into watershed; increase civic space and encourage social interaction; promote economic well-being of both businesses and residents; reduce energy consumption; reduce greenhouse gas emissions; and promote alternative streetscape.

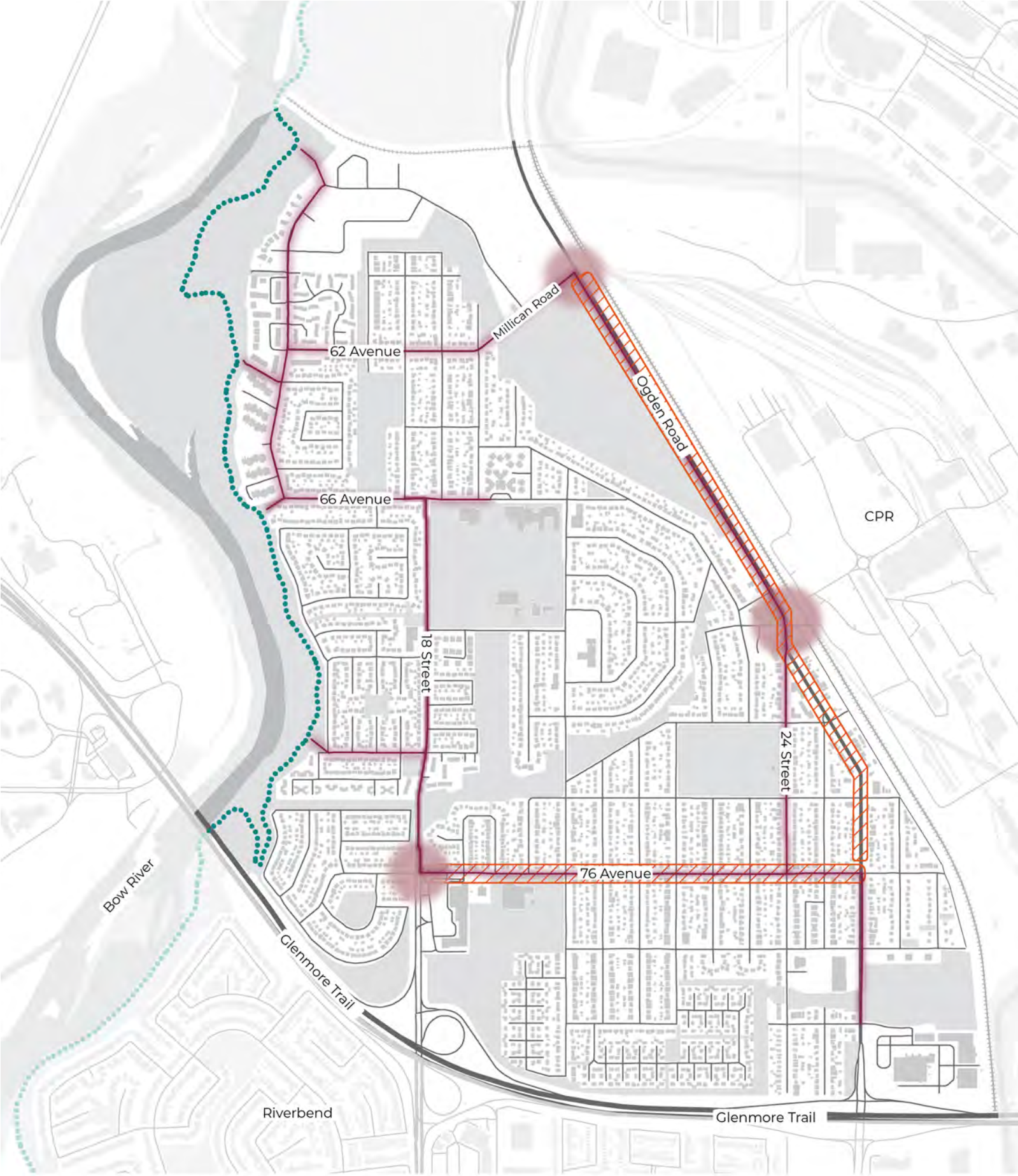
An establish policy and design guidelines in Boston is used as a precedent for noting different streetscape examples and how various systems work.

The aim is to prioritize pedestrians and cyclists in the community and put forward people first planning initiatives. Ogden is proposed to include a designated bike lane network, two complete streets, and intersections improvements. The bike lane network will directly link to the river path at multiple points, and to Ogden Road's existing network on the north side. This path will carry down Ogden Road and cut across 76th Avenue to better connect the east side of the community to natural elements and commercial services.

The path will then move north along 18th St. to connect the seniors' home, schools, and the higher density housing options. The network in Seattle is an example of the Implementation of these lanes in residential to urban settings and the active health benefits of these networks.

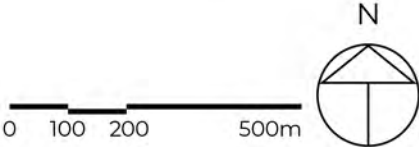






STREETSCAPE IMPROVEMENTS

- |   |  |
|---|--|
|  Complete Street  |  Designated Bike Lane |
|  Key Intersection |  Regional Pathway     |



# INTERSECTION IMPROVEMENTS

Ogden has intersection conflicts on major streets that compromises safety of pedestrians and cyclists. These intersections being at the entrances of Ogden, it is also a “first impression” area for the visitors of Ogden.

With problematic intersections, roundabouts are proposed to give priority to cyclists and pedestrians. The interior section allows for first impression to be made when entering the community with a public art installation.

Three intersections are identified based on pedestrian safety and vehicular congestion. The Millican Road and Ogden T intersection needs to have more intentional biking and pedestrian sidewalk on the SW Corner to improve the experience going south on Ogden towards future LRT station, and to promote movement. The Ogden Road and 69th Avenue intersection needs to prioritize pedestrians and cyclists for future Barley belt connection and to reduce the vehicular congestion caused due to the railway track closure. The 76th Avenue and 18th St. intersection is one of entry points to Ogden from Glenmore trail. This intersection is adjacent to a commercial block with huge surface parking. This intersection can be designed to connect the proposed complete street on 76th Avenue and install a public art for a first impression.





# OGDEN ROAD AND 69 AVENUE



OGDEN REDEVELOPMENT PROPOSAL

**CURRENT**



**FUTURE**



# OGDEN ROAD

Ogden Road is one of the main streets of Ogden and it is a major thoroughfare for vehicular travelling N-S. With CPR industrial edge on one side and single family residential on the other side, this road is currently uninteresting and unsafe space for pedestrian and cyclists. With high traffic volumes of commuters detouring to downtown and it being an arterial street, there is a potential to take advantage of these flows of people.

A complete street is proposed on this road to improve the quality of the street and pull people into the neighbourhood. This complete street will be a part of proposal for the Barley Belt connection. Ogden Road being close to the future LRT station, it is prone to bringing in many riders and hence, the quality of public realm is important for this street.

**Looking North along Pop Davies Park**



**Looking North along the main strip**



**Arterial Street**





# 76 AVENUE

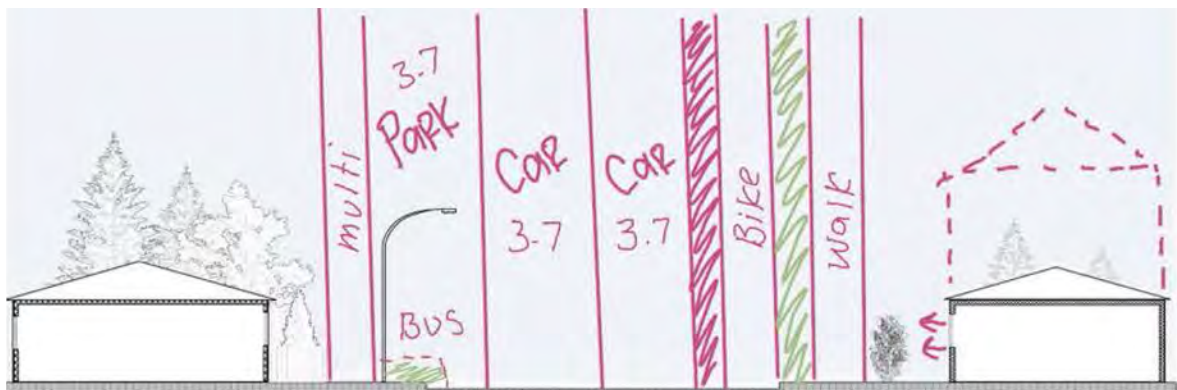
76th Avenue is one of the main streets of Ogden and is the main collector street in the community that has a wide streetscape and very narrow sidewalks hugging the private property lines. This street is edged by single-family houses with zero street front activation. It is an E-W connector and has nearly zero transit shelter or seating, zero biking priority, and poor pedestrian considerations.

A proposal of complete street on 76th Avenue will improve the public realm quality and improve pedestrian and cyclist safety.

**South side bike lane and street activation**



**North side transit and green infrastructure**



**Collector Street**



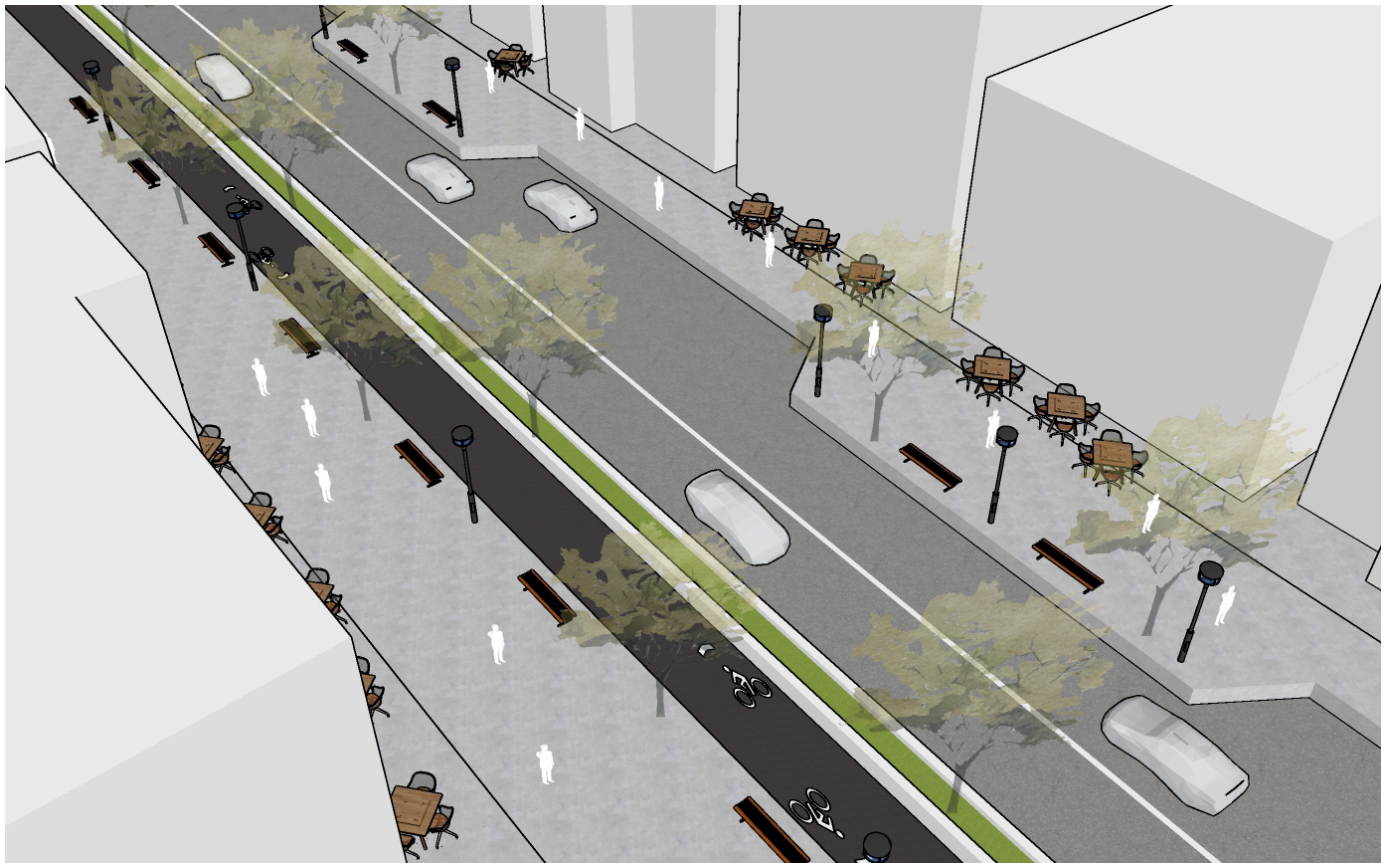
# OGDEN ROAD





Ogden Road is proposed mixed-use mid rise buildings of 3-5 storeys high. This road will be activated with retail on the ground floor and corner store buildings. With wide sidewalks and dedicated bike lane, Ogden Road is promoted to a pedestrian friendly street with street furniture, landscape, seating and pedestrian lighting for safety.

With heritage buildings situated on Ogden Road, the character of the street will be maintained using building materials. Allowing building surfaces for branding of clustered retail shops and restaurants while maintaining the uniformity in building materials will provide uniqueness to Ogden.



# 76 AVENUE

CURRENT



FUTURE



With a right of way of 19m, a complete street network is proposed. This includes a multi-use pathway on the north side of the street, a dedicated bike lane, and indented street parking and bus stop to avoid traffic congestion.

76 Avenue is proposed with various housing typologies like duplexes, triplexes, fourplexes, townhomes and multiplexes. These mixes of housing are proposed in the surrounds of 76th Avenue to provide transition between multi-residential and single family houses. These houses are 2-3 storeys tall that face the street for a better activation.



# PLACEMAKING

Placemaking is the process of creating quality places that people want to live, work, play and learn in. It characterizes as a building, location or space that possesses a strong sense of place. Placemaking elements affects the character and quality of a space or street.

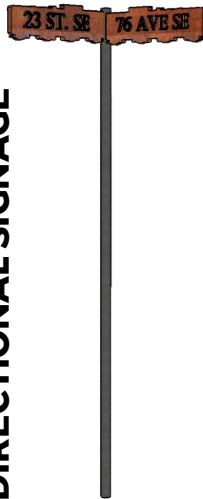
In Ogden's context, placemaking elements of signages, pedestrian light and bike racks are introduced. These elements are used on streets of the community that help achieve a uniqueness sense of identity for Ogden.

The placemaking elements are proposed with a rusty look to align with the concept of railway car. The transit signages are proposed to at bus stops that shows the location of the bus stop and buses that service at the stop. The directional signages are proposed for every street of Ogden that indicates the street name. The directional signage boards are in the shape of a railway car depicting CPR railway. The information signages are proposed at every park and open space and shows the history and information of the park. With the proposal of bike path system along Ogden, bike racks are also proposed along the route to better support the cyclists near parks, and commercial areas. Pedestrian lights are designed different from the rest of the elements and is proposed with modern features. The mix of modern and historic design of placemaking elements ties the quality of public realm in place.

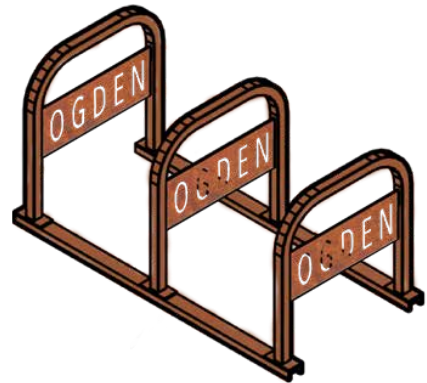
INFORMATION SIGNAGE



DIRECTIONAL SIGNAGE



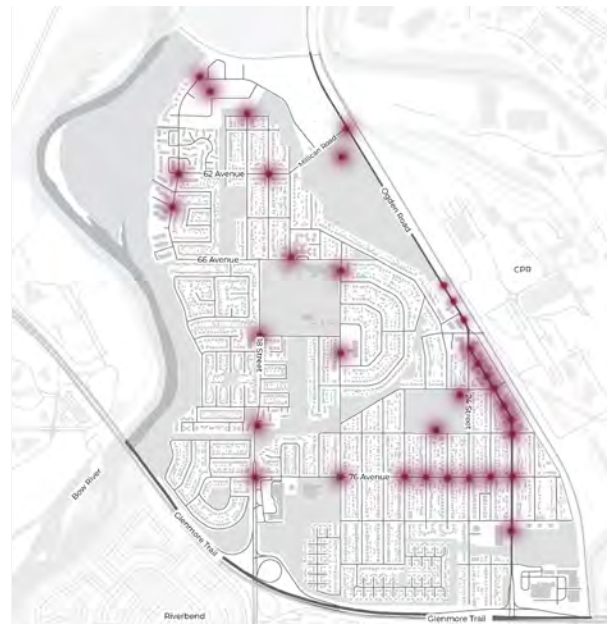
BIKE RACKS



TRANSIT SIGNAGE



PEDESTRIAN LIGHTS



# POLICIES

Along with the design of streetscape, policies and recommendations shall be set in place to maintain it for the future.

Below are a list of policies and recommendations for streetscape and public realm that shall be used for future development.

- P 2.1** Public realm shall be extended into developments to enhance public access to transit, aprks, open spaces and amenities.
- P 2.2** Safe, directly, universally accessible pedestrian and cycling links shall be provided through the new new development to various amenities of the community.
- P 2.3** East to maintain traffic calming features, such as on-street parking bays, textured materials, and crosswalk shall be incorporated to create a pedestrian friendly environment.
- P 2.4** Pedestrian and cycling pathway shall be connected alongside ravines, open spaces and rail corridors, wherever possible.
- P 2.5** New public street and laneways shall be provided that follow the City of Calgary's standards.
- P 2.6** Existing trees, vegetation and natural slopes shall be retained and protected, and shall be integrated intp the overall landscape plan.
- R 2.1** Existing public street should be used to access new buildings. When not possible, the pattern of existing local street and lanes should extended into the new development.
- R 2.2** Access to sites on secondary/residential street should be located wherever possible and driveway/laneway access points should be consolidated to minimize curb cuts.
- R 2.3** A strong visual and physical connection between the building and public streetscape should be created using high-quality materials and design elements.





# 3. HOUSING

The housing diversity in Ogden is predominantly single detached houses along with semi-detached houses, town homes and apartments. Ogden being a historic neighbourhood, some houses are heritage assets for the community and the character of the street must be maintained.

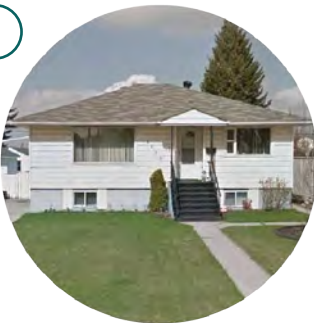
## Issues

- Ogden lacks density in built form.
- Ogden has no mix of housing typology - clustered housing
- It has minimal street activation
- The current housing typologies do not serve the diversity of demographics.

## Opportunities

- Ogden has heritage housings in the mix.
- The large lot sizes and the current laneway housing can enable housing change in Ogden.
- With future LRT stations along the Ogden, there is an opportunity to propose higher density nodes around it.

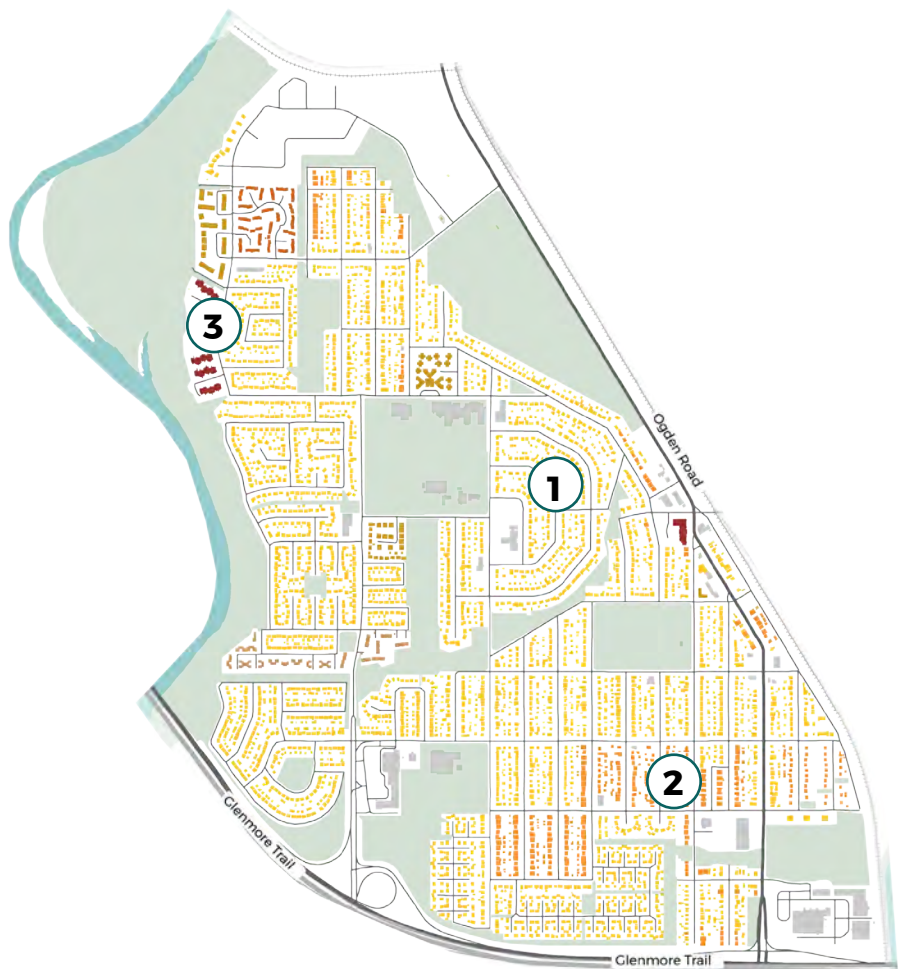
1



2



3



# MISSING MIDDLE HOUSING

Missing Middle Housing is a concept that highlights more housing choices in a walkable neighbourhood in the middle of spectrum between single detached houses and mid-rise buildings in terms of units and affordability. They are called missing middle housing because these housing types have been missing in the housing typologies since the mid-1940s. The characteristics of Missing Middle Housing include:

- Walkable context - Missing Middle Housing Typologies are located in a walkable context.
- Small footprint buildings - These housing types typically have small to medium-sized footprints with a body width, depth and height no larger than a detached single-family home. This allows for a range of missing middle types with varying densities.
- Lower perceived density - Due to the small footprint of the building types and the fact that they are usually mixed with a variety of building types even on an individual block, the perceived density of these types is usually quite low - they do not look like dense buildings.
- Fewer off-street parking spaces - Since they are built in a walkable neighbourhood with a proximity to transportation options and commercial amenities.
- Creates community - Missing Middle Housing creates community through the integration of shared community spaces within the building type or simply from being located within a vibrant neighbourhood with places to socialize.



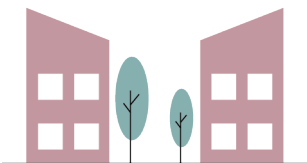
SINGLE DETACHED



DUPLEX/TRIPLEX



FOURPLEX



BUNGALOW COURT



COURTYARD HOUSE



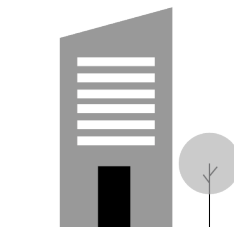
TOWN HOME



MULTIPLEX



LIVE-WORK



MID-RISE





# HYBRID CODE

A hybrid code is an adaption of the use-based regulations with a newer form-based approach. This approach balances these two types of development standards while uniquely focusing on a more predictable, outcome-based application process. A hybrid code respects a community's current state while accommodating future growth. The use of hybrid code becomes a key tool for delivering the vision of Municipal Development Plan. Hybrid code is the relationship between form and use and it balances the two equally.

The land use bylaw is the only regulatory tool for municipalities in Alberta to regulate the use and development of land and are critically important in affecting how a city evolves over time. Most bylaws are based on a primarily use-based approach developed in the early twentieth century. While attempts have been made to better align bylaw regulations with a city's strategic direction, the approach is fundamentally flawed. For example, the conventional land zoning does not allow for a multi-family units in a single family zoned land. If the land use is changed to a more denser one, the land would be maxed out with tall buildings. This would result in a concentrated low density or concentrated high density neighbourhoods.

Form-based codes are regulations adopted into city, town or county law that fosters predictable built results and a high-quality public realm using physical form as the principle organizing element, rather than separate uses and floor area ratios. Form-based code are planning and zoning tools that regulate development using physical form as an organizing principle. The FBC include regulations for various built form and its relationship to the street affecting the public realm.



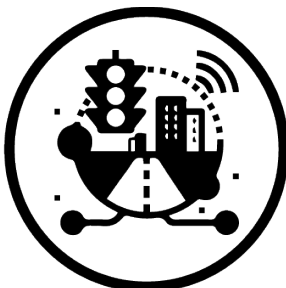
## URBAN FORM

The building and street relationship or compatibility of various entities in a neighbourhood that affects the public realm.



## LAND USE AND DENSITY

Segregation of uses and density of built form in a neighbourhood that is considered for the development in a parcel.

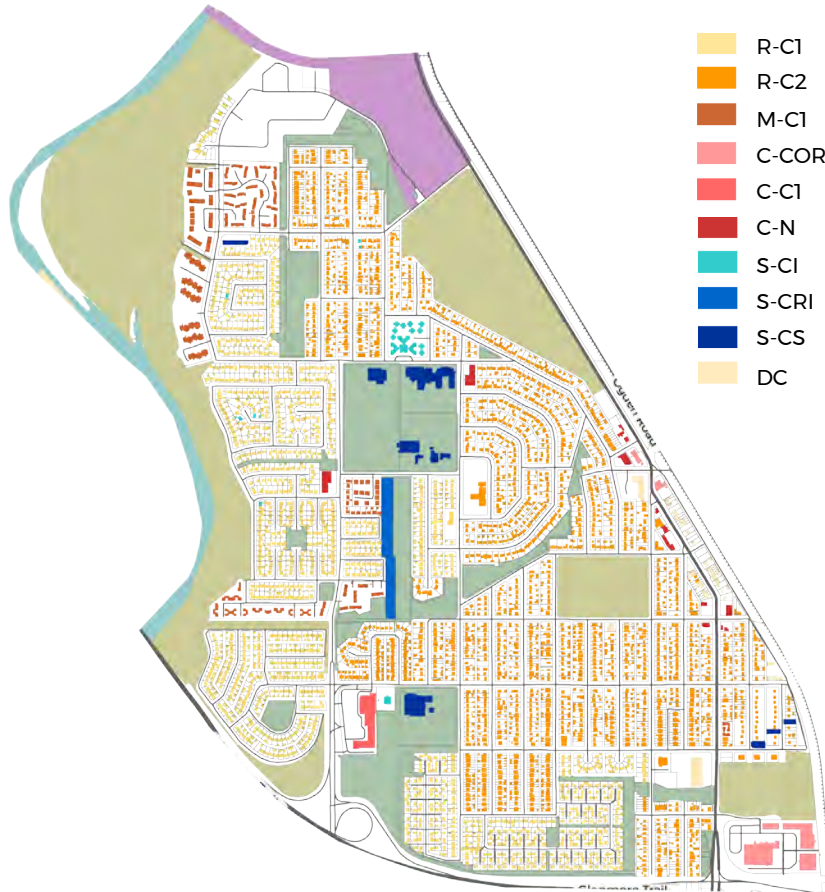


## CITY MANAGEMENT

Class of activities that local governments enforce that regulate the use of places and public realm over time.



# LAND USE BYLAWS



Land use bylaws is a planning tool with the purpose of regulating development in a manner that is specifically enabled by the provisions contained in the Municipal Government Act (MGA) of Alberta.

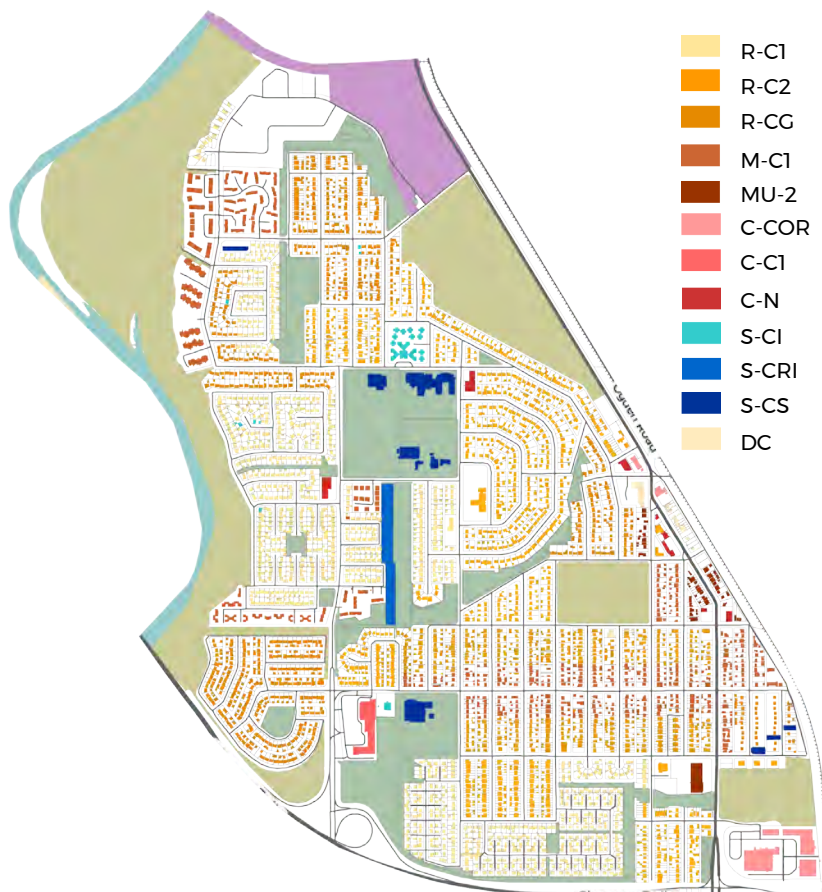
The bylaw relies heavily on guiding plans to inform it, including Calgary Municipal Development Plan, Area Structure Plans Redevelopment Plans and Inter-municipal plans.

Ogden is predominantly zoned as RC-1 and RC-2. The proposal is to change land uses based on transect zones.

RC-1 is proposed to change to R-CG in T-3 transect zones, RC-1 is proposed to change to M-C1 in T-4 transect zones, RC-1 is proposed to change to MU-2 in T-5 transect zones.

R-CG accommodates existing residential development and provides flexible parcel dimensions and building setbacks that facilitate integration of a diversity of grade-oriented housing over-time.

MU-2 promotes developments with storefronts along a continuous block face on the commercial street and accommodate a mix of commercial and residential uses in the same buildings.

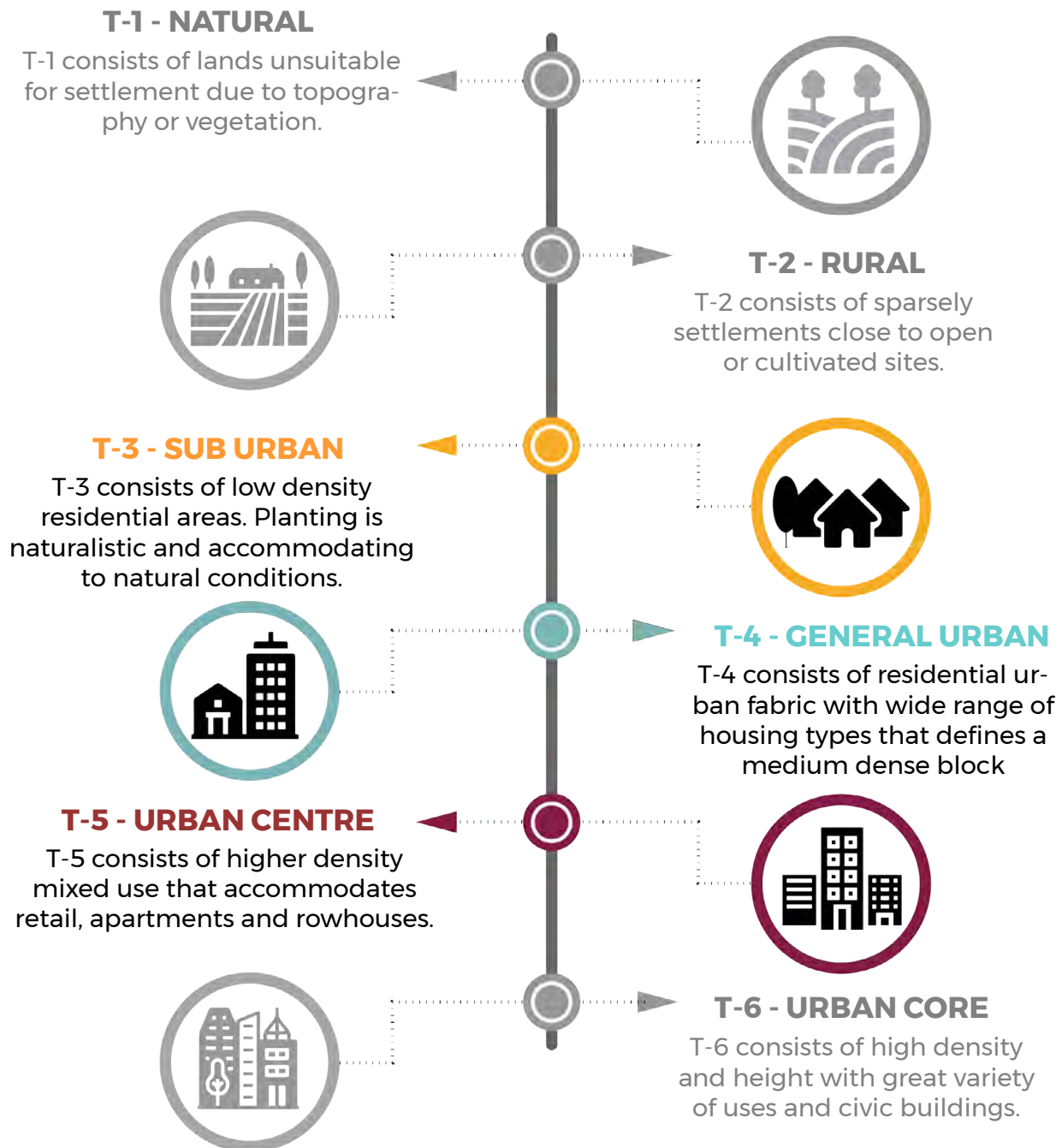




# FORM-BASED CODE

Form-based code are regulations adopted into the city, town or county law that fosters predictable built results and a high quality public realm using physic form as the organizing principle.

Form-based code envisions a place in its physical form, public realm and landscape based on transects. Transects is an analytical method that organizes the elements of urbanism from less intensity to high intensity. Thus, the transects are ranged from Natural/Rural environment to Urban environment. The rules of each transect zone or T-zone are designed to strength and support the character of an area.



# T-3 - SUB-URBAN TRANSECT

T-3 Sub-urban zone consists of low density residential areas, adjacent to higher zones of mixed-use buildings. This zone has relatively deep setbacks, streetscapes with a landscape verge, and usually includes sidewalks. Blocks may be large and irregular accommodating natural and/or historical conditions.



DUPLEX



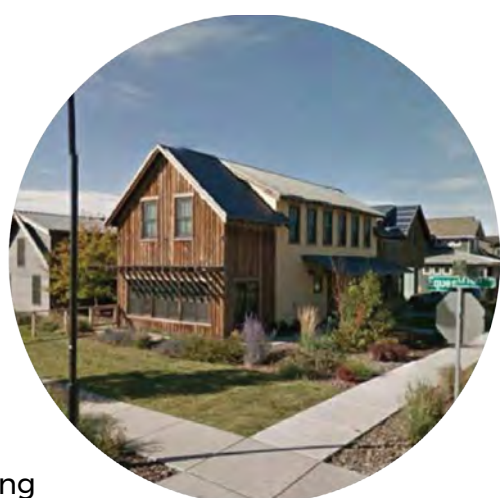
TRIPLEX



TOWN HOME



Oak Park,  
Illinois



Housing  
Diversity





## T-4 - GENERAL URBAN TRANSECT

T-4 general urban zone consists of a mixed-use but primarily residential urban fabric. It may have a wide range of building types, single, sideyard and row houses. Setbacks and landscaping are variable. Streets with curbs and sidewalk define medium-sized blocks. The character of this zone is a mix of houses, town homes and small apartment buildings, with scattered commercial activity.



**TRIPLEX**



**TOWN HOME**



**FOURPLEX**



Longmont,  
Colorado



Vibrant  
Housing



# T-5 - URBAN CENTRE TRANSECT

T-5 Urban Centre Zone consists of higher density mixed use building that accommodate retail, offices, row houses and apartment. It has tight network of streets, with wide sidewalks, steady street tree planting and buildings set closer to the sidewalks. The character of this zone is shops mixed with townhomes, larger apartment houses, offices, workplace, predominantly attached buildings.



**TRIPLEX**



**FOURPLEX**



**MIXED-USE**



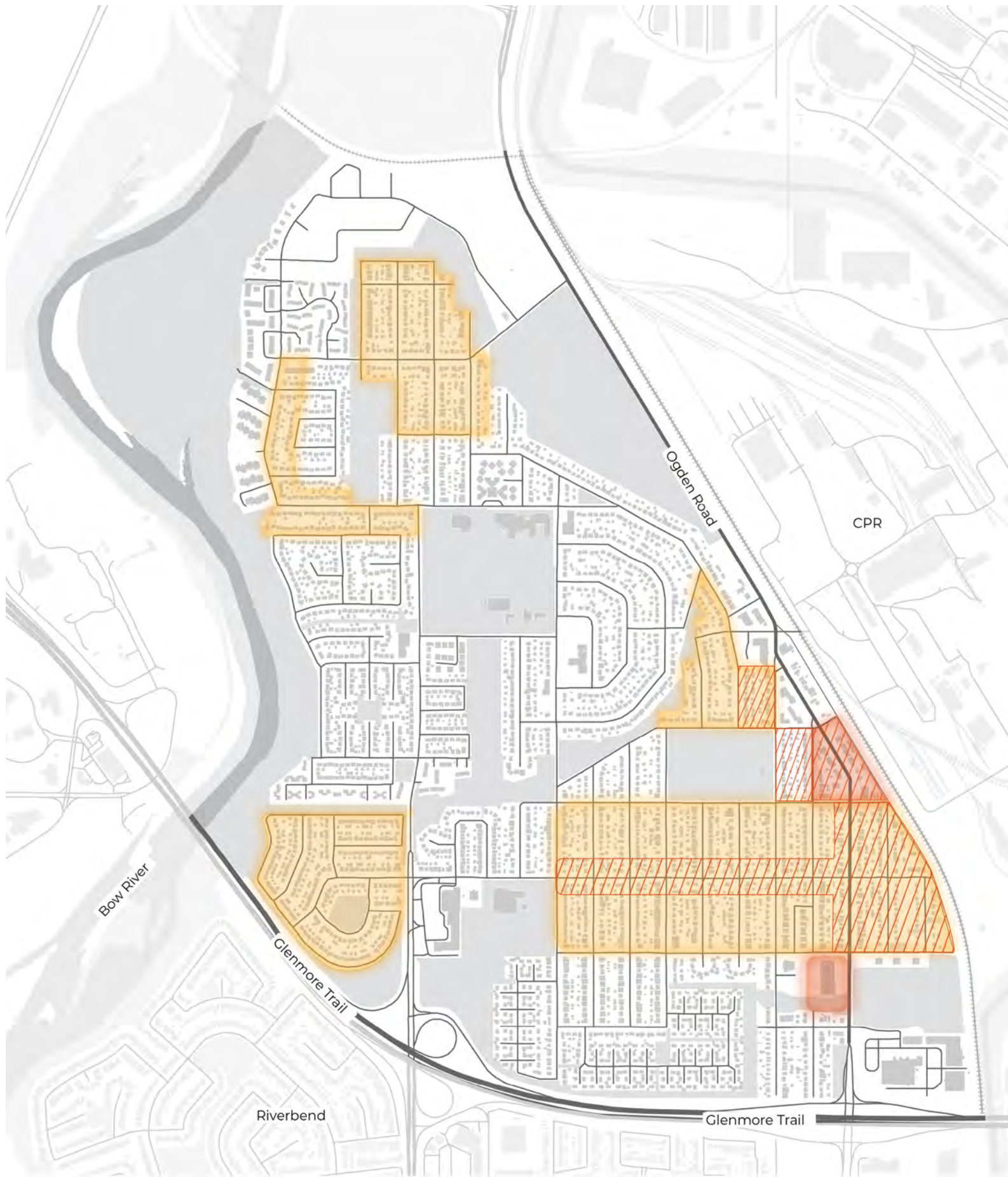
Hibbing,  
Minnesota



Corner  
Store







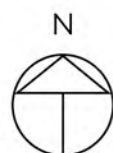
## HOUSING DIVERSITY

● T3 (Sub Urban)

● T5 (Urban Centre)

/// T4 (General Urban)

0 100 200 500m



# POLICIES

Along with the design proposals for housing, policies and recommendations shall be set in place to maintain it for the future.

Below are a list of policies and recommendations for housing diversity that shall be used for future development.

- P 3.1** Heritage properties shall be conserved and integrated into developments that is consistent with the heritage standards and guideline of Calgary. A heritage impact shall evaluate the impact of a proposed alteration to properties adjacent to the heritage property.
- P 3.2** If a proposed building is adjacent to a heritage property, the existing heritage character shall be integrated into the building through architecture and placemaking cues.
- P 3.3** The patterns and characteristics of the surrounding built form, public realm, and open space shall be analysed. The building type(s) and unit configuration shall be selected that responds to the various conditions on the site and the context.
- P 3.4** A less intense housing type shall be provided as a transitional form adjacent to a low scale residential neighbourhoods, parks and open spaces.
- P 3.5** The appropriate building type and unit configuration shall be used to avoid fronts of the buildings facing rear yards or backs of the building facing streets or parks
- R 3.1** Adaptive re-use of heritage properties should be encouraged.
- R 3.2** A transition in the building height down to lower-scale neighbours should be provided. The height of the at least first building should reduce where the adjacent context is lower and is not anticipated to change,
- R 3.3** For site adjacent to heritage properties, the scale and height of the buildings should be designed to respect and reinforce the height established by the historic context.

**Px.x** Policies

**Rx.x** Recommendations





# FORM-BASED CODE STANDARDS

T-3 transect zones are designed to protect the integrity of existing housing and reinforce their role within walkable neighbourhoods.



- Height: 1-2 storey
- Building Types: Duplex, Triplex, single-detached house and town home
- Ceiling Height: 8' max.
- Setbacks:  
Front: 15'-20'  
Sides: 4'-12'
- Encroachments:  
Architectural Features: 3' max.  
Steps to the building entrance: 5' max.

T-4 transect zones are designed to provide variety of urban housing choice in small-medium density building types which reinforce the walkable nature of the neighbourhood.



- Height: 1-3 storey
- Building Types: Triplex, town home, fouxplex, multiplex
- Ceiling Height: 8' max.
- Setbacks:  
Front: 5'-15'  
Sides: 3'-9'
- Encroachments:  
Architectural Features: 3' max.  
Steps to the building entrance: 5' max.

T-5 transect zones are designed to provide the neighbourhood with neighbourhood serving retail, service and residential uses in compact, walkable urban form.

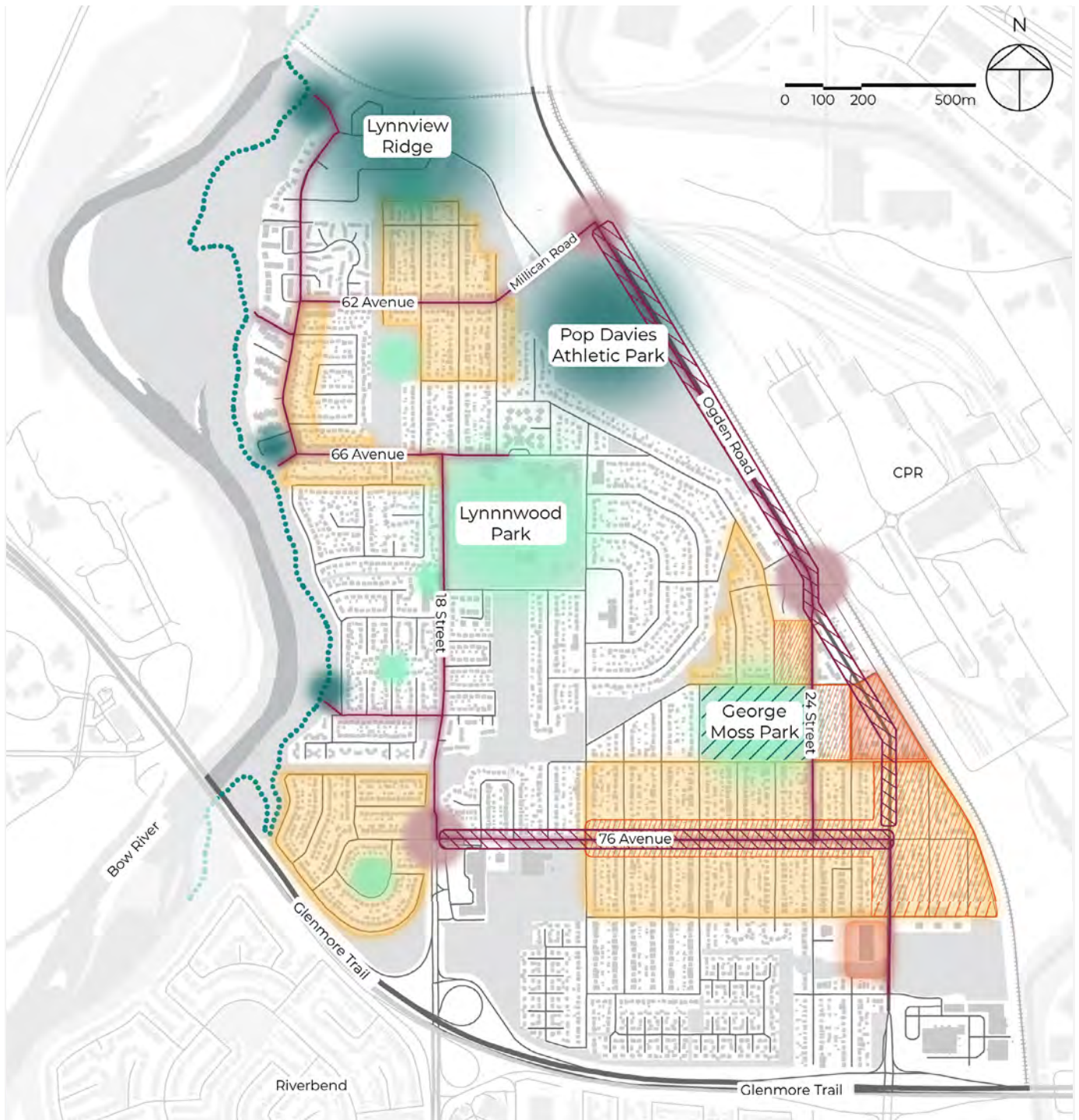


- Height: 2-5 storey
- Building Types: Mixed-use main street, mid-rise
- Ceiling Height: Ground Floor: 14' min.; Upper Floor: 8' min.
- Setbacks:  
Front: 5'-15'  
Sides: 3'-9'
- Parking: 2 for more than 5,000 sft
- Encroachments:  
Architectural Features: 3' max.  
Shop front awning: Front 14' max./ 2' less than sidewalk.



# CONCLUSIONS

The three solutions of greenspace programming enhancements, streetscape quality considerations, and increased housing diversity aim to engage residents and create a destination for visitors. Ogden is a community full of character, historical significance, recreational opportunities, and access to open space. It's diverse offerings have the potential to attract diverse residents that interact to form a socially sustainable and complete community.





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