

PLAN 630 - ADVANCED PLANNING STUDIO

# MILLICAN OGDEN

## COMMUNITY DESIGN CONCEPTS

PLANNING + DESIGN VISION BRIEF

enFORM  
DESIGN



UNIVERSITY OF CALGARY  
SCHOOL OF ARCHITECTURE,  
PLANNING AND LANDSCAPE





# ACKNOWLEDGMENTS

In the spirit of reconciliation, we acknowledge that we live, work and play on the traditional territories of the Blackfoot Confederacy (Siksika, Kainai, Piikani), the Tsuut’ina, the Îyâxe Nakoda Nations, the Métis Nation (Region 3). Calgary is situated where the Bow and Elbow Rivers meet. The traditional Blackfoot name of this place is Moh’kins’tsis.

- professor

**Francisco Alaniz Uribe** (Instructor | University of Calgary)
- steering committee

**Zev Klymochko** (Millican-Ogden Community Association),  
**Zach Hoefs** (Planner | CivicWorks),  
**Jillian Geen** (Planner | Community Planning – South | City of Calgary),  
**Robert Dickinson** (Neighbourhood Partnership Coordinator | City of Calgary)



enFORM Design is a multidisciplinary firm that provides professional planning and development services to a diverse clientele. Founded on the principle of open-minded discovery, enFORM seeks to engage with our clients and the unique needs of each project. Through the firm's dedication to storytelling and data driven design, we combine the best of evidence based practices with an emphasis on human connection that permeates our work.



**Allison Davelaar**  
BARCH, MPLAN 2022



**Emily Kloppenburg**  
BA, MPLAN 2022



**Jay Heule**  
BSC, MPLAN 2022





## EXECUTIVE SUMMARY

The southeastern community of Ogden has a vibrant history and strong connections to both natural and industrial landscapes. Like many established communities, it is facing a declining and aging population, as well as an older housing stock of predominantly single family homes. The community has struggled with attracting new families and faces further density and intensification pressures from the two new Green Line LRT stations proposed in Ogden.

This report and the work done by the enFORM team, combines the key issues of the community with spatial analysis to create effective design strategies. These recommendations were further developed through input from Ogden residents and feedback from our professor and the Steering Committee. enFORM's recommendations for the community address the current and future challenges of Ogden and includes:

- a comprehensive land use strategy,
- a user focused, multimodal open space and mobility system,
- transit oriented development sites.

The specific interventions within each strategy are supported with policy frameworks and are intended to guide the community as they prepare for a large infrastructure investment. enFORM's proposed solutions are ambitious yet achievable and necessary to accommodate the current challenges of the community and the needs of future residents.





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INTRODUCTION



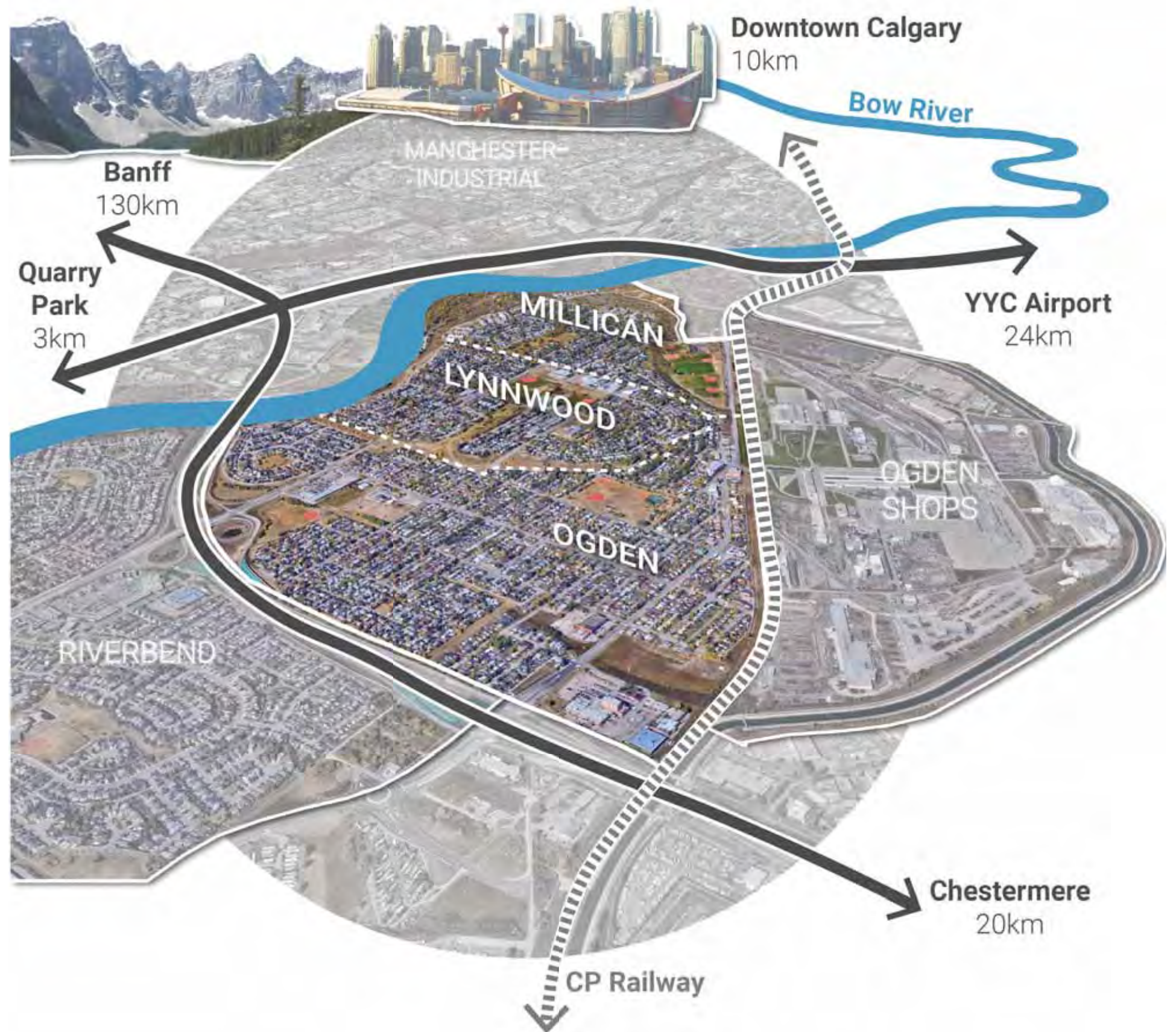
## 1.1 INTRODUCTION

# SITE CONTEXT

Located in the South East Quadrant of the city, Ogden is one of Calgary's earliest residential communities, and is now composed of the three neighbourhoods of Millican, Lynnwood and Ogden. Ogden sits on the escarpment overlooking the Bow river to the west, and is bounded by the Canadian Pacific Railway (CPR) tracks and the operational Ogden Shops to the east.

Ogden is highly connected to the regional road, pathway and river networks with close proximity to Downtown and Quarry Park, and adjacent to large sections of industrial and employment lands. Ogden is expected to be connected to the planned Green Line Light Rail Transit (LRT), with two LRT stations planned along Ogden Rd SE. The current population of 8600 residents is expected to grow by 38% in the coming two decades dependent on increased demand in the community.

Efforts to attract a diversity of families to the area is required to support a thriving Ogden, and may be achieved through the supply of diverse housing options, continued recreational programming, and more commercial and cultural spaces.





# LEGAL FRAMEWORK



### Municipal Development Plan (MDP) & Calgary Transportation Plan (CTP)

The City of Calgary's long term, high level policy documents which address the municipal visions and goals for how the city grows. Both statutory plans, the two documents compliment each other as they create a framework for transportation and land use planning across the city.

### The Guide for Local Area Planning

This non-statutory document is intended as an administrative guide to facilitate the design and planning of established communities in Calgary. A long range document, the Guide provides tools to help planners and citizens prepare for future redevelopment in their communities.

### Green Line Urban Integration

An informational document, the Green Line Urban Integration (GLUI) is intended to bridge the gap between the new plans for the Green Line LRT and the previous version of the MDP. The most recent version of the MDP has combined information discussed in this document.

### Millican Ogden Local Area Plan (LAP)

Local area plans are statutory documents that follow the new community planning methodology established in the Guide for Local Area Planning. Existing drafts of the Millican Ogden Area Redevelopment Plan and the South Hill Station Area Plan will be incorporated into this LAP when the city of Calgary initiates that process. Note: The lap process for Ogden and the rest of Area 34 has not started.



## 1.3 INTRODUCTION

# PROJECT UNDERSTANDING

The neighbourhood is a key building block for great communities and cities, often instilling a civic sense of pride, belonging, and attachment for the residents who call it home. Neighbourhood identity and sense of place are integral to the urban social fabric and built form, and contribute greatly to successful neighbourhood redevelopment. While Ogden has many assets and a unique identity, like other historically industrial neighbourhoods, Ogden is facing challenges such as population decline, changing mobility networks, lack of community gathering space, and housing homogeneity. With a change of perspective, every challenge presents an opportunity, and these core challenges will be used to guide the initial project analysis.

As an academic project, this document serves the Millican Ogden Community Association as a guide of recommendations for future land use planning and urban design interventions.

### STAKEHOLDERS

- » Community at large
- » Millican Ogden Community Association
- » Jack Setter's Arena
- » SE Calgary Resources Centre
- » Ogden House Senior Citizens Club
- » City of Calgary
- » CP Rail
- » Ogden Youth Centre
- » Churches (6)
- » Schools (4)
- » Calgary Police Services
- » Local developers
- » Business owners



# PROJECT ASSUMPTIONS

## TRANSPORTATION/ MOBILITY

- » Goods movements
- » Proposed Green Line Stations (2)
- » CPR rail lines
- » Walking and bike paths
- » Connection to the city

## DEVELOPMENT & REDEVELOPMENT

- » Abandoned / empty lots
- » Contaminated sites
- » Land ownership
- » Housing homogeneity
- » Redevelopment hesitancy

## OPEN SPACE & PARKS

- » Bow-River, Canal
- » Parks
- » Pathways
- » Recreational programs

## POPULATION/ DEMOGRAPHICS

- » Population decline
- » Fewer families & children
- » Risk of school closures
- » Seniors centres and aging population
- » Low income / unhoused population

## HISTORY & COMMUNITY CHARACTER

- » Names (parks, streets, neighbourhoods)
- » Connection to CPR
- » Buildings
- » Small-town character
- » Residents (Ogdenites)

## LAND USE

- » Location of commercial areas and corridors
- » Types of businesses
- » Proximity to industry

## COMMUNITY CORE

- » Current lack of gathering space
- » High street or main street
- » Possibility of year round use plazas



PROJECT METHODOLOGY



The Ogden Community design project was separated into several phases from analysis to final design. Spatial analysis and regulatory framework review were done at the beginning of the project to ground the design phases. Further research was done such as a neighbourhood analysis and a community profile that provided additional qualitative and quantitative data that informed the designs. Building from the team's analysis of key issues, enFORM Design created conceptual designs in Phase 2. These were presented to a Steering Committee who provided feedback on these concepts. Information from the first engagement session was then incorporated into the conceptual designs to produce work in Phase 3. This included draft designs as well as initial policy implementation tools and summaries of the previous phase's analysis. Once again, the Steering Committee provided feedback which was incorporated into the production of the final designs and documentation. Posters of the final designs and recommendations were then displayed at a public open house to which Ogden residents were invited.





View of the Bow River from Ogden 

# 2 ANALYSIS



# OVERVIEW

To frame our understanding of Ogden our analysis focused on four key areas: cultural landscapes, natural environment, built form, and infrastructure. Analyzing these key areas, we were able to consider the strategies needed to address the challenges facing Ogden, taking advantage of the site opportunities and considering existing and potential constraints.

Cultural landscapes explores the historic evolution of Ogden, from a seasonal Indigenous campsite and the arrival of the Canadian Pacific Railway to the socio-demographics of today.

The natural environment examines the natural features and climactic considerations present in the community and the ecological systems that tie Ogden to larger municipal and region wide networks.

In built form, the urban fabric was analyzed - specifically the housing and building typologies, land use, zoning, and the underlying urban structure of rectilinear parcels that provide redevelopment opportunities for increased density.

Lastly, studying Ogden's infrastructure, with strong mobility networks as a major asset and with the planned Greenline LRT increased connectivity provides future community opportunities.

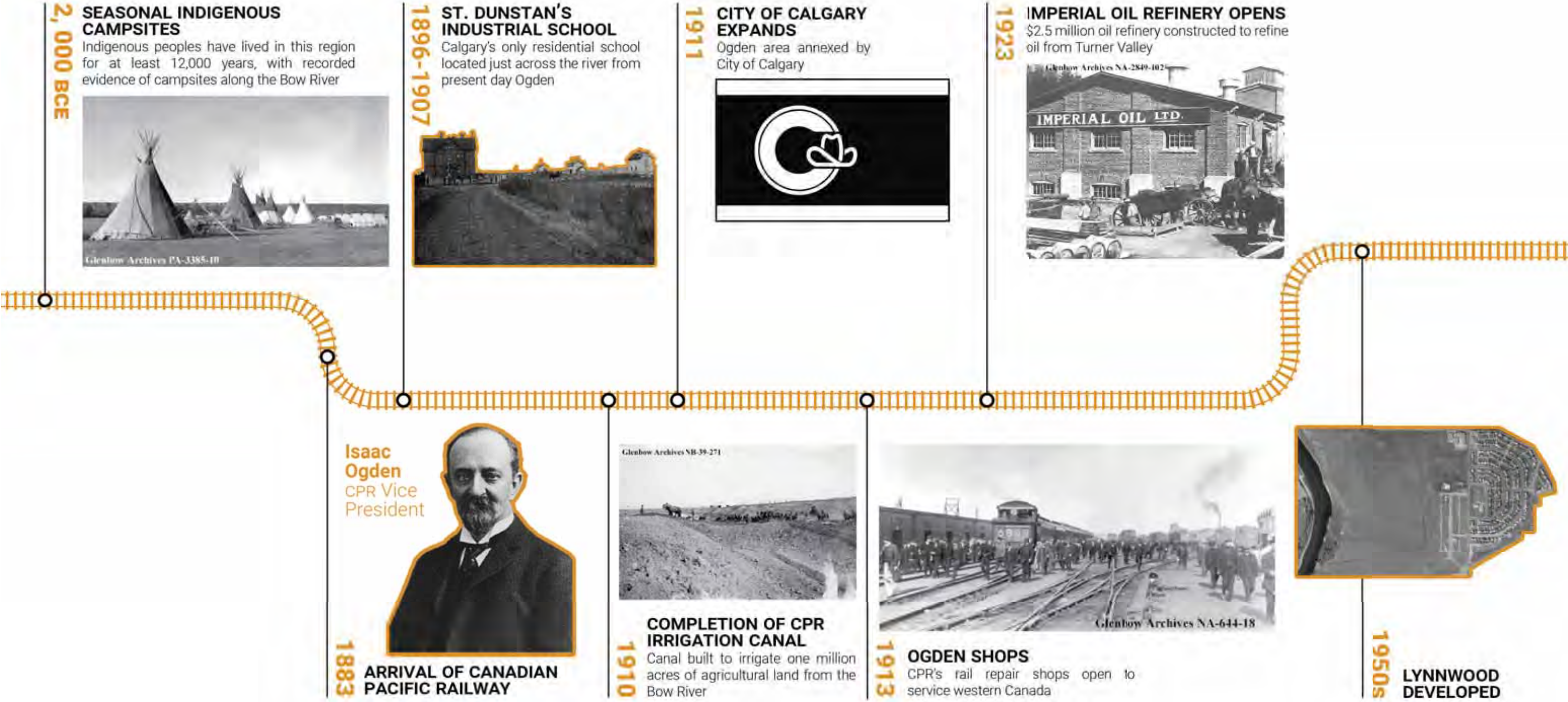




2.1  
CULTURAL  
LANDSCAPES



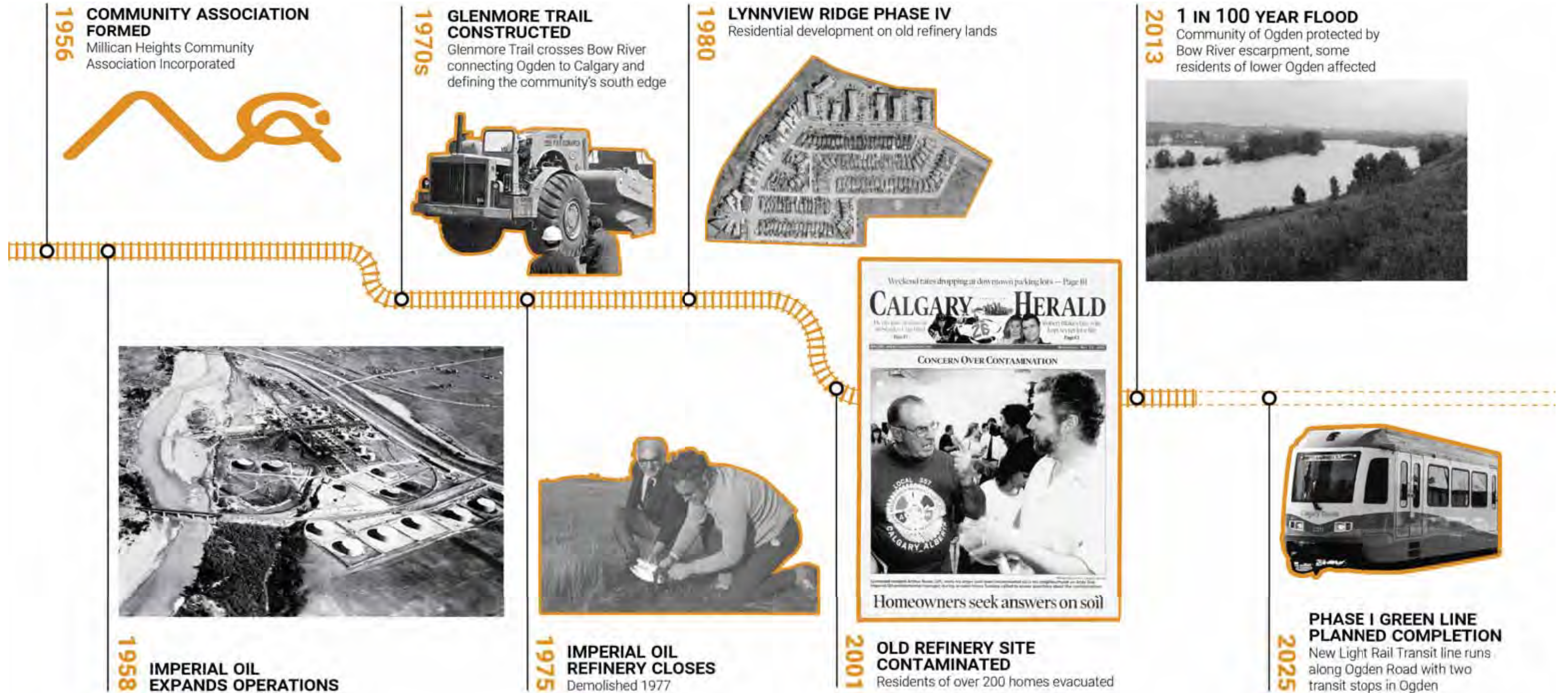
HISTORIC TIMELINE





2.1 CULTURAL LANDSCAPES

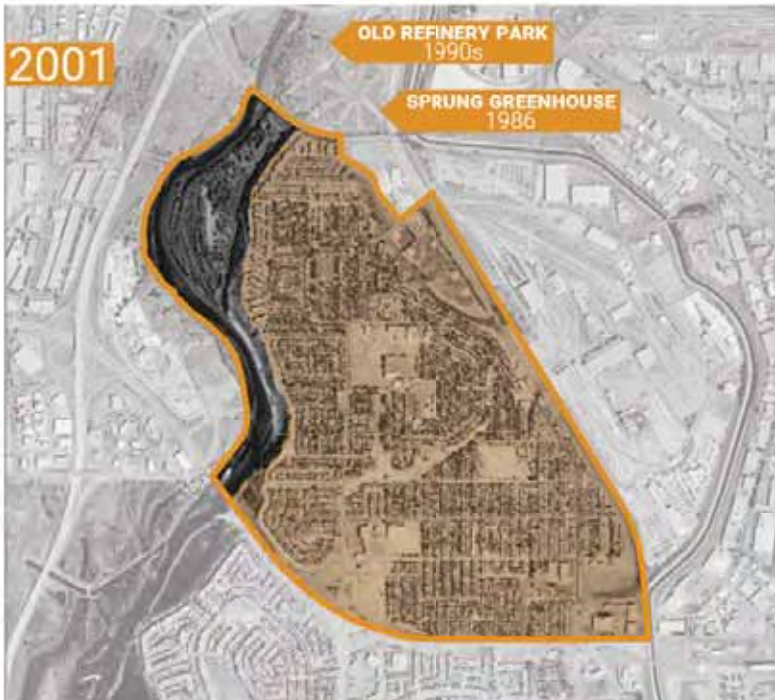
# HISTORIC TIMELINE





# URBAN MORPHOLOGY

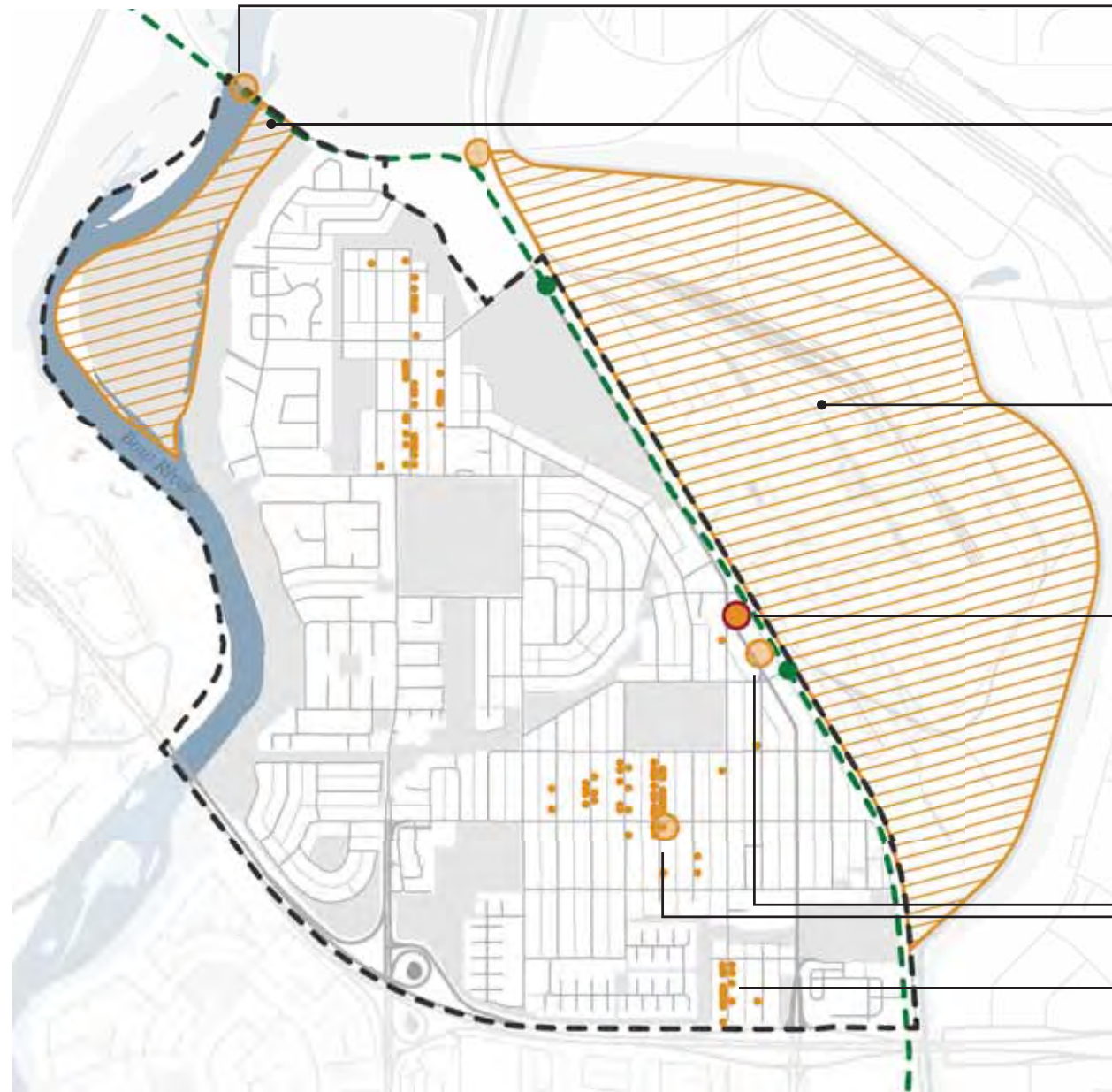
Ogden's origins as a railway town in the 1900's are evident in its urban morphology, developing westward from two small workers neighbourhoods to a fully developed community by the 1980s. Nearing 40+ years since the majority of the area was developed, Ogden is reaching an age when redevelopment naturally starts to happen to refresh aging infrastructure.





2.1 CULTURAL LANDSCAPES

# HERITAGE ASSETS



**beaver dam flats**  
*Cultural Landscape*  
Time Immemorial



**cn railway bridges**  
*Engineering Works*  
1913



**ogden shops**  
*Cultural Landscape*  
1912



**alyth lodge**  
*Municipally Protected*  
*Edwardian Commercial*  
1912



**ogden block**  
*Edwardian Commercial*  
1913



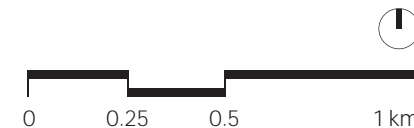
**st. augustine's  
anglican church**  
*Community Historic Resource*  
1912



**heritage homes**  
*97+ Identified Assets*  
pre 1945

HERITAGE ASSETS

- HERITAGE HOME (MOCA)
- HERITAGE STRUCTURE
- MUNICIPALLY PROTECTED HERITAGE STRUCTURE
- CULTURAL LANDSCAPE
- PLANNED GREEN LINE LRT



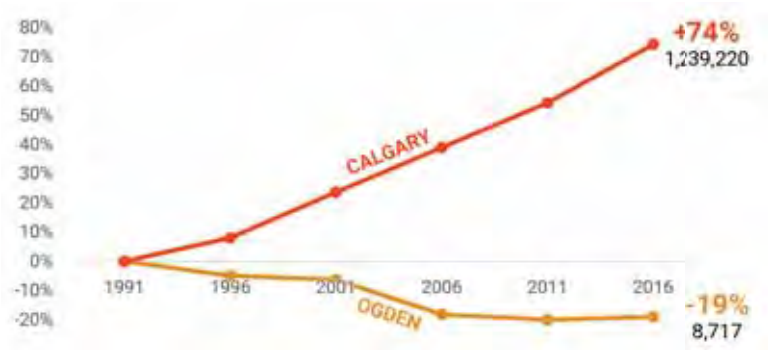
Cultural landscapes and built form preserve Ogden's history for future generations, provide a strong sense of place, and are important assets to help achieve sustainability goals. While landmark buildings like the Ogden Hotel are municipally protected, most heritage assets in the community have only undergone a preliminary inventory, and have no form of legal protection.



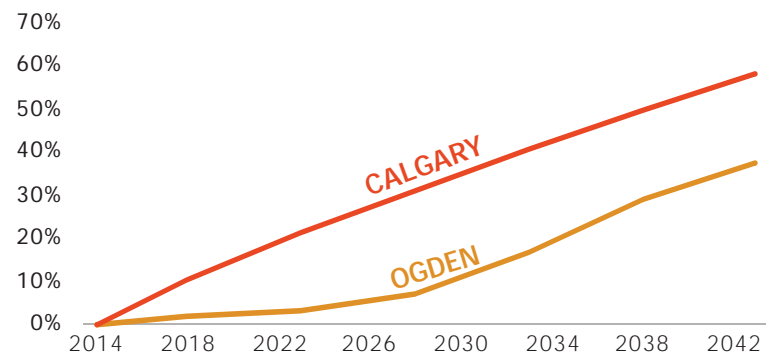
# COMMUNITY PROFILE

## POPULATION TRENDS

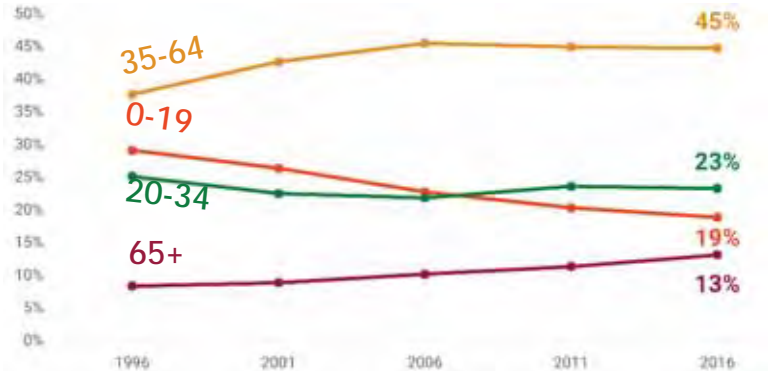
Population Trend 1991 - 2016



Population Projection 2042



Ogden Age Distribution



## HOUSEHOLD CHARACTERISTICS

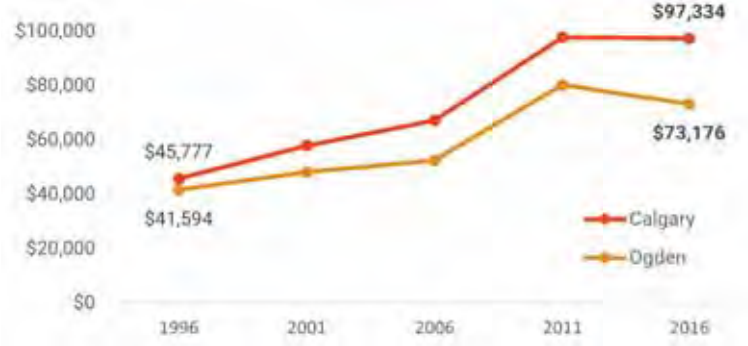
Single Parent Families



Average Household Size



Median Household Income



2016 Household Income Distribution

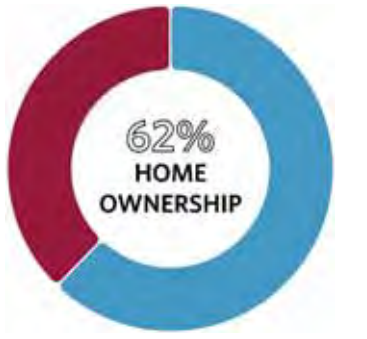


## HOUSING

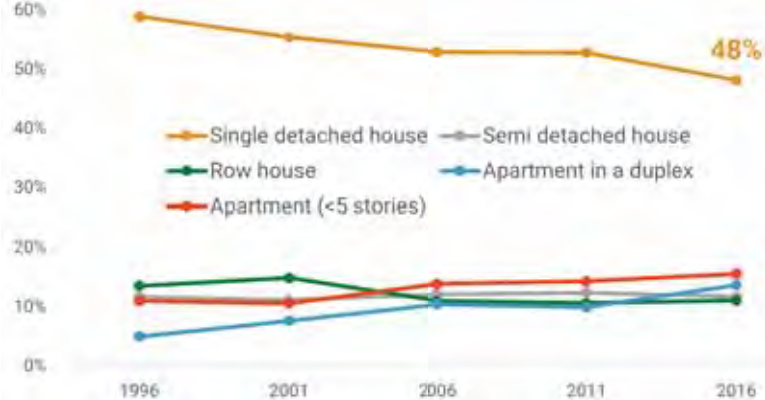
Housing Inaffordability



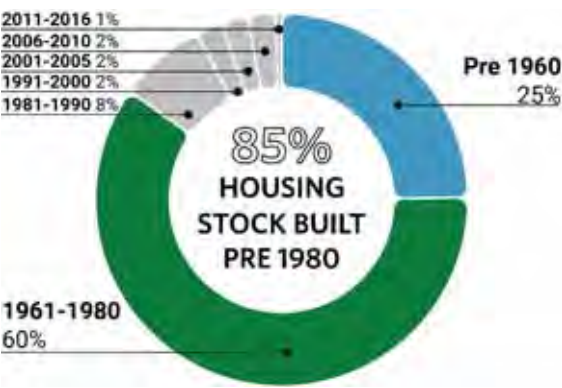
Housing Tenure



Housing Stock Type



Housing Stock Age





COMMUNITY PROFILE

Based on census demographic data from the past 20 years, Ogden's population is not only shrinking but it is aging, and young populations are declining. Household sizes and the median household income are also both below the City of Calgary average. This reflects the working class nature of the community, and the need for intervention to support social services.

To better understand how different Ogdenites interact with their community, three personas have been created to understand Ogden from a human perspective, Susan, Katie, and Peter. These three reflect the working class, aging, and single detached home prevalence of the community, and ground planning interventions in the lived reality of Ogden residents.



**SUSAN + CLAIRE**

AGE 33

MARITAL STATUS Single Parent

LABOUR FORCE Accountant

HOUSEHOLD INCOME \$55,000

DWELLING TYPE Multiplex

NEIGHBOURHOOD Lynnwood



**GONZALO + KATIE**

AGE 48

MARITAL STATUS Married

LABOUR FORCE Business Owner

HOUSEHOLD INCOME \$85,000

DWELLING TYPE Single-Detached House

NEIGHBOURHOOD Millican



**PETER**

AGE 76

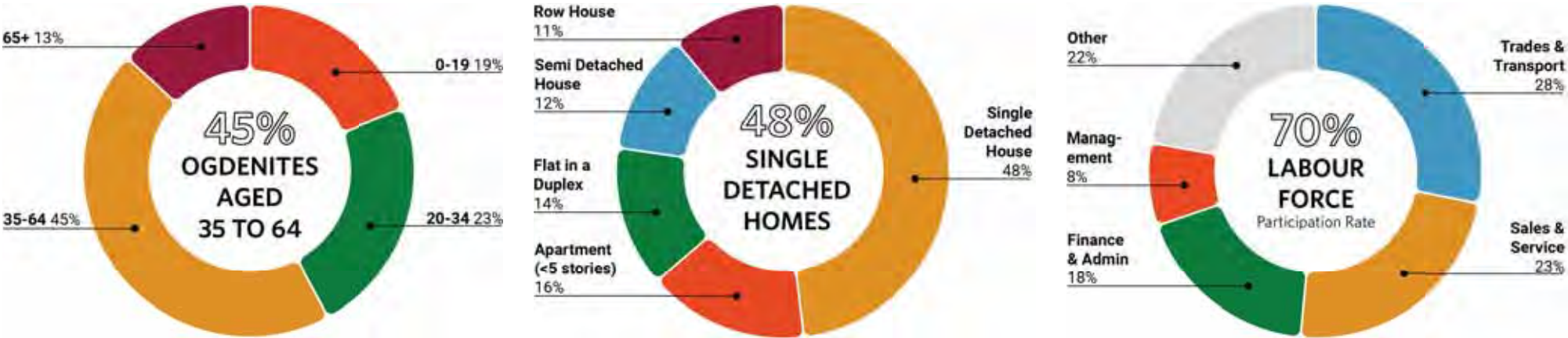
MARITAL STATUS Widowed

LABOUR FORCE Retired

HOUSEHOLD INCOME \$25,000

DWELLING TYPE Row house

NEIGHBOURHOOD Ogden Station





SOCIAL INFRASTRUCTURE

Social infrastructure, meaning places, programs and services that help people are crucial for successful communities. Ogden offers a diverse range of social institutions from community resources, to places of worship and affordable housing units. Over the last decade, two major pieces of social infrastructure, the Public Library and Legion, have closed or left Ogden, leaving holes in the social fabric of the community.

5+

Community Resources

6

Places of Worship

100+

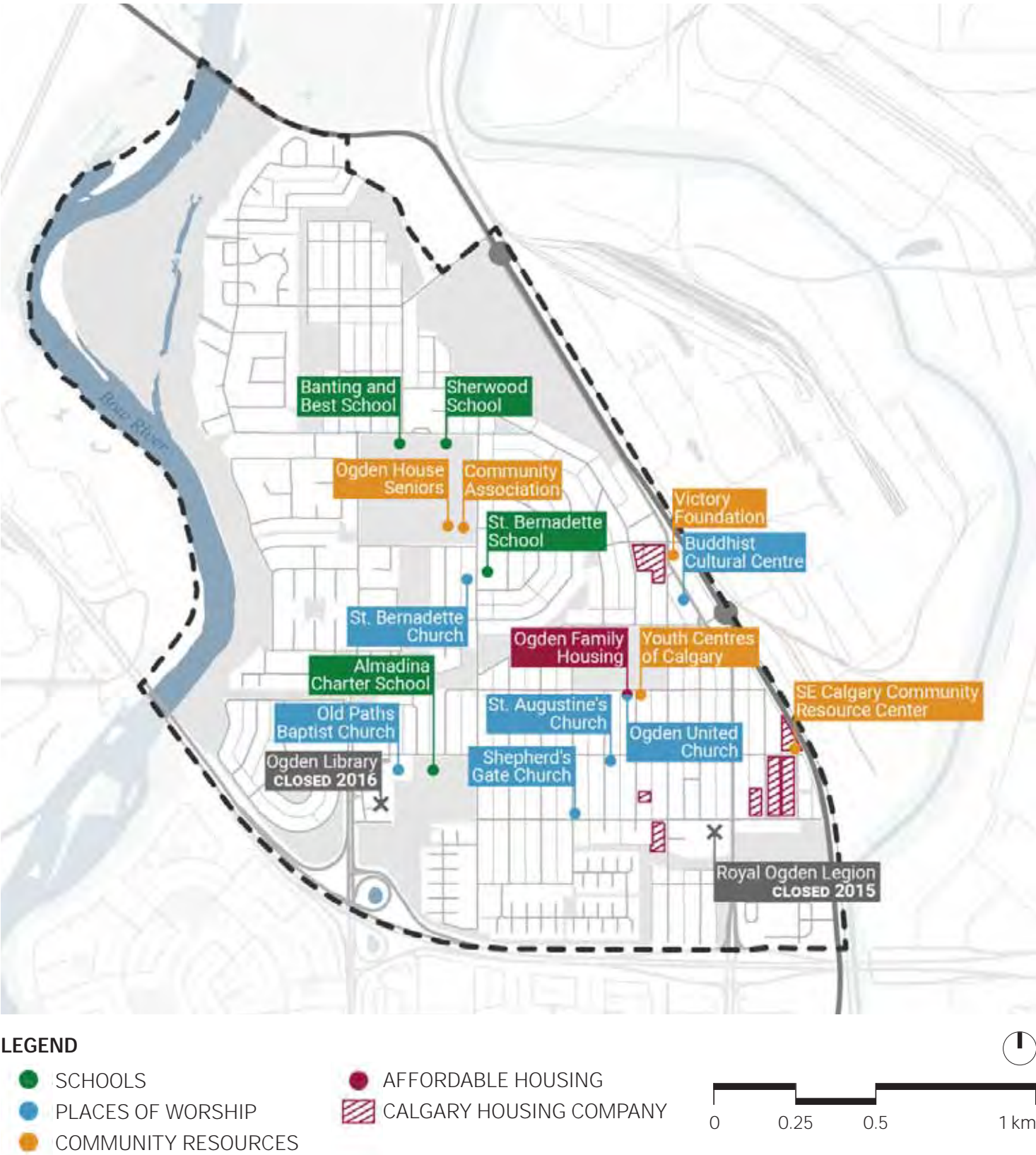
Units of Affordable Housing

-2

Cultural Institutions

*“When people engage in sustained, recurrent interaction, particularly while doing things they enjoy, relationships inevitably grow”*

- Eric Klinenberg, Sociologist, Author of Palaces for the People



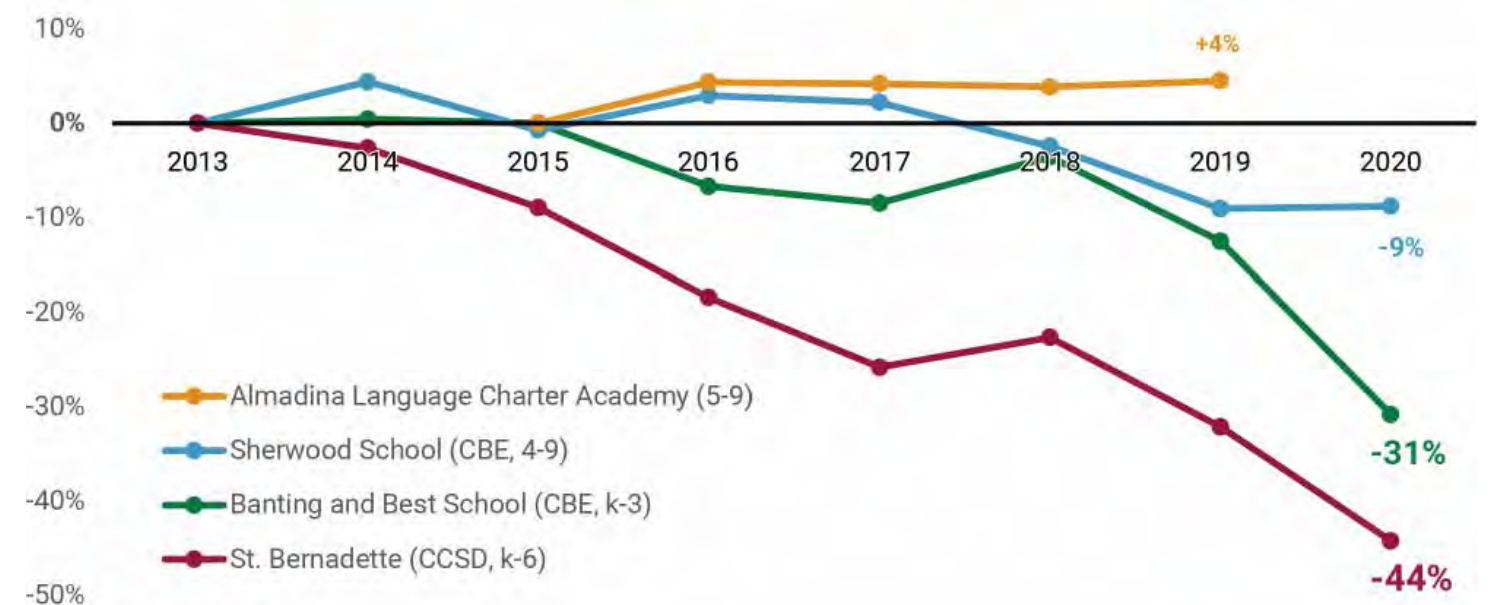


2.1 CULTURAL LANDSCAPES

# SCHOOL ENROLLMENT

Schools can act as the heart of the community, but declining enrollment Ogden's two public schools have placed them at risk of closing. With the next nearest elementary school 3.2 kilometers away, All Ogden students would require daily busing if the schools were to close.

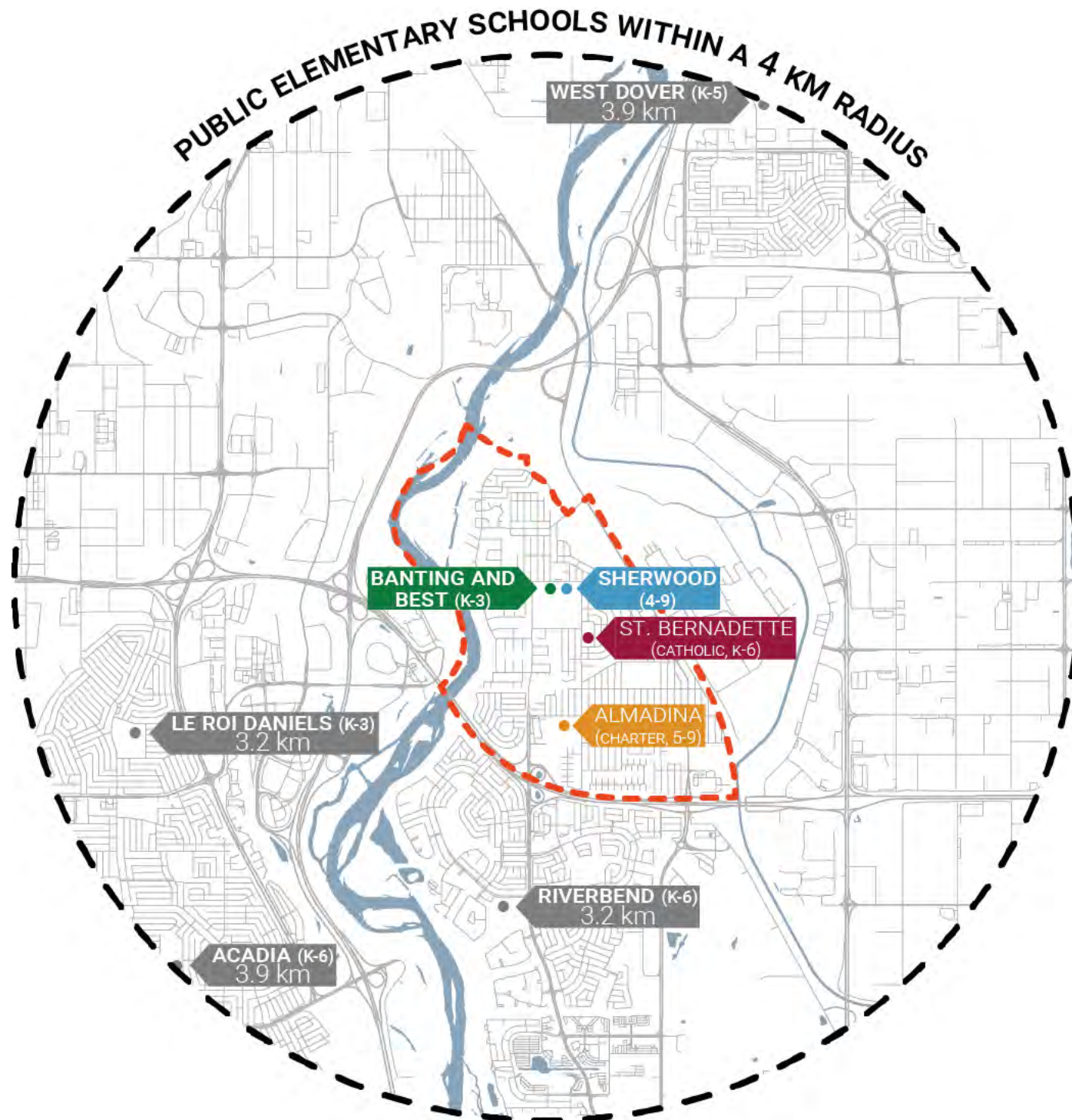
SCHOOL ENROLMENT PERCENT CHANGE 2013 - 2020



## SHORT-TERM STUDENT ACCOMMODATION CHALLENGES

*"It would be devastating to the community. It is the last remaining public elementary school that's grades one to four in the community"*

- Richard Smith, Millican-Ogden Community Association



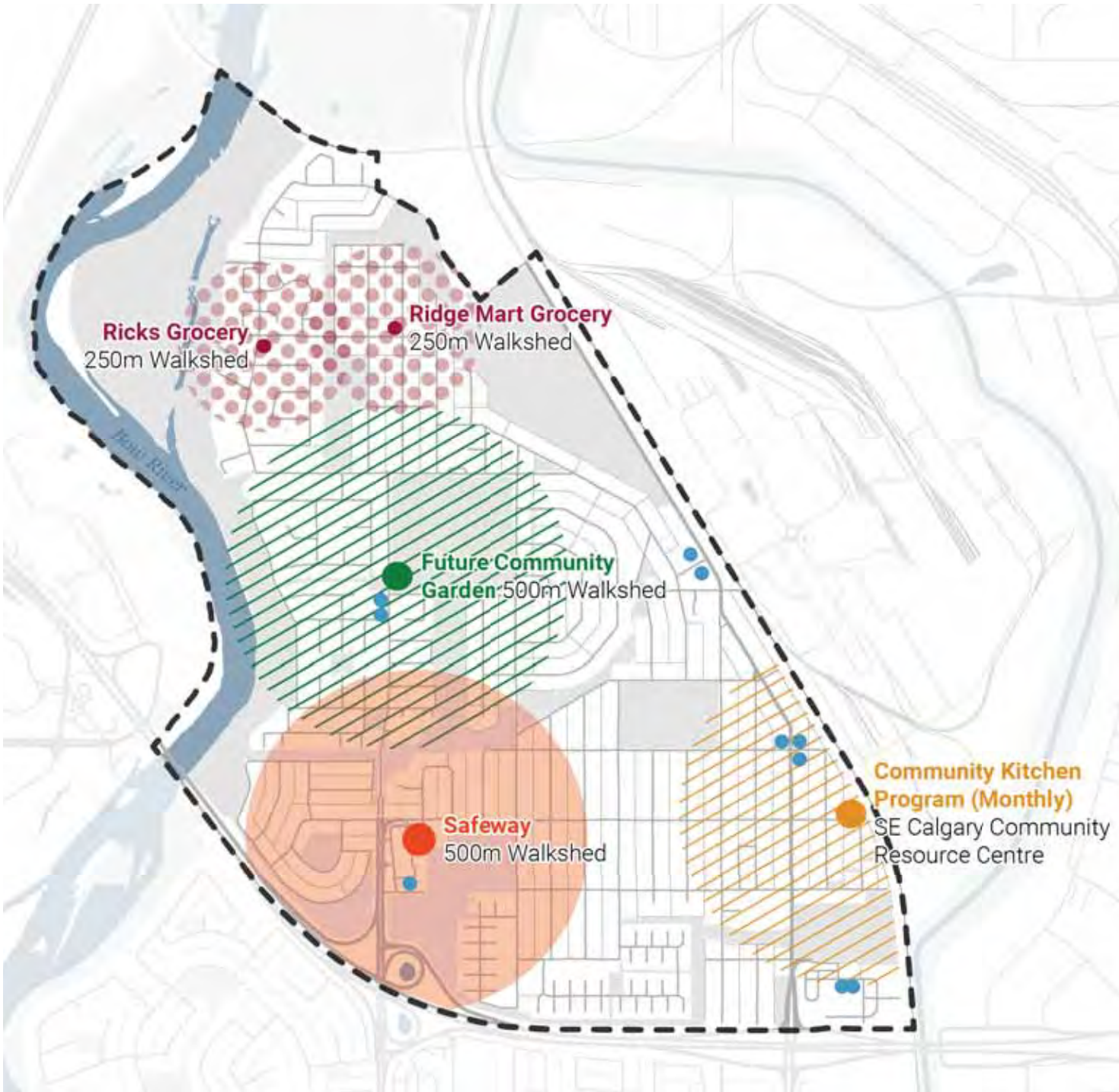


FOOD SYSTEMS

Social infrastructure also includes food systems. With only one major supermarket and high concentrations of convenience food options in the neighbourhood, Ogdenites are faced with a lack of choice and accessibility to healthy food options.

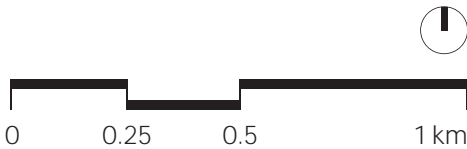
*“Food literacy is having the knowledge, skills and attitudes necessary to choose, grow, prepare and enjoy healthy food to support one’s health, community and the environment”*

- Fraser Health Authority, British Columbia



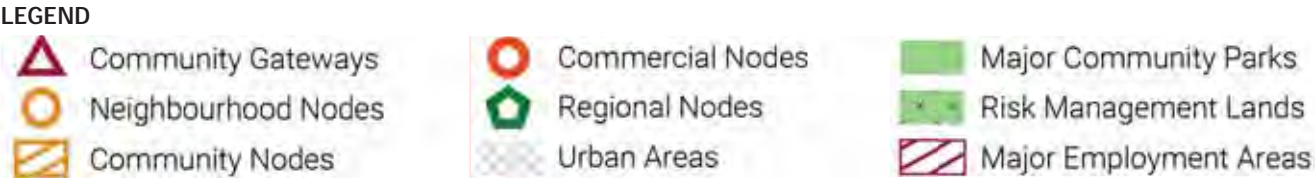
LEGEND

- CONVENIENCE / FAST FOOD
- CORNER STORE
- COMMUNITY GARDEN
- FOOD SUBSCRIPTION
- MAJOR SUPERMARKET





FUNCTIONAL ANALYSIS



NEIGHBOURHOOD NODE



REGIONAL NODE



COMMUNITY NODE



COMMUNITY GATEWAY



COMMERCIAL NODE

Looking at the community through the lens of cultural landscapes has helped us understand how the community works. There are strong boundaries to Ogden on all sides, with limited gateways in and out of the community. The presence of regional open spaces attracts those from outside the community, and a variety of neighbourhood and commercial nodes are dispersed throughout Ogden, with two centralized community scale nodes.



SUMMARY

WORKING CLASS COMMUNITY

The community of Ogden is made up of a significant number of residents in affordable housing units, seniors, and low-income residents. Development should be sensitive to the needs of these populations.

HISTORIC IDENTITY

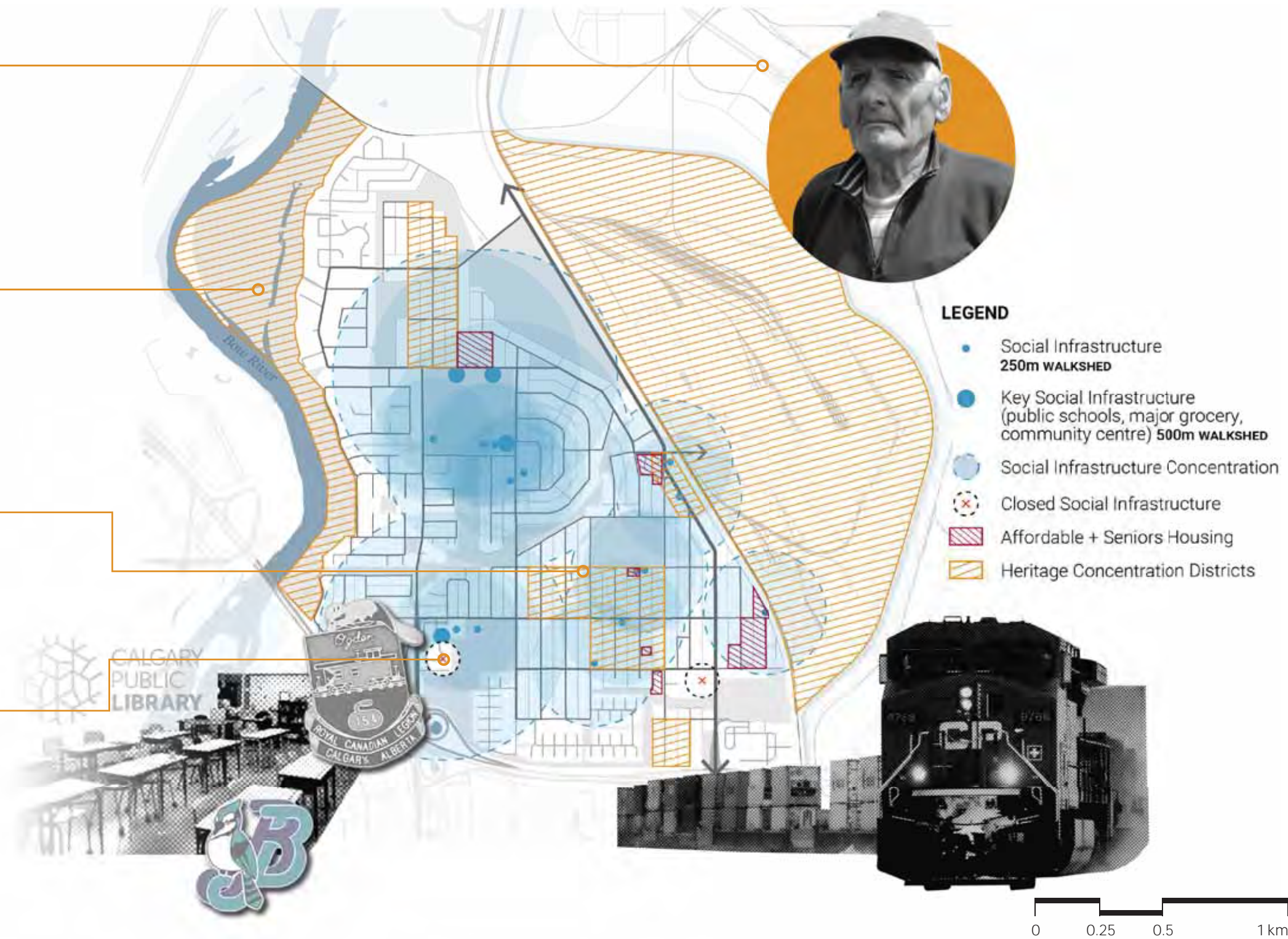
As one of Calgary's original communities, Ogden has a strong sense of place that is derived from the historic character and ongoing ties to the railway, with connections to the traditional use of the Bow River landscape.

STRONG URBAN STRUCTURE

Ogden is built on a strong urban structure originating from the historic block pattern, which makes for a highly connected environment that can flexibly accomodate diverse uses.

EROSION OF SOCIAL FABRIC

Over the last 20 years, Ogden has seen a decline in both population and major social institutions. With potential school closures on the horizon, the community is under-served by the necessary social spaces.





## 2.2 NATURAL ENVIRONMENT

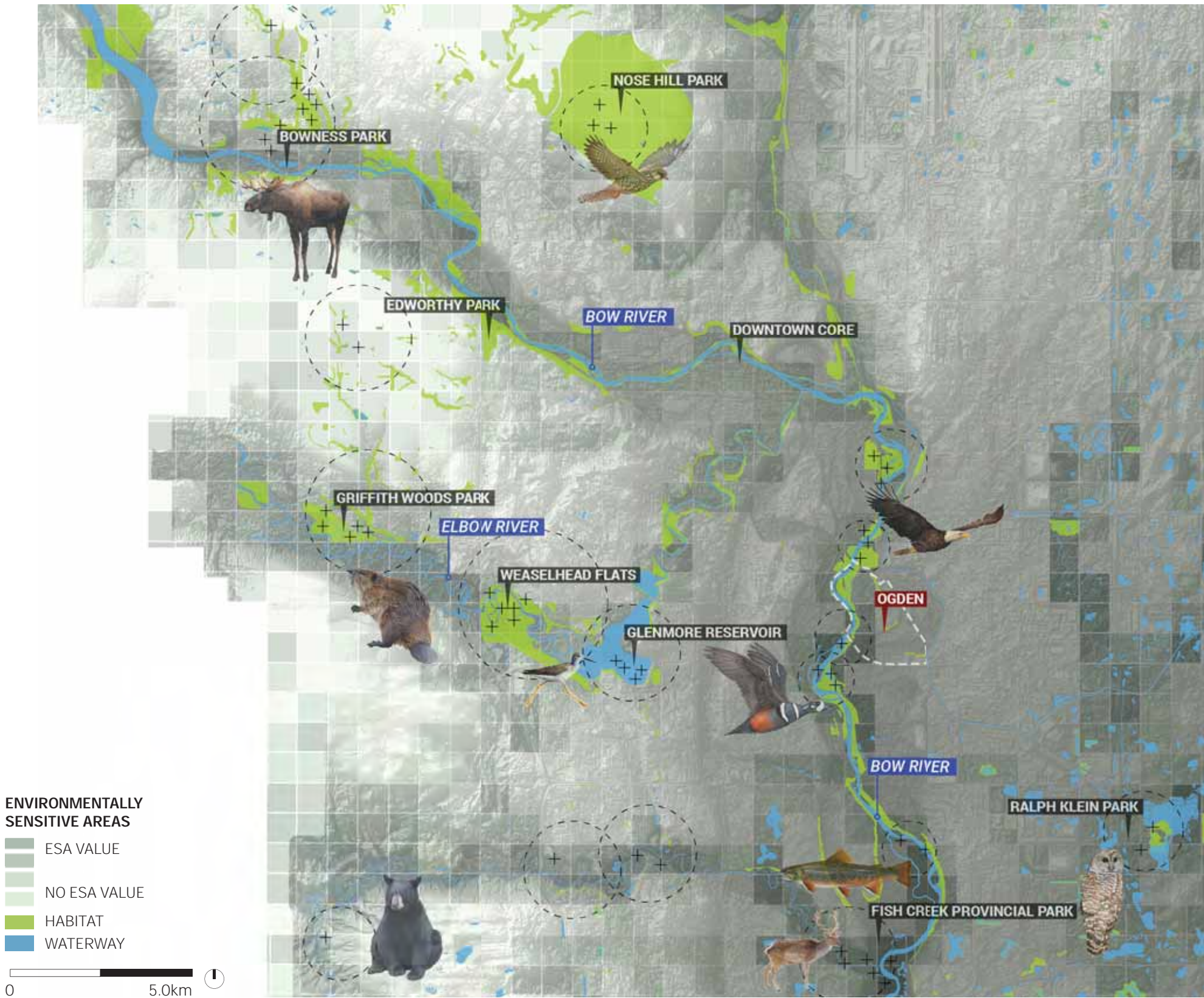


# NATURAL SYSTEMS NETWORK

Through examining the Bow River basin, and focusing in to Calgary, we recognize that Ogden is a small part of a vast ecological network, inclusive of wildlife habitats and corridor connectivity along the Bow.

*“When we try and pick out anything by itself, we find it hitched to everything else in the Universe.”*

- John Muir, Sierra Club Founder





2.2 NATURAL ENVIRONMENT

NATURAL FEATURES

Zooming in, Ogden provides critical habitat for vulnerable native species. The continued protection and restoration of these ecologically valuable areas shall be respected in future interventions, to ensure that these habitats and species continue to thrive.

1 BEAVER DAM FLATS



Nevada Bumble Bee  
(Uncommon in Calgary)



Western Bumble Bee  
(Vulnerable (S3) in Alberta)



Pleated Gentian  
(Vulnerable (S3) in Alberta)



Boreal Locoweed  
(Vulnerable (S3) in Alberta)



Barrow's Goldeneye

2 BOW RIVER x GLENMORE TRAIL



Great Blue Heron  
(Vulnerable (S3) in Alberta)



Hooded Merganser  
(Imperiled (S2S3B) in Alberta)



Harlequin Duck  
(Vulnerable (S3) in Alberta)



American Beaver

3 JACK SETTERS PARK



Leafy Wildparsley  
(Vulnerable (S3) in Alberta)



Purple Prairie Clover  
(Vulnerable (S3) in Alberta)



Sticky Geranium  
(Vulnerable (S3) in Alberta)



Lewis's Woodpecker  
(Threatened in Canada)

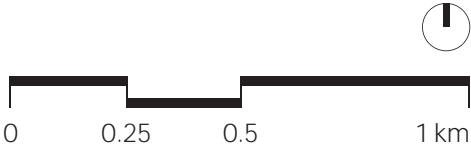


Wandering Garter Snake



NATURAL FEATURES

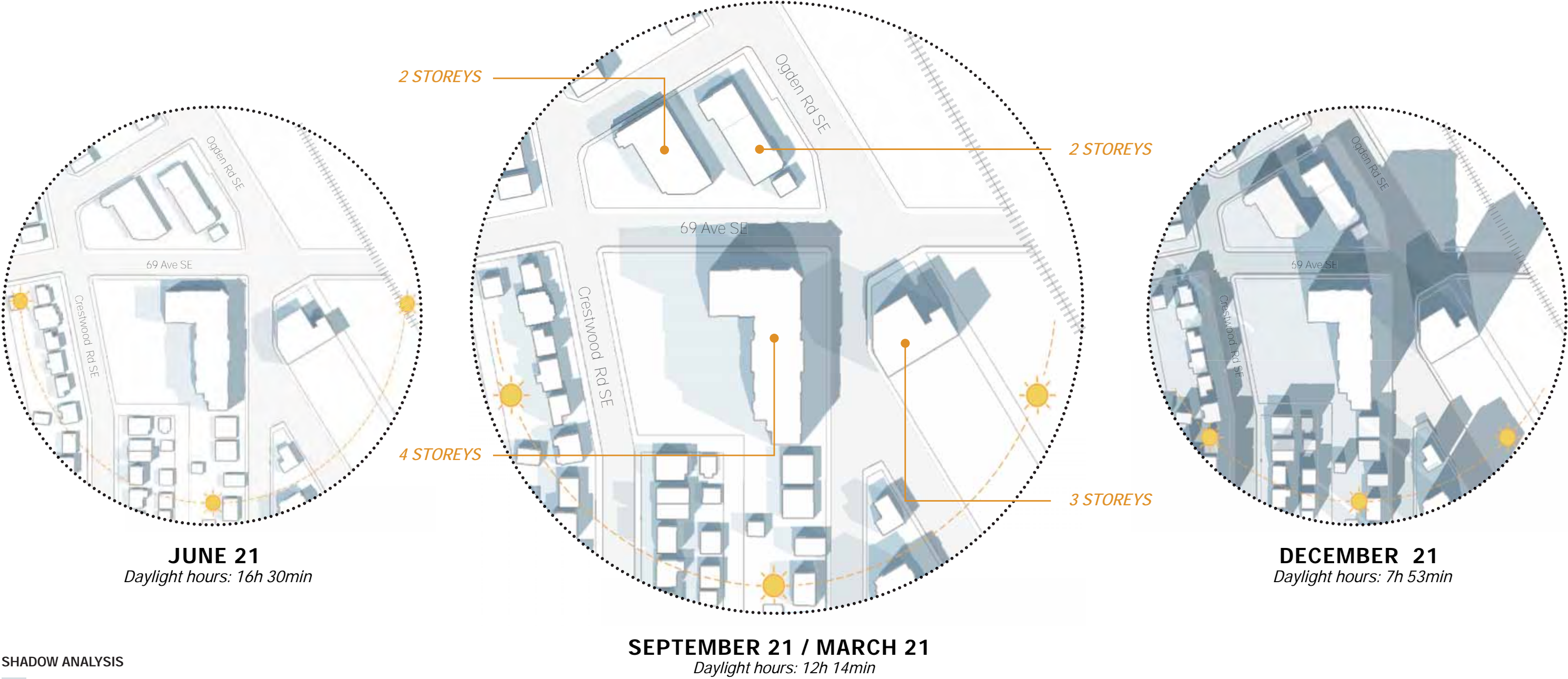
- URBAN FOREST
- ENVIRONMENTAL RESERVE SETBACK
- ENVIRONMENTAL AREA
- OPEN SPACE NETWORK
- RIPARIAN AREAS
- CONTAMINATED SITES





# SOLAR CONSIDERATIONS

After determining a high solar potential for Ogden, solar considerations were assets at a block scale to understand the shading impacts from larger developments. The study area around 69th Ave and Ogden Road demonstrates the shadowing impacts from 4, 3, and two storey buildings. Where the casting shadow is relatively contained within the parcel boundaries for most of the year.



SHADOW ANALYSIS

- 9 AM SHADOW
- 12 PM SHADOW
- 3 PM SHADOW





# OPEN SPACE TYPOLOGY

The community of Ogden has a diverse network of open spaces. Through classification we are able to assess the unique typologies and opportunities of each area, looking at the ecological value, community space, and recreational opportunities.



OPEN SPACE TYPOLOGIES

- OUTDOOR RECREATION
- COMMUNITY OPEN SPACE
- LINEAR SYSTEMS
- TRANSITIONAL LANDSCAPES
- ECOLOGICAL LANDSCAPES

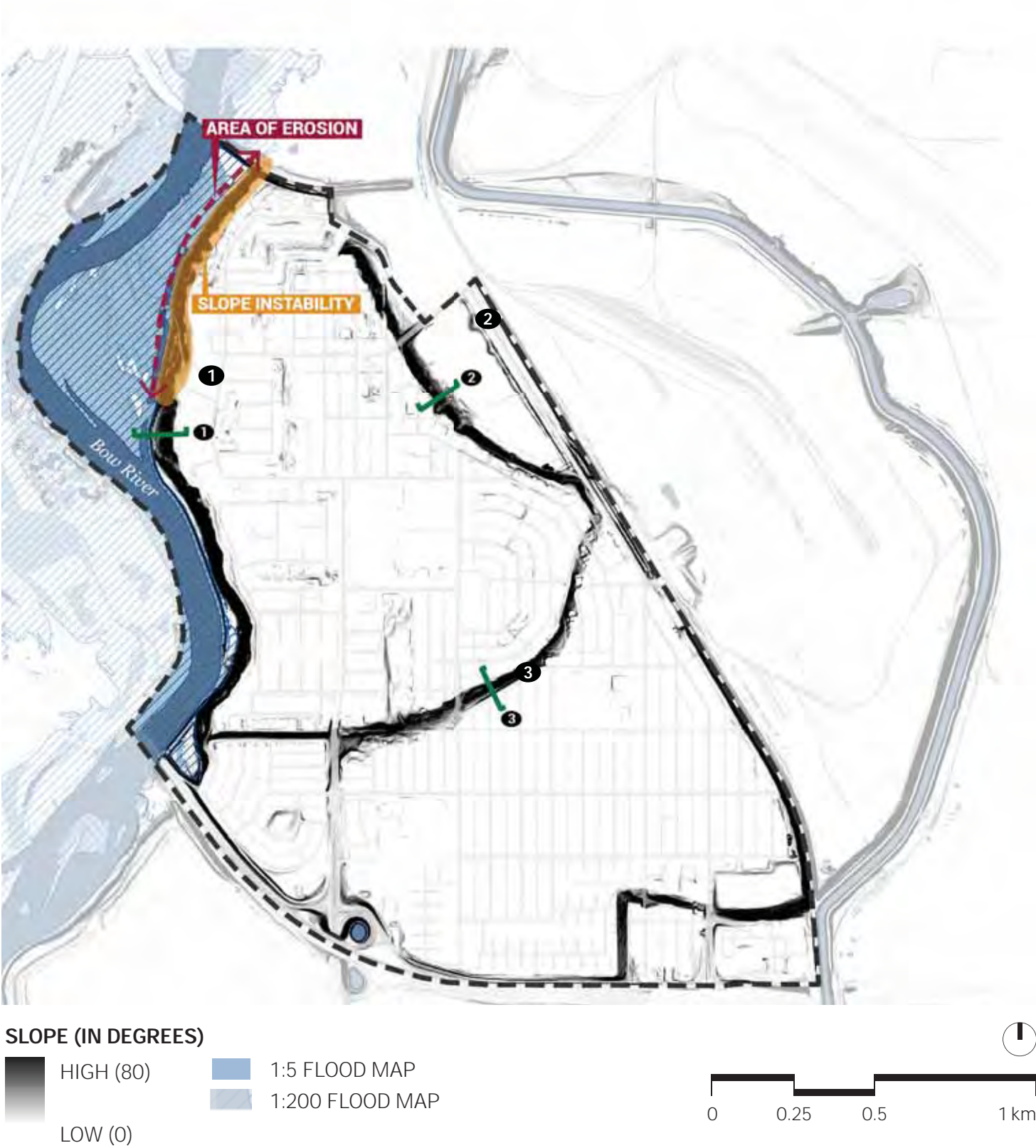
RECREATIONAL VALUE ↑		<b>OUTDOOR RECREATION</b> Spaces designed for formal sporting activity, physical activity, and recreation. Sports Fields School Sites Golf Courses Skateparks <b>EXAMPLE</b> POP DAVIES ATHLETIC PARK
		<b>COMMUNITY OPEN SPACES</b> Spaces for informal play, physical activity, relaxation and social interaction. Dog Parks Playgrounds Gardens Recreation Areas <b>EXAMPLE</b> JACK SETTERS PARK
		<b>LINEAR SYSTEMS</b> Green corridors that serve as sites of recreation and access to other open spaces. Paths Bikeways Right of ways <b>EXAMPLE</b> BOW RIVER PATHWAY
		<b>TRANSITIONAL LANDSCAPES</b> Temporary landscapes that revitalize natural systems and enable new forms of social activity. Remediation Sites Urban Meadows Naturalization Projects Event Spaces <b>EXAMPLE</b> OLD REFINERY PARK
↓ ECOLOGICAL VALUE		<b>ECOLOGICAL LANDSCAPES</b> Environmental areas that provide habitat and intrinsic ecological value. Grasslands Nature Parks Wetlands Ecological Reserve <b>EXAMPLE</b> BEAVER DAM FLATS



2.2 NATURAL ENVIRONMENT

FLOODING + SLOPE STABILITY

Defined by its edges, the steep western slopes protect Ogden from high water levels from the river valley below. However, as landscapes are continually in motion, slope stability, erosion, and a healthy riparian ecosystem are all of important concern.





# BOW RIVER MORPHOLOGY

The bow river is a dynamic system, and as it continues to morph and evolve, the areas around the river provides habitat for vulnerable species, and interventions shall be mindful of the riparian and environmental reserve areas lining both sides.





2.2 NATURAL ENVIRONMENT

WINTER CITY

Although well serviced with summer and all-season activities, Ogdenites have limited winter specific amenities within the community. Additionally, active and passive mobility networks may be impacted by icy conditions, reducing accessibility for some residents.

ANNUAL SNOWFALL: 129 CM  
AVERAGE SNOW DAYS: 54



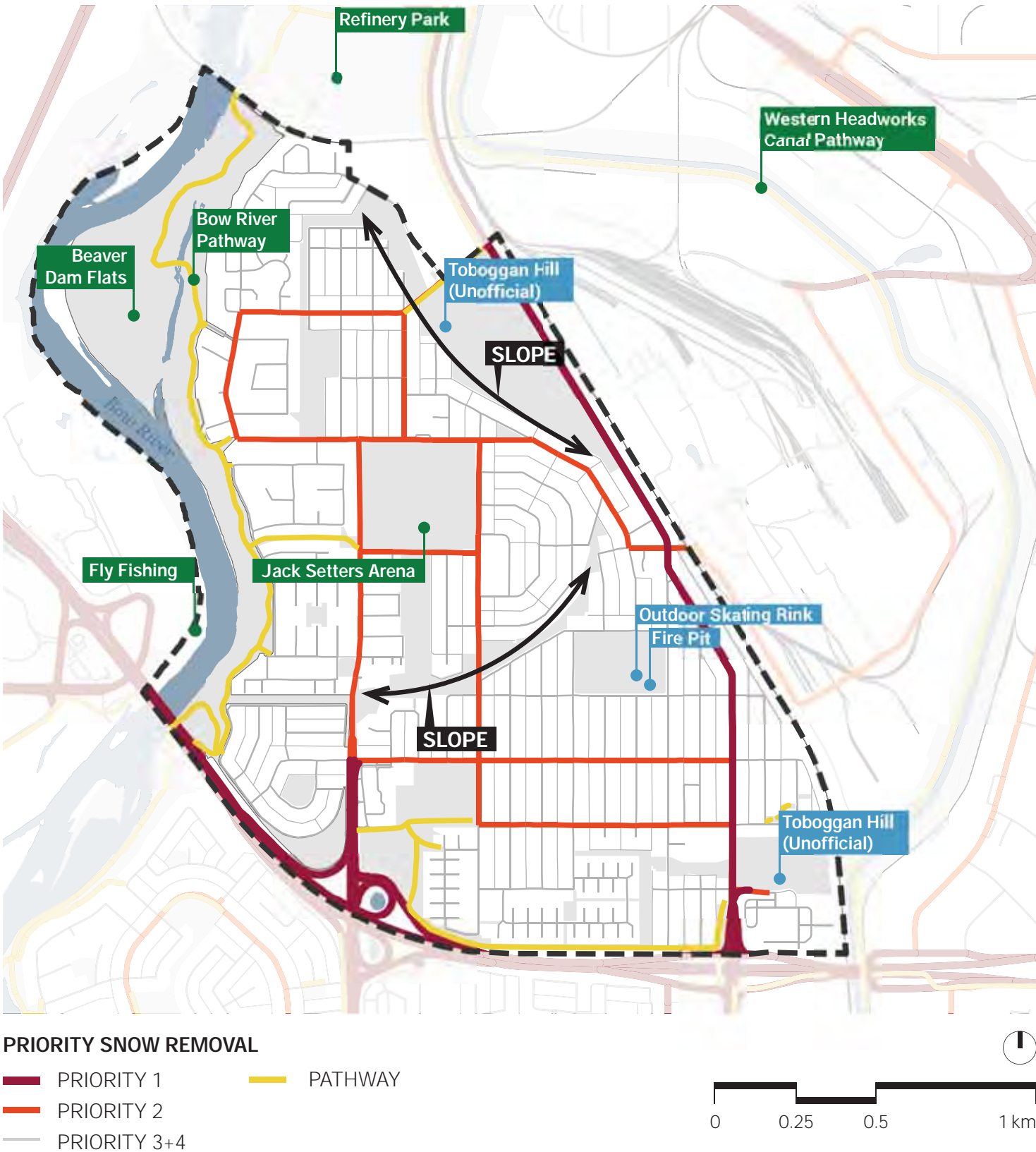
- Beaver Dam Flats
- Refinery Park
- Wester Headworks Canal Pathway
- Jack Setters Arena
- Fly Fishing



- Outdoor Skating Rink
- Fire Pit
- 2 Unofficial Toboggan Hills



- Neighbourhood Topography
- Streets without sidewalks
- Limited amenities





## 2.2 NATURAL ENVIRONMENT

## SUMMARY

## NATURAL SYSTEMS

Ogden is a small part of a vast ecological network inclusive of wildlife habitats, connectivity, and vulnerable native species. The continued protection and restoration of valuable open space will provide both social and ecological value to the community.

## OPEN SPACE NETWORK

The community of Ogden has a diverse network of open spaces; Beaver Dam Flats provides intrinsic ecological value for SE Calgary, Old Refinery Park is revitalizing the natural systems, and the linear Bow River Pathway connects Ogden to a vast active transportation network.

## NATURAL EDGE

The Bow River and natural river valley topography of Ogden defines the community's edges, while providing protection from high water levels and shaping the community. As a landscape continually in motion, slope stability, erosion, and a healthy riparian ecosystem are all of important concern.





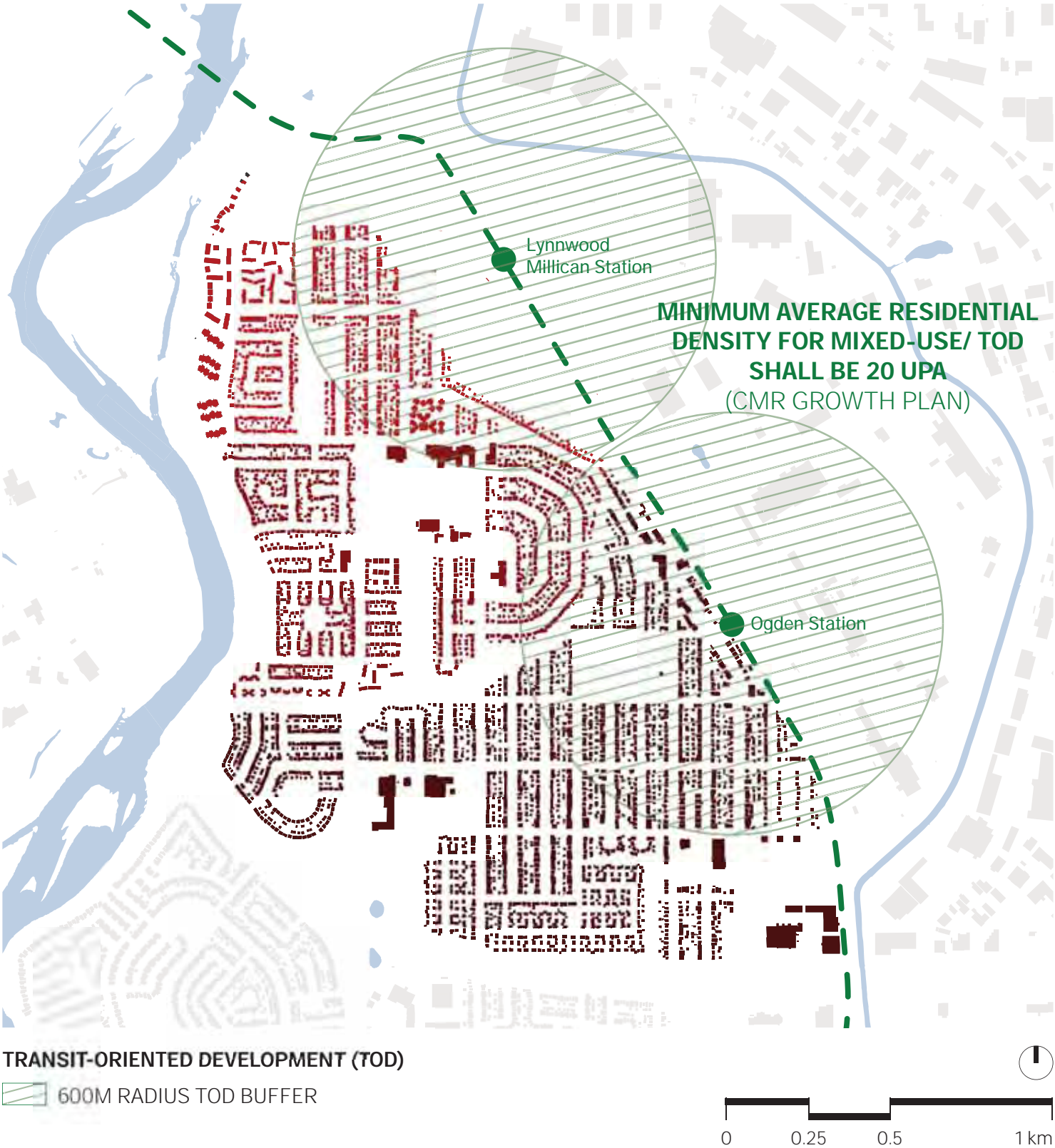
## 2.3 BUILT FORM





# BUILDING DENSITY

To begin to understand the typology of the built form - building coverage, building density and unit density were calculated for each neighbourhood, while also taking into account the proposed Greenline LRT. Which would reallocate portions of all three neighbourhoods into Transit oriented development areas. The 600m buffer around each station would most likely have to conform to regional planning policies for TOD, meaning that density may need to increase from around 6 units per acre to 20.



<b>MILLICAN</b>	
Single Detached Dwelling	6.12 Units per Acre (UPA)
Duplex Dwelling	3.68 Buildings per Acre
Seniors Housing	12 % Building Coverage
Townhouse Units	
Multi-Residential Apartment Building	
Community Commercial	
<b>LYNNWOOD</b>	
Single Detached Dwelling	5.85 Units per Acre (UPA)
Duplex Dwelling	5.60 Buildings per Acre
Townhouse Units	18 % Building Coverage
Community Commercial	
Public Buildings	
<b>OGDEN</b>	
Single Detached Dwelling	6.78 Units per Acre (UPA)
Duplex Dwelling	5.76 Buildings per Acre
Townhouse Units	17 % Building Coverage
Multi-Residential Apartment Building	
Community Commercial	
Neighbourhood Commercial	
Public Buildings	



# PARCEL SIZE + OWNERSHIP

As the largest land owner in Ogden, the City of Calgary has a diverse portfolio of both land uses and parcels sizes, which invites the potential for both targeted interventions and funding opportunities.

28% of the land in Ogden is owned by the City of Calgary.



1 Calgary Parks  
197 acres



2 Calgary Recreation  
54 acres



3 Calgary Transit  
10 acres



4 Calgary Housing  
8 acres





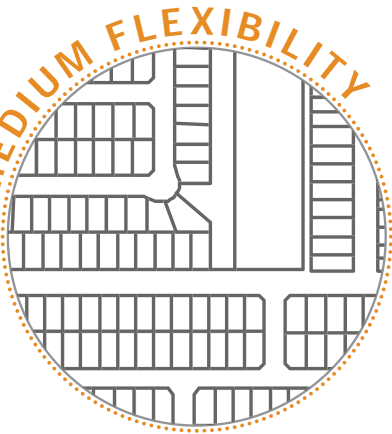
LAND SUBDIVISION

Redevelopment adaptability and lot consolidation potential was examined through a parcel analysis, where areas of high flexibility offer a greater potential for changes to land use. Due to their rectilinear form, laneway access, minimum lot dept, and public realm.

1910s ..... 1960s ..... 1970s ..... TODAY .....>  
DEVELOPMENT TIMELINE

REDEVELOPMENT ADAPTABILITY

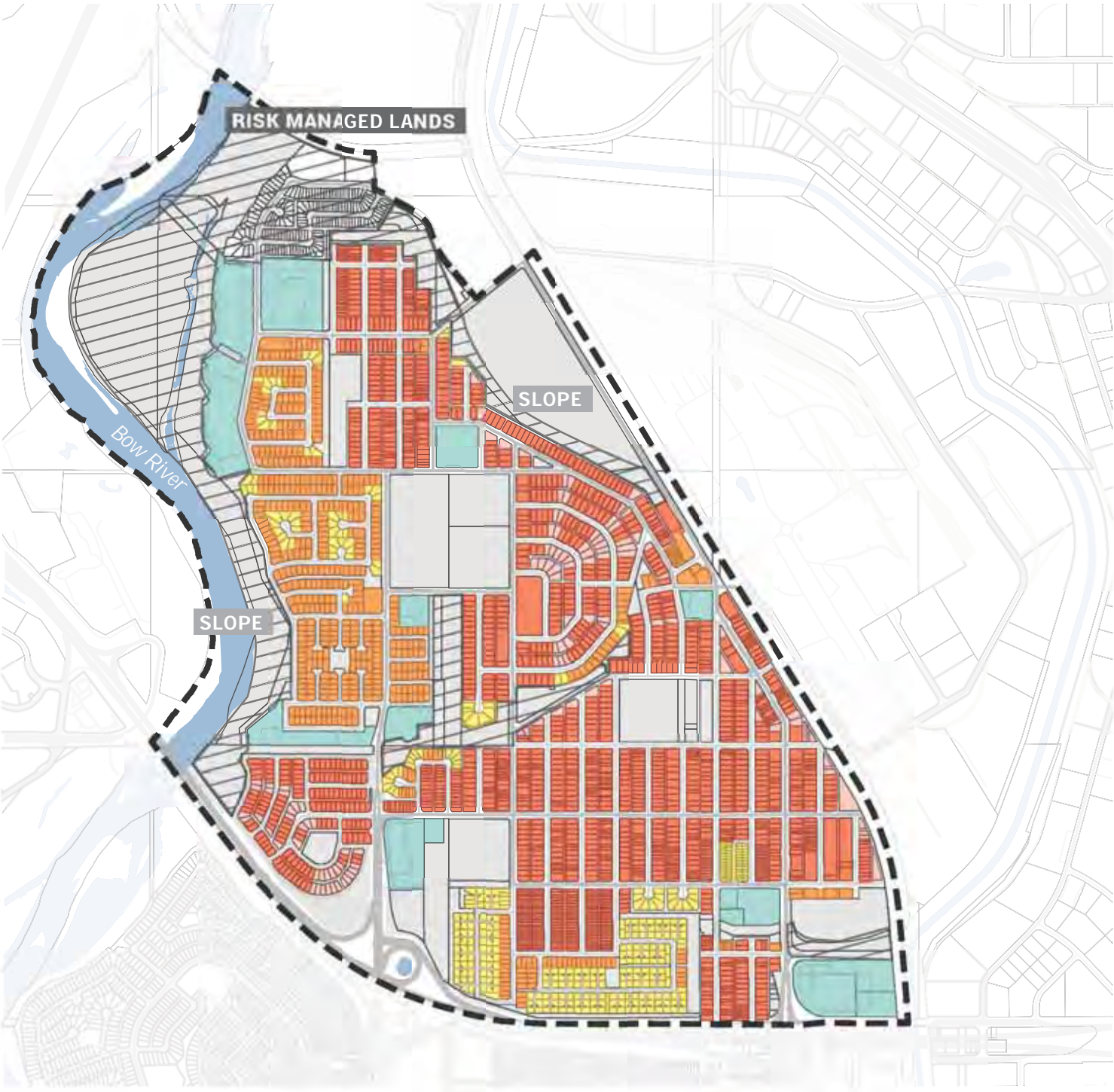
SIDEWALK CONDITIONS



- LANE ACCESS
- MINIMUM CONSOLIDATION LENGTH FOR UNDERGROUND PARKING EFFICIENCY (20M)
- RECTANGULAR PARCELS\*
- SIDEWALKS ON BOTH SIDES

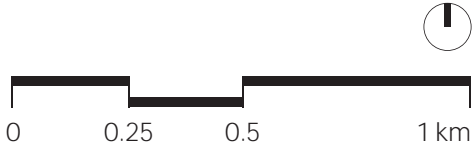
- MINIMUM CONSOLIDATION LENGTH FOR UNDERGROUND PARKING EFFICIENCY (20M)
- RECTANGULAR PARCELS\*
- SIDEWALK ON SINGLE SIDE
- NO LANE ACCESS

- LIMITED REDEVELOPMENT FLEXIBILITY BASED ON CURRENT PARCEL SIZES, NO LANE ACCESS, AND NO SIDEWALKS



DEVELOPMENT ADAPTABILITY + LOT CONSOLIDATION POTENTIAL

- |                   |                    |
|-------------------|--------------------|
| LARGE PARCEL      | MEDIUM FLEXIBILITY |
| HIGH FLEXIBILITY  | LOW FLEXIBILITY    |
| HIGH FLEXIBILITY* | NO FLEXIBILITY     |





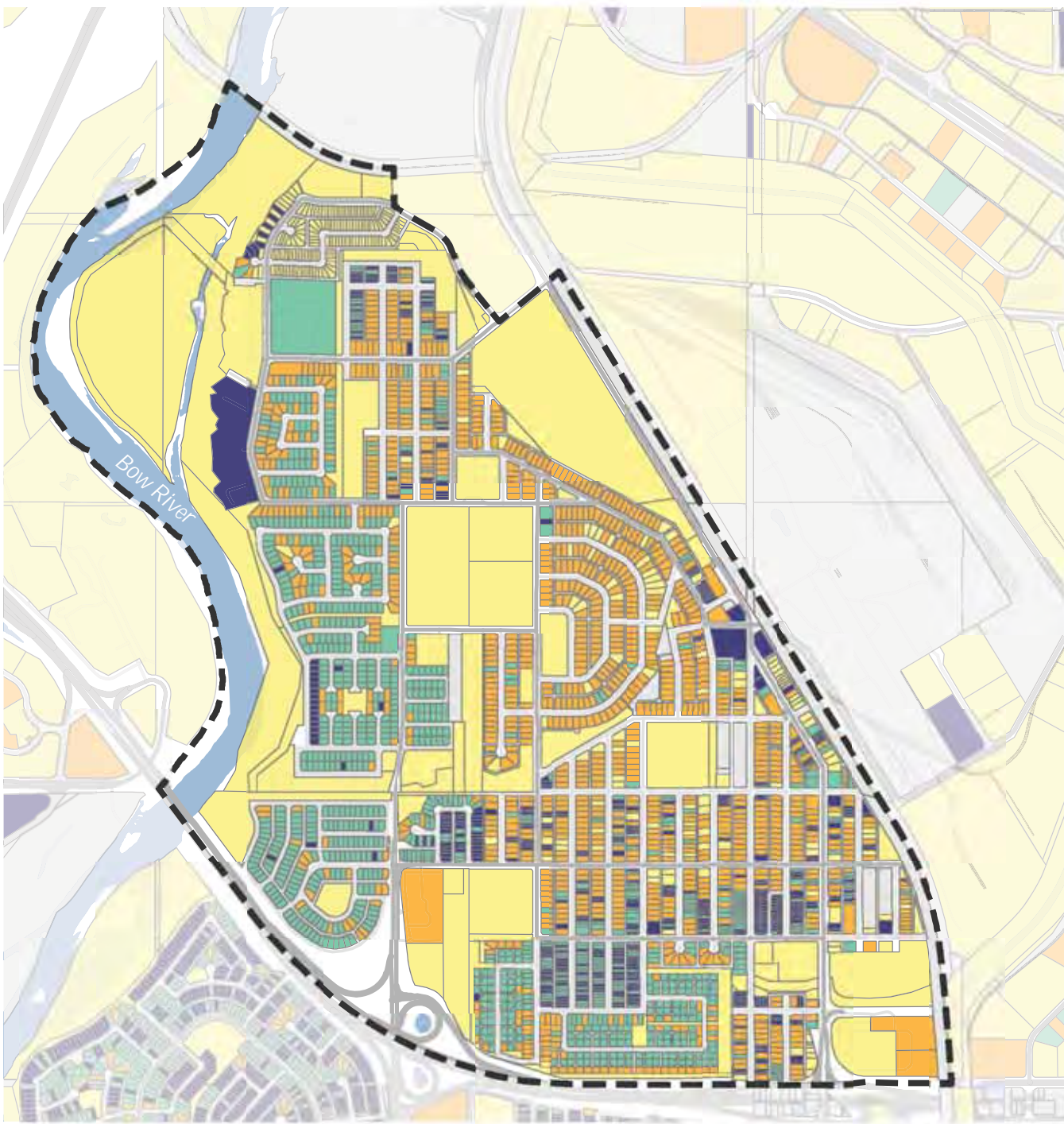
PROPERTY ASSESSMENT



NEWER BUILDING STOCK ←.....→ OLDER BUILDING STOCK

YEAR OF CONSTRUCTION

NOT AVAILABLE	1961 - 1980
1911 - 1945	1981 - 2000
1946 - 1960	2001 - 2018



HIGHER ASSESSED VALUE ←.....→ LOWER ASSESSED VALUE

PROPERTY ASSESSMENT (\$/M<sup>2</sup>)

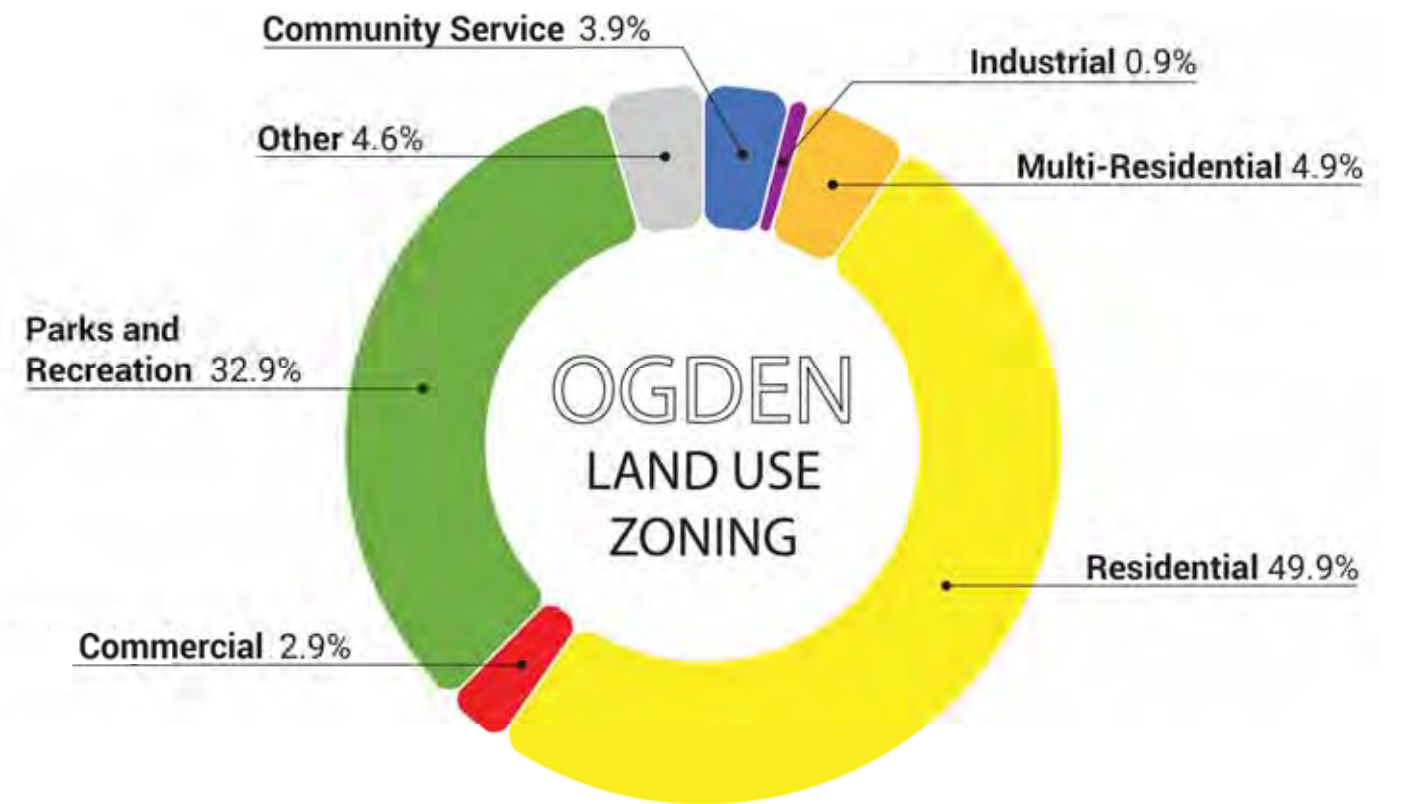
NOT AVAILABLE	751 - 1000
1 - 500	1000 +
501 - 750	





# LAND USE ZONING

Ogden is an overwhelmingly residential community with almost half the land area dedicated to housing. Surrounded by a stark contrast of industrial areas, there is limited employment opportunities within Ogden, and only a few key nodes of targeted commercial, and community services.

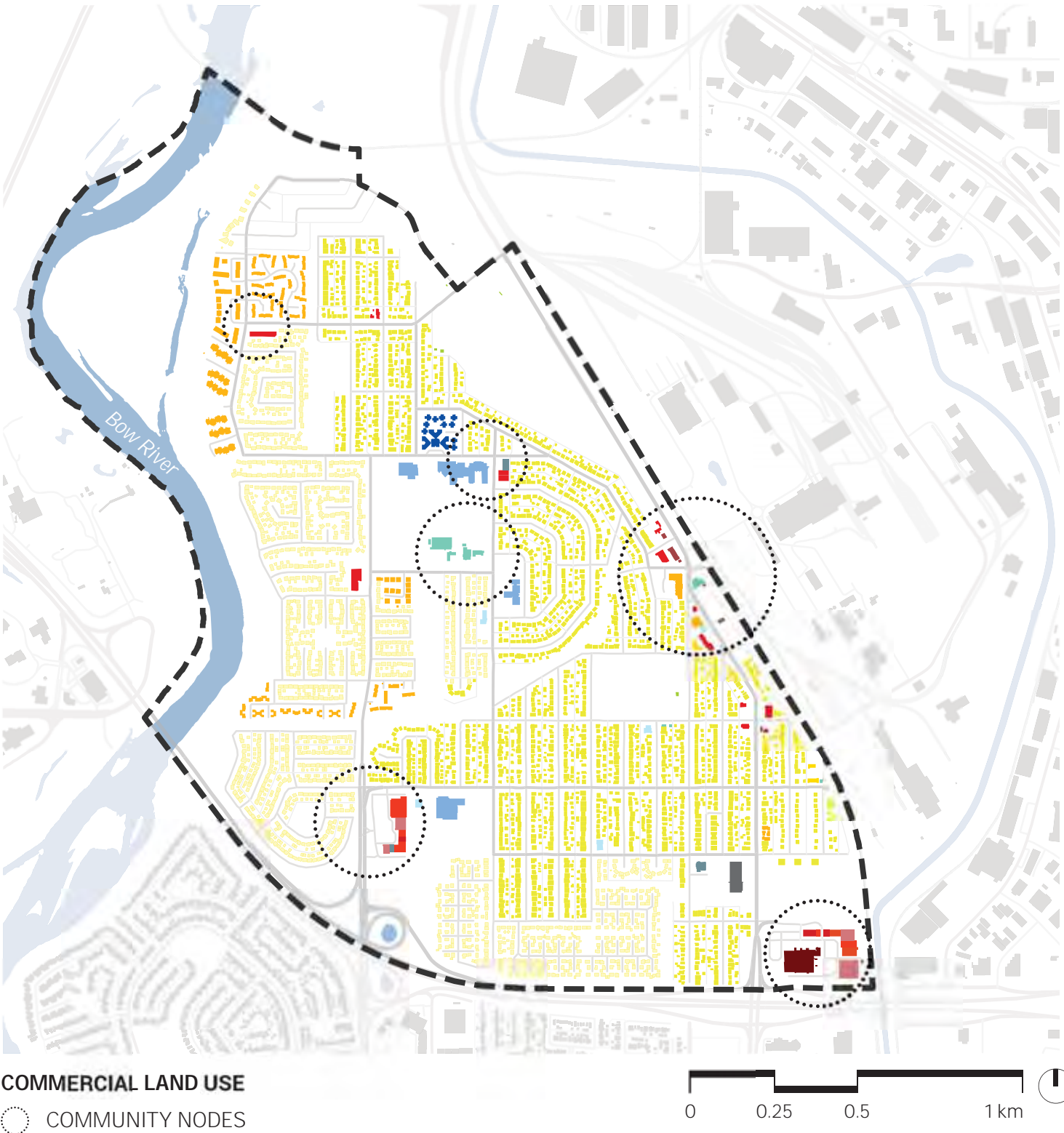
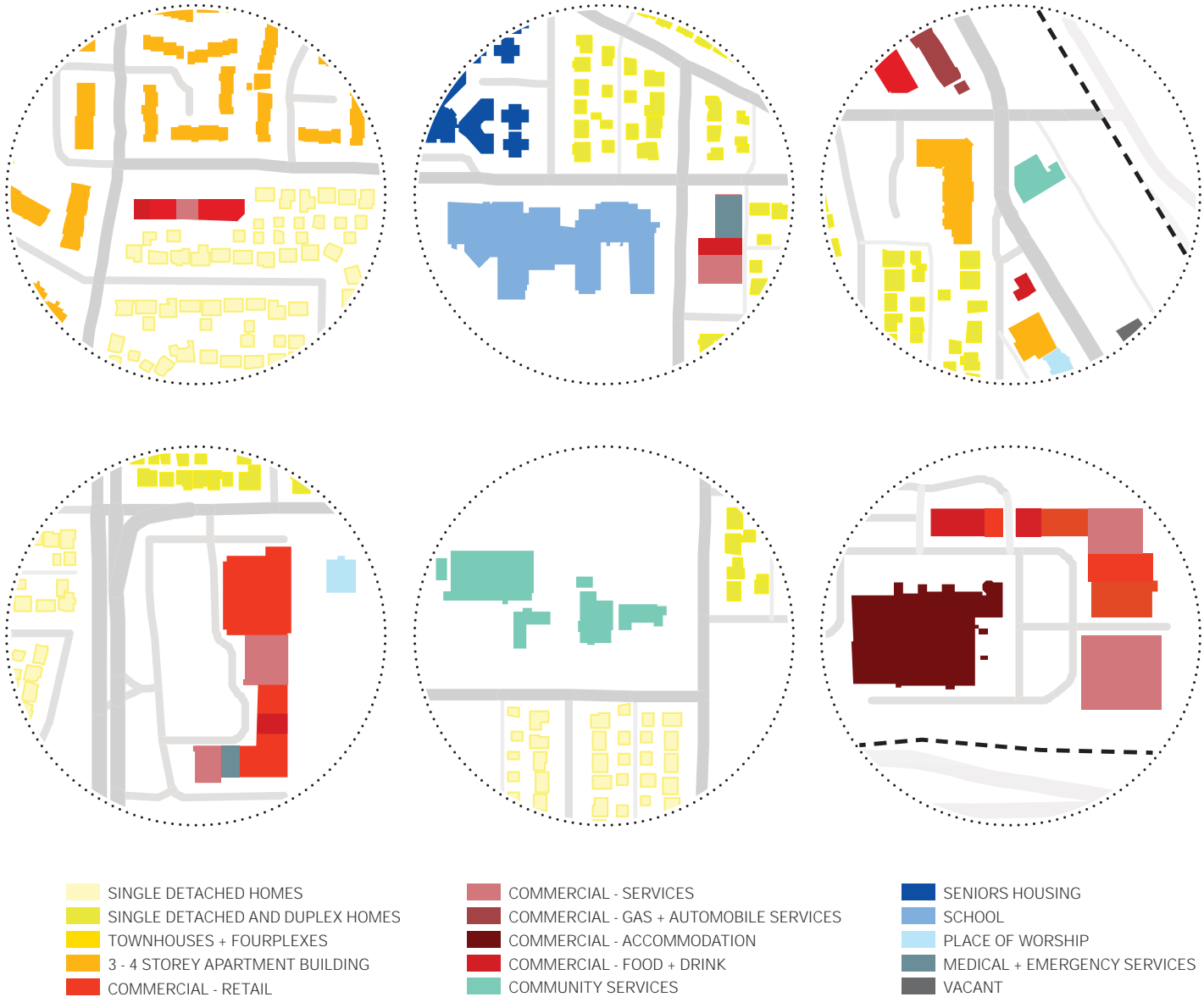


- |  |   |
|--|---|
| Residential - One Dwelling (R-1)                 | Direct Control (DC)                         |
| Residential - Contextual One Dwelling (R-C1)     | Industrial - Business (I-B)                 |
| Residential - Narrow Parcel One Dwelling (R-C1N) | Industrial - Commercial (I-C)               |
| Residential - One and Two Dwelling (R-C2)        | Industrial - General (I-G)                  |
| Residential - Manufactured Home (R-MH)           | Industrial - Heavy (I-H)                    |
| Multi-Residential - Low Profile (M-C1)           | Community Institution (S-CI)                |
| Multi-Residential - Grade-Oriented (M-CG)        | City and Regional Infrastructure (S-CRI)    |
| Commercial - Community (C-C1)                    | Community Service (S-CS)                    |
| Commercial - Corridor 2 (C-COR2)                 | Future Urban Development (S-FUD)            |
| Commercial - Corridor 3 (C-COR3)                 | Recreation (S-R)                            |
| Commercial - Neighbourhood 2 (C-N2)              | School, Park, and Community Reserve (S-SPR) |
| Commercial - Regional 1 (C-R1)                   | Urban Nature (S-UN)                         |
| Commercial - Regional 3 (C-R3)                   |   |



# CURRENT LAND USE

By zooming in on these nodes, we are able to analyze the activity centres in the community, what uses they are fulfilling, and the land use typologies they may be missing.





# MISSING LAND USE TYPOLOGIES

While not every community requires these typologies, an increased diversity of land uses would allow residents more choice in how they use their neighbourhood, who has access to this neighbourhood, and the social services it can support. Laneway housing can provide soft additional density, and reduce housing barriers. and a low-barrier grocery store could assist with greater access to healthy food options.

RESIDENTIAL



SINGLE DETACHED



LANEWAY



DUPLEX



TOWNHOUSE



3-STOREY MULTI-UNIT



6-STOREY MIXED-USE

COMMERCIAL



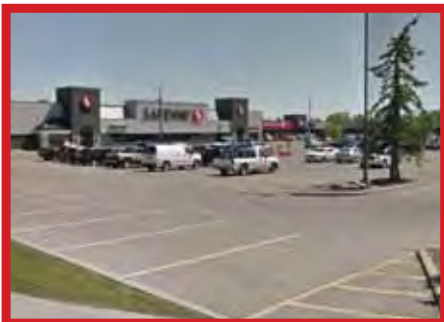
CORNER STORE



COMMUNITY SHOPS



COMMUNITY STRIP-MALL



NEIGHBOURHOOD STRIP-MALL



ACCOMMODATION



GAS STATION

COMMUNITY SERVICES



SCHOOL



SENIOR CITIZEN CLUB



COMMUNITY POOL + ARENA



LIBRARY (OF THINGS)



LOW-BARRIER GROCERY STORE

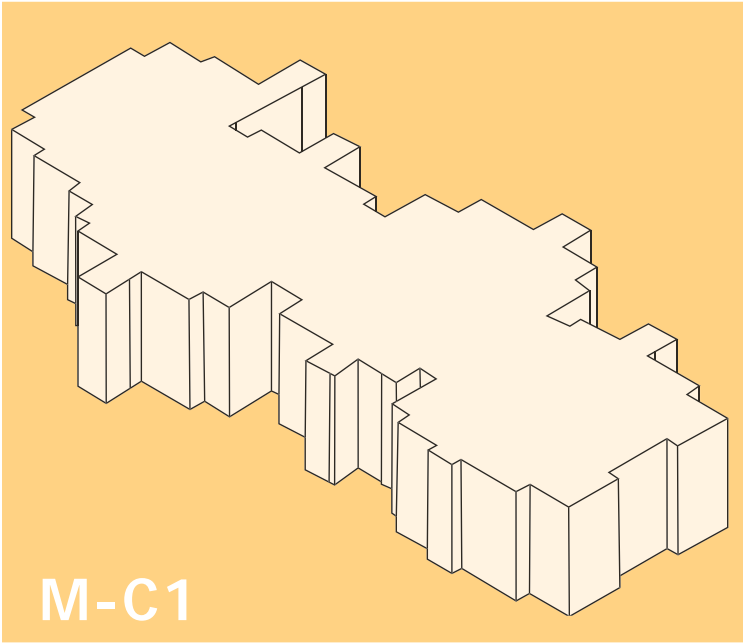
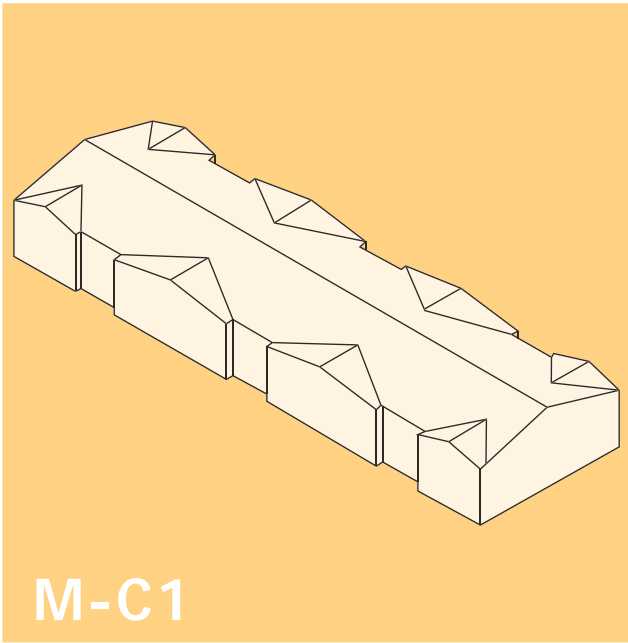
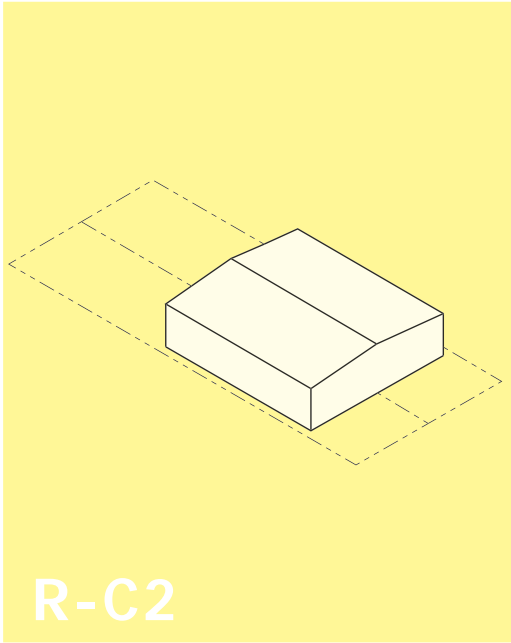
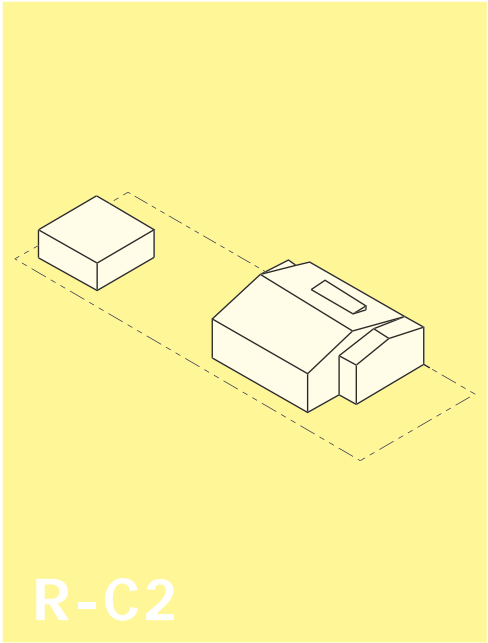
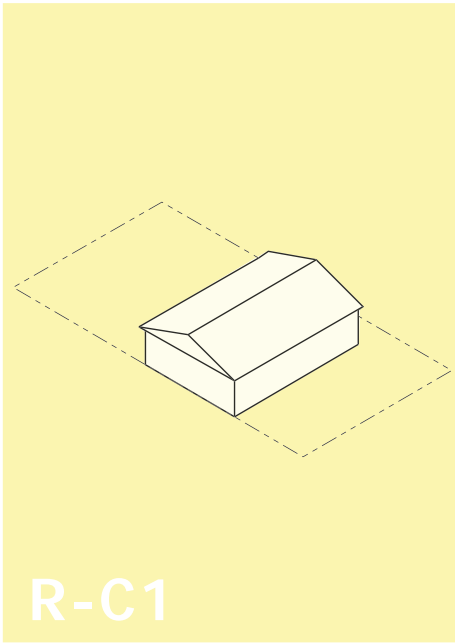


PLACES OF WORSHIP



# RESIDENTIAL BUILDING TYPOLOGIES

In addition to land uses, we also analyzed residential building typologies. As the majority of Ogden is made up of single detached dwellings, this limits the options for residents who may not be able to afford to purchase an entire house, or rent an entire suite. By providing a range of housing options the community can more easily welcome people with different housing needs.



**CONTEXTUAL ONE DWELLING**  
*SINGLE DETACHED*  
37% OF TOTAL RESIDENTIAL AREA



**CONTEXTUAL ONE/ TWO DWELLING**  
*SINGLE DETACHED*  
55% OF TOTAL RESIDENTIAL AREA\*



**CONTEXTUAL ONE/ TWO DWELLING**  
*DUPLEX*  
55% OF TOTAL RESIDENTIAL AREA\*



**CONTEXTUAL LOW PROFILE**  
*TOWNHOUSE*  
3% OF TOTAL RESIDENTIAL AREA

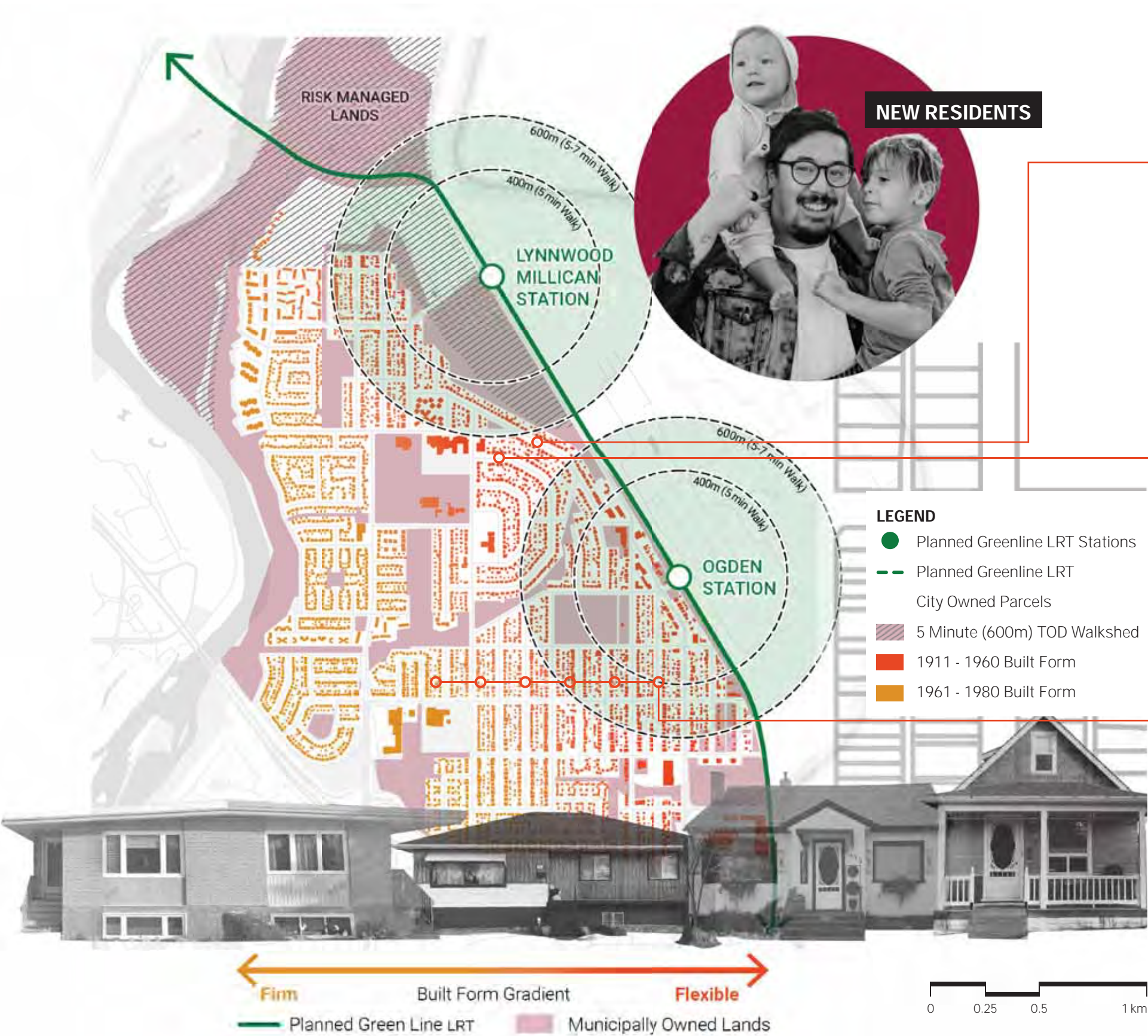


**CONTEXTUAL LOW PROFILE**  
*MULTI-UNIT LOW-RISE (4-STOREY)*  
5% OF TOTAL RESIDENTIAL AREA

\*COMBINED



SUMMARY



DEVELOPMENT FLEXIBILITY

As social services and population decline in Ogden, the community's built form presents a significant opportunity to respond to planned LRT investments and bring people, services, and investment back to Ogden through transit oriented development, a walkable grid street network, and sizable portions of unprogrammed municipally owned lands.

UNIFORM ZONING PATTERNS

Land Use zoning and current uses in Ogden both point to large sections of land allocated to a single residential form, with small concentrations of commercial and institutional uses. This limited diversity and mix of uses restrict the potential for a diversity of residents to live, work, and recreate in Ogden.

EAST - WEST TRANSITION

Stemming from the neighbourhoods historic evolution and development patterns, a distinct gradient exists in Ogden, seeing decreased property value, increasing age of building, and increasing soft density in the form of duplexes as one moves from East to West.



## 2.4 INFRASTRUCTURE





# MOBILITY NETWORK

Ogden's mobility infrastructure remains a major asset to the community. The presence of a regional pathway, regional roads and a comprehensive grid pattern mean that movement through and around the community is efficient. Limited cycling infrastructure inside the community reduces the connectivity of active modes beyond the Bow River pathway.



BOW RIVER PATHWAY



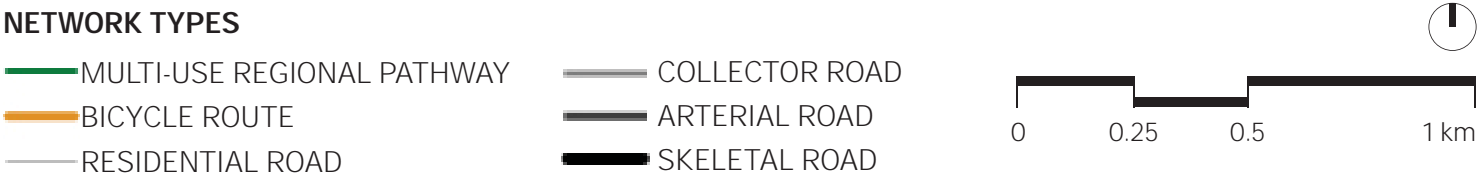
RESIDENTIAL ROAD



ARTERIAL ROAD



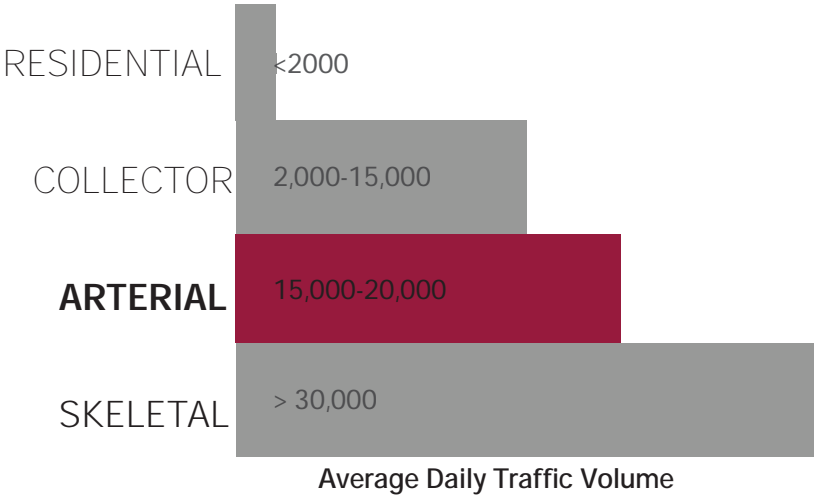
SKELETAL ROAD



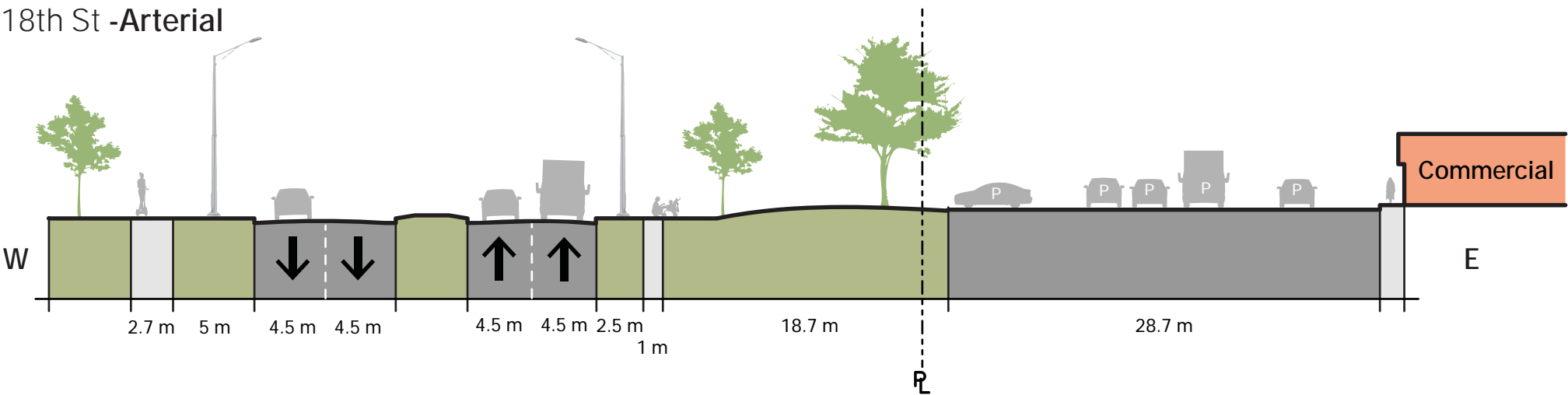


# ROAD TYPOLOGIES

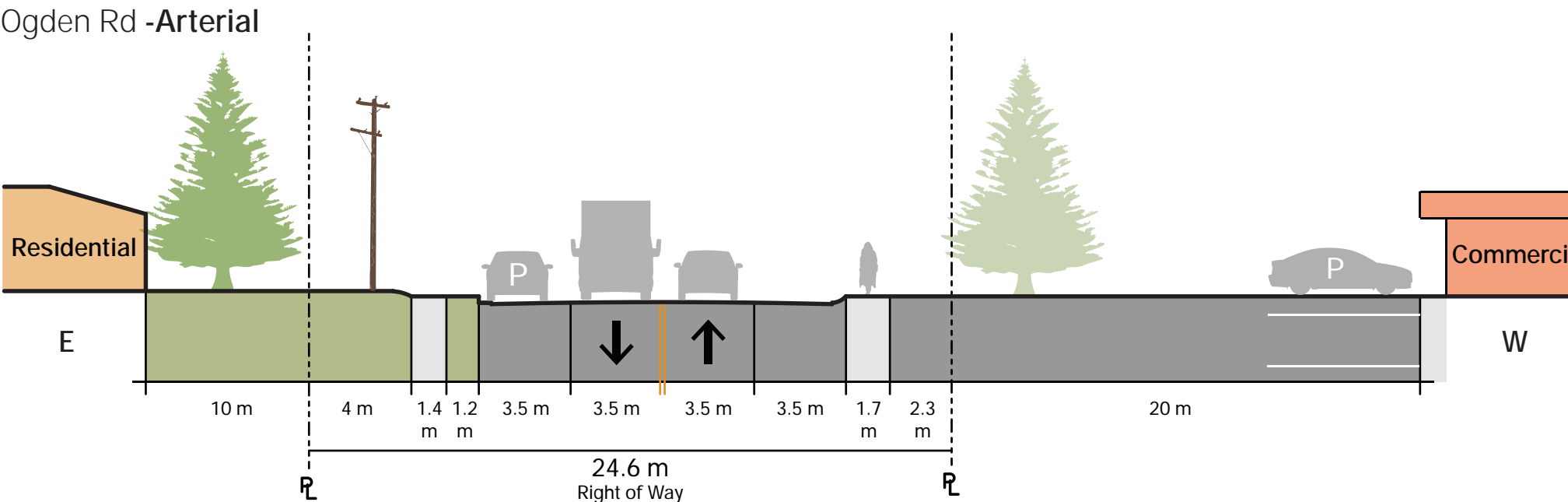
Ogden road and the southern portion of 18th Street act as arterial roadways, the largest roads within a community, with limited considerations for active modes of transportation. Both 18th st and Ogden rd are key access points into Ogden suggesting that vehicular access is prioritized over other modes of transportation.



18th St -Arterial



Ogden Rd -Arterial

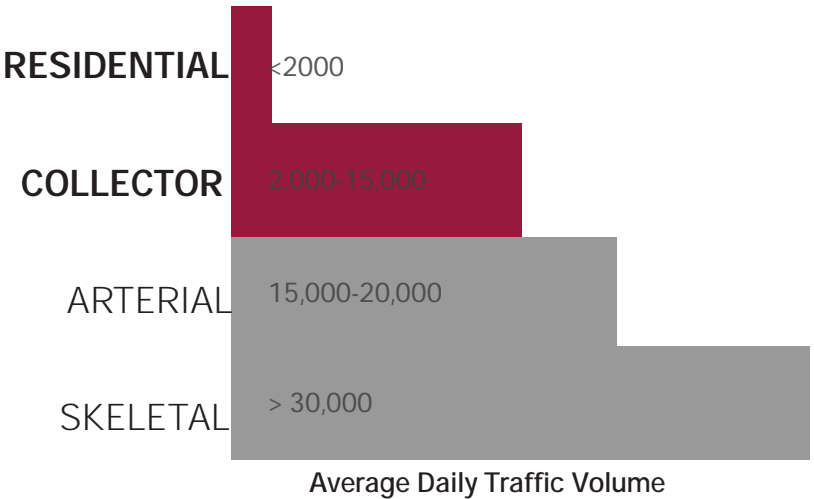
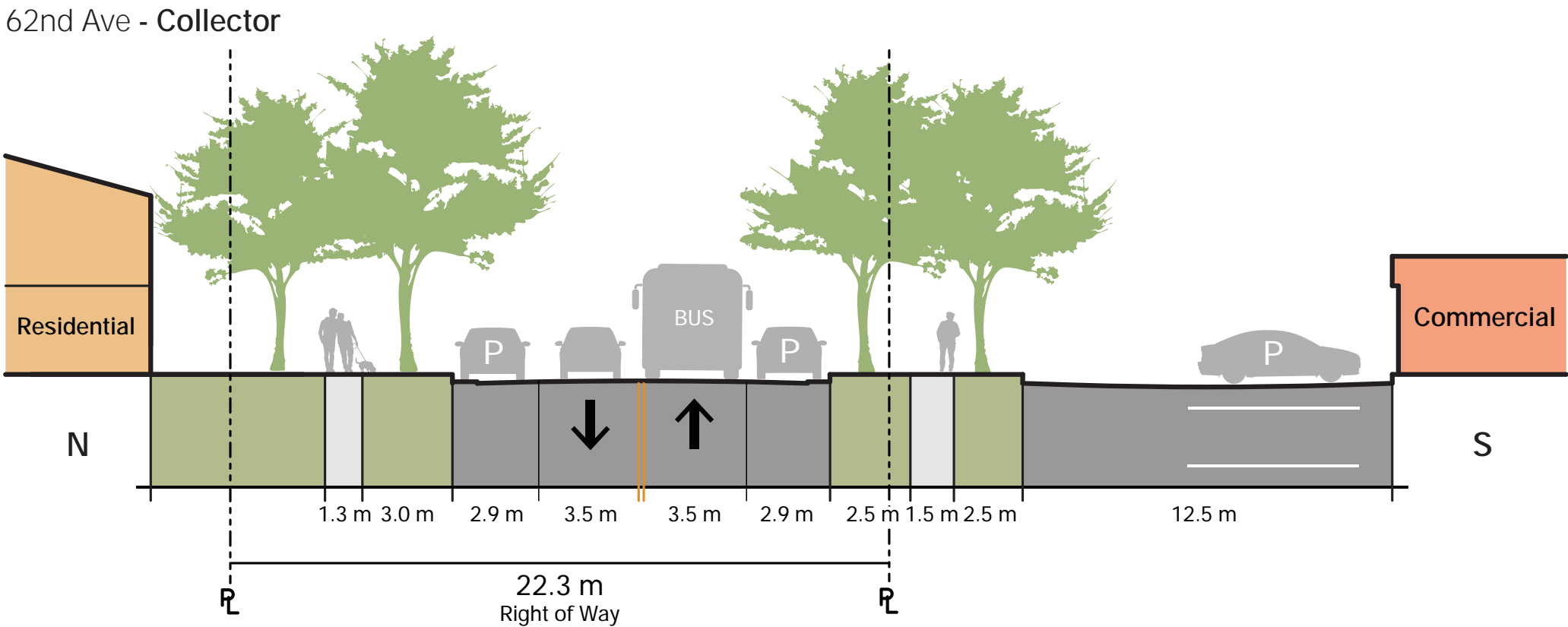
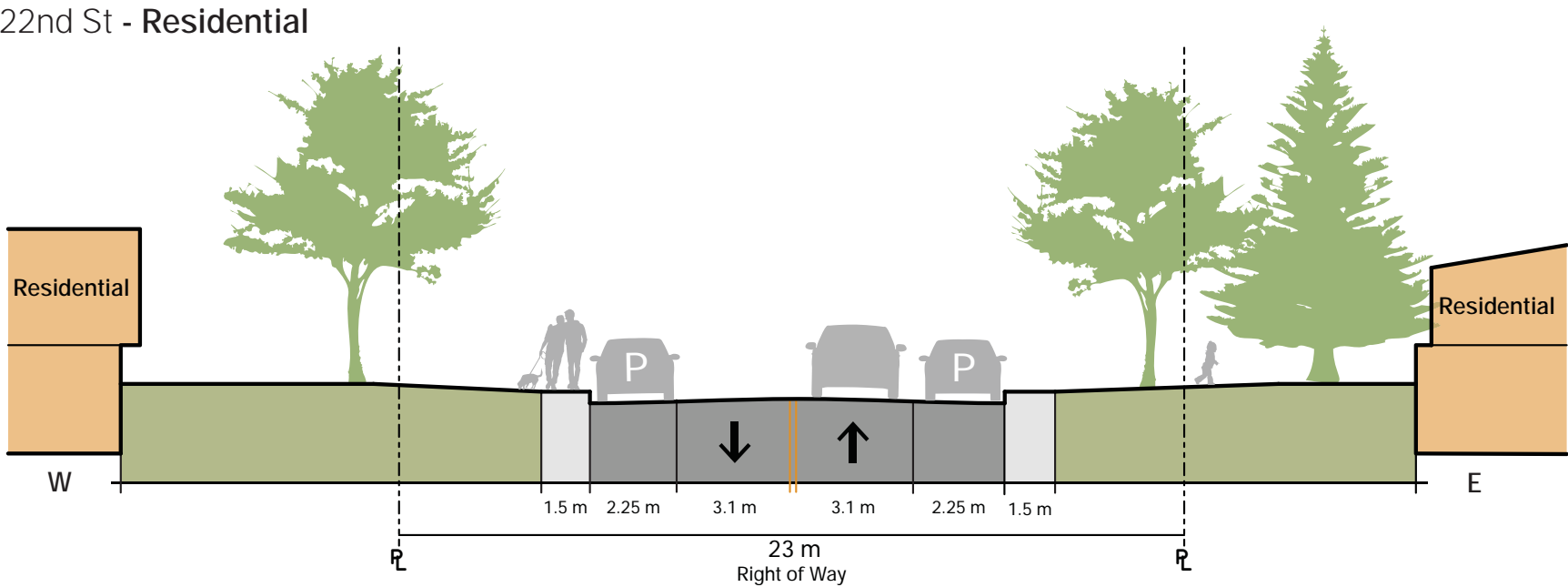




2.4 INFRASTRUCTURE

ROAD TYPOLOGIES

Collector and residential roads are smaller capacity roadways. 62nd ave is a collector road that is used as a corridor for cars, buses, bicycles and pedestrians. While the lack of a dedicated bike lane likely discourages cycling on this road, the presence of a separated sidewalk on 62nd compared to the monowalk on 22nd street provides for a safer pedestrian experience.





WALKABILITY

While Ogden's grid pattern supports walkability, there are several barriers that pedestrians face when moving through the neighbourhood. Locations in the centre of the community, like Banting and Best elementary have a high level of walkability within the typical 5 minute, 600 meter walking radius. As we move towards the edges of the community, infrastructure like the CP rail line, Glenmore trail, and lack of sidewalks act as major barriers to walkability.

WALKABILITY BARRIERS



AUTO-ORIENTED DESIGN



CP RAIL LINE



ROADS WITHOUT SIDEWALKS



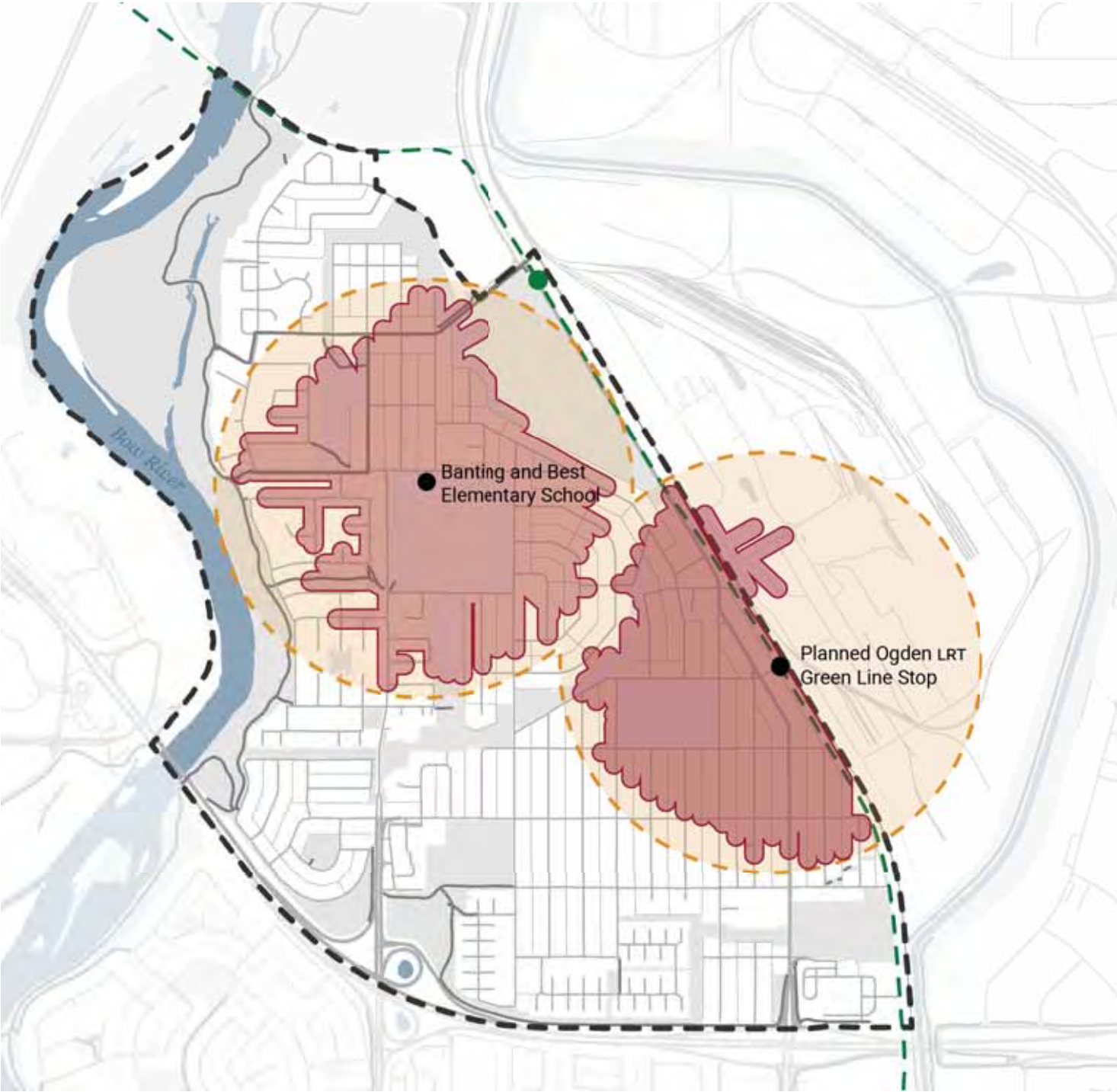
IMPERMEABLE RESIDENTIAL STREETS



TOPOGRAPHY

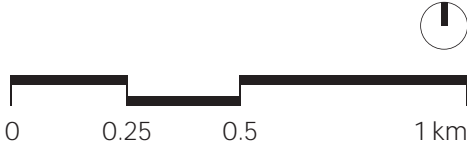


GLENMORE TRAIL



LEGEND

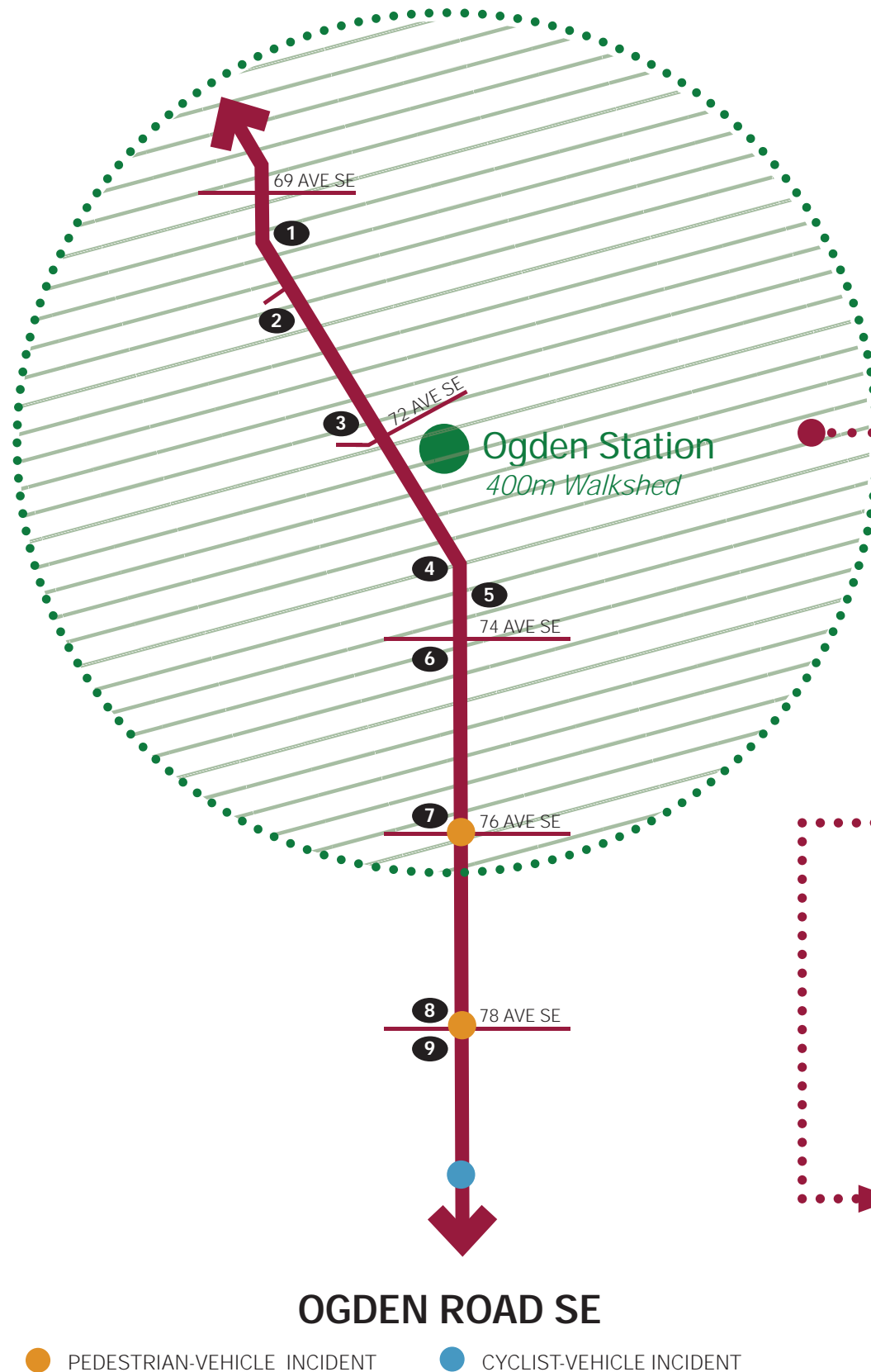
- 600M (5 MIN) WALKSHED
- 600M (5 MINUTE) NETWORK WALKSHED
- PATHWAYS
- PLANNED GREEN LINE LRT





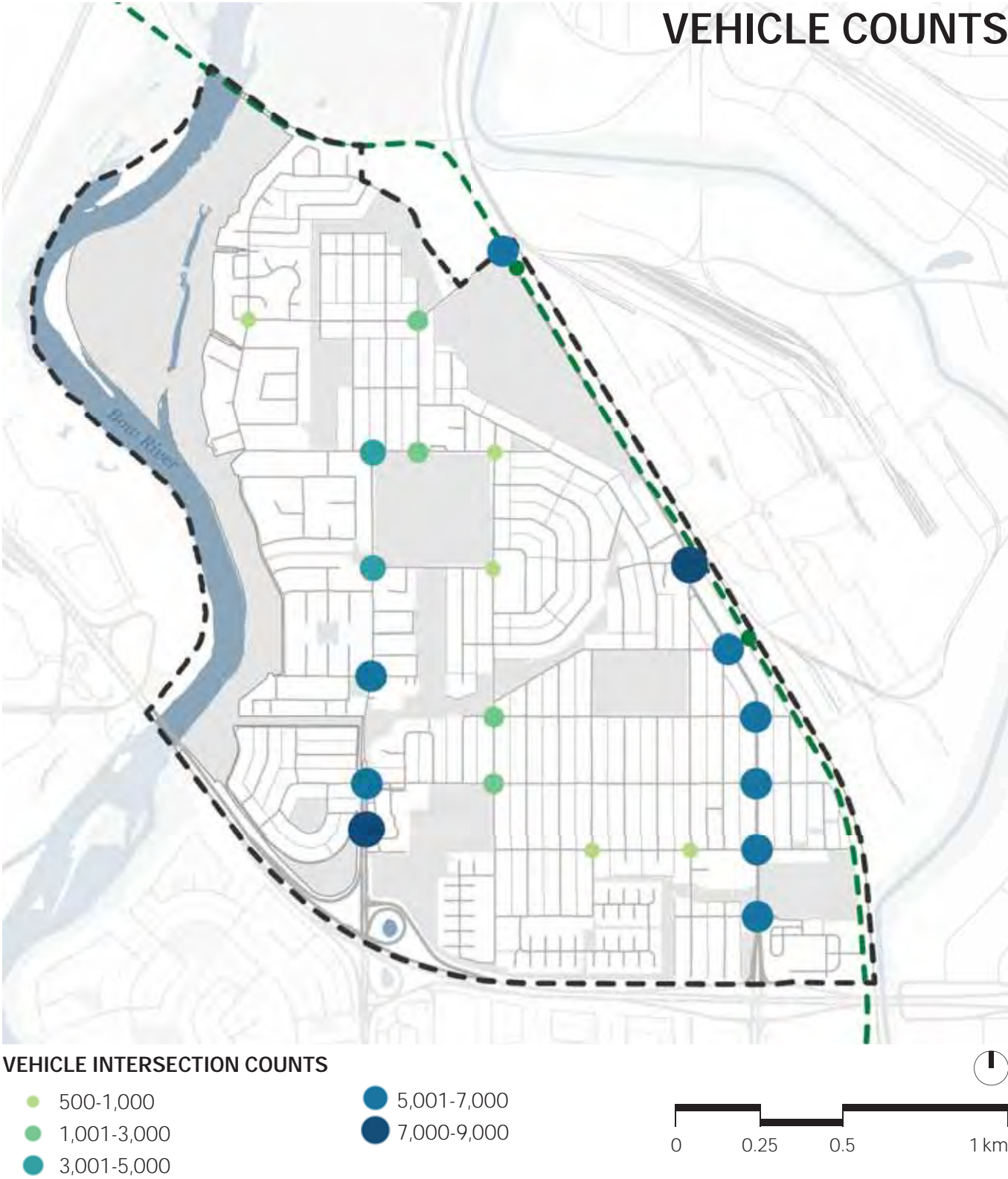
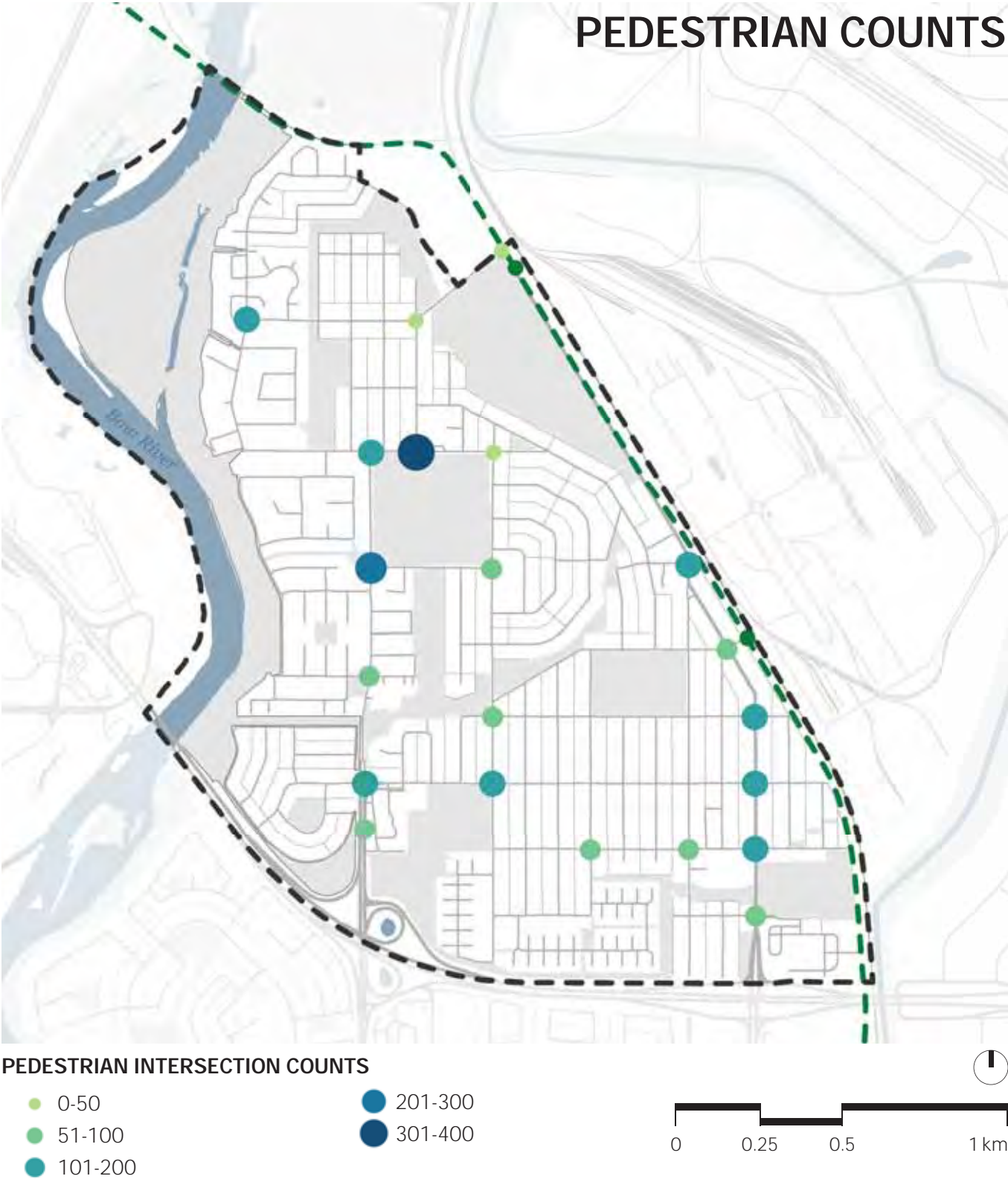
# PEDESTRIAN EXPERIENCE

Ogden road is one of the primary commercial streets in the community, and the investment of the green line LRT will significantly increase pedestrian activity. It's current classification as an arterial road prioritizes vehicle traffic as experienced walking down the road, and is currently one of the places in the community with more frequent incidents between people and vehicles.





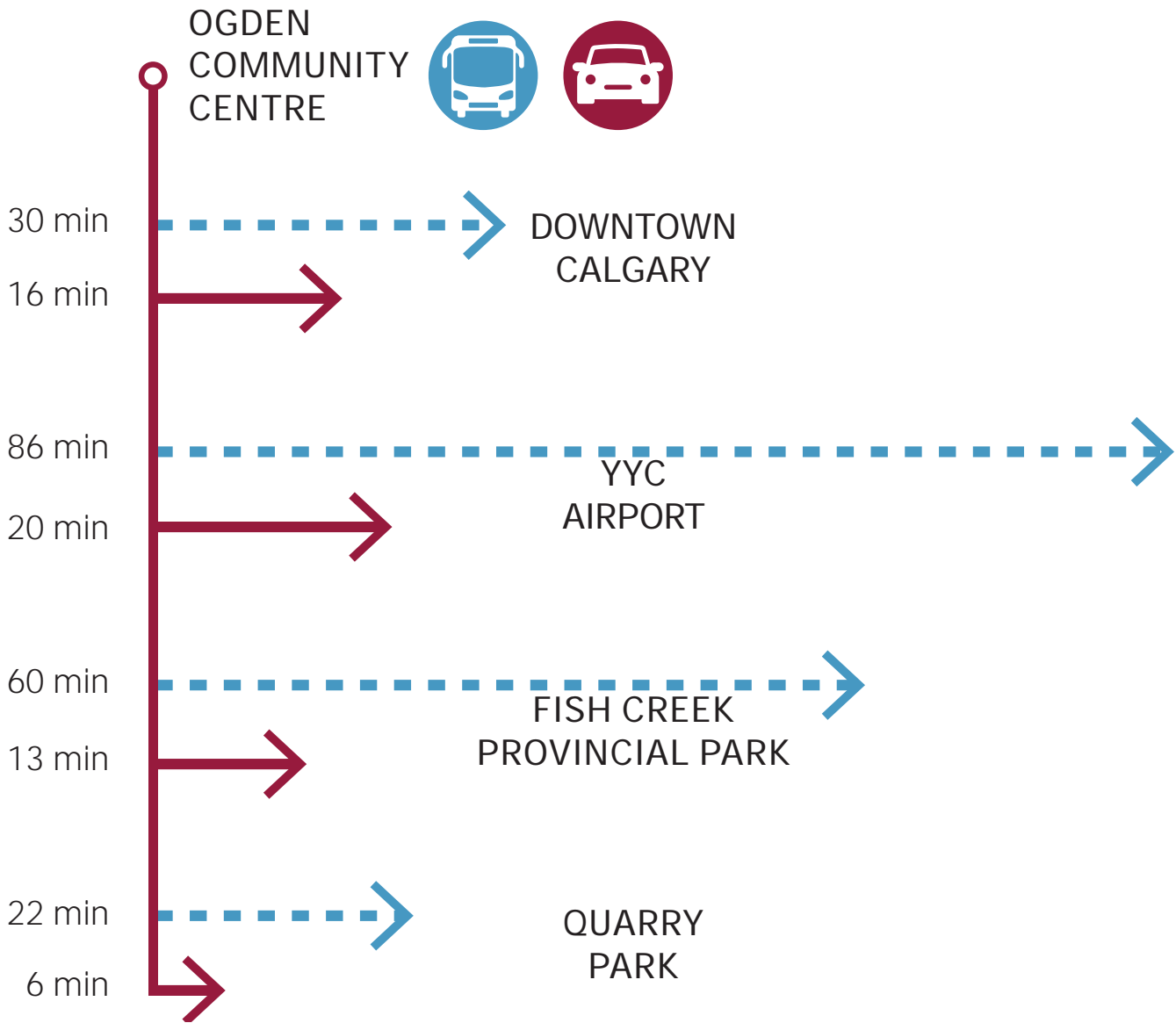
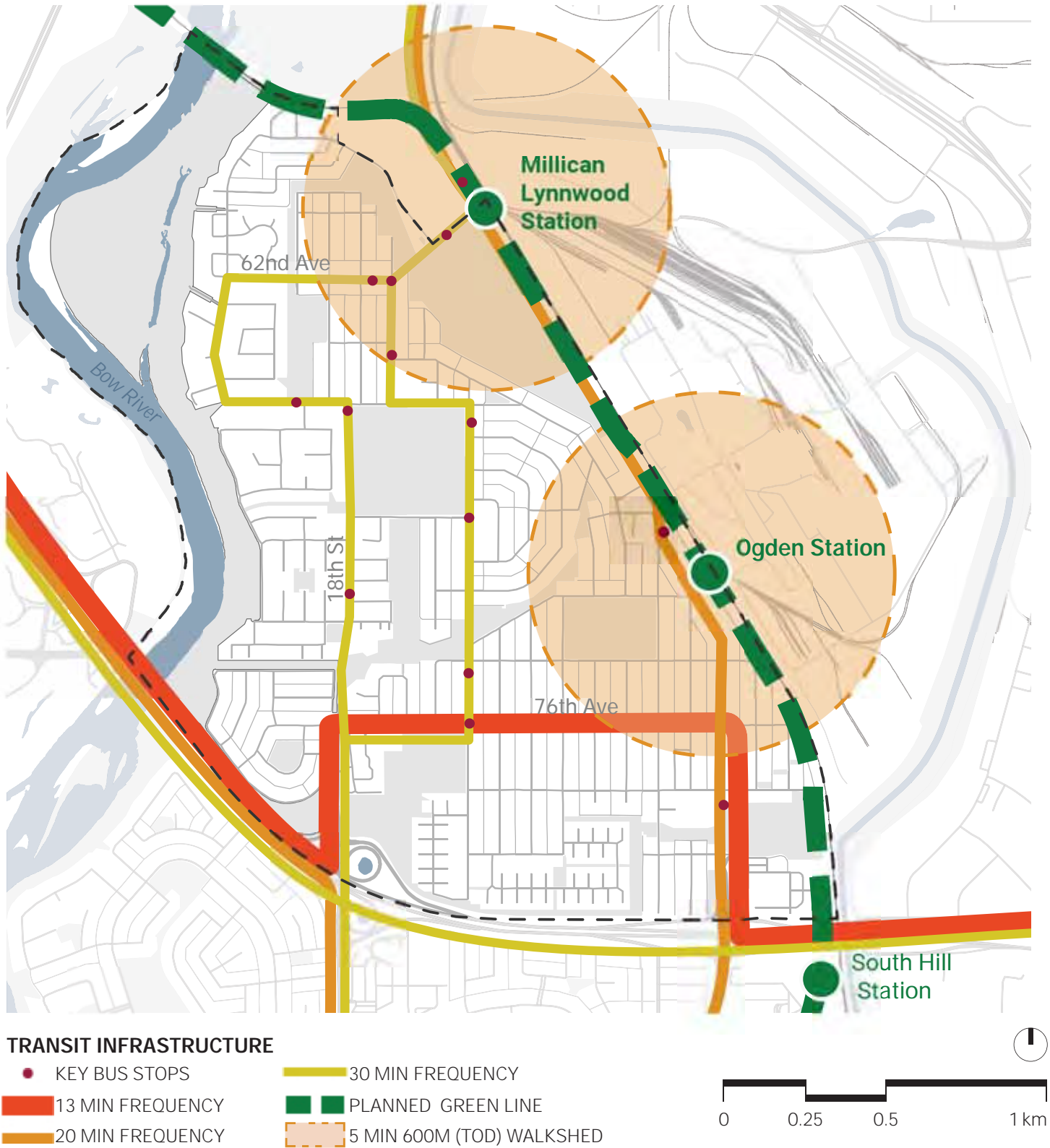
INTERSECTION DATA





# PUBLIC TRANSIT

Ogden is well served by multiple bus routes including a MAX teal and BRT line. Despite current options, the frequency of bus routes means that traveling from the centre of Ogden to nearby areas during peak times takes more than twice as long as by car. This will change with the planned Green Line that will increase frequency and connectivity.



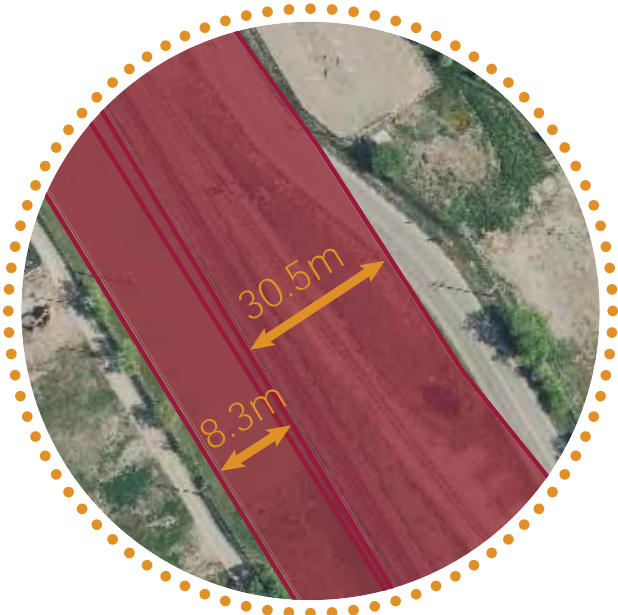


# HEAVY INFRASTRUCTURE

As the foundations of the community, the heavy infrastructure network in Ogden has a significant impact on the built environment. Safety setbacks for overhead powerlines and rail lines must be considered as they can constrain the location of development.



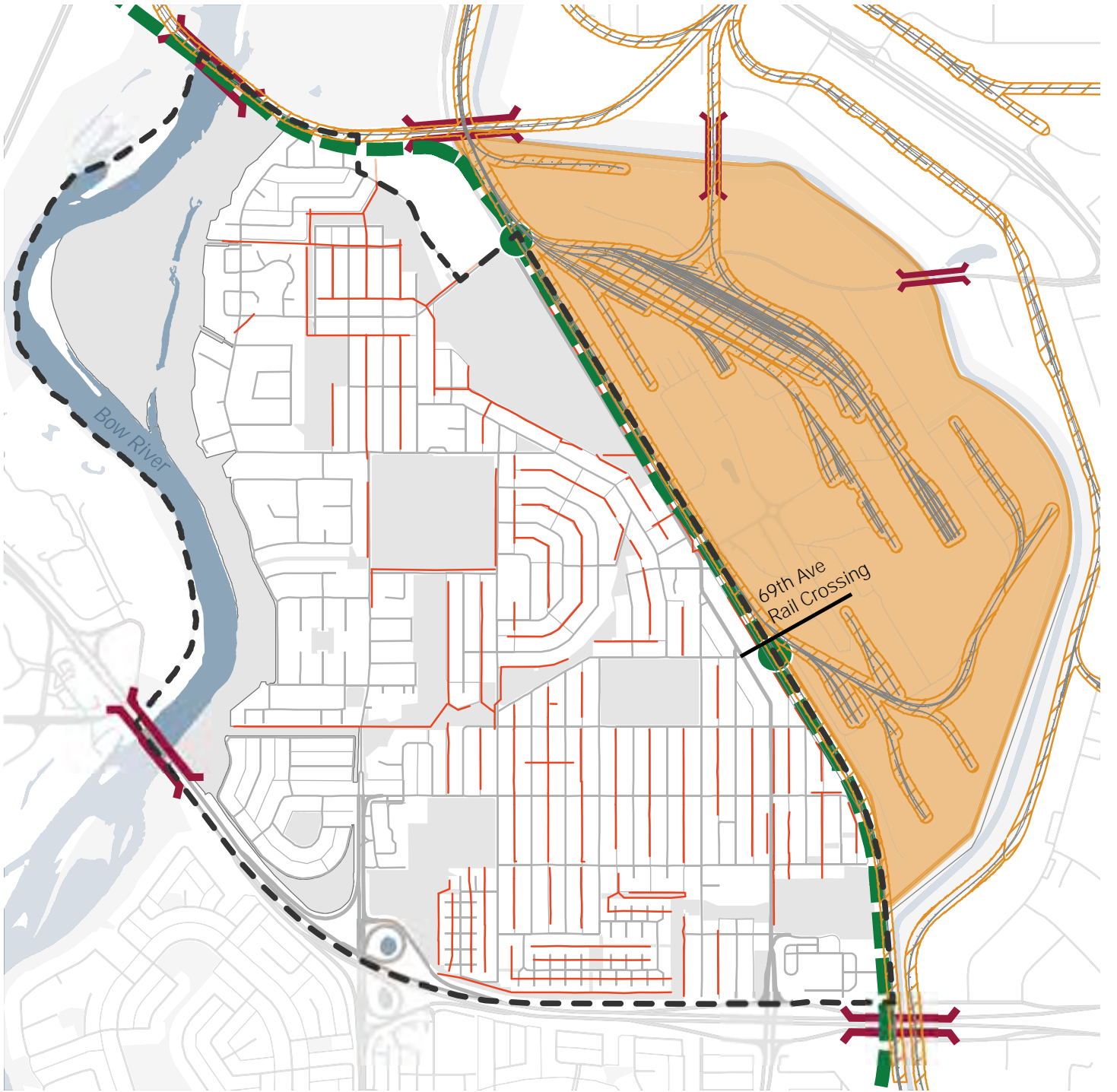
3m Setbacks from Distribution lines



CP Rail 30.5m Right of Way & planned 8.3m LRT Right of Way



Interchanges between Skeletal and Arterial roads limited to 2.0-2.4km. Closer spacing considered for special circumstances



## HEAVY INFRASTRUCTURE

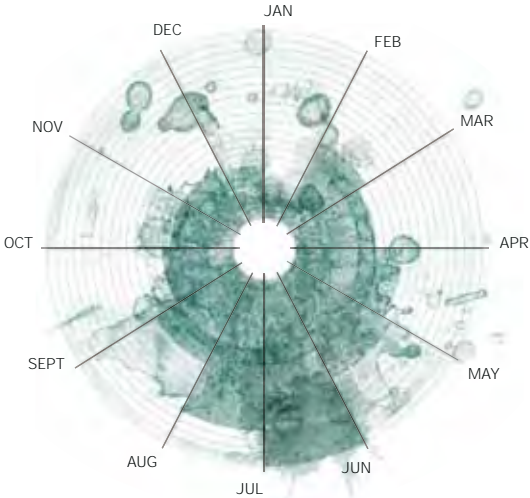
- BRIDGE
- CP RAIL YARDS
- POWERLINE SETBACK-3M
- CP RAIL LINE
- CP RAIL SETBACK-15.25M
- PLANNED GREEN LINE LRT



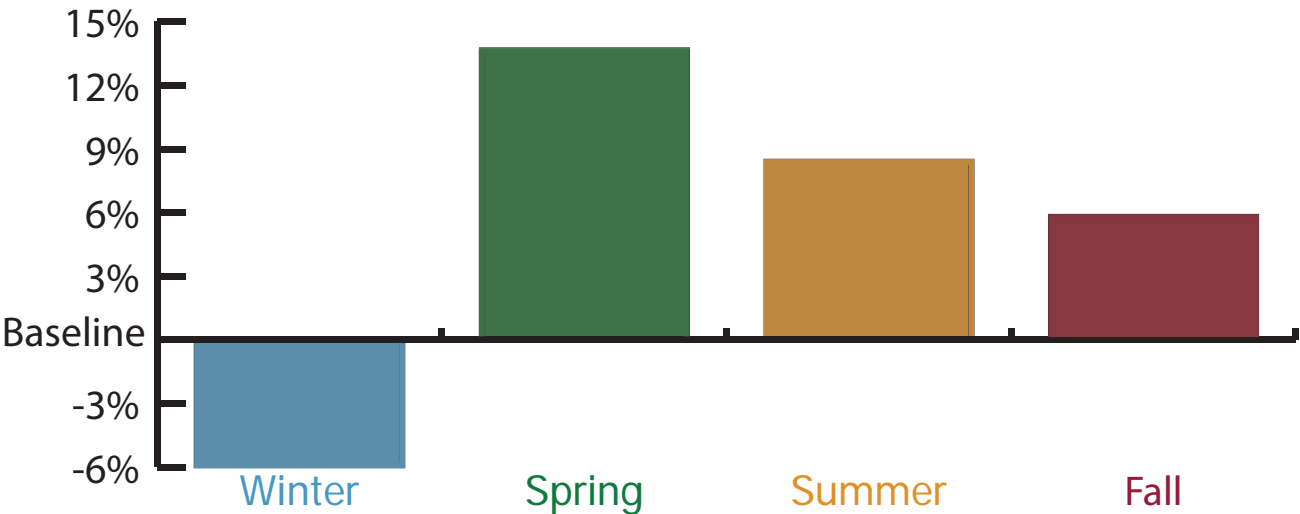
# STORMWATER MANAGEMENT

With only one wet pond on site, all the precipitation in Ogden is sent into pipes that flow directly into the river. The lack of retention ponds can negatively impact downstream ecosystems and can increase the impact of higher intensity precipitation events on the river levels and erosion. This is especially important as precipitation levels are expected to intensify during our wettest season due to climate change.

AVERAGE MONTHLY RAINFALL



PERCENTAGE CHANGE FROM NORMALIZED SEASONAL PRECIPITATION RATES





SUMMARY

AUTO CENTRIC STREET DESIGN

Ogden's gridded block pattern increases walkability but street design detracts from the pedestrian experience. Streets designed for cars are less safe and welcoming to pedestrians and cyclists.

AGE OF INFRASTRUCTURE

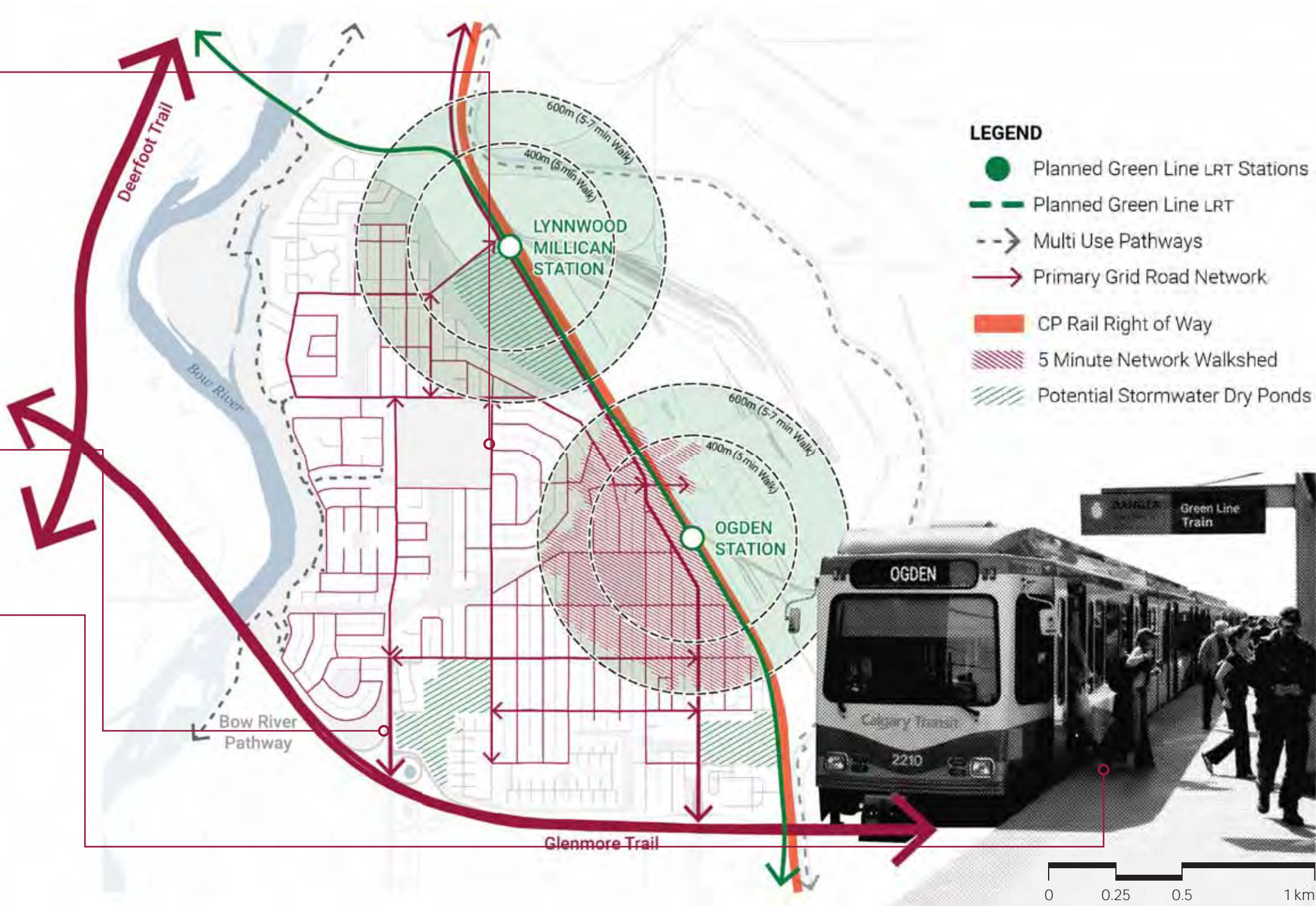
As an historic neighbourhood, Ogden's infrastructure was built with older standards and technology. Above ground power lines and a lack of tiered stormwater management provides constraints for redevelopment.

ROAD NETWORK CONNECTIONS

The large skeletal roads that surround Ogden make vehicle and goods movement efficient, yet are barriers for other modes of transportation like walking and cycling.

PLANNED GREEN LINE LRT

The future Green Line LRT will significantly increase connectivity between Ogden and the rest of the city. With investment comes expectations for redevelopment around the two proposed stations, following Calgary's established Transit Oriented Development (TOD) guidelines.







2.5  
SUMMARY



View of the Bow River from Ogden 



# ANALYSIS SUMMARY

## 1. URBAN STRUCTURE

Ogden is built on a strong urban grid block structure, making it both highly connected, but also isolated and auto centric due to its surrounding skeletal road network and heavy infrastructure.

## 2. NATURAL SYSTEMS

The Bow River is a natural spine running along Ogden's western edge, facilitating the movement of a vast ecological network, providing natural and recreational connections into the community, and creating immense social and ecological value.

## 1. URBAN STRUCTURE



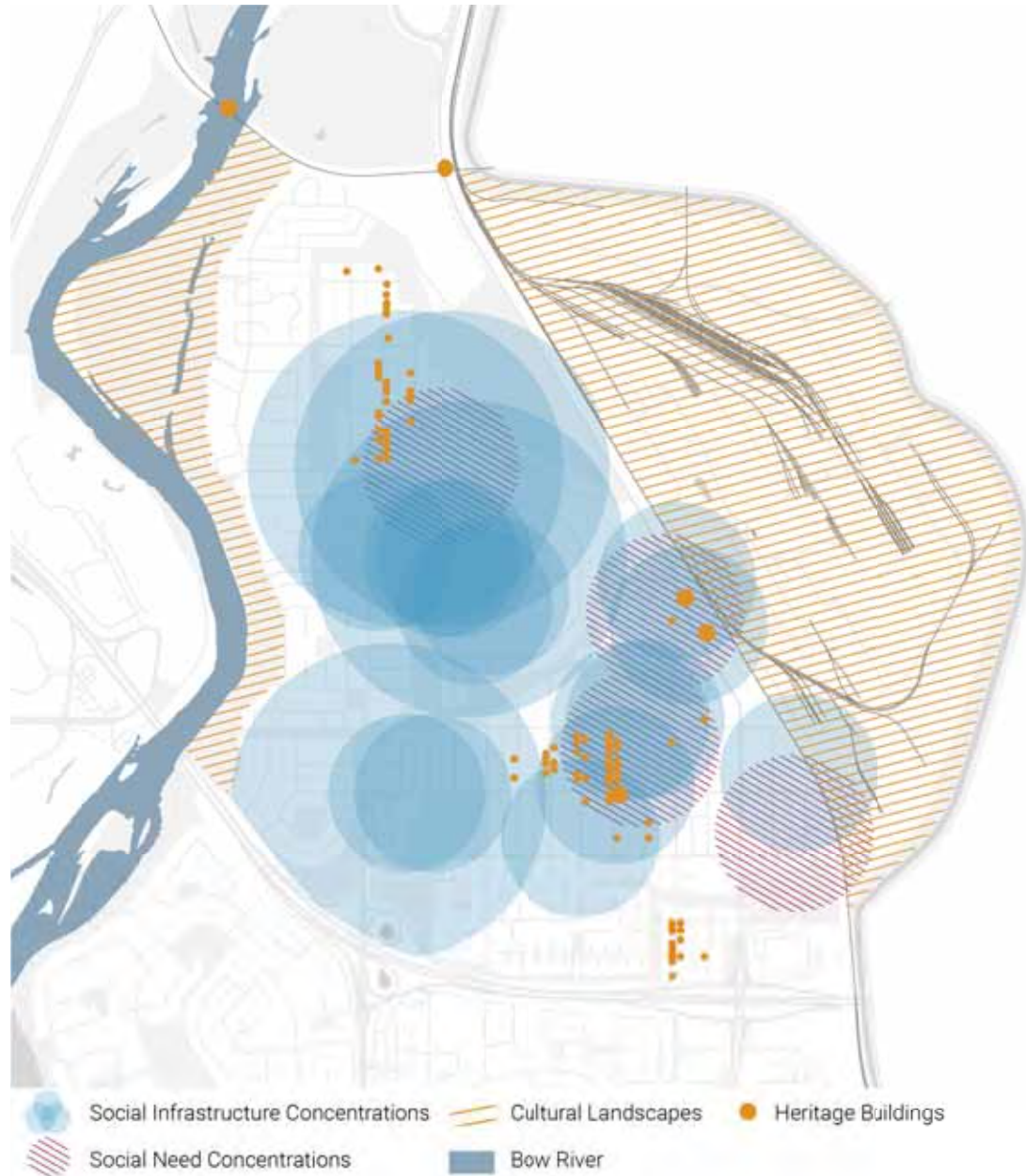
## 2. NATURAL SYSTEMS



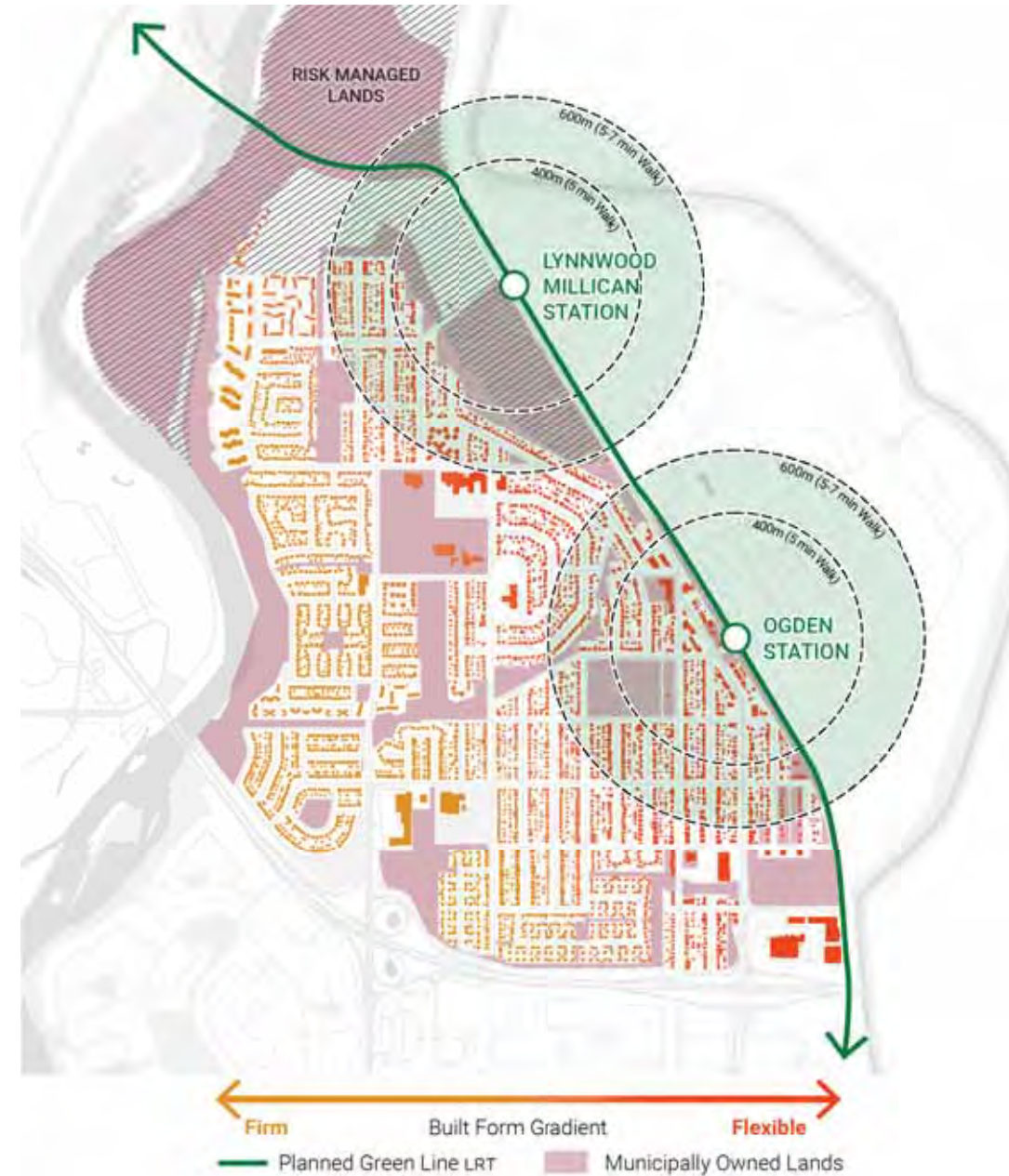


## ANALYSIS SUMMARY

## 3. COMMUNITY IDENTITY



## 4. DEVELOPMENT FLEXIBILITY



## 3. COMMUNITY IDENTITY

Ogden has a strong sense of place originating from the historic character and ongoing ties to the railway, connections to the traditional use of the landscape, and the working class community who call Ogden home.

## 4. DEVELOPMENT FLEXIBILITY

The planned Green Line LRT will be a significant investment in Ogden, and the built form of the community presents a fine grained, highly flexible environment with sizable portions of unprogrammed municipally owned lands to support this opportunity, and the community.



# 3 COMMUNITY ENGAGEMENT

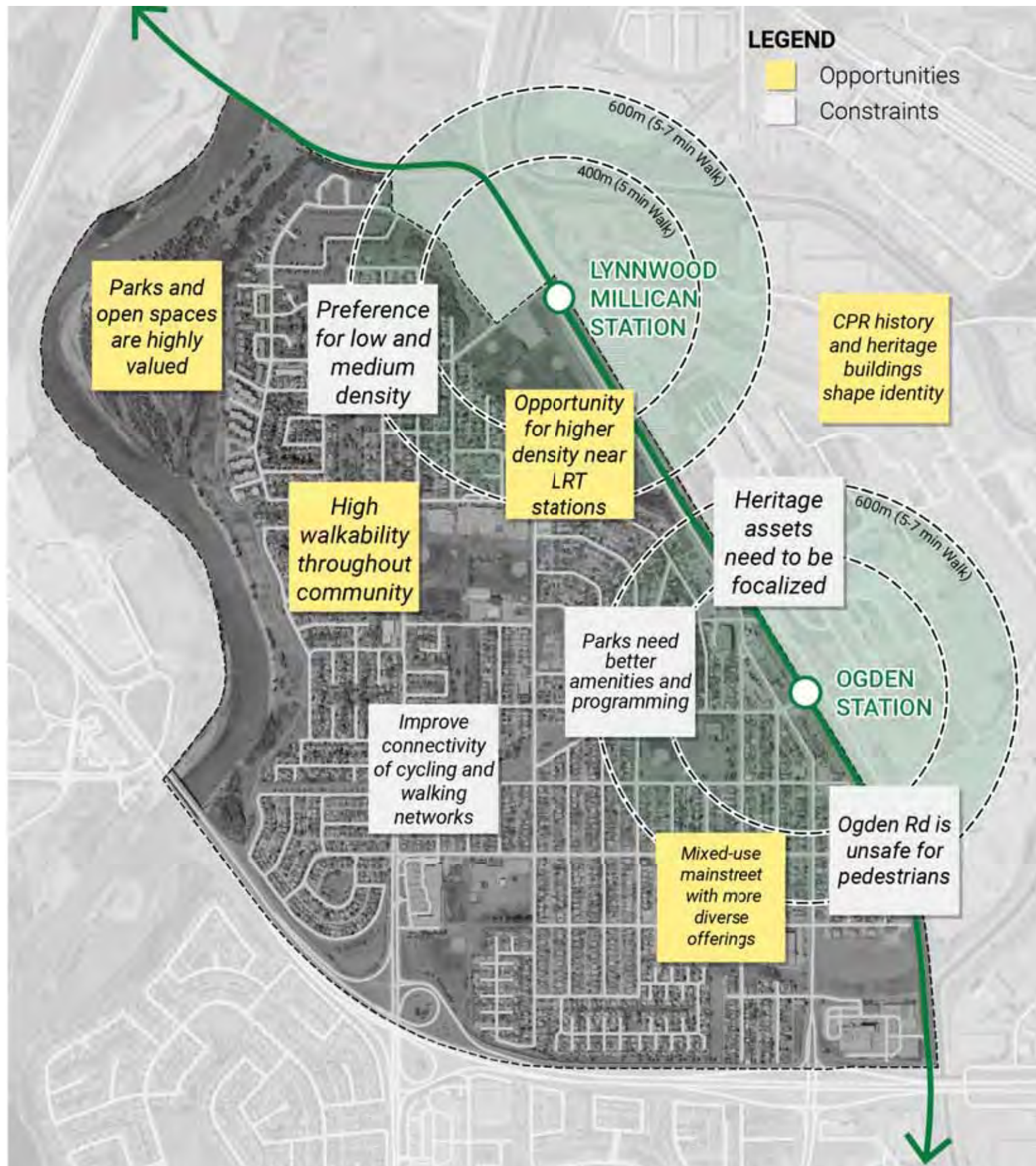




# ONLINE WORKSHOP

The first community engagement session was held virtually on Tuesday, February 15th from 6:00-8:00pm. Through an online workshop, and additional survey for those who couldn't attend the workshop, residents shared their aspirations and concerns for Ogden. In small groups, participants answered questions about housing, commercial amenities, mobility, open spaces, safety and senior's specific issues. Students noted, mapped and compiled the responses to inform their designs. Participants were then asked about improvements they wanted to see in their community including what kinds of housing they wanted, where density might be achieved, what amenities they wanted in parks and what public realm improvements they needed.

Key themes that emerged from the public consultation were the importance of affordability, missing third places, an abundance of green space but lack of programming, and the strong railway heritage of the community.



## HOUSING

- /+ Affordability
- Aging in place
- Lack of housing diversity
- + Low & medium density
- + TOD

## COMMERCIAL

- Lack of Third Spaces
- Active storefronts
- Variety of options
- Unsafe Ogden Rd
- /+ Accessible grocery stores

## OPEN SPACE AND MOBILITY

- + Cherished spaces
- Amenities & programming
- + Variety of park options
- Improve connectivity & accessibility to services

## COMMUNITY IDENTITY

- + Indigenous & CPR history
- + Heritage assets
- Attract young families
- + Parks & tree lined streets



### 3.0 COMMUNITY ENGAGEMENT

## OPEN HOUSE

Following the final presentations with the Steering Committee, members of the public were invited to a public open house on Wednesday, April 20th from 6:30-8:30pm held at the Millican-Ogden Community Association Hall. 34 residents and stakeholders attended the open house to provide feedback on the conceptual designs, and ask any questions about the work and process.

In addition to sets of five design posters created per team, students had constructed a physical 3D model of the community that was displayed in the hall. Videos of digital models created by each student group were shown along with the physical model to show how the community might change with each group's interventions.







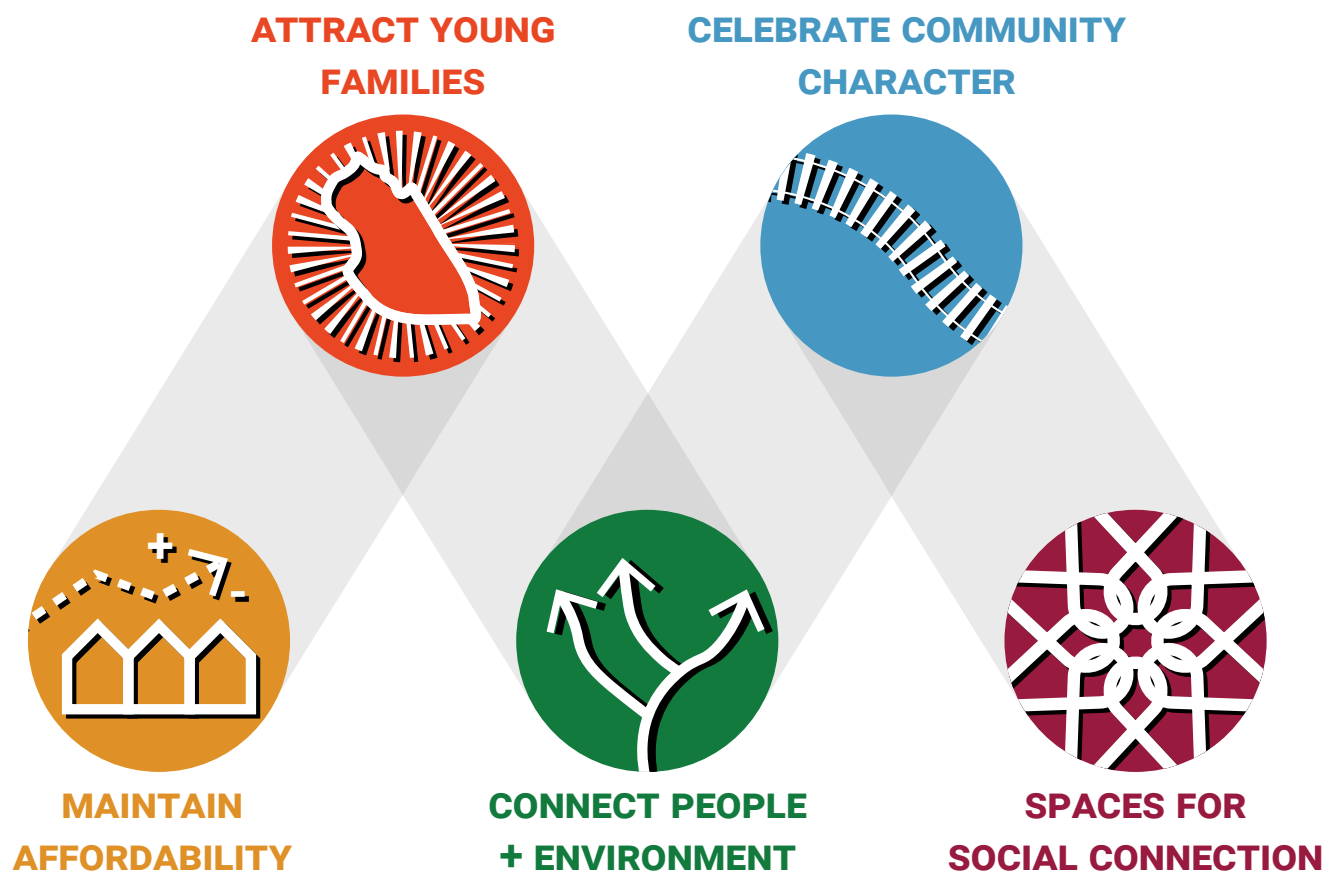
Pop Davies Park 

# 4 COMMUNITY DESIGN



# DESIGN METHODOLOGY

## DESIGN PRINCIPLES

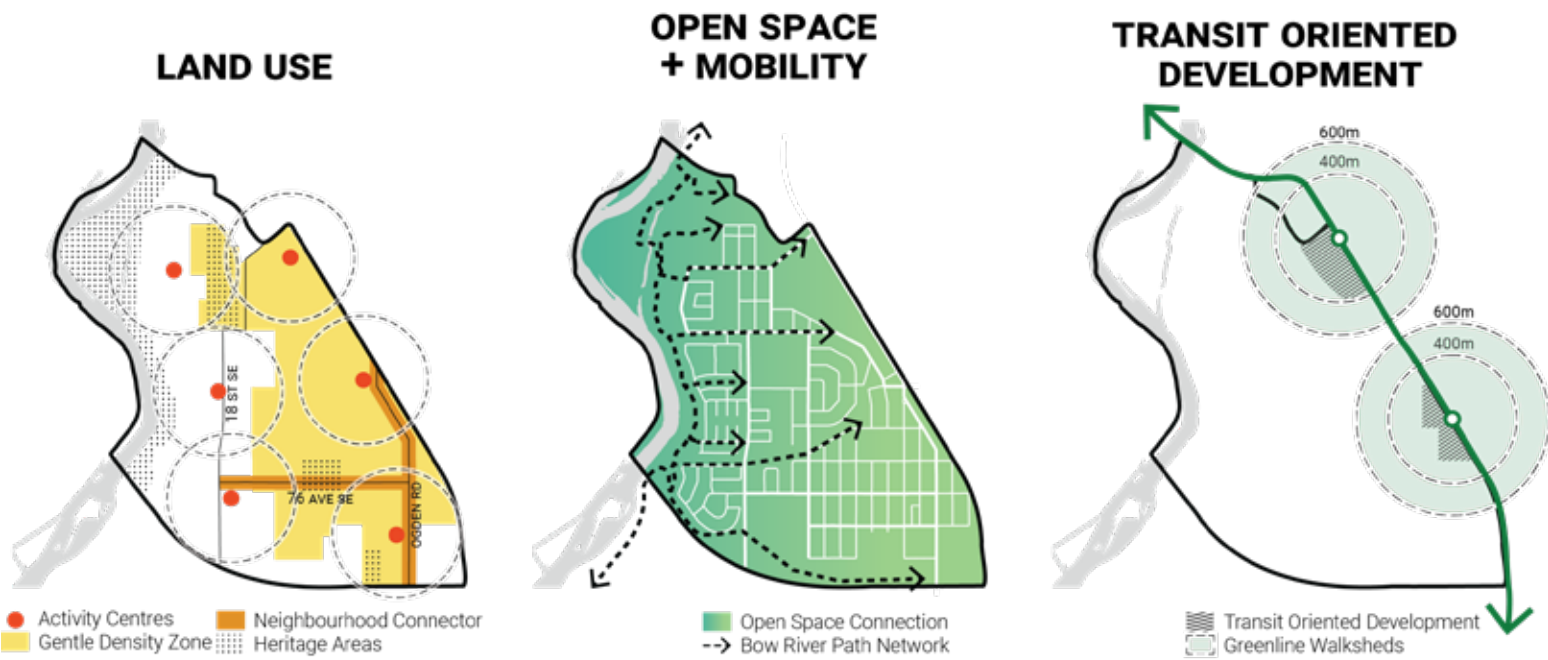


To ground our design concepts in our analysis and community feedback, we created 5 guiding principles:

- Maintaining Affordability,
- Attracting Young Families,
- Connecting People and the Environment,
- Celebrating Community Character, and
- creating Spaces for Social Connection.

These values helped ensure our design solutions fit the context of Ogden and will benefit the community today, while also thinking about future residents and needs of the community. The three personas of Susan, Katie, and Peter were used to ground our understanding of the proposed community design interventions in the lived experience of Ogdenites. People are the building blocks of any community, and maintaining a human lens is critical to the success of planning initiatives.

## CONCEPTUAL DESIGN



enFORM’s community design strategies are categorized by three high level, community scale conceptual designs. These categories structured our approach to the final design recommendations to address the opportunities and constraints found in Ogden, and serve as the organizational structure for the report:

- Through amendments to the land use districts and urban form categories, the Land Use conceptual design includes design interventions directed at creating gentle density areas, corner store redevelopment, and heritage conservation areas. Land use plays an important role in guiding the intensity and diversity of the built form through redevelopment, while preserving a neighbourhood’s character and sense of place.
- Building on the strong north-south ecological and recreational spine running along the Bow River on the west side of the community, the Open Space + Mobility conceptual design aims to connect the natural environment with active transportation and mobility to attract people and natural systems into the community. Design interventions include cultural wayfinding, the Ogden Rail Trail, and a parks toolkit.
- With the significant investment of the Green Line LRT proposed for Ogden, our third conceptual design, Transit Oriented Development, leverages the two new LRT stations to create walkable, high density, mixed use developments within a 5 minute (400m) walksheds of the new stations.



# 4.1 LAND USE



# URBAN FORM

The proposed urban form categories draw from the new land use classification system established in the City of Calgary's 2021 North Hill Communities Local Area Plan. Rather than prescriptive land use districts, this system maps the scale of buildings with the desired activity level within the community, ensuring that height and massing of new developments are contextually appropriate. This provides flexibility to the development community, while ensuring City goals for sustainable development are achieved. A family of current land use districts for each urban form category is provided to ensure easy compatibility between the existing Land Use Bylaw and this proposed system. Borrowing from the new urban form land use classification system ensures greater compatibility with City processes, increasing understanding and ease of implementation down the road.

Only areas where changes are proposed are highlighted on this map, and use the new urban form classification system. Using this proposed urban form system, the community can guide where they want higher levels of both density and intensity without restricting which services, business, or uses will be allowed. This allows for more flexibility in the types of services and housing the community can provide. This is the backing policy required to support and implement our land use interventions and is essential in guiding contextually appropriate redevelopment in Ogden.

**URBAN FORM CATAGORIES**

Parks and Natural Areas

City Civic / Recreation

Neighbourhood Local

Neighbourhood Connector

Neighbourhood Flex

Neighbourhood Commercial

No Urban Form Change

**ADDITIONAL POLICY GUIDANCE**

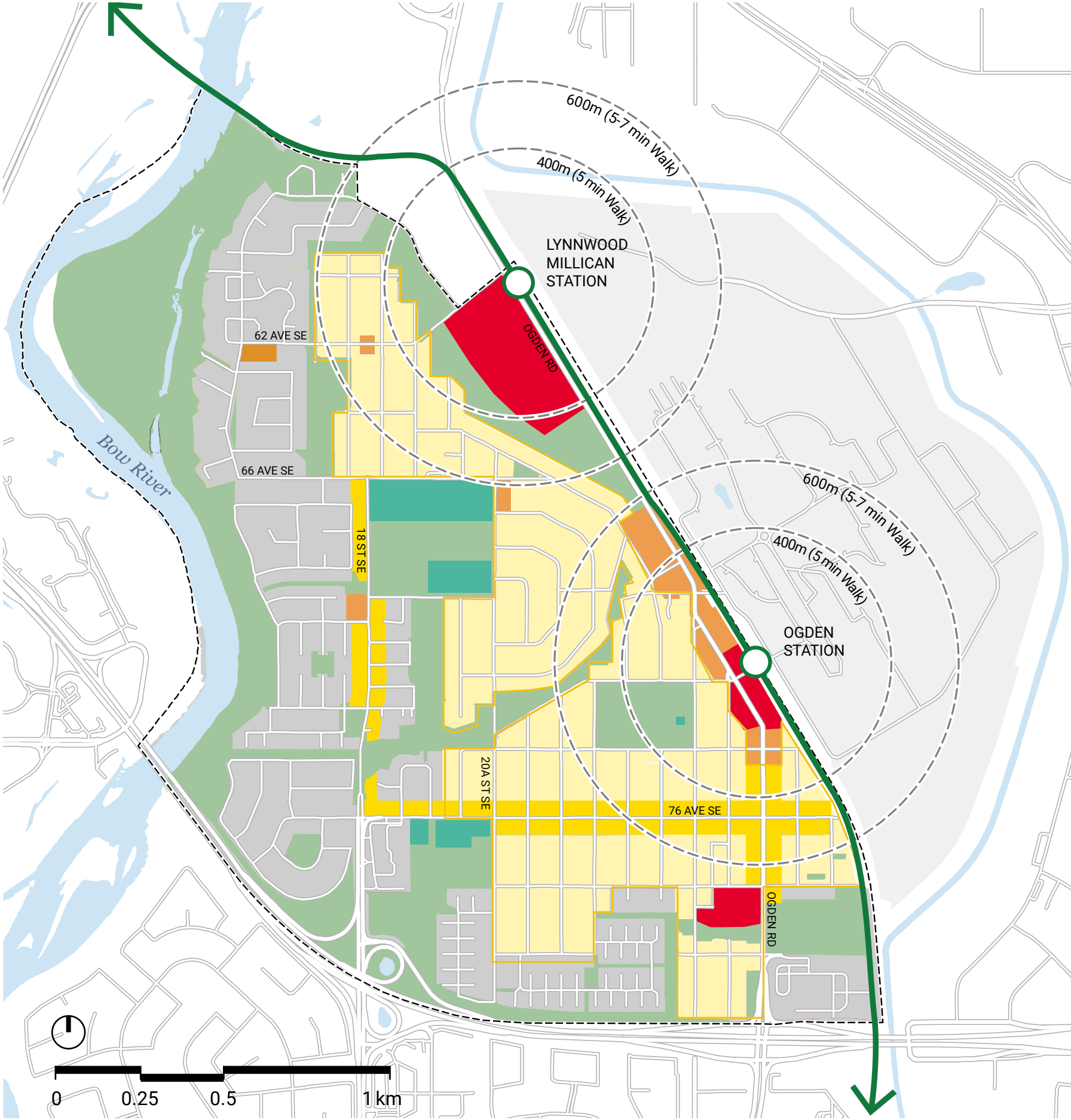
Cultural Landscapes

Heritage Conservation District

Gentle Density Area

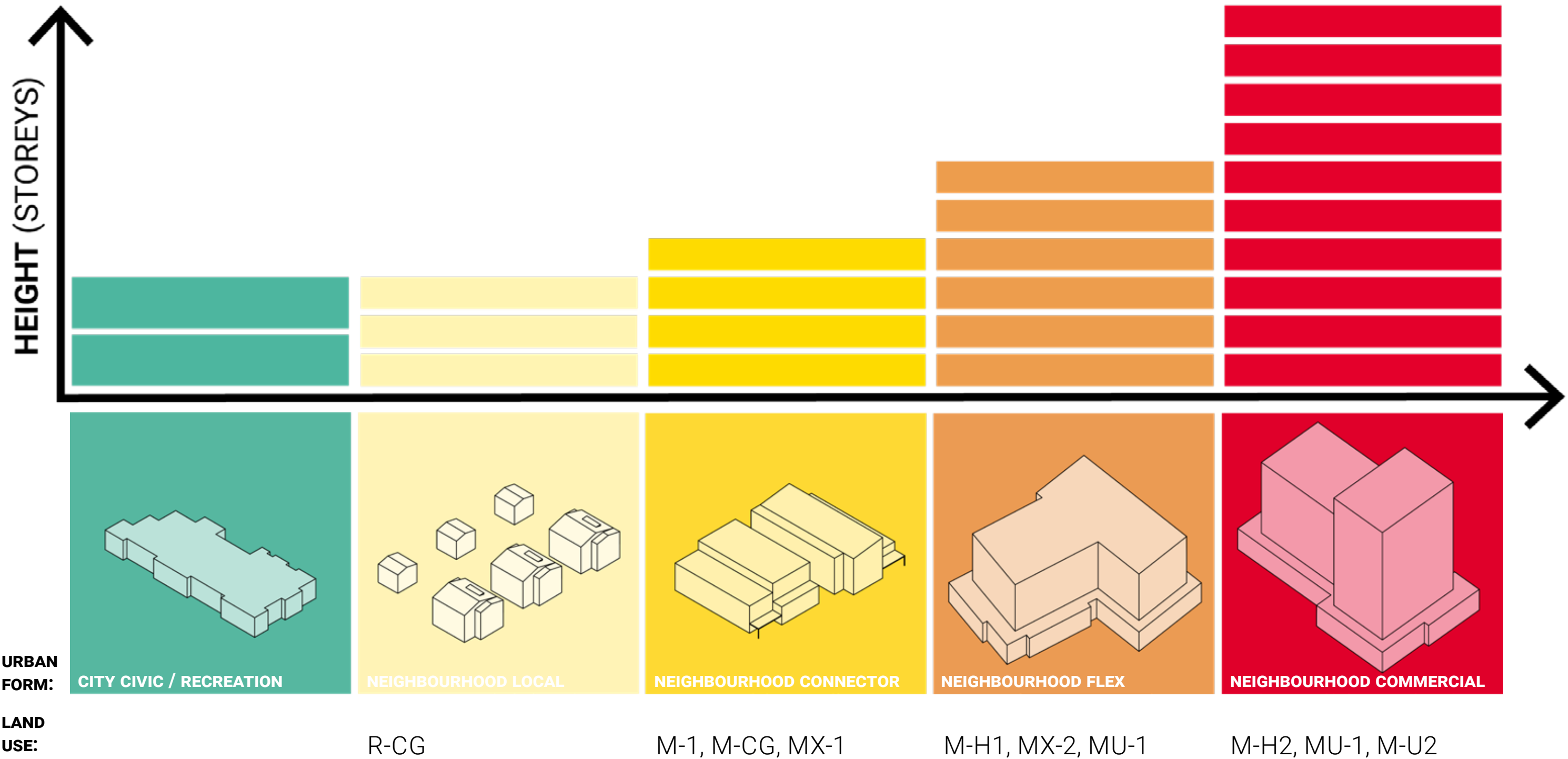
Transit Station Walkshed

Plan Area Boundary



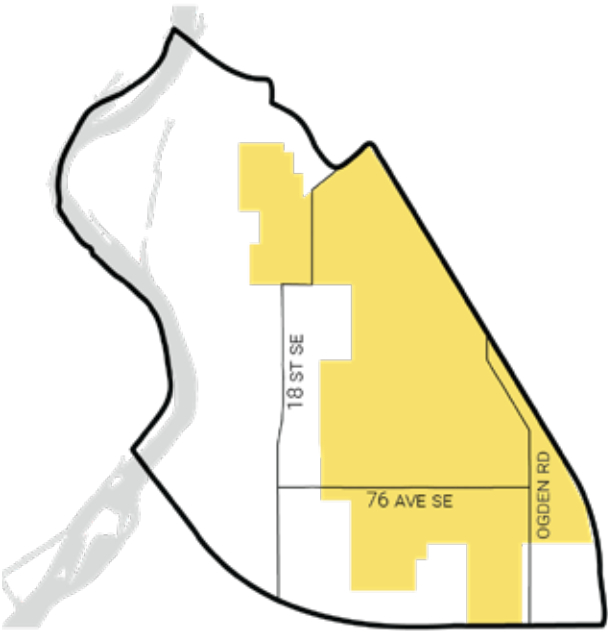


URBAN FORM CATAGORIGES

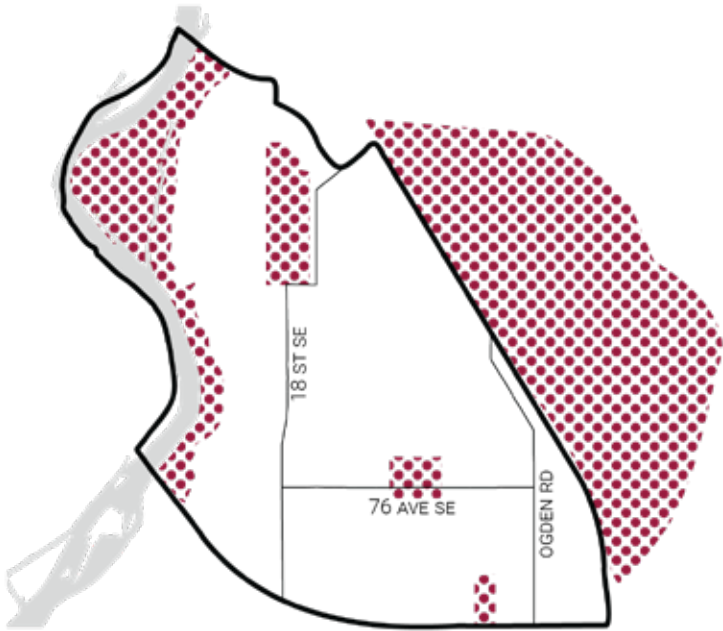




# AREA SPECIFIC POLICIES



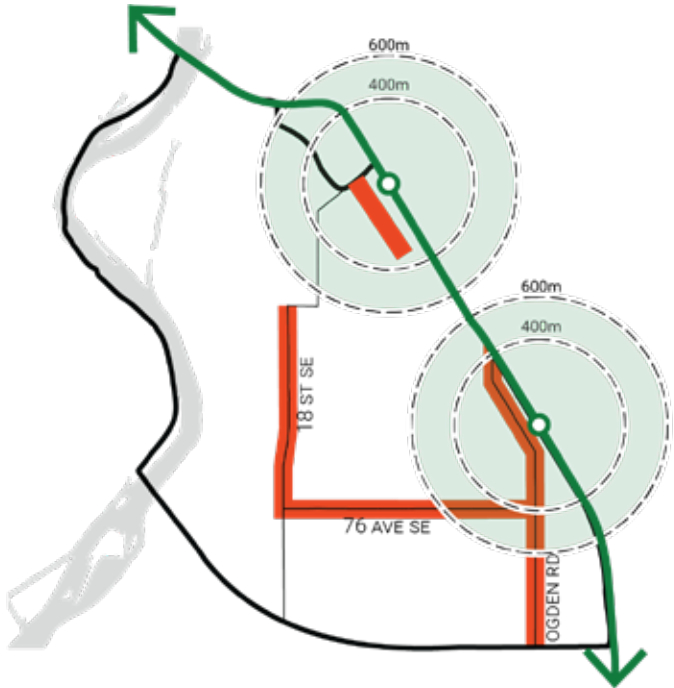
GENTLE DENSITY



HERITAGE AREAS + LANDSCAPES



CORNER STORES



NEIGHBOURHOOD CONNECTORS + TRANSIT

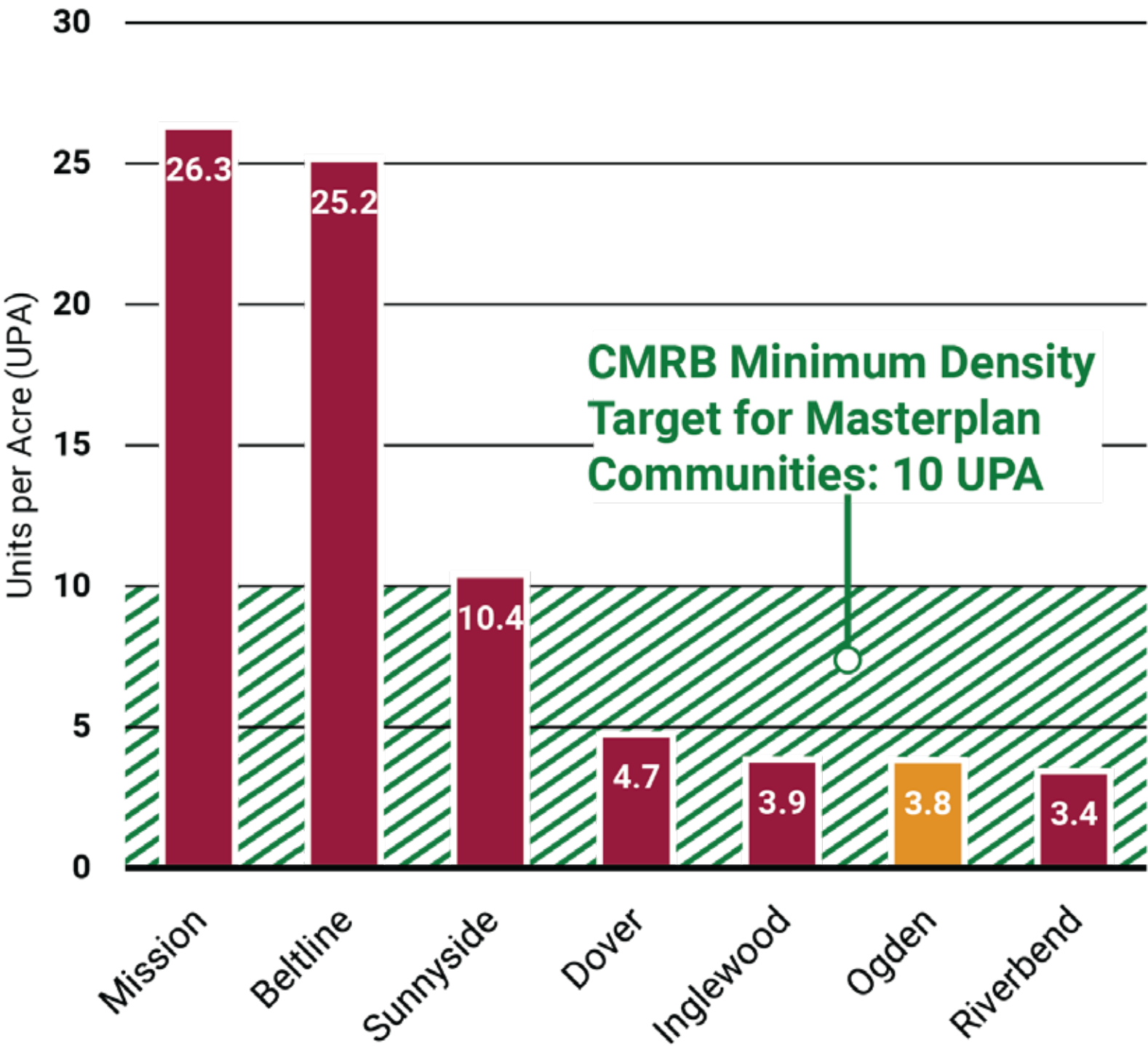
Within the conceptual design of land use, area specific policies provide additional design considerations that apply on a community wide or site-specific basis. This Plan provides general policies which primarily focus on **gentle density** land use, and more specific policies apply to areas such as **heritage areas** and landscapes, **corner stores** and **neighborhood connectors and transit**. These build off the urban form recommendations and apply site and context specific guidelines and design recommendations. Gentle density, heritage areas, and corner stores will be discussed in this section. Neighbourhood connectors and transit will be discussed in the Transit Oriented Development conceptual design.



# GENTLE DENSITY AREA

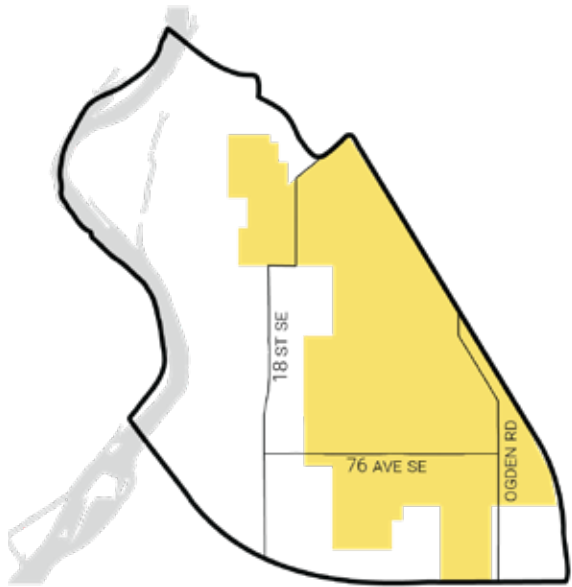
Gentle density is a housing solution that incorporates increased density into traditionally single family residential neighbourhoods. Laneway housing, secondary suites, rowhouses and small scale multiplex housing options maintain the scale and character of the existing community while increasing the housing stock. Increasing the housing supply helps maintain the affordability of a neighbourhood, and by introducing more variety into the housing stock, more diverse family types are able to be housed.

Ogden’s residential areas are almost exclusively zoned as R-C1 and R-C2 to accommodate residential development in the form of duplex dwellings, semi-detached dwellings, and single detached dwellings. Through public engagement and thorough demographic analysis, the enFORM team found that Ogden has struggled with a declining and aging population. Similarly, they are having difficulty attracting young families into the neighbourhood. Gentle density is a solution that would accommodate the types of families and people the community wants to attract and support aging in place. The gridded street network and age of buildings in Ogden’s east side have a high potential for gentle density, allowing the community to house more residents and meet the density targets as established in the Calgary Metropolitan Region Board’s growth plan and Calgary Municipal Development Plan.



Source: City of Calgary 2019 Census

## POLICY AREA



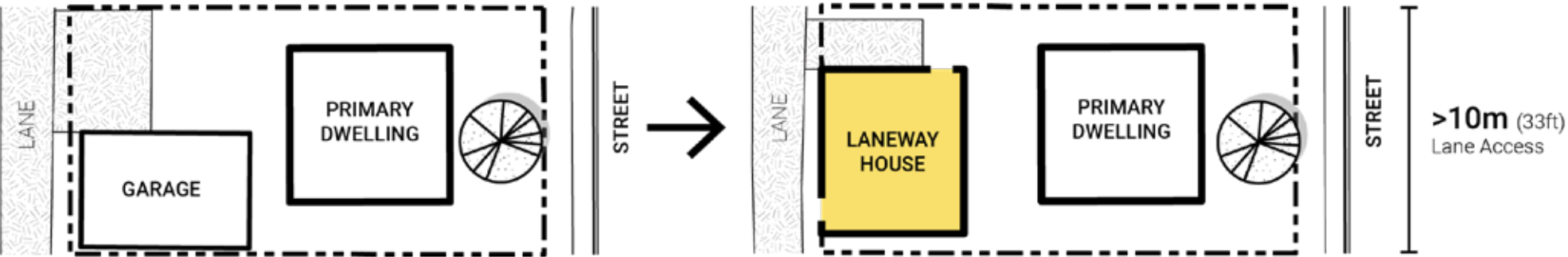


# GENTLE DENSITY TYPOLOGIES

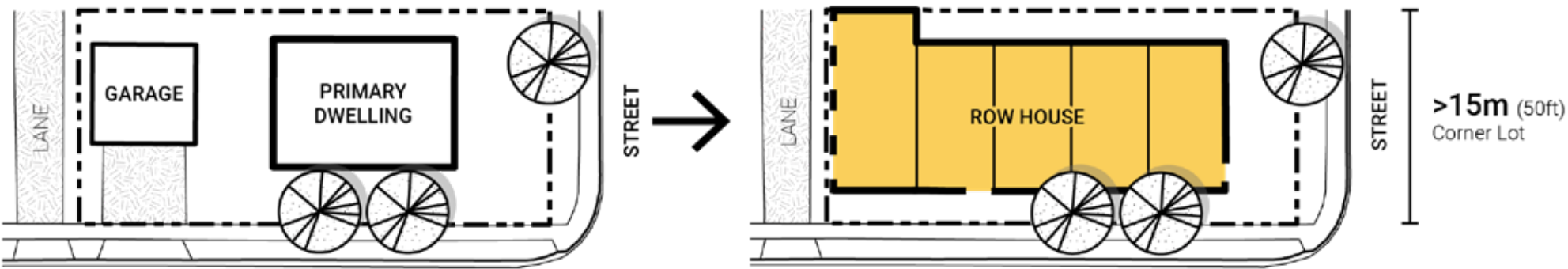
The gentle density typologies are intended to increase the density of residential units in Ogden while maintaining the character of the community. This can be done with laneway housing, rowhouses and multiplex apartments. By creating more housing diversity in the community we are also making the community more accessible to more diverse family types, while maintaining affordability by increasing the supply of housing.

While gentle density solutions are strongly encouraged in areas delineated on page 60 , this policy is intended to provide best practice guidelines for the introduction of gentle density solutions in Ogden. These solutions may not be suitable in every situation, but by providing options land owners and developers can choose what type of gentle density makes the most sense in their situation.

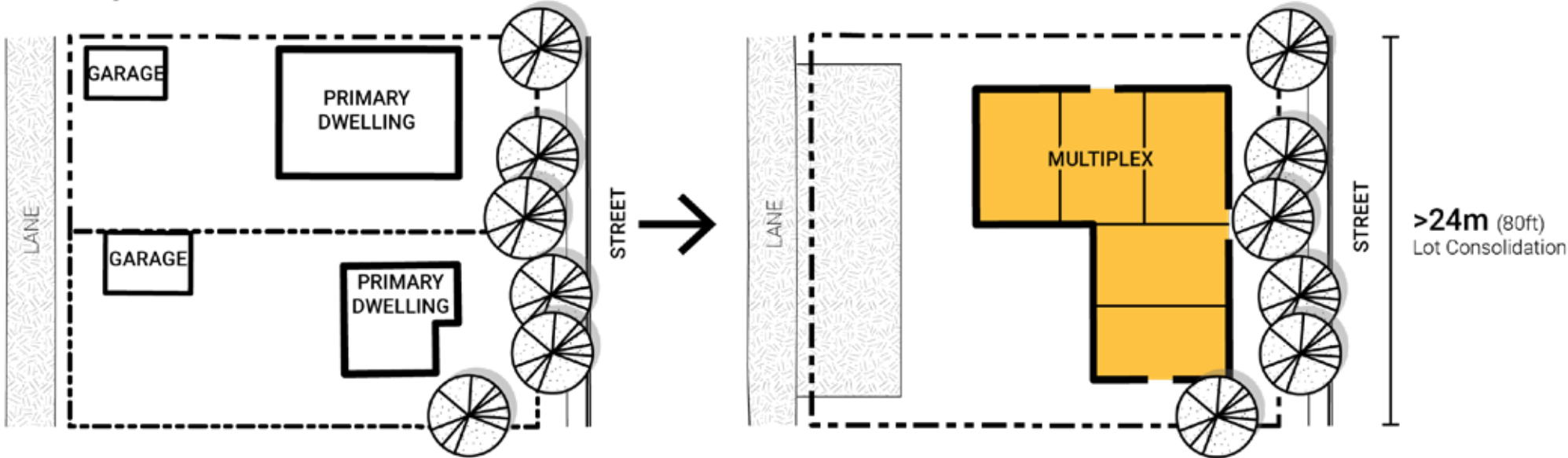
Laneway Housing (UNITS: 2-3 HEIGHT: 1-2 storeys)



Row Housing (UNITS: 3-6 HEIGHT: 2-3 storeys)



Multiplex (UNITS: 5-12 HEIGHT: 2-3 storeys)



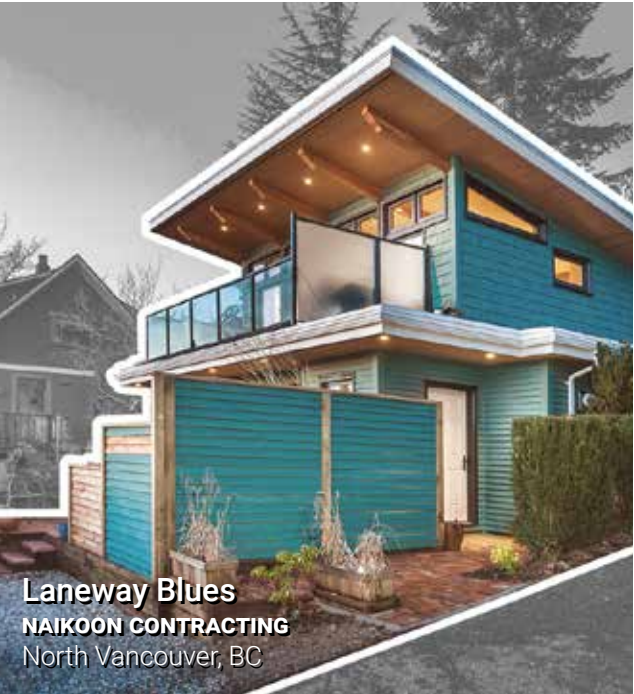
**WHAT WE HEARD**  
"Affordability and aging in place are concerns felt by Ogdenites. Gentle density options like laneway houses, tiny homes and garden suites have been identified as desired solutions, but the permitting process is difficult to navigate and design concerns need to be addressed."



# LANEWAY DESIGN GUIDELINES

## GUIDELINES

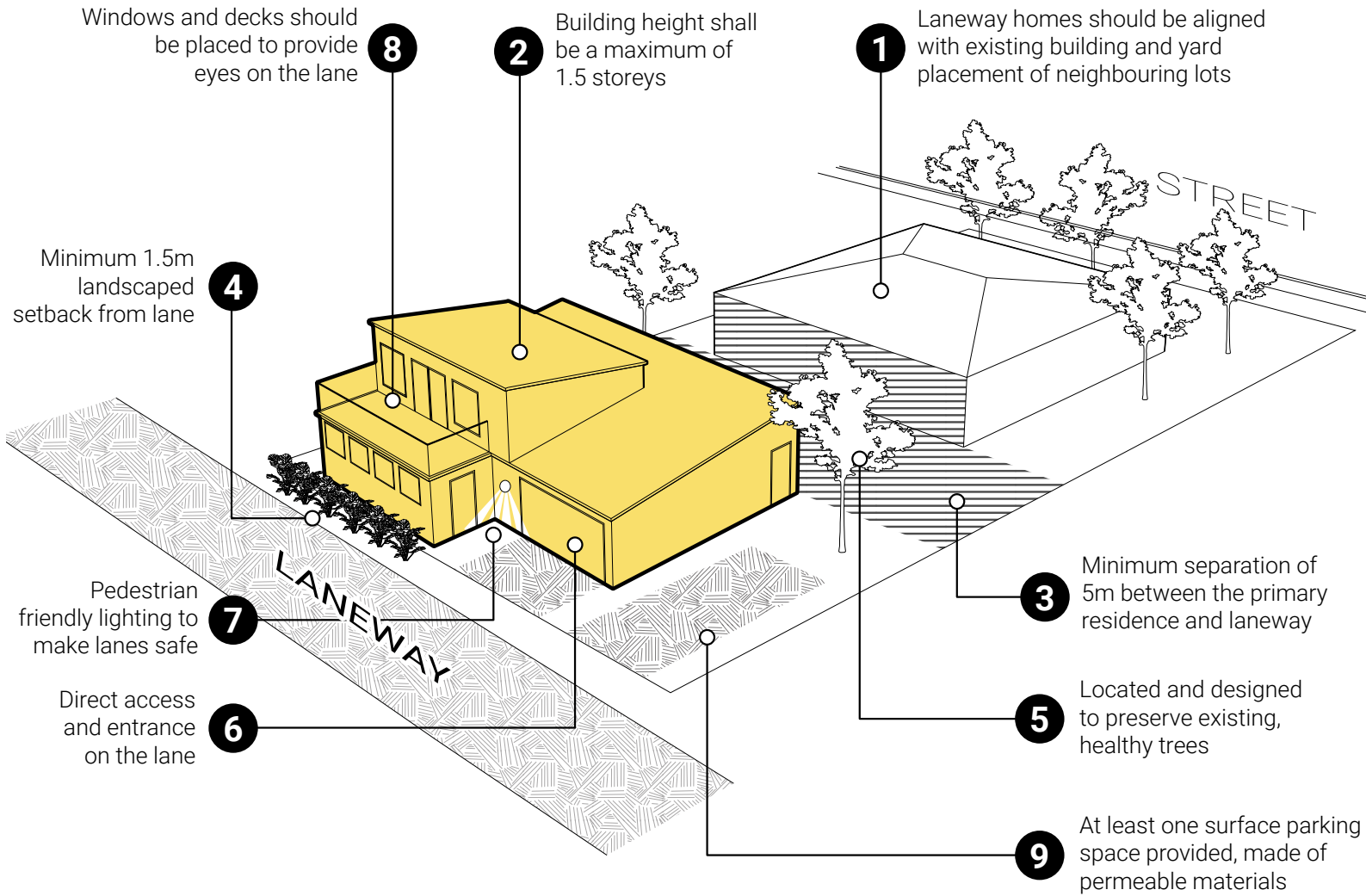
- 1. **Alignment:** Laneway homes should be aligned with building and yard placement on neighbouring parcels.
- 2. **Massing:** Building height shall be a maximum of 1.5 storeys, and rooflines should be articulated to reduce the appearance of height and volume.
- 3. **Laneway Separation:** A minimum separation of 5m between the primary residence and laneway house to provide space for sunlight, outdoor living, urban agriculture, and permeability.
- 4. **Landscaped Setback:** Laneway homes must be set back 1.5m from the lane, allowing for permeability and landscaping to add visual interest to the lane.
- 5. **Urban Forest:** Laneways are to be located and designed to preserve existing, healthy trees.
- 6. **Shadowing:** Locate the backyard suite to maximize sunlight access for neighbouring parcels.
- 7. **Access:** Laneway homes should have access to the lane through a direct entrance.
- 8. **Lighting:** Pedestrian-friendly lighting is encouraged to help make lanes safe and welcoming public spaces.
- 9. **Eyes on the Street:** An at-grade patio or roof deck is required and must face a lane or adjacent street. Windows should primarily be placed to provide views to the lane or adjacent street.
- 10. **Parking:** At least one surface parking space must be provided on site. This parking space must be unenclosed, located adjacent to the laneway, and made of permeable materials.



Laneway Blues  
NAIKOON CONTRACTING  
North Vancouver, BC



Withrow Laneway  
STUDIO NORTH  
Parkdale, Calgary



Hillhurst Laneway  
STUDIO NORTH  
Hillhurst, Calgary



Miko Laneway  
CAMPOS STUDIO  
Vancouver, BC

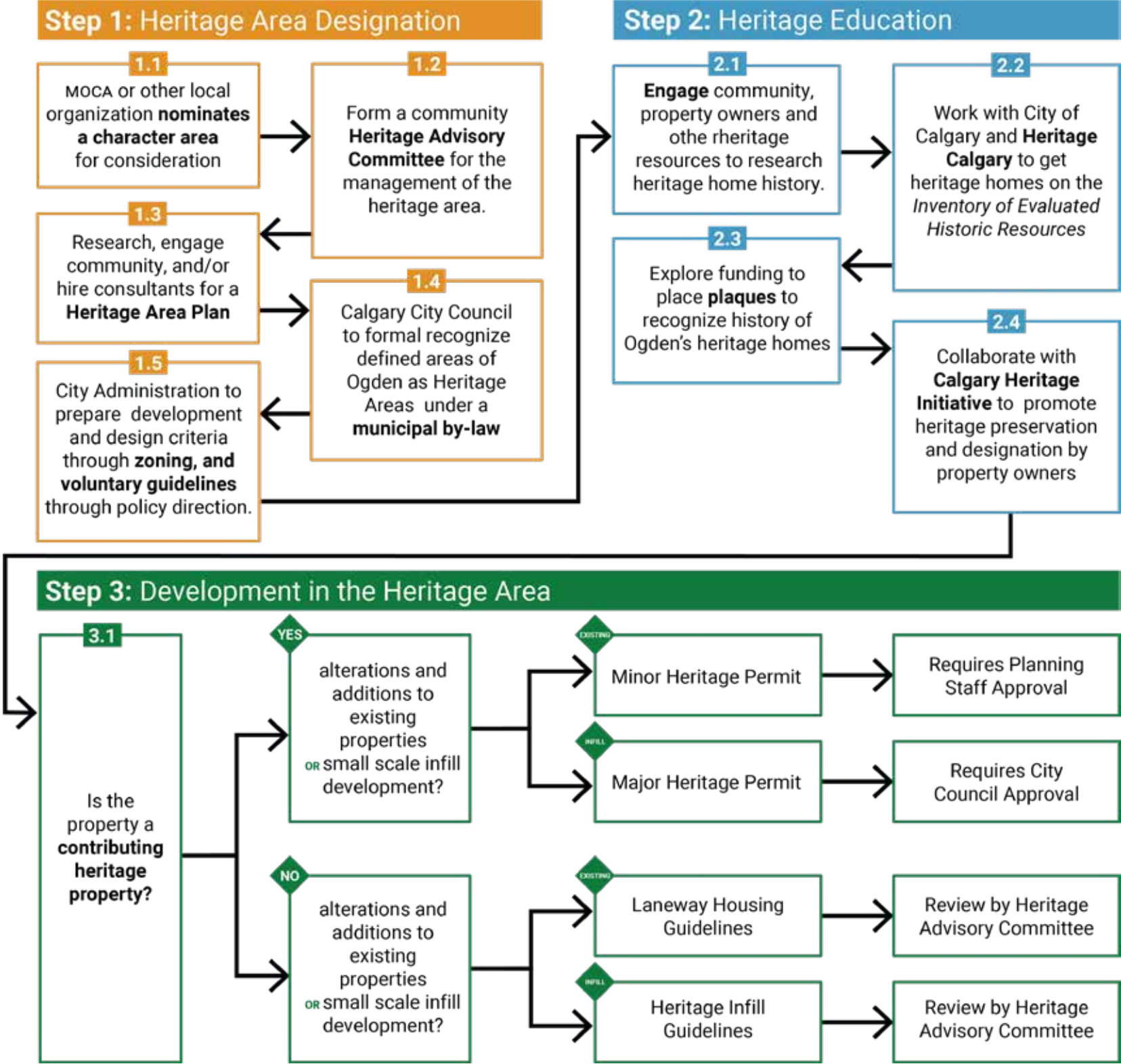
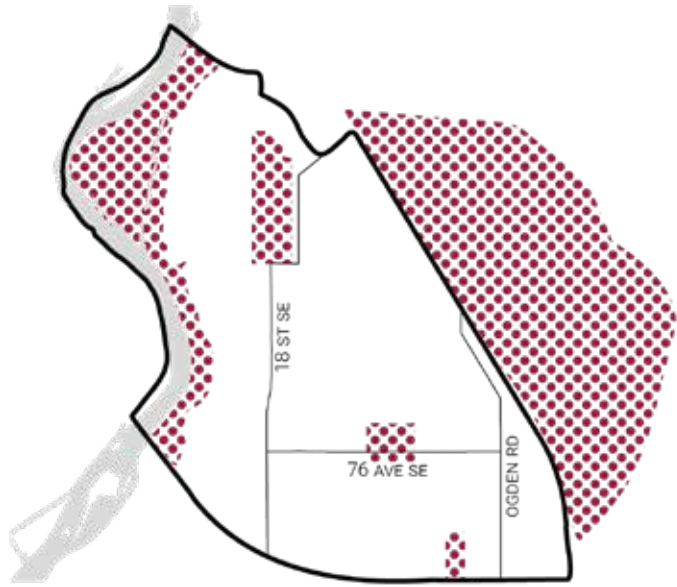


# COMMUNITY HERITAGE

Heritage buildings and landscapes are crucial social, environmental and economic building blocks in Canadian cities. These areas act as living landmarks to the history and architecture of the past and help inform the sense of place of historic communities. Their designation as important historical landmarks and spaces maintains their form but also provides assurance and guidance to developers and private property owners on how to approach the redevelopment of sites within heritage districts.

Additionally, heritage conservation and the designation of heritage buildings means that building structures are preserved which reduces waste from new construction. Currently construction waste accounts for 35% of all waste diverted to landfills in Canada (Canada Green Building Council). By maintaining existing homes and structures, less waste ends up in landfills.

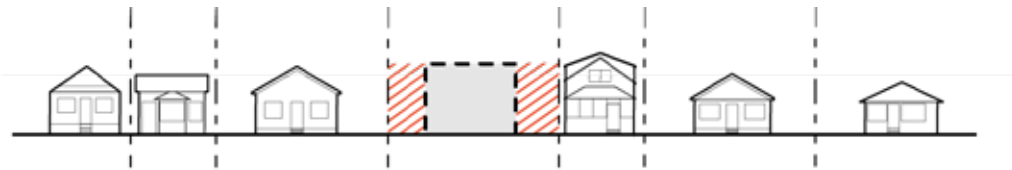
## POLICY AREA



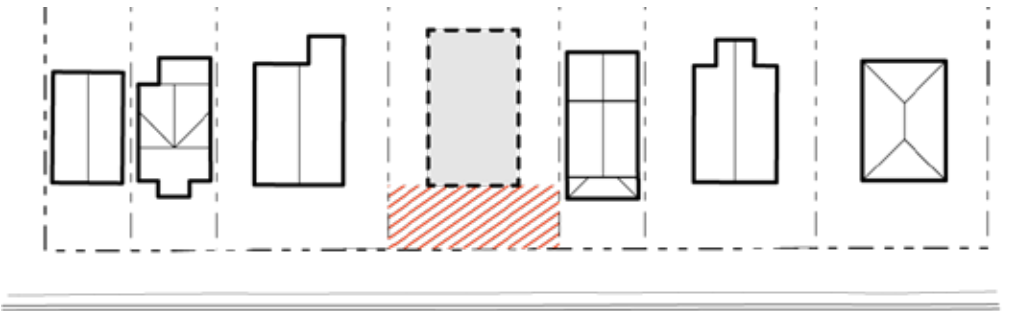


# HERITAGE INFILL GUIDELINES

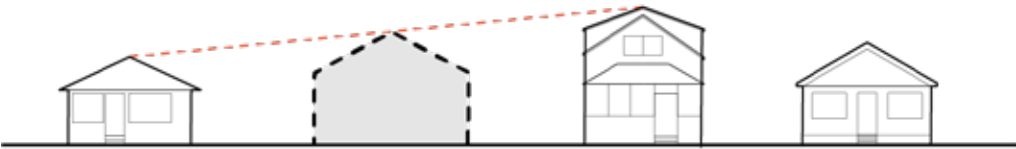
**RHYTHM + STREET ORIENTATION**



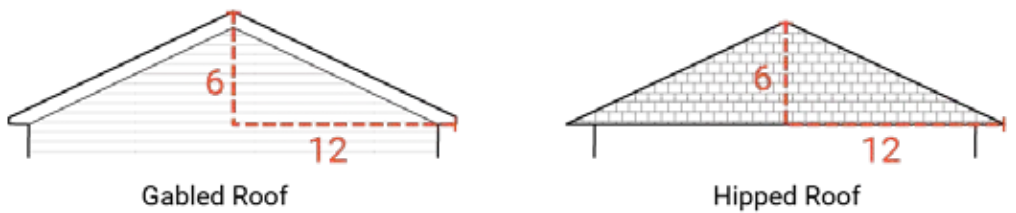
**SETBACKS**



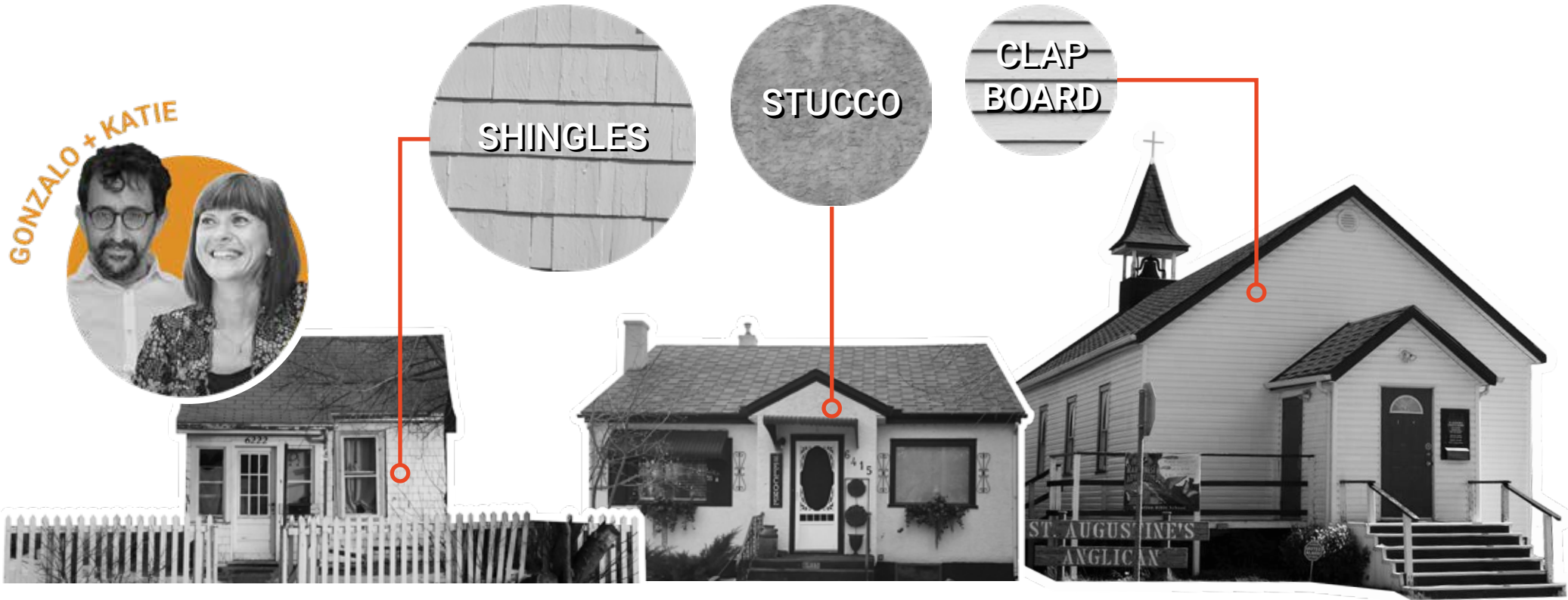
**MASSING + HEIGHT**



**FORM**



**MATERIALS**



Contributing buildings are those that meet the threshold to be considered a heritage asset. This includes buildings built prior to 1945 that have not undergone considerable renovations to the exterior of the house.

Development within heritage areas:

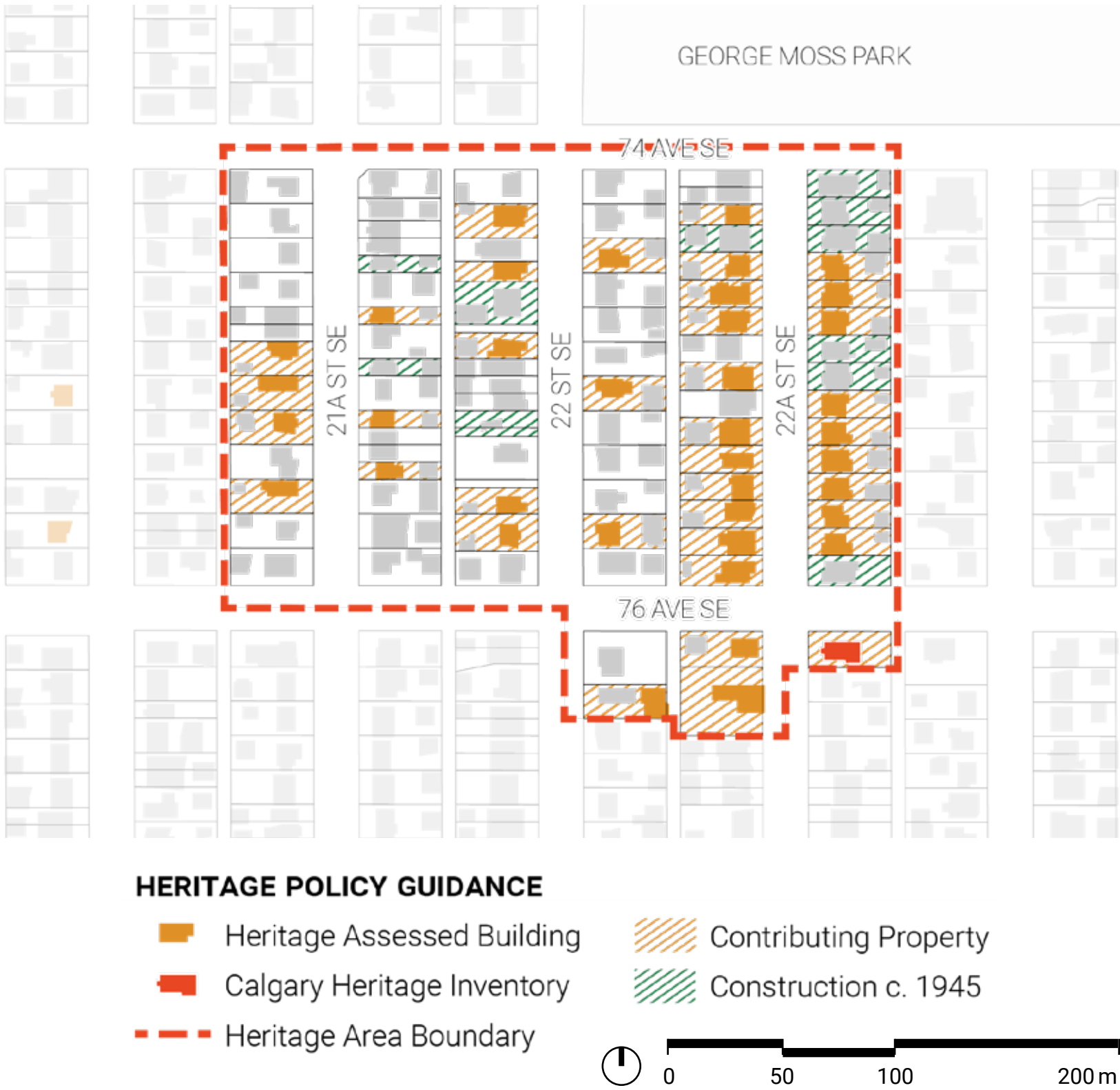
- **Setback (front and side):** Front setbacks will be a minimum of 5.0m from the (street/ sidewalk), or within 1.0m of the front setbacks on adjacent lots
- **Rhythm, orientation to the street:** Maintain the side setbacks for contributory buildings in the streetscape (centre buildings in property)
- **Form and massing:** Roofs shall be of a gabled or hipped style, with a minimum pitch of 6/12.
- **Materials:** New development shall utilize high quality and durable materials, consistent with the proportions, texture, and finish of traditional materials (clapboard, shingle, stucco, and etc). Any original materials removed for renovation or redevelopment of contributing properties must be reused on the exterior of the building if the materials are in safe condition.



# CPR WORKERS VILLAGE HERITAGE AREA

Like many historic communities, Ogden celebrates its heritage and ongoing connection to the railway that defined the structure and demographics of the community from its genesis. A preliminary historic survey of the neighbourhood revealed several clusters of heritage homes that are currently not listed in the Calgary municipal heritage registry or the Alberta heritage registry but are valued by community members.

Due to the significance of the railway and the landscape, the enFORM team is proposing both heritage districts that designate the prevalence of heritage homes, but also cultural landscapes which include the Bow River bluff and the CP Railyards. These spaces will not be subject to the same heritage district guidelines, but should be noted for their importance and relevance to the community. In section 4.2 we propose recommendations for the Bow River cultural landscape.



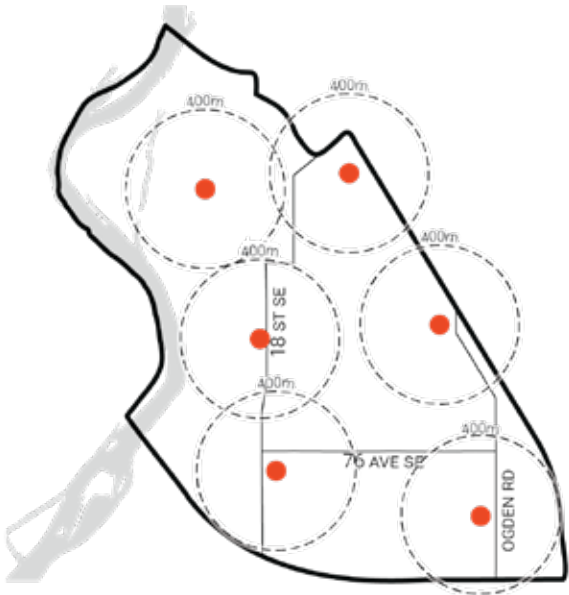


# LYNNWOOD CORNER STORE

Corner stores and neighbourhood activity centres are key community components, providing small scale commercial services and social gathering spaces within communities. These corner stores can provide an opportunity for live-work options, and mixed-use development. Their scale can also be tailored to the community context, increasing the density without disrupting the character of the neighbourhood. With around 13% of Albertans dealing with food insecurity, small scale commercial nodes can fill the gap by providing both places to buy food and social gathering spaces for Ogdenites to find support and connect with their neighbours.

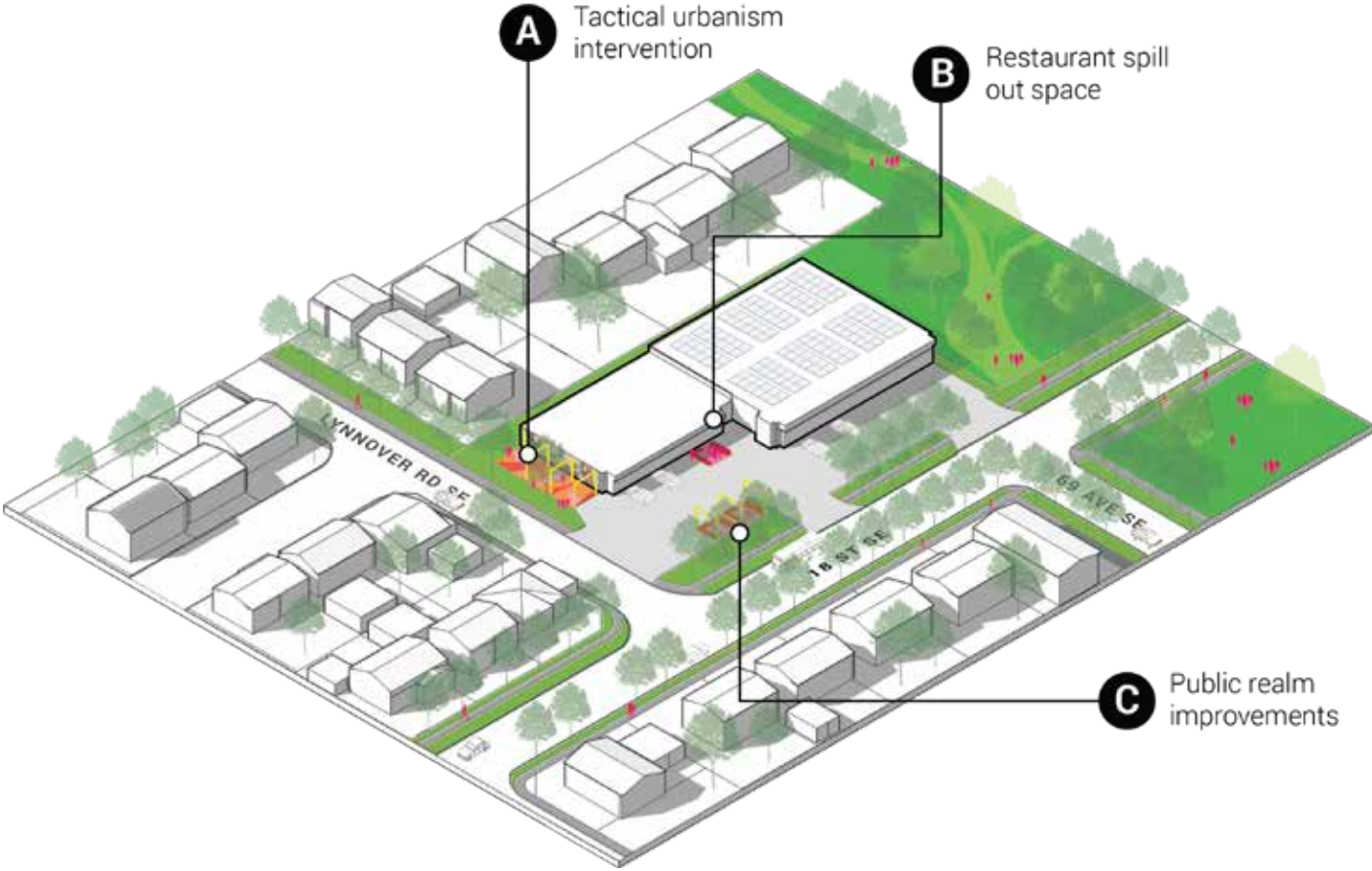
Existing social infrastructure and services are spread around Ogden, but there are key pieces to this infrastructure that are absent, including affordable healthy food options. Analysis showed there to be a lack of third places, These are spaces other than work or home where people spend time and gain social benefits. Through the public engagement the community repeatedly called for local coffee shops and bakeries, which can be accommodated by our proposed corner store redevelopment.

## POLICY AREA





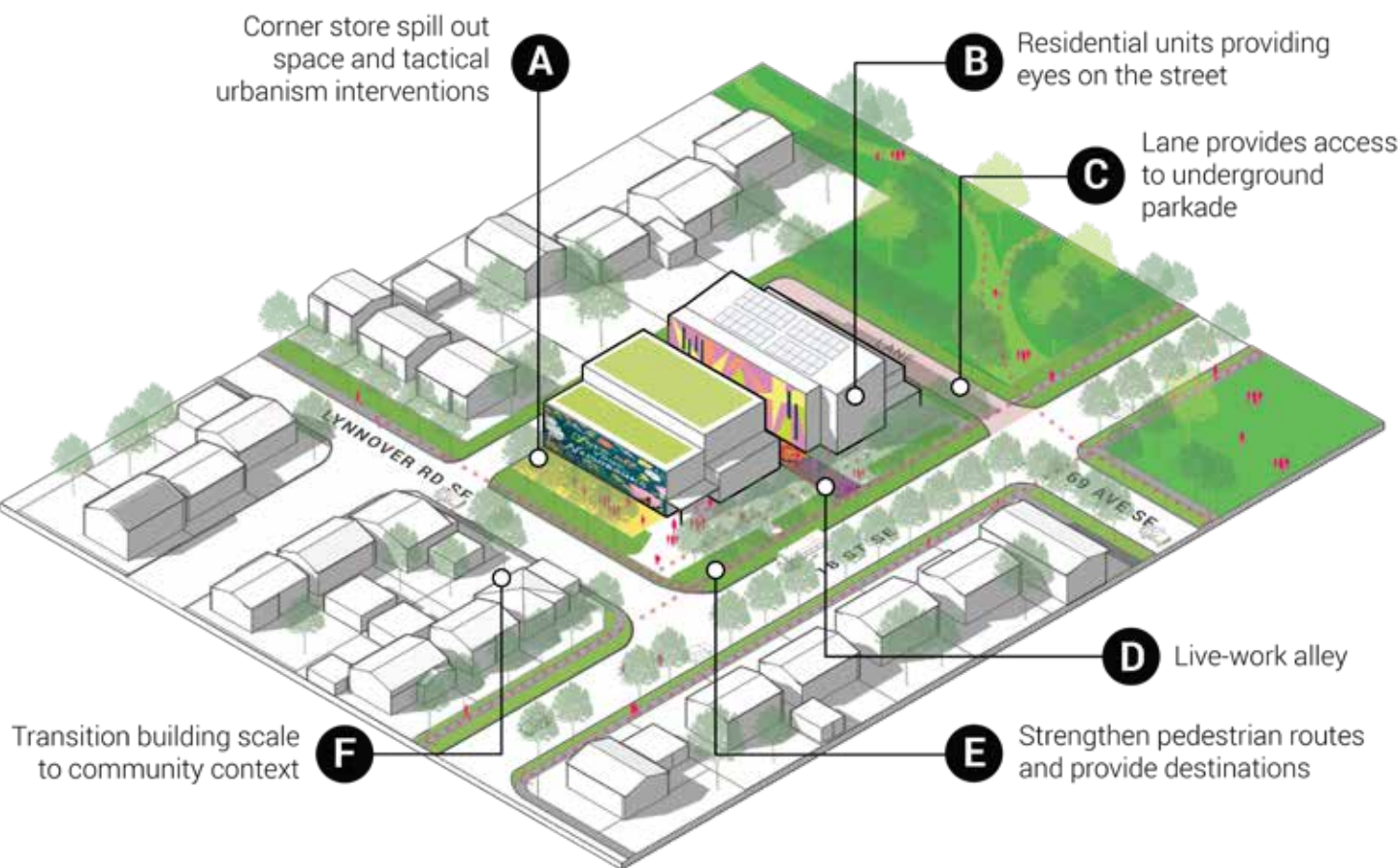
# FUNCTIONAL CHANGES



**SHORT TERM**  
Tactical  
Urbanism

These corner store redevelopment sites provide flexible solutions for the community to adapt to a changing neighbourhood. We are proposing short term interventions using tactical urbanism to allow for restaurant spill out space and public realm improvements that re-center these activity nodes for people rather than cars.

In the long term the identified corner store sites would be re-zoned to allow for additional density, residential, and live-work uses, in addition to the existing commercial. Providing small neighbourhood hubs to provide services, foster social engagement, and evoke a sense of community.



**LONG TERM**  
Land Use +  
Redevelopment



# RECOMMENDATIONS

**Sites:** Locations for this intervention are noted on the map on page 60.

**Active Frontage:** To ensure a vibrant activity centre, all identified corner stores must provide at grade active frontage. This includes any live-work units.

**Live-Work:** Where possible live-work units should be encouraged at identified corner store sites.

**Food:** Food based commercial activities should be prioritized. This can include corner stores, local markets, cafes, bakeries and restaurants. In the short term, parking spaces should be used to host food trucks, community barbeques or other social gathering events.

**Built form:** Massing and built form should fit within the block context and should. Massing and built form must follow the Urban Form categories land use districts that describe the scale and activity level of the site (Page 60).

## RECOMMENDED



## EXISTING





## 4.2 OPEN SPACE + MOBILITY

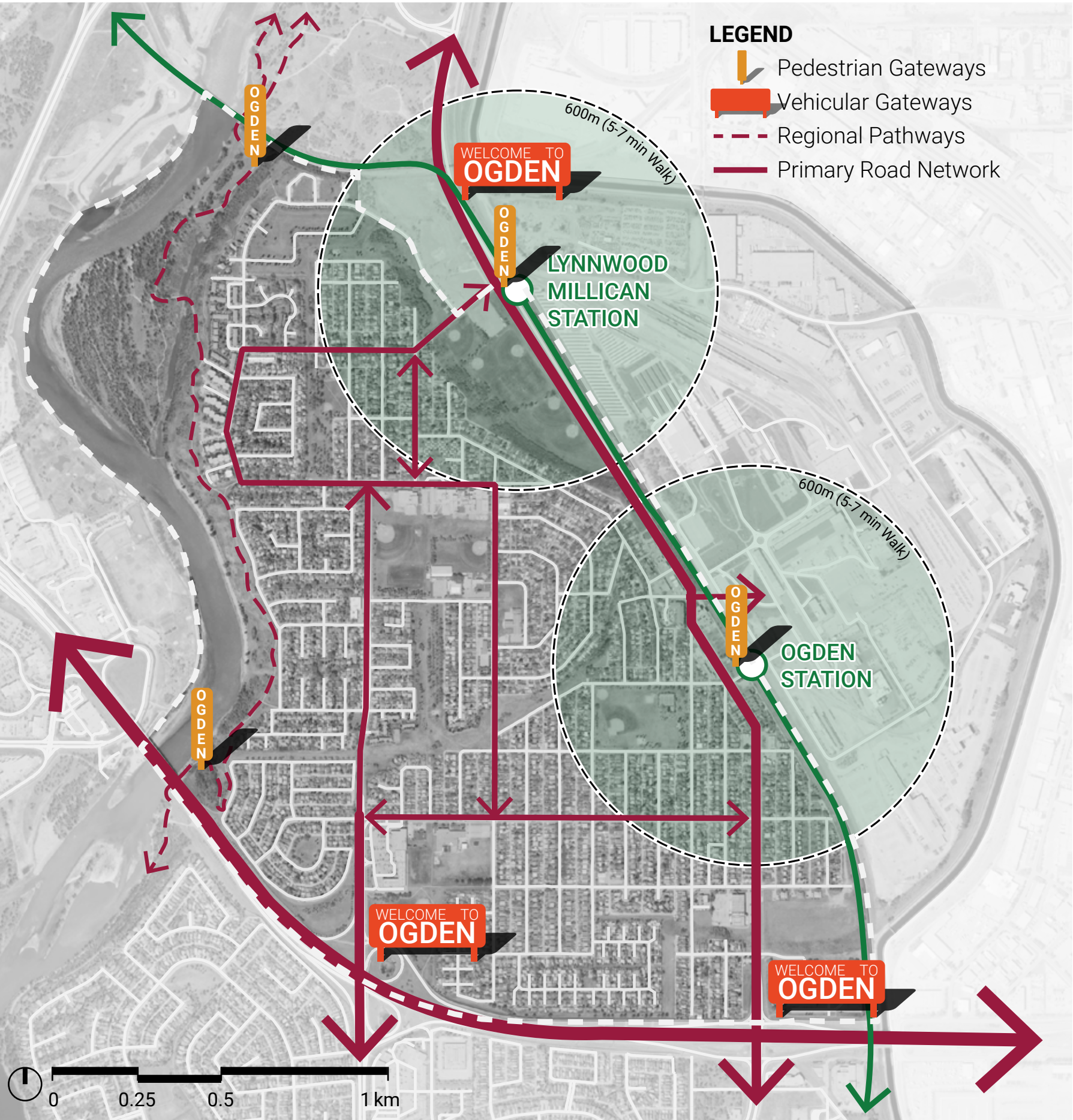




# ENTRIES TO OGDEN

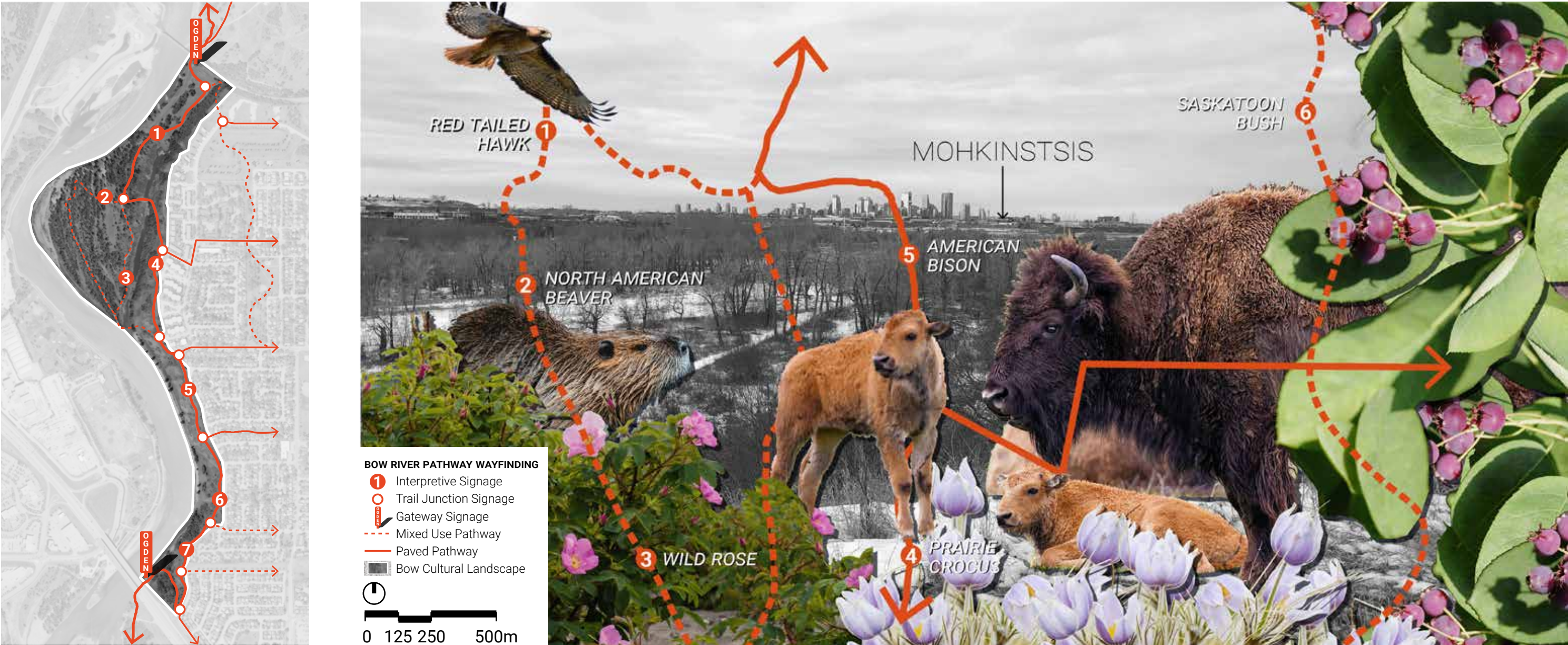
While many Ogdenites love their community, there is a perception that the rest of the city may not fully appreciate what Ogden has to offer. Based on Ogden’s urban structure and sense of identity, and in an effort to attract new residents to Ogden, we are proposing entrance signage be placed at the key gateways in and out of the community.

The presence of the signage establishes a sense of place and acts as a larger branding strategy for the community. By providing two types of signage for pedestrian and vehicle gateways, we are ensuring that the traffic on Ogden’s main roads as well as the foot traffic along the bow river pathway know when they are entering Ogden. Signage can also direct people into the neighbourhood, and the many amenities Ogden has to offer.





# CULTURAL WAYFINDING



History of human activity in the Ogden area extends far past the arrival of the CP railway, with evidence of a seasonal First Nations campgrounds and buffalo jump along the Bow River bluff. With the importance of the landscape to First Nations in the area and to the development of Ogden as a community, we wanted to identify cultural landscapes, in this instance the natural area along the Bow River. Landscapes, sites and structures play an important role in telling a community's particular experiences, history, cultures and traditions. Following UNESCO's Historic Urban Landscape approach to conservation, "tangible and intangible urban heritage are sources of social cohesion, factors of diversity and drivers of creativity, innovation and urban regeneration" (United Nations Educational, Scientific and Cultural Organization, 2013).

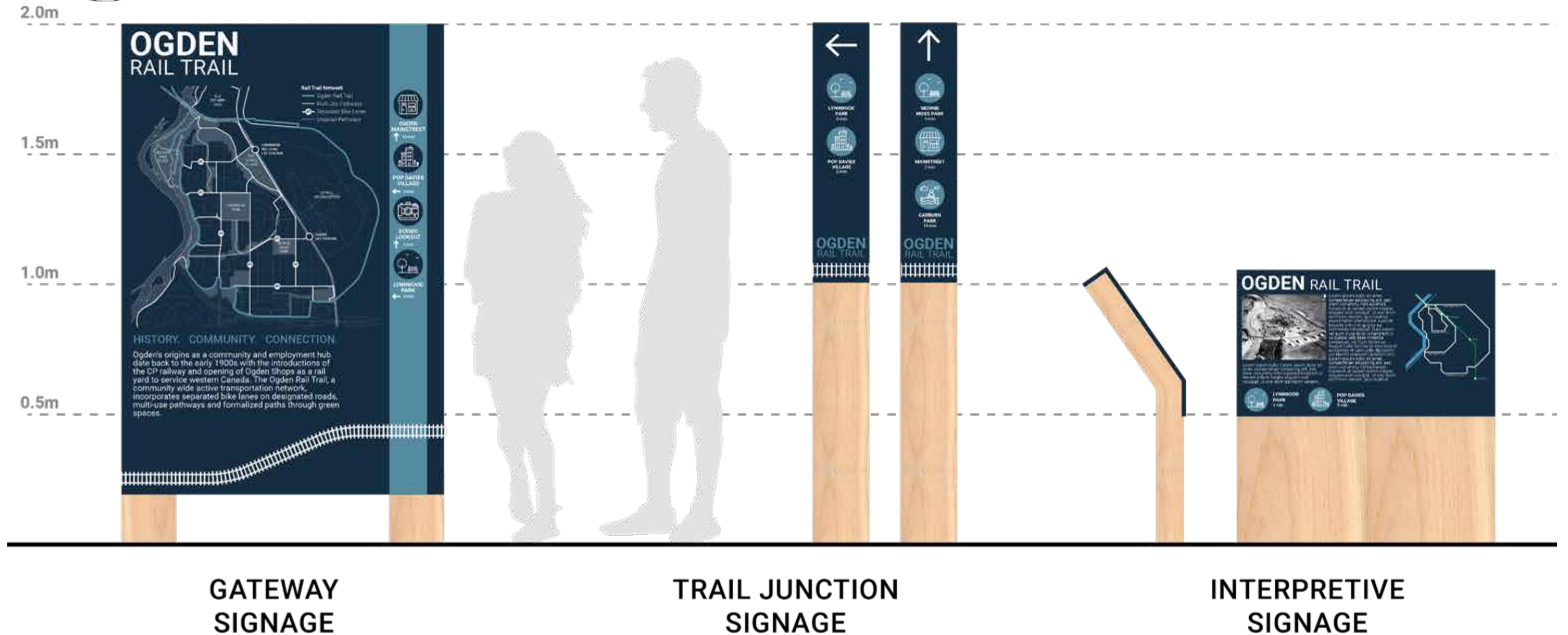
Our proposed cultural wayfinding system combines directional wayfinding with interpretive signage that connects users to the natural landscape. The enFORM team strongly encourages that these signs be created in collaboration with Traditional Knowledge Keepers and members of local First Nations. These signs provide an opportunity to share knowledge about the land and its significance from a cultural and ecological perspective. We would like to create the space for local First Nations to share their perspective of the land to the extent that they deem appropriate.





"Claire is starting to teach me what it means to reside on Treaty 7 territory, the importance of sharing a cultural narrative that reflects the basic premise of respect, and the need for sustaining the land and its resources in harmony with our Indigenous communities for Claire's future."

## WAYFINDING SIGNAGE



**Locations:** All gateway and trail junction signage should be placed as per the Bow River Path Wayfinding Map on page 73. Suggested locations for interpretive signage are included but should be chosen to highlight a specific aspect of the landscape related to flora, fauna or cultural significance.

**Gateway signage:** Gateway signs should feature the rail Trail network in its entirety and show the locations of major attractions, as well as key areas in the neighbourhood.

**Trail Junction:** Trail Junction signage must be clear, concise, and show information about the distance and direction to continue on the trail and the upcoming locations.

**Interpretive Signage:** Interpretive signage should address native plant species, native animal species or the cultural significance of an area.

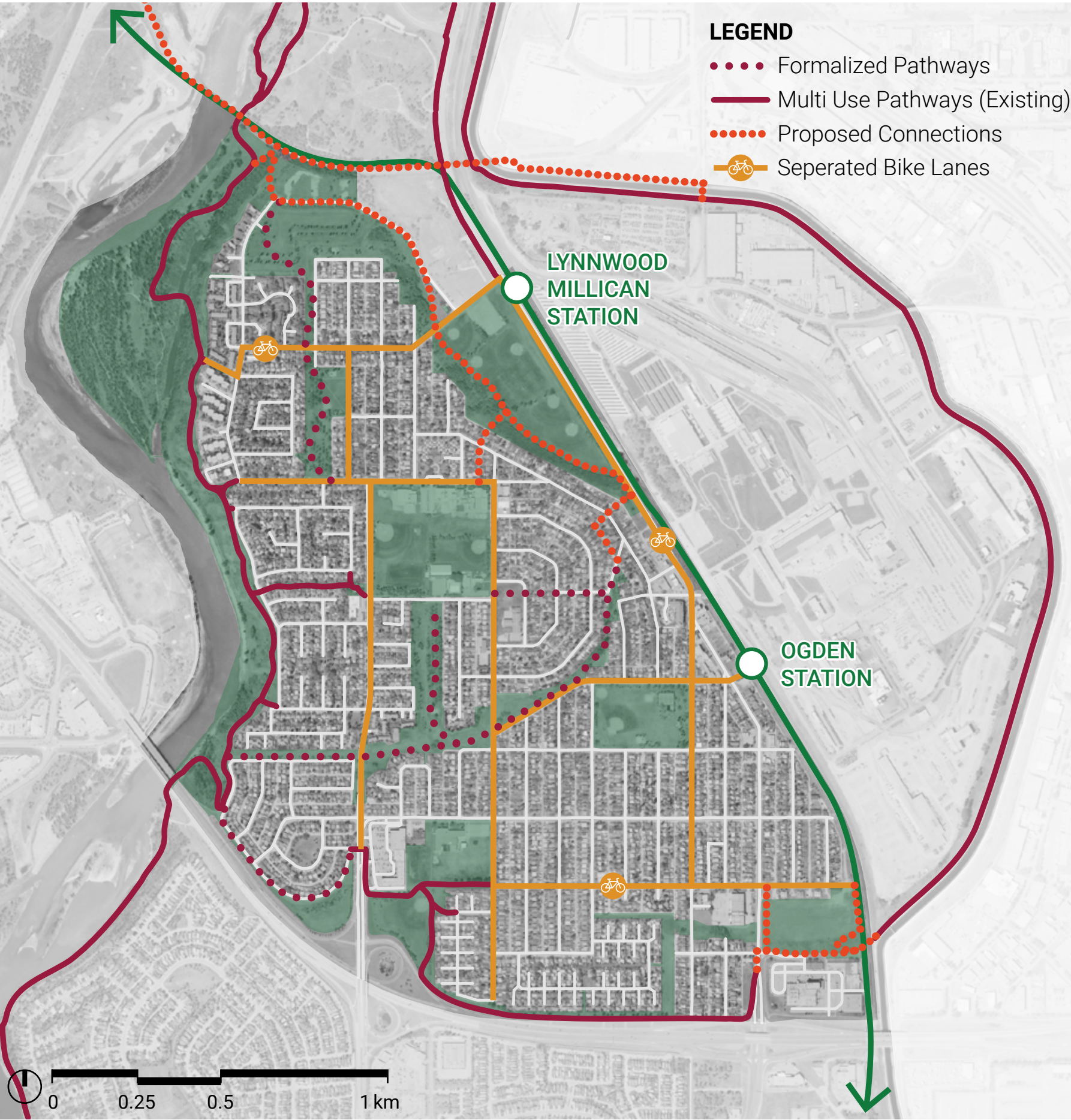
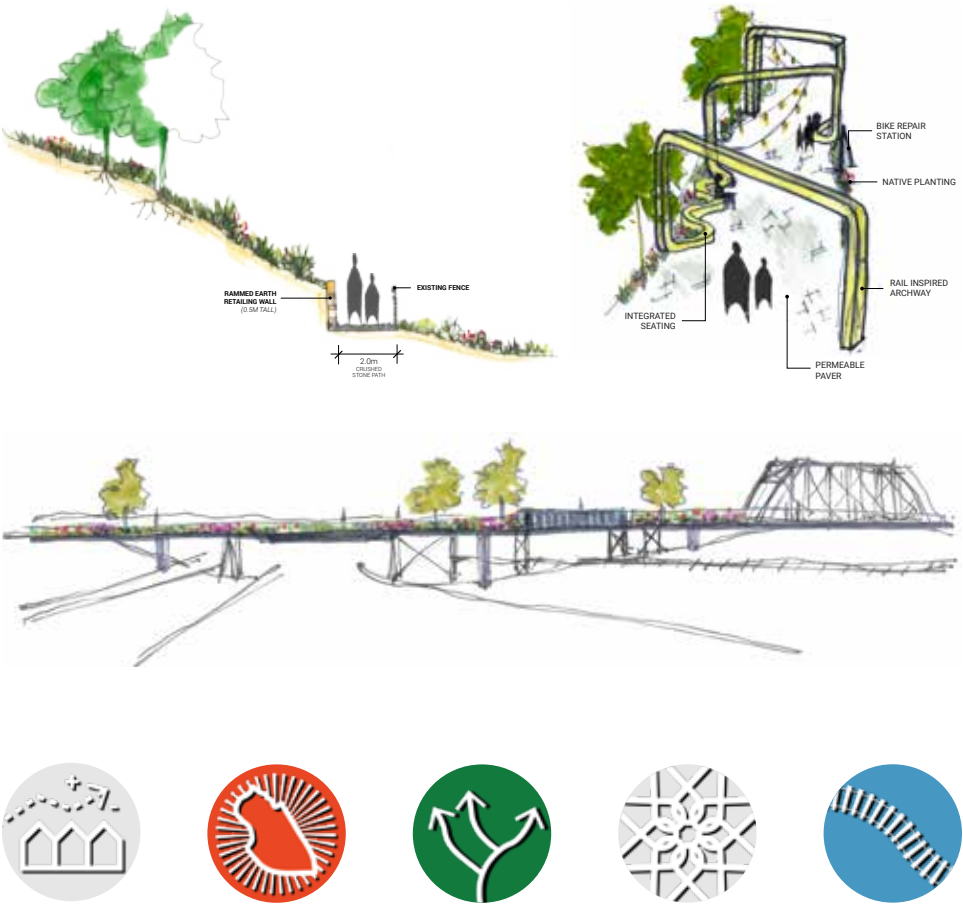


# OGDEN RAIL TRAIL

In 2020, the Calgary Transportation Plan adopted guidelines for their 5A network. This is an active transportation network that is Always Available for All ages and Abilities. Active transportation networks are important infrastructure that enables residents to lead healthier lives and reduces pollution by reducing the necessity for vehicle trips and creates more spaces for social gathering and community building.

During the spatial analysis phase the existing pathway and regional trail networks that cross Ogden were noted for their prevalence and importance. Upon closer examination, a system of informal and disconnected pathways emerged that created several loops around the community. By formalizing the pathways, and filling in the missing connections, we are proposing a comprehensive active transportation network that accommodates pedestrian, cycling and cross country ski infrastructure. The trail supports several loops which increase the use of the adjacent park spaces and provide more than 10km of safe and accessible trails without having to leave Ogden.

## CONCEPTUAL DESIGN





# OGDEN RAIL TRAIL

The rail trail increases the connectivity of Ogden and allows residents to use active modes of transportation to access activity centres and the proposed LRT stations. Schools and other community amenities would be accessible along the Rail Trail making it safer for students to walk or ride to school. The rail trail consists of the following loops:

- The Caboose Loop (3km)
- The Spur Line (6km)
- The Rail Trail (10km)

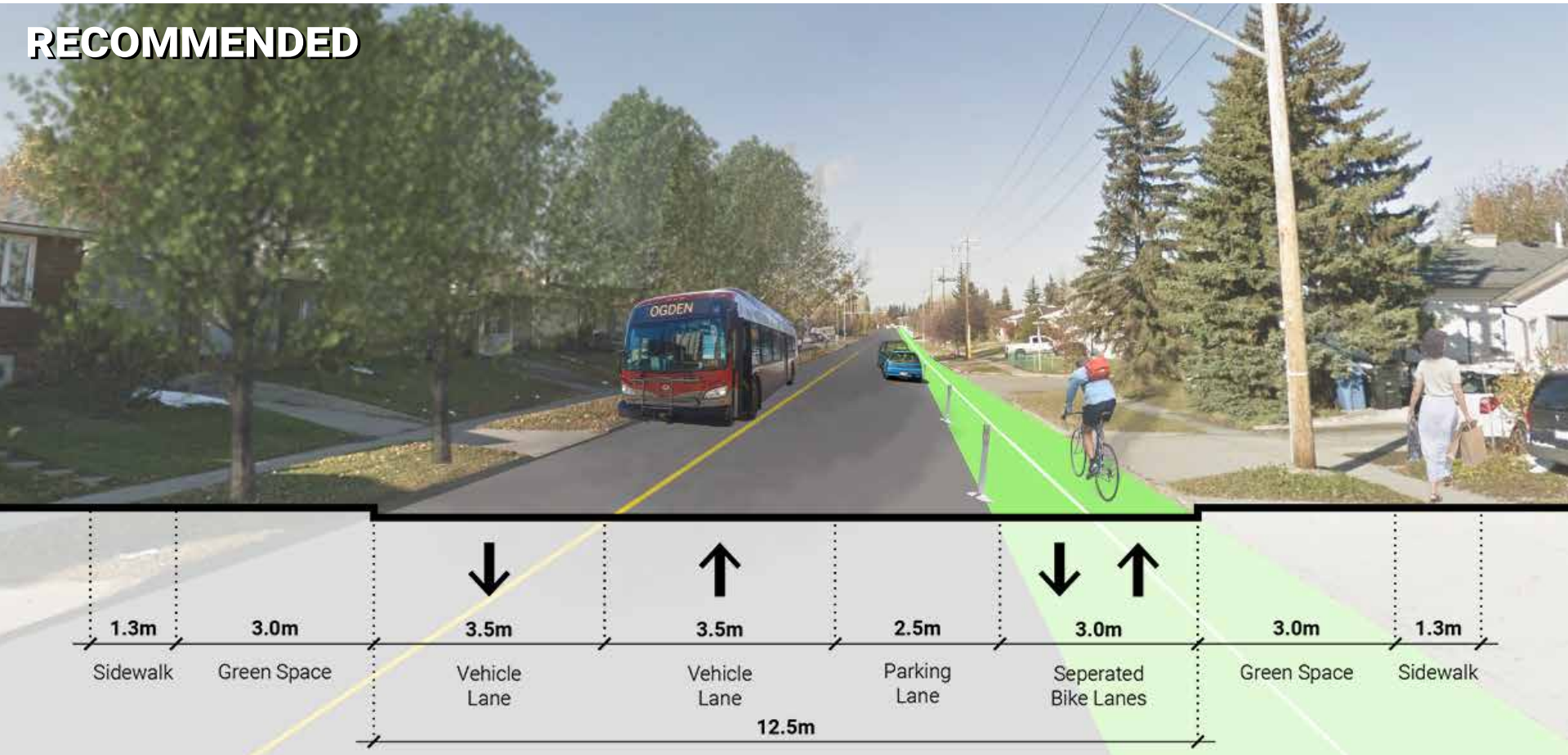
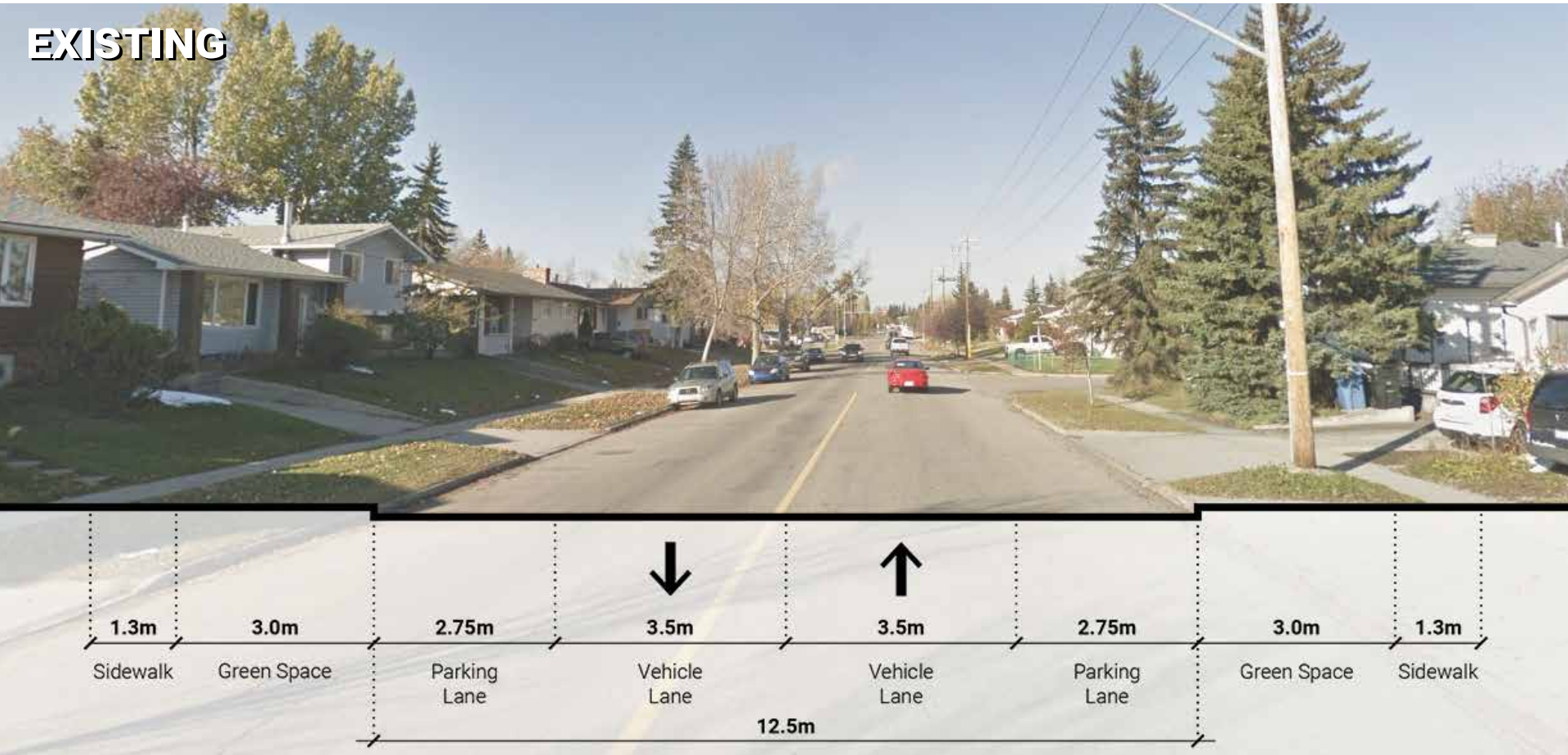




# SEPERATED BIKE LANES

The recommended separated bike lanes on roads like 18th St leave space for pedestrians on the sidewalk as well as space for vehicle travel and parking lanes. Not only would these changes fill in missing cycle connections, but it would make these streets safer for both pedestrians and cyclists by naturally reducing the speed of cars and discouraging cut through traffic.

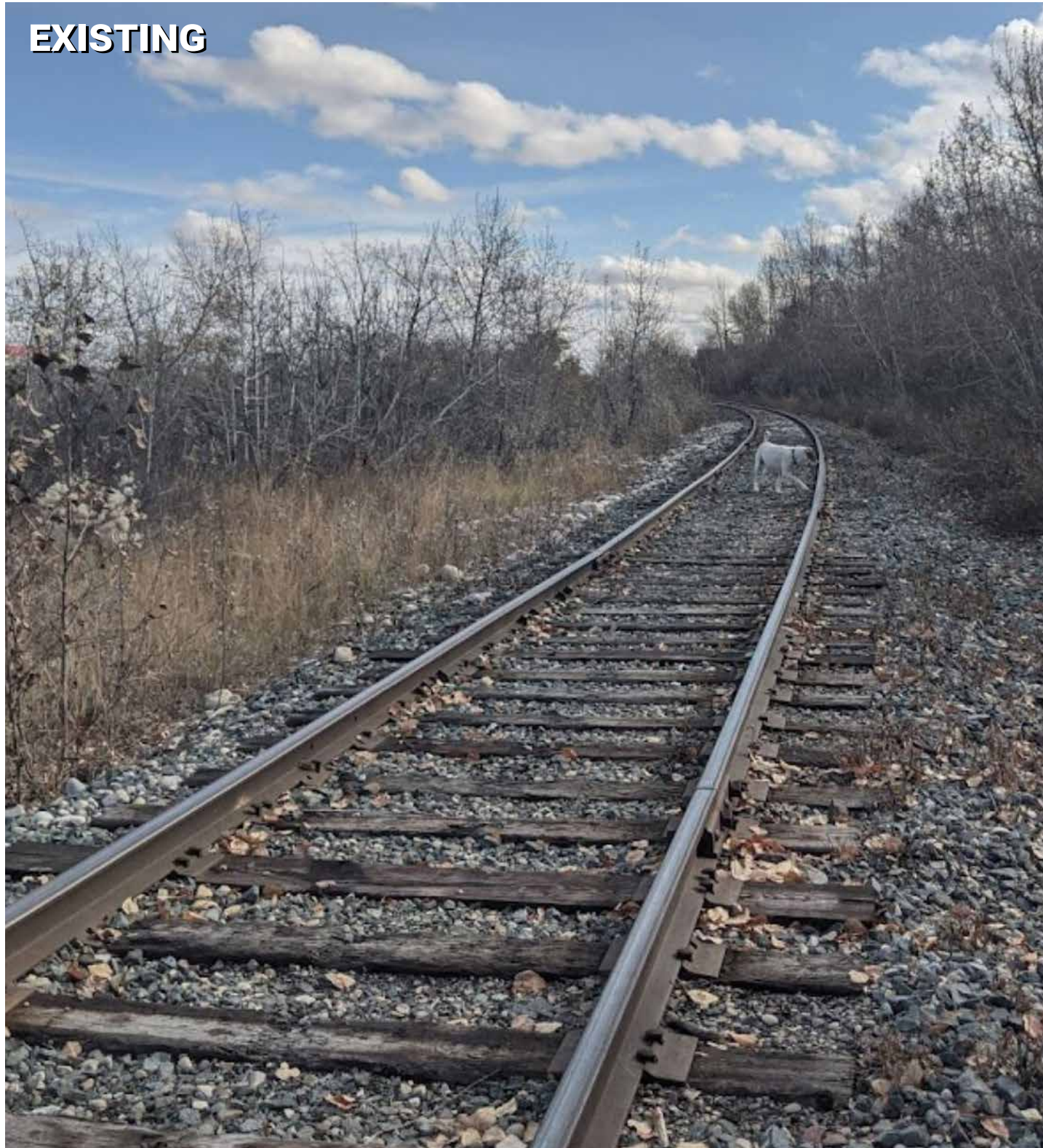
- **Pathways:** Current informal dirt pathways should be formalized using permeable and natural materials such as crushed stone or aggregate. Informal pathways should be leveled and widened to accommodate pedestrian traffic.
- **On street cycling:** Roads on the new cycling network must have their speeds reduced to or maintained at 30km/h. On street cycling tracks must be separated and be visually denoted with signage and paint.
- **Railway Heritage:** A long term plan should be established to convert underutilized rail lines into active transportation corridors. This will require collaboration with CN Rail to determine future use of the track to the North of Ogden, as well as consideration with the future Green Line LRT alignment.
- **Maintenance:** All staircases, and trails must be maintained by the City of Calgary as a part of their 5A guidelines, this includes snow removal within 24 hours of a snow event.





# MULTI USE PATHWAYS

EXISTING

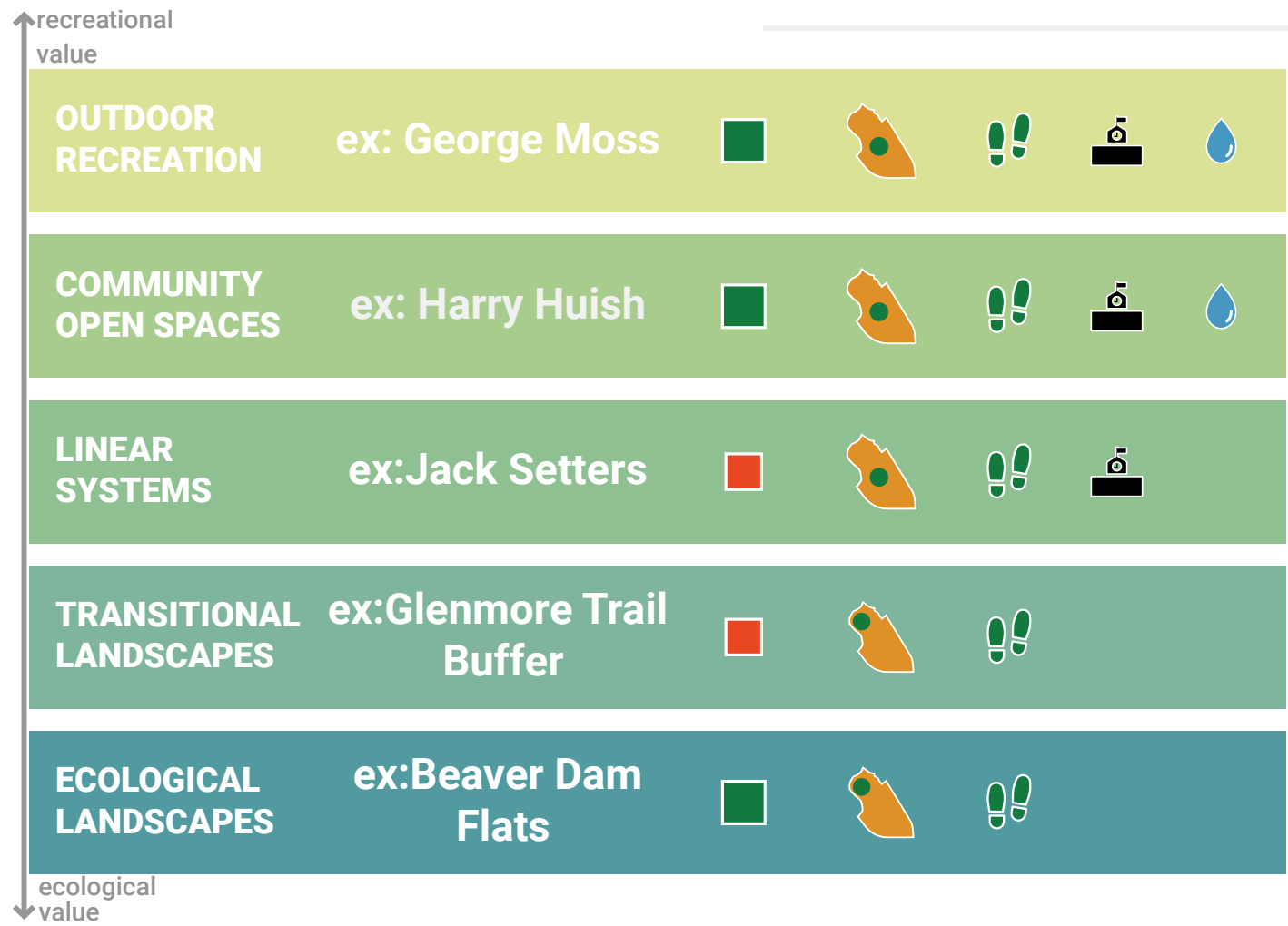


RECOMMENDED

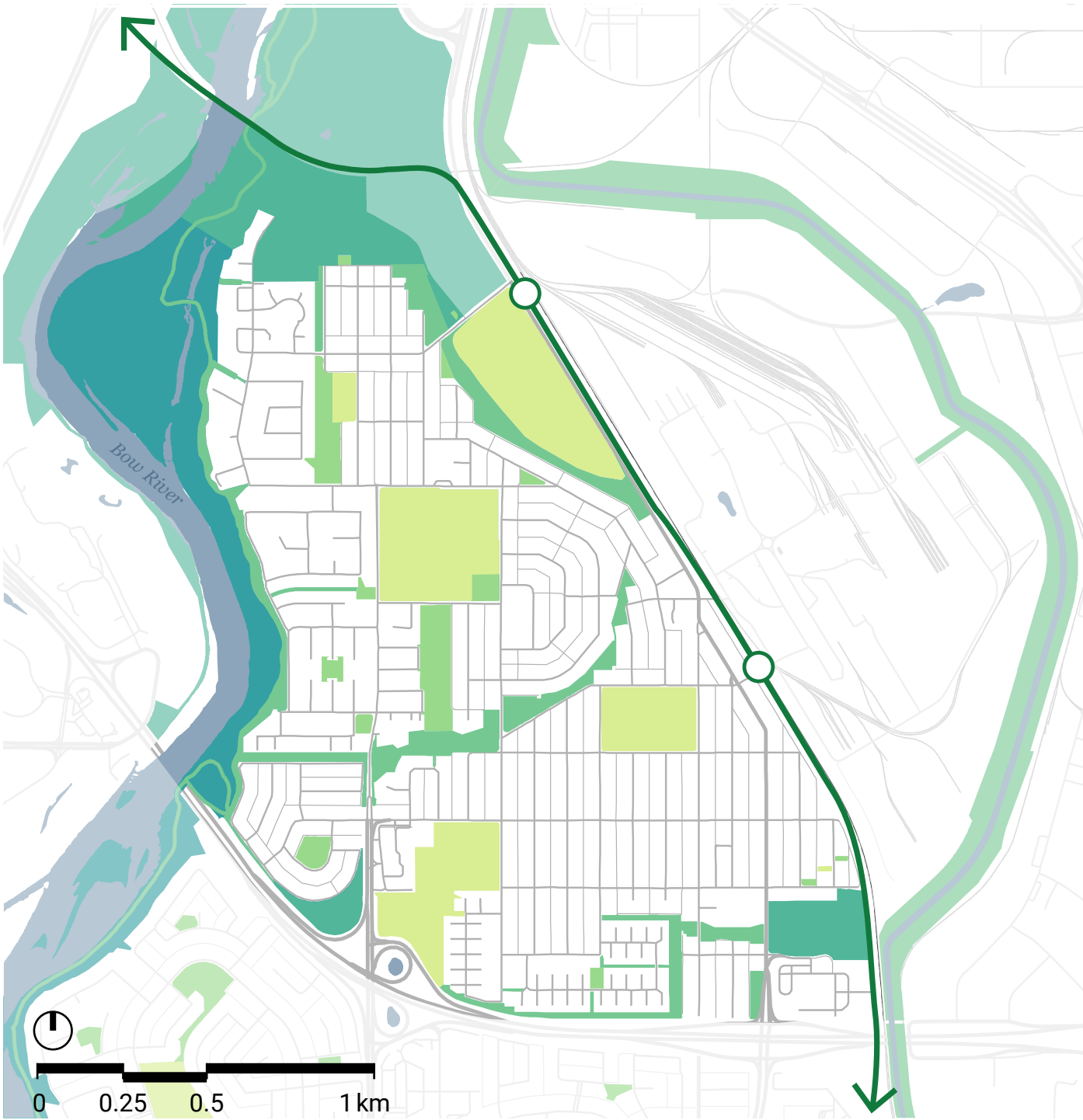




# OGDEN PARKS TOOLKIT



During the analysis phase of this project, the enFORM team conducted a typology analysis of Ogden's open spaces. While there was a diversity in typologies, only a few of the same amenities were present such as baseball diamonds and unstructured play fields. From the first public engagement session, residents expressed a deep connection to the open spaces in their neighbourhood, and many considered the natural spaces to be cherished special places to be protected, however many noted the lack of programming and amenities in the various parks. This lack of activities left many residents with little desire to return or spend time in these parks. By mapping the locations of open spaces and parks based on their ecological and recreational value we are better able to prioritize investment in open spaces that will have the most impact on the community.





# HARRY HUISH PARK DESIGN

- 1 Health & Safety Amen
- 2 Mobility Amenity
- 3 Exercise Amenity
- 4 Play Amenity
- 5 Social Amenity
- \$ Cost
- 🔧 Maintenance Required
- 🎓 Proximity to Schools
- 🚶 Rail Trail Connection
- 💧 Water Infrastructure
- ❄️ Winter Activity
- 📍 Location in Community
- Size

Rather than design several parks, the enFORM team created a Parks Toolkit that can help the community determine the types of activities and amenities that may be most appropriate in each park and determine which parks should be prioritized for intervention.

As a case study of the tool kit, we chose Harry Huish Park as our priority location due to its central location within the community, its size, proximity to schools, MOCA hall and its classification as a Community Open Space. All these elements make it ideal for flexible social programming.

This user based toolkit would allow community groups to determine which amenities they would like to bring into their open spaces to then move onto a conversation with a designer to help with the placement of these amenities.

1	Public Bathrooms	\$\$\$	🔧💧	❄️	📍	Size	All Ages
2	Multi-use Pathway	\$\$\$	🔧❄️		📍	Size	All Ages
3	Off-Leash Area	\$	🔧💧❄️		📍	Size	18yrs+
3 4	Outdoor Rink	\$\$\$	🔧💧❄️		📍	Size	6yrs+
3 4	Skate Dot	\$\$			📍	Size	12yrs+
4	Playground	\$\$\$	💧		📍	Size	0-12yrs
5	Community Garden	\$—\$\$\$\$	🔧💧		📍	Size	12yrs+



Connecting Harry Huish Park to Lynnwood Park, Jack Setters Arena, Millican-Ogden outdoor pool, Senior House, and the MOCA building

Community node with benches, raised garden beds, and covered picnic tables

Skate dot

Social node

Fire pit, benches, and picnic tables

Adult fitness equipment circuit

Dedicated space for community rink

Fire pit, benches, and picnic tables

Natural playground targeting 0-12 age group, play elements for all abilities

Public washroom facility and covered outdoor space with tables

Enclosed off leash dog park, maintaining current park use



# THINGS TO CONSIDER

**Size:** The open space needs to be large enough to accommodate the amenity as well as pedestrian and cycling circulation around it.

**Location:** Parks and open spaces near the centre of the community can serve more residents and can more easily serve as group gathering spaces. Smaller parks on the edges may be important for neighbouring residents, but access to these spaces may be challenging for other members of the community.

**Type:** The type of open space determines which activities are appropriate. Amenities involving lots of traffic and activity are not appropriate for ecological landscapes.

**Cost:** The cost of a park or open space can be separated into two categories; capital costs and operating costs. Capital costs refers to the upfront cost of purchasing, building and placing an amenity. Operating costs are all those costs associated with the maintenance and use of an amenity.

**Maintenance:** The City of Calgary is responsible for the maintenance of grounds and landscaping in public areas, but they do not provide maintenance for all types of amenities, especially if they are owned or controlled by a Community Association. Some amenities may require initial or continued maintenance by community members.

**Demographics:** People of various ages, abilities and cultures use open spaces differently and have different needs. When choosing amenities to place in a park, consider which demographic group you are targeting and see how many current amenities there are for that group. There is value in mixing groups but make sure that the proposed activities don't interact poorly.

**Water:** Certain open spaces have water access, and others have water access nearby that can allow for different types of amenities.

**Co-location:** Park spaces near or adjacent to schools can provide additional play spaces for school aged children but can also take advantage of higher traffic.

**Winter Activity:** Some activities are possible all year round, like multi-use pathways and benches. Some activities like toboggan hills and splash pads are seasonal. Open spaces need to offer activities that are available year round. When considering a seasonal amenity, think about the uses it could at another time of year.



**Yannan Avenue Park**  
**WALLACE LIU**  
Chongqing, China



**Gordon Park Skate Dots**  
**SPOHN RANCH SKATEPARKS**  
La Grange, USA



**Presidio Tunnel Tops Outpost**  
**JAMES CORNER FIELD OPERATIONS**  
San Francisco, USA



**Nõmmme Uisupark**  
Tallinn, Estonia





Ogden Road 



# 4.3 TRANSIT ORIENTED DEVELOPMENT



# MAINSTREET LAND USE

Commercial mainstreets function as integral vibrant, activity centres in communities and cities. They offer a diversity of services and provide a safe walkable environment for people to shop, gather, socialize and live. For mainstreets to be successful they need to be walkable, have human scale density, provide a mix of uses including residential, and they need to be accessible by multimodal transportation.

The proposed Ogden LRT station provides an opportunity to establish higher density mixed use developments that can fill the voids in the social fabric, and, with the additional intensity, create a vibrant, and safe main street.

Following the CMRB and MDP guidelines for station area development we are proposing changes to the land uses and building forms for the area within a 600m station walkshed. The communities existing fine grained, flexible form enables redevelopment opportunities, where, with contextual considerations, building heights transition from 4 storeys up to 8 closer to the LRT Station.

## TOD CONTEXT





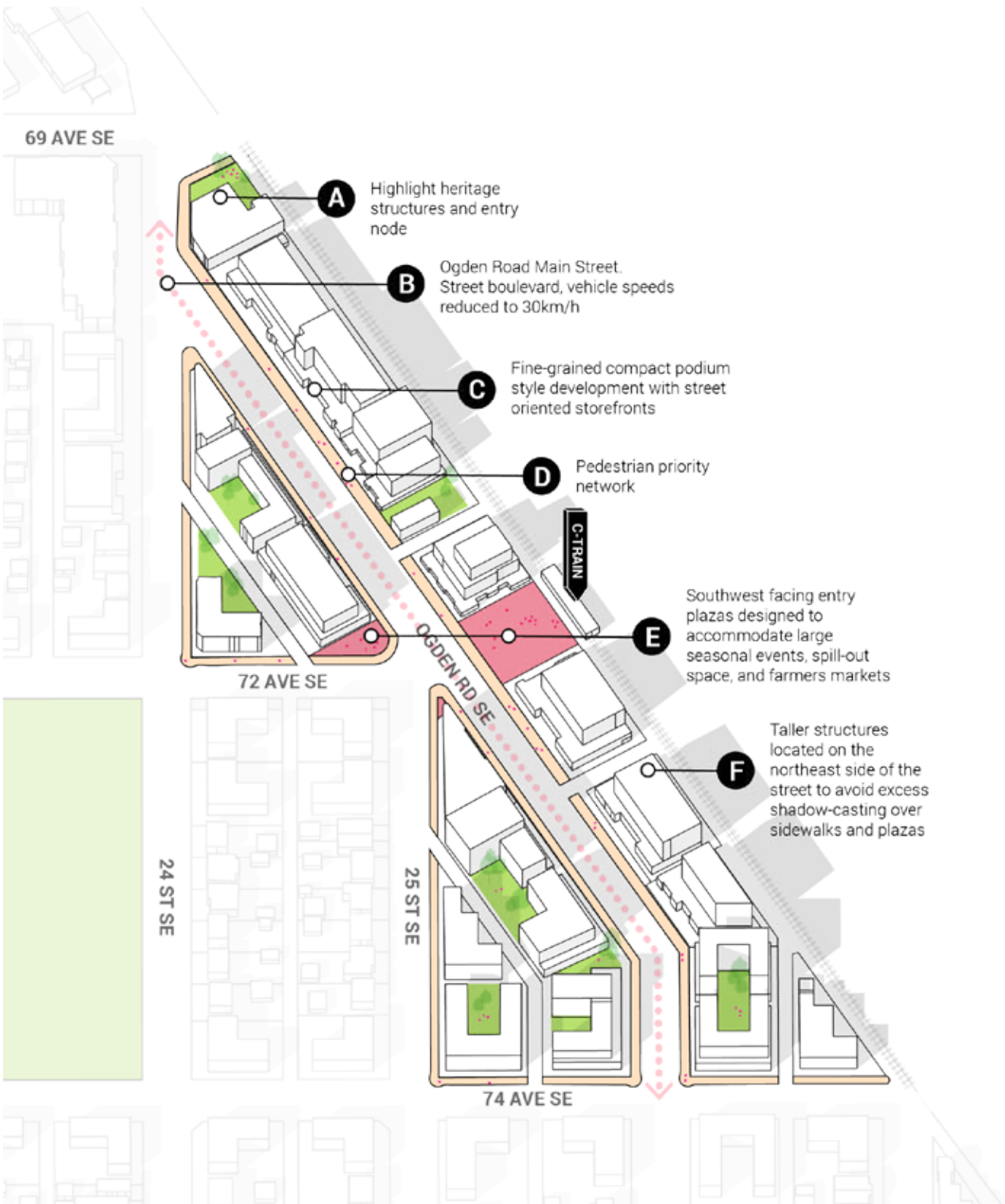
4.3 TRANSIT ORIENTED DEVELOPMENT

PUBLIC REALM IMPROVEMENTS

EXISTING



RECOMMENDED



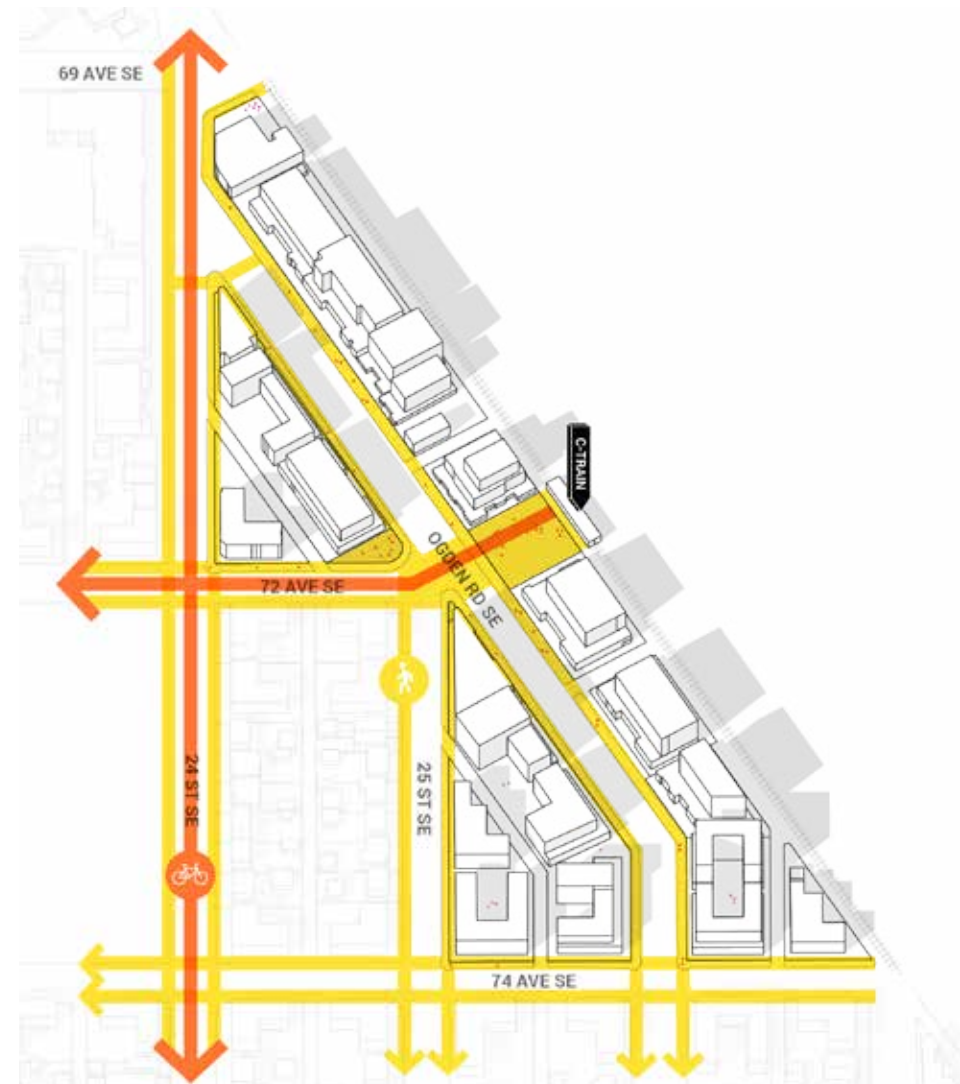


## MAINSTREET DESIGN

## HEIGHT + SCALE



## HUMAN MOVEMENT



## VEHICLE MOVEMENT



To activate the main street, additional room has been dedicated for pedestrians and the public realm, prioritizing pedestrian movement, and providing clear connections between the LRT station and the Ogden Rail Trail, allowing transit riders the ability to easily walk or cycle to their destinations. Along Ogden Road, space has been dedicated for furnishing zones with street trees and rain gardens, framing the active street interface, sidewalks, and spill out spaces from the commercial uses, with building design and placement maximizing the solar exposure on the public realm.

Additionally, the human-scale development provides spaces for residents to relax in the plaza after grabbing a coffee from one of the local coffee shops and people watch. The plaza will also provide additional spill out space for the surrounding buildings, and a large flexible area for skating in the winter, farmers markets, food truck festivals, and in the summer evenings outdoor movies by the metro.



## 4.3 TRANSIT ORIENTED DEVELOPMENT

# RECOMMENDATIONS

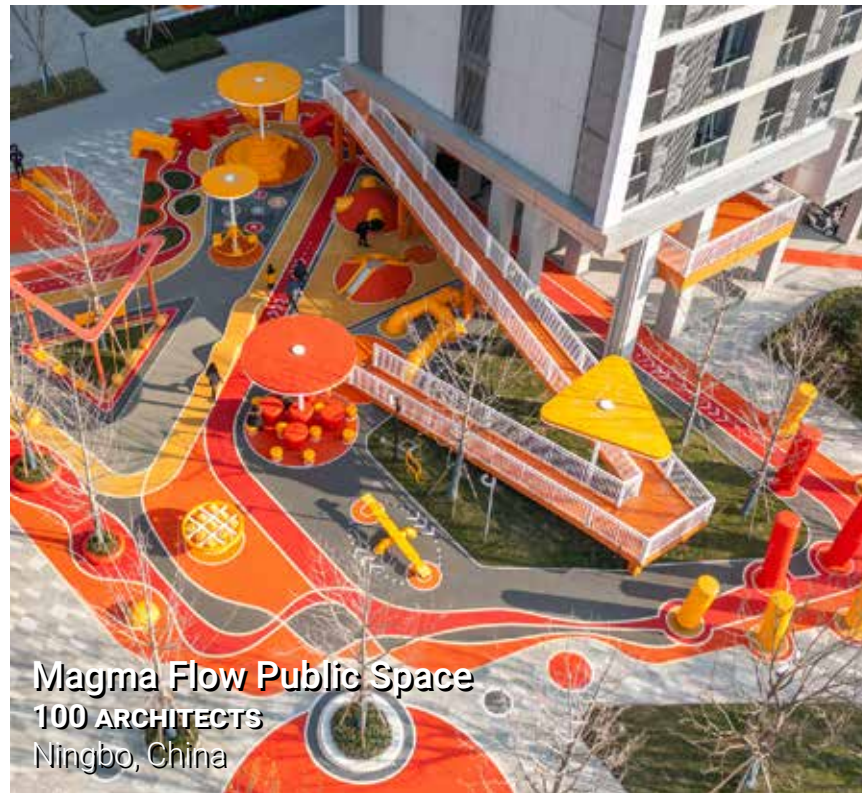
**Active Frontage:** at grade commercial uses should provide active frontage to maintain a vibrant street face.

**Movement:** Pedestrian movement should be prioritized with expanded sidewalks and prioritized crosswalks.

**Trees:** The placement of street trees should act as a barrier between pedestrians and motor vehicles and should be placed to provide shade and naturalize the streetscape.

**Street Furniture:** Benches and flexible seating areas must be provided and spread along the mainstreet.

**Truck routes:** Truck routes and industrial traffic should be rerouted off of Ogden Rd. Access to the CPR yards will remain on the eastern side.





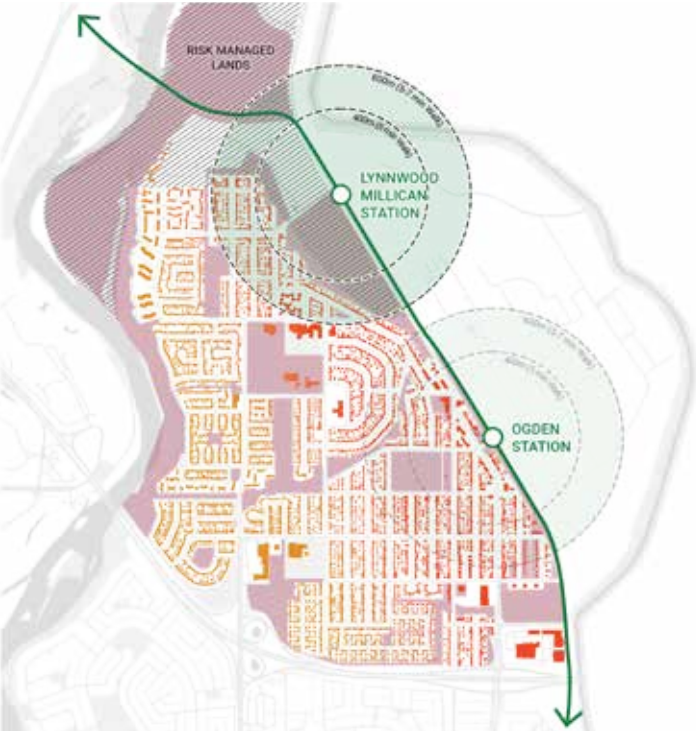
# POP DAVIES LAND USE

Mixed-use urban villages are compact developments that provides a mix of uses and housing types. They are flexible and site specific, responding to the immediate context and the needs of the community. Urban villages work well as a form of Transit Oriented Development as they prioritize the public realm and public and active transportation. Their compact design integrates various uses in a space so residents do not need to travel long distances for basic needs like groceries and childcare.

Pop Davies athletic park presents a major opportunity for Transit Oriented Development as a mixed-use urban village. The current, recreational use of the site limits its to leverage the Greenline LRT investment. When evenly dividing the \$5.5-billion

Greenline over the proposed 15 stations, the Millican Lynnwood stop represents a 367 million dollar investment. This Redevelopment opportunity would outweigh the remediation costs for the brownfield site. Further, by allowing development on what would become remediated lands, we are creating an additional revenue stream for the city on this site.

## TOD CONTEXT





POP DAVIES VILLAGE DESIGN

PUBLIC REALM



HUMAN MOVEMENT



HEIGHT + SCALE



WHAT WE HEARD

"The community has expressed a need for different housing options, including starter homes and condos for new families. Higher density development around the planned LRT stations has also been encouraged by residents."



# OPPORTUNITY

The new Pop Davies urban village aims to create a complete and walkable residential community, with activated commercial ground floors, a vast green network of open community spaces, courtyards, and recreational facilities. Utilizing the natural topography, building heights would range from 4 to 12 storeys with the tallest buildings situated on the northern eastern edge closest to the LRT station and farthest from the established neighbourhood.

The housing diversity offered in Pop Davies would help to draw in young families with a range of affordable housing options and a diversity of amenities. Including mid-rise condos, modified courtyard apartments, stacked townhomes, and live-work units. Pedestrian and cycling movement through and around the site are facilitated by the Rail Trail and provide a quick connection to the nearby schools and to Ogden Main street.





## RECOMMENDED



## COMMUNITY DESIGN

### 4.3 TRANSIT ORIENTED DEVELOPMENT

## OUTCOME

**Public Realm:** The public realm including all plazas and park spaces must be high quality and able to accommodate flexible programming.

**Sun:** Building height and placement should maximize sun exposure of the public realm.

**Height:** The topography should be used to minimize the disruption from building height on the established houses along the ridge. Higher density and taller buildings should be placed closer to the Lynnwood- Millican Station.

**Uses:** The urban village should prioritize a mix of uses and amenities reducing the need to travel beyond the urban village or the community for necessities.

**Connect to Rail Trail:** Connections to the Rail Trail should be prioritized. Locations of these connections are highlighted on page 85.

**Parking:** Parking relaxations for developments near transit stations will be pursued to limit on street parking and extra remediation costs incurred from multi-level underground parking.





# 5 CONCLUSION



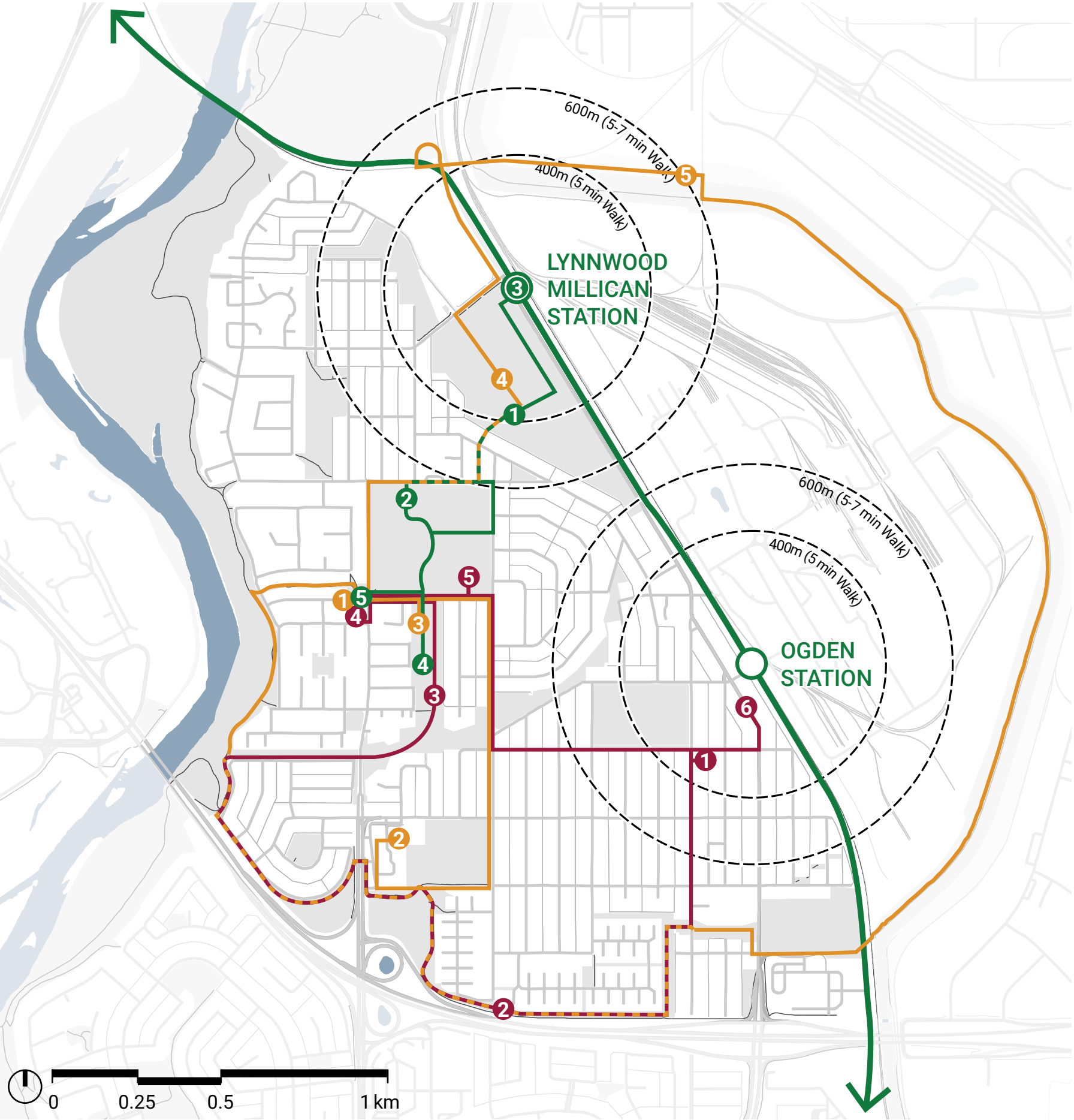
Bow River





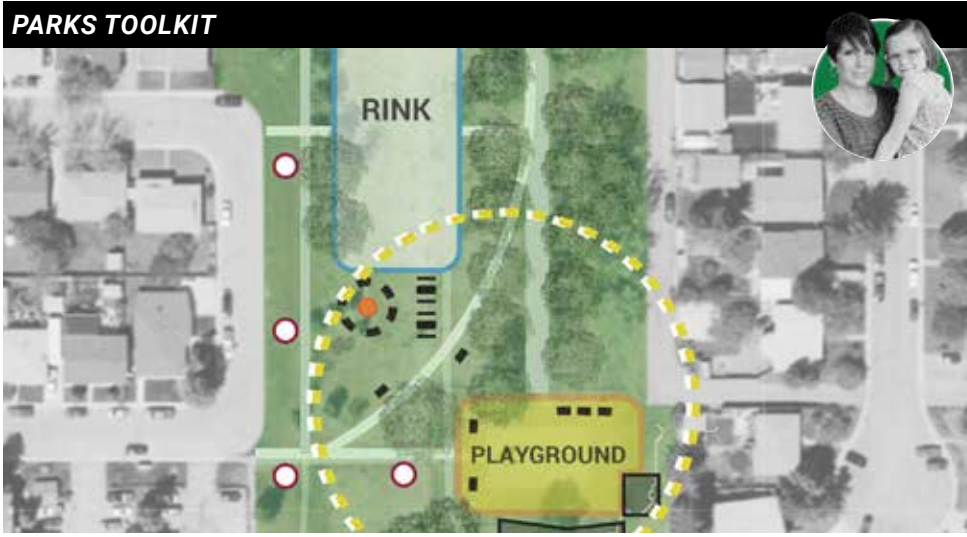
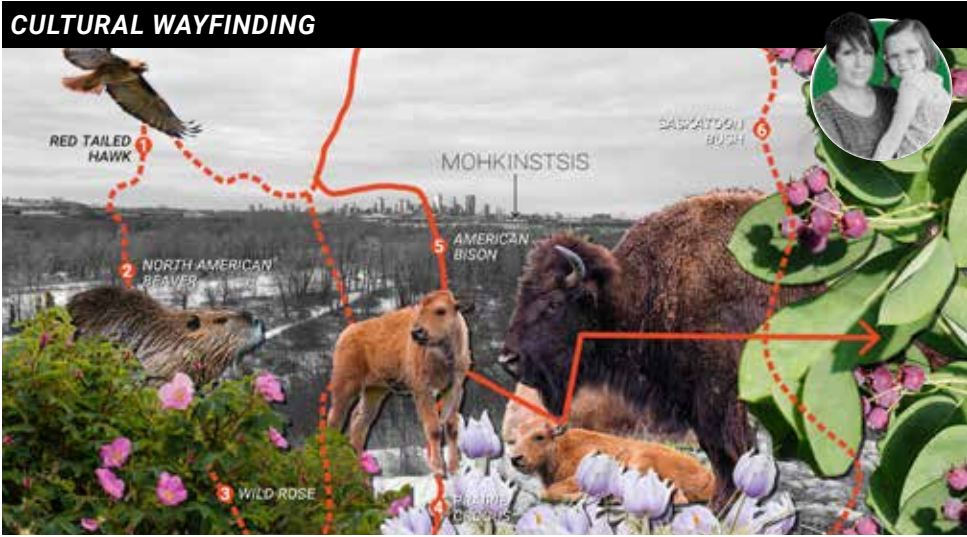
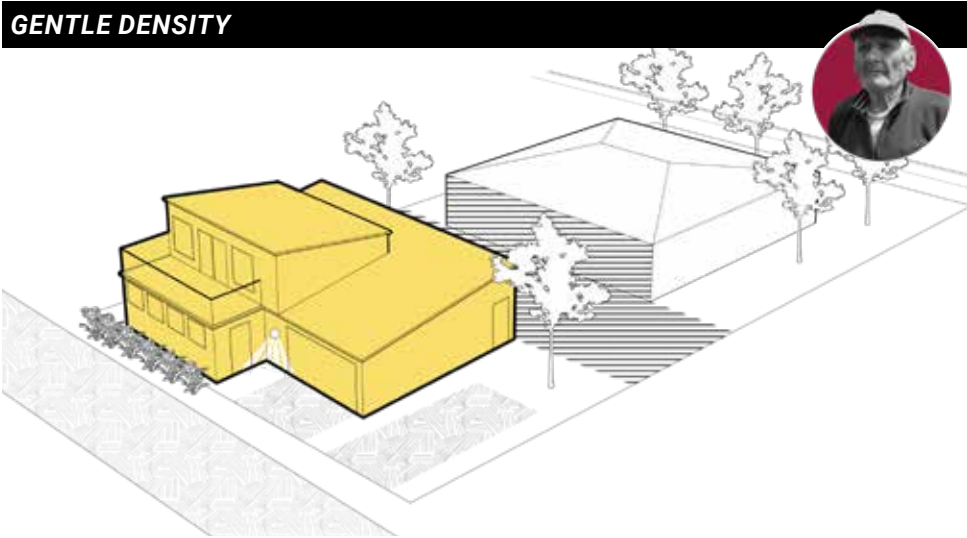
# A DAY IN OGDEN

Our proposal for Ogden is ambitious but achievable. Balancing the culture and form of the existing community to the proposed changes catalyzed by the Green Line LRT. Using our personas, we mapped how different Ogdenites might interact with the community and our proposed concepts. Although the daily routines are imagined, they reflect the needs of the current and future residents and demonstrate how our concepts are woven into the existing community. These 8 interventions span both site specific and community scales, to support housing affordability, connecting people and the environment, celebrating the community's character, creating spaces for social connections, and in turn, attracting young families to the community. Bringing a renewed energy to support a vibrant, healthy, and socially connected Ogden for current residents and future generations to come.





5.0 CONCLUSION





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