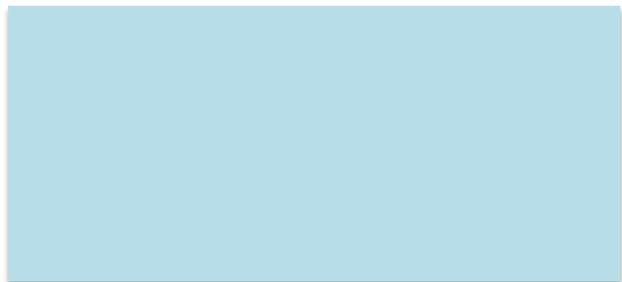




Christine Berger

MPlan 2020 Portfolio
University of Calgary



Contents

- 2 Photography
- 6 Personal Works
- 8 Projects
- 19 Professional Experience

Photography

Parliament Hill Ottawa, Ontario



This photo was taken during the 2019 Canadian Institute of Planners (CIP) Conference held in Ottawa. This conference was especially unique as it marked the 100th anniversary of CIP (originally the Town Planning Institute of Canada). Government involvement was an important step for early planning in Canada. Centralized government was initially the only form of government in Canada – it wasn't until the 1830s that a form of local government was introduced. This allowed communities to more effectively respond to issues that were prominent in towns at this time, including major threats such as disease and fire, as well as the more basic issues such as road building and maintenance and garbage collection.

William Street, ByWard Market Ottawa, Ontario



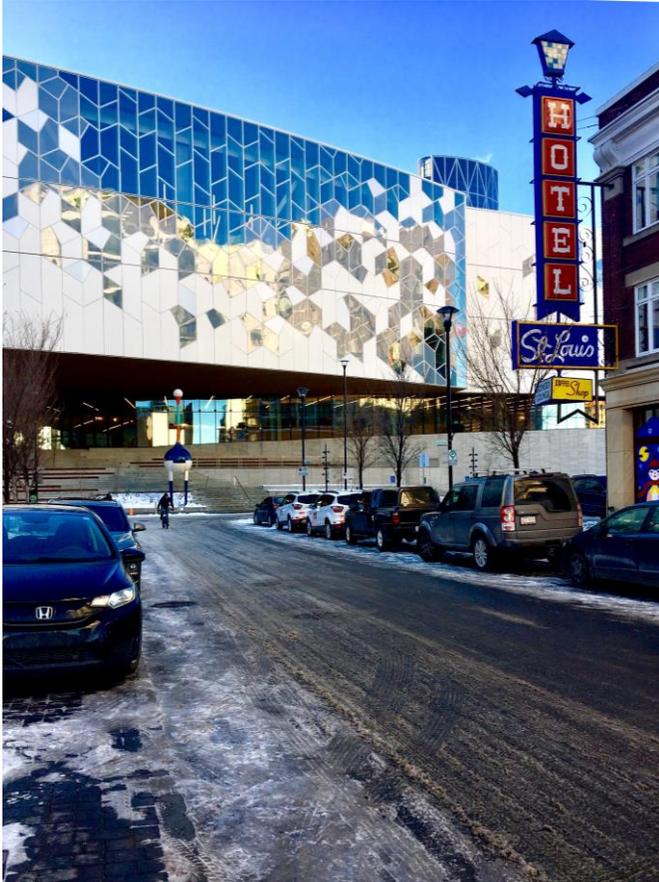
Just months before these photos were taken, this street was predominantly vehicle oriented. As part of a pilot project to improve public spaces in the ByWard Market area, a pedestrian-oriented plaza (completely free of vehicles) was created for the summer of 2019. These pictures show the vibrancy of the street during business hours, as well as the well-lit, safe environment after hours. The mixed use zoning regulations in this area allow for residential uses in the same building as commercial and encourage Jane Jacob's concept of 'eyes on the street', further enhancing public safety.

Okanagan, British Columbia & Canmore, Alberta

Regional planning policies are important to balance the spatial, environmental, and economic goals of an area while reducing conflict and competition for resources between regions. Regional planning can also focus on creating a sense of place that entices both locals and visitors to return in order to further promote the particular resources of an area. Tourism can largely contribute to the success of local economies, so it is important to create policies that mitigate the potential negative effects of increased traffic in a region.

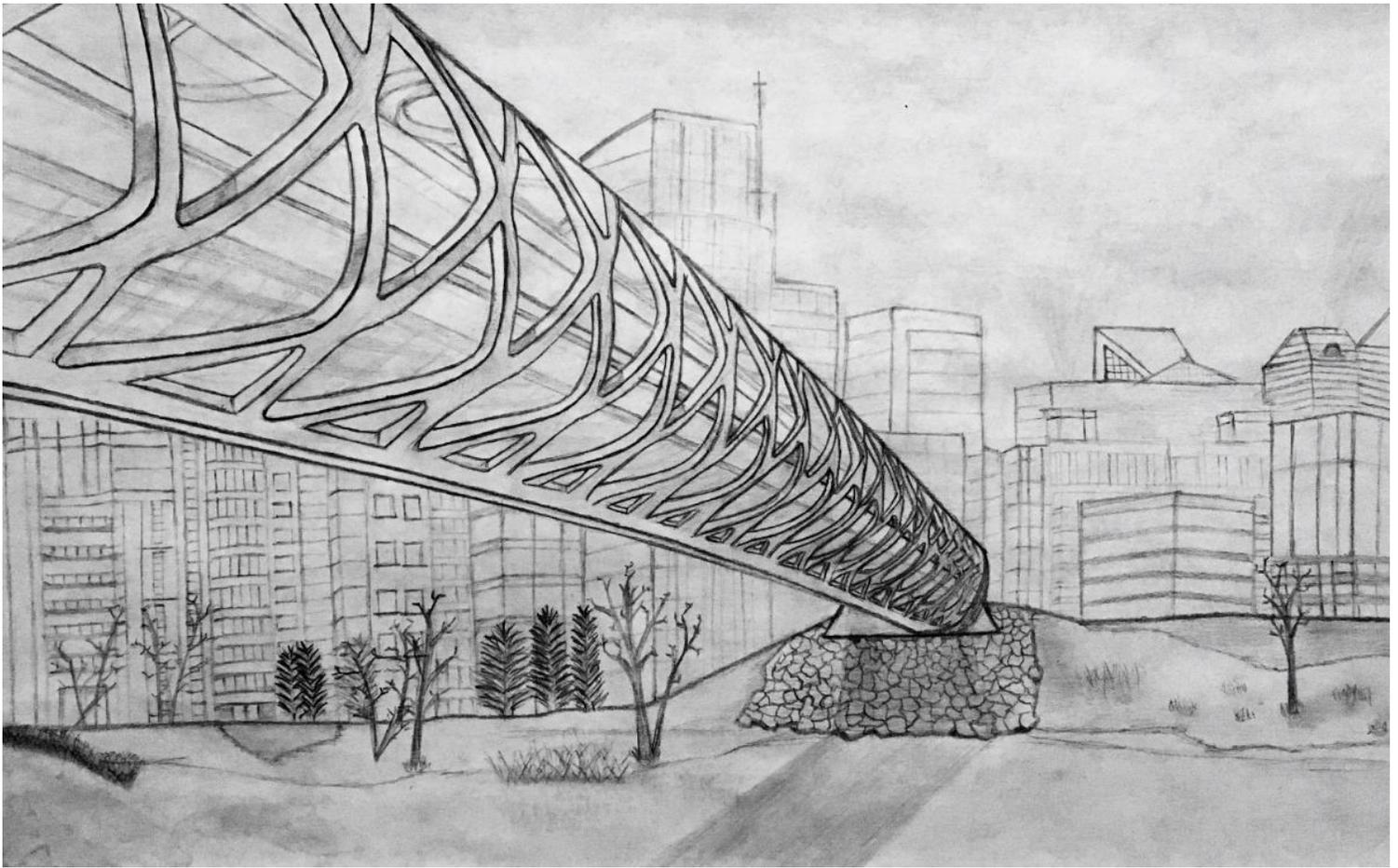


Downtown Calgary, Alberta

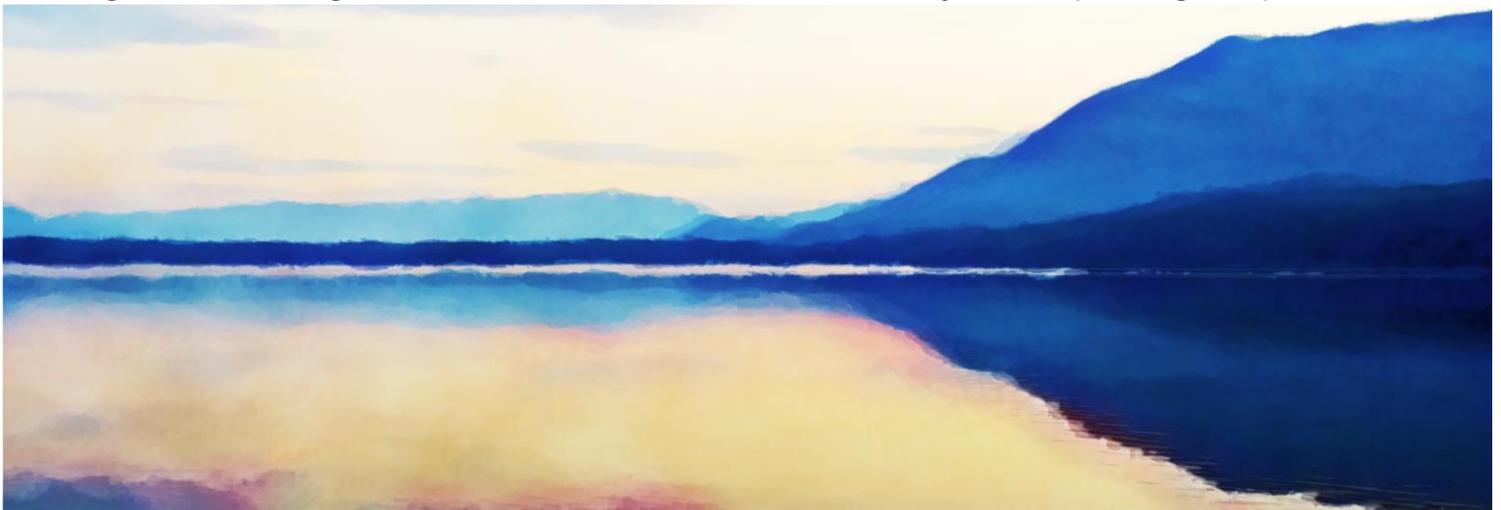


Architectural landmarks aid in placemaking as well as wayfinding. Calgary's downtown often integrates historical buildings with modern architecture for a unique and culturally rich outcome. These buildings have helped revitalize the downtown core by creating interest worldwide that attracts a diverse demographic throughout the year.

Personal Works



The above sketch features Peace Bridge in Calgary. Pedestrian connection is an important consideration in a community, and this bridge accomplishes additional connection while adding an interesting architectural feature to the community and improving the public realm.



The above water color rendering of Lake Pend Oreille, Idaho, was layered with the original photo to create this product. I decided to include this as I find it to be a natural, serene scene – an important consideration to incorporate into urban areas, as natural elements have been proven positively influence the mental health of urban dwellers.



The above sketch was based on a picture taken in Venice, Italy. This area was built prior to the invention of vehicles and thus designed entirely for pedestrians, making travel pleasant and safe. Dwelling units exist above ground-level shops. This compact development allows for amenities within walking distance of homes.

The sketch to the left is based on a street in Boston, Massachusetts. Urban greenery is not only present at ground level but also on upper storeys, which are often stepped back after a certain storey to allow sunlight to reach the street for longer. These step-backs allow for outdoor amenity space for the buildings' residents, and the additional soft landscaping creates a more attractive public realm.

Projects

As part of a geography course focusing on urban growth as a result of economic influences during my undergraduate degree, our group created a poster that summarized the contents of our term paper on human trafficking, specifically in Thailand, where the illegal industry has been

growing for years. Using Adobe Illustrator, we provided an introduction to the issue and the contents of the paper, and then broke the poster into the four most important sections. We used the white circle in the background to show the connections between the topics, as well as images to better illustrate the statistics outlined in the paper. One other group member and myself produced the final layout and design of the poster in consultation with other group members.

The Globalization of Human Trafficking in Thailand: Trade, Interconnections, Networks, and Communication Systems

Globalization is widely discussed as one of the defining characteristics of the world economy today. Increased integration, catalyzed by international trade and foreign investment, has been a central tenet of modern economic geography. What is less prevalent in research and discourse, however, is the effects of globalization upon underground economies. Many unintended international flows have escalated rapidly through the same transnational frameworks as other global industries; these same advances in infrastructure, technology, and transportation, are responsible for the increased mobility of capital and information, giving rise to the globalization of crime (Saxsen, 2009). Nowhere is this more evident than in the case of human trafficking. Commonly cited as "modern day slavery", human trafficking is the recruitment and transport of persons for the purpose of exploitation (Hernandez & Rudolph, 2015). There are many forms of human trafficking, but the two most common typologies of exploitation include sex trafficking and forced labour (Guentert, 2014).

In a globalized world, even human beings are commodified as goods to be traded and sold (Nagle, 2008). Although 'informal', difficult to measure, and largely illegal, trafficking is an integral part of the global economy. Underground supply chains feed vast global production networks, built on the backs of the exploited (Daniels, 2004) for substantial revenues. Of the many forms of international crime, human trafficking has experienced the fastest rate of growth and the industry generates more than 30 billion US dollars in profits each year (Guentert, 2014; Hernandez & Rudolph, 2015). The worldwide reach of the exploitative trade continues to grow with more than 50% of nations reported to be involved as a source, transit, or destination for trafficking victims (Guentert, 2014).



Local Factors

Historically, the national Thai market for human trafficking developed in reaction to events like the Vietnam War. Thailand's local economy continues to provide a market for trafficking to flourish; the uneven development between Bangkok and surrounding areas creates economic disparity between the core and periphery that encourages exploitation. Legally, working migrants are offered little protection or visibility and accumulating social issues create a persistent local network. Many actors are hesitant to oppose trafficking operations for fear of harm to the local economy, because many industries rely heavily upon trafficking victims to turn a profit. Thailand's fishing and shrimp industries in particular depend on forced labour.

Sex Tourism

Although trafficking has been a mainstay in Thailand for decades, it truly took off in the 1960s and 1970s in response to the strong demand for sexual services created by American soldiers during the Vietnam War. The sex tourism industry developed in its aftermath, supported by local demand and firmly entrenched trafficking and exploitation as an integral part of the Thai economy. Cultural and historical perspectives have perpetuated human trafficking practices in the region, with prostitution in particular becoming an inevitable subset of trafficking and sex trafficking, facing little resistance. Although officially illegal, prostitution is accepted as a "necessary and legitimate service" in Thai society, as the widely held view that women are subordinate to men, and are a commodity men have "the right to access", perpetuates exploitative production.

2014 HUMAN TRAFFICKING CASES IN PACIFIC + EAST ASIA



Role of the State

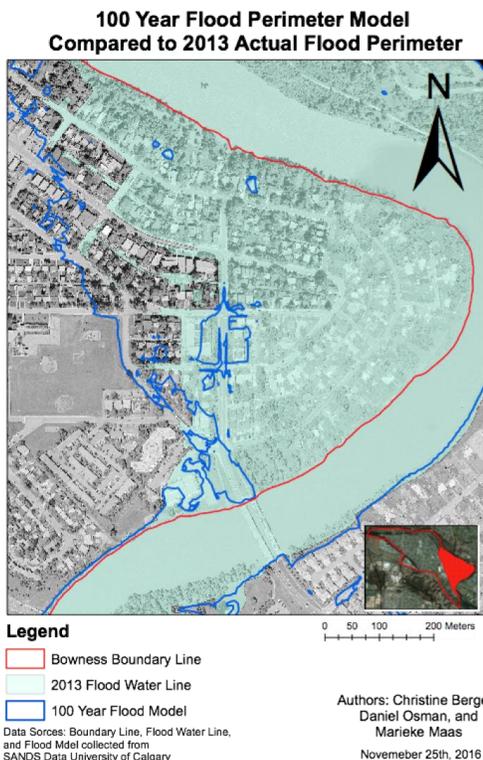
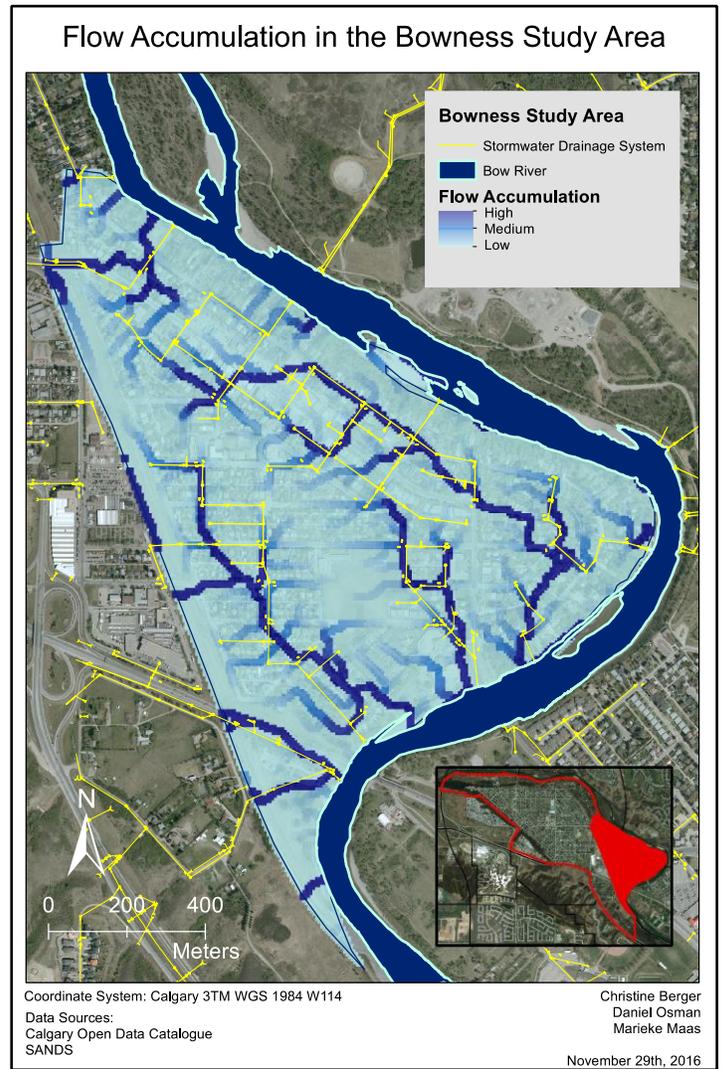
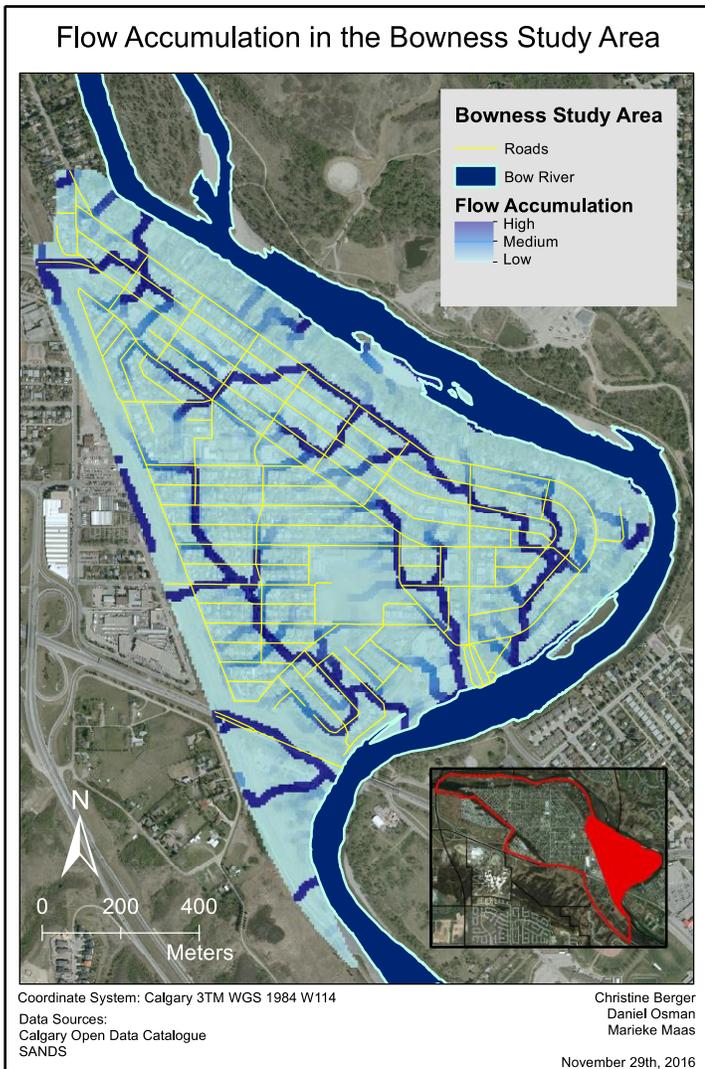
Although part of several international agreements to end trafficking in the region, Thailand's government is highly fraudulent. Administration and district police have clear ties to local corrupt power brokers, and seek political and financial power in prostitution and human trafficking. National and provincial collaboration resulted in 2008's anti-trafficking legislation, but as of 2015, Thailand was downgraded to a Tier 3 country by the U.S. Department of State's Trafficking in Persons Report. This designates Thailand as a country that does not comply with minimum standards, with few intentions of doing so. At many scales, corruption of the military, police and immigration officers, contributed to this designation.

Global Networks

The trade and exploitation of humans has been supported by the global "push" and "pull" factors of sending and receiving countries. Such sending countries often show weak political and social structures, gender discrimination, and marginalization. These factors are exacerbated further with the loss of human capital, inhibiting national economic development on the whole. Receiving countries often have well-established economies and are looking for low wage labor or domestic workers. Local employers benefit from unskilled foreign labor as they tend to fill the "3-D jobs" (dirty, dangerous and difficult) that local workers refuse, in turn profiting from the lower wages that migrants will ultimately accept. These global push factors have allowed Thailand to become dependent on illegal economic activity rather than legal alternatives, due to the strong structures of crime networks.



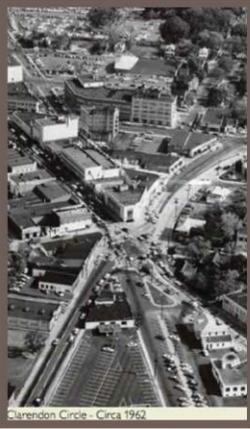
Bowness Flood Mitigation Project



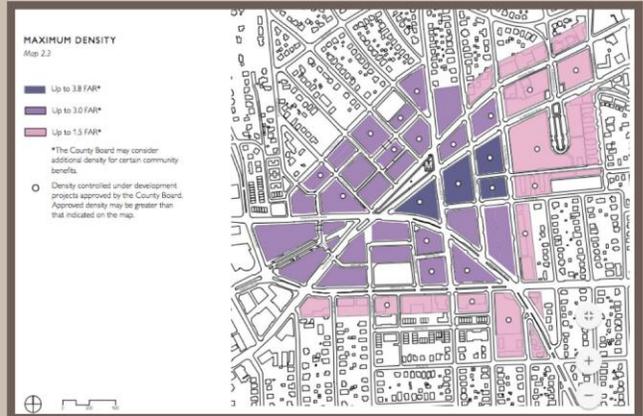
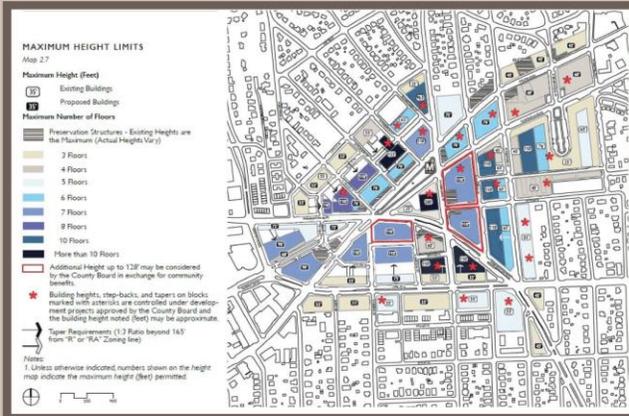
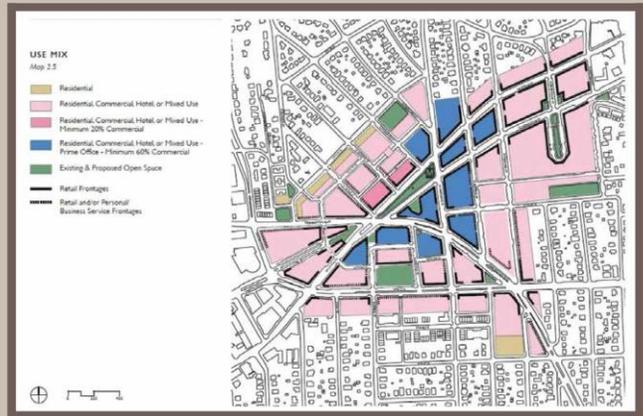
As part of the capstone course for my undergraduate degree, my group analyzed the area of Bowness that is located in the floodplain to develop potential flood mitigation techniques, both physical and administrative, that could increase the resilience and sustainability of the community in future flood events. I focused on aspects that could be illustrated with Geographic Information Systems (GIS), including flow accumulation maps for the study area (above). I used a roads overlay on one map to illustrate the correlation between impervious surfaces and flow accumulation. I also used a stormwater drainage system overlay to determine potential improvements to the current system. These illustrations enabled our group to determine best locations to integrate stormwater management techniques such as stormwater ponds and bioswales into the community.

TRANSIT ORIENTED DEVELOPMENT: CLARENDON STATION, WASHINGTON, D.C.

CHRISTINE BERGER • THOMAS ACHESON



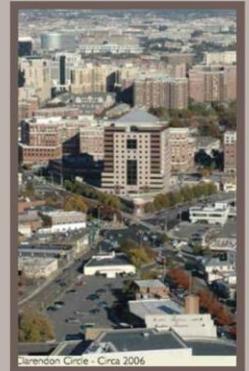
Plans for Clarendon Station were originally released with a vision to transform the underdeveloped land surrounding the proposed station location into an 'urban village', while maintaining the residential neighborhood in the nearby communities. Transit oriented planning in Clarendon was introduced to combat the commercial decline and residential flight from the area that resulted from the construction of the capital beltway, as well as many suburban shopping malls (Jacobson & Forsyth, 2008). Clarendon's revitalization plan focused on small-scale development rather than large-scale, as the original plan envisioned commercial revitalization around the proposed station while maintaining the single-family housing and apartment buildings in the surrounding neighborhood (Parris, 1989). Furthermore, the revitalization of the commercial district would allow for residents to live close to potential work, so prime development space would not need to be sacrificed for parking, as residents would be able to live within walking or biking distance to their work or the station (American Planning Association, 2016).



Similar to Inglewood and Ramsay, Clarendon was characterized by lower-height residential development. A key issue in the development plans involved commercial revitalization without compromising this character that was extremely important in creating the neighborhood's sense of place (Jacobson & Forsyth, 2008). Creating safe, accessible, and attractive open spaces for socialization was also difficult. The plans succeeded in maintaining lower-height development, while increasing density, and adding mixed uses to promote a lively district.



Clarendon's transit oriented development plan was quite successful in reaching its original goal of revitalization of commercial development while maintaining the area's character. Inglewood and Ramsay have a similar lower-height residential character, and Inglewood has a variety of small businesses with pedestrian-oriented streetscapes nearby the proposed Greenline station location. However, the area directly around the site location is underdeveloped, whereas in Clarendon, the most intensive portion of the development is largely located in central core around station, with the design intent to retain the buildings, streetscapes, and the overall character of the existing neighbourhood. Inglewood and Ramsay could learn from this design through encouraging small-scale commercial development directly surrounding the proposed station location, which would connect to the small-scale commercial district found in Inglewood (American Planning Association, 2016). To delineate the commercial areas from residential, small-scale and tiered buildings seen in Clarendon would allow for better integration between the communities.



One main difference between the Inglewood/Ramsay proposed Greenline location and Clarendon station is the presence of the train tracks right beside the Greenline. The area directly surrounding the station is currently used for storage, which may be difficult to alter. This would hinder commercial development in the central core around the station. It would be interesting to further analyze the effects of the train tracks on the proposed Greenline station for Inglewood/Ramsay.

References
 American Planning Association. (2016). Clarendon-Wilson Corridor. Arlington, Virginia. Retrieved from <https://www.planning.org/2016/06/01/clarendon-wilson/>
 Jacobson, J., Forsyth, A. (2008). Street Avenue 7070: Good practice for urban design. Transit Oriented Development project. Journal of Transportation and Land Use, 1(2), 51-68.
 Parris, M. (1989). The Revival-Balston corridor. Early visions. Arlington County (VA) Department of Community Planning, Housing, and Development. Retrieved from <https://planningva.org/wp-content/uploads/2016/04/08-Revival-Balston.pdf>
Image Sources
<https://planningva.org/wp-content/uploads/2016/04/08-Revival-Balston.pdf>
<https://planningva.org/wp-content/uploads/2016/04/08-Revival-Balston.pdf>
<https://planningva.org/wp-content/uploads/2016/04/08-Revival-Balston.pdf>

This poster was created in Adobe Illustrator as a part of an undergraduate transit course, for which a Green Line Station Area Plan was created. We were to compare our station with another with similar surroundings, attributes, and constraints. I chose Clarendon Station, Washington, for its similarities to the proposed Inglewood/Ramsay Green Line Station. I created and designed the poster, while my group partner created the featured maps.

Inglewood/Ramsay Green Line Station Area Plan



Inglewood/Ramsay Green Line Station Area Plan

December 15th, 2016

UBST 461, The Transit City

This comprehensive Station Area Plan was created as a part of the transit course for which the previous poster was created. It includes information such as the context and existing conditions of the two adjacent communities, as well as a vision for the station area. Policies pertaining to the built form and design of the area, as well as public realm and transportation networks were created in order to influence future development in the area to eventually attain the vision set out in the plan. Although this was a group project, I was entirely responsible for the design and layout of the document, as well as determining which sections were to be researched and included. Multiple videos were also made for this project to better illustrate the concepts contained in this plan and to provide another form of communication. The final concept plan is illustrated on the last page of the document.

Table of Contents

1.0 Introduction..... 2

 1.1 Community Context..... 2

 1.2 Station & Location..... 2

 1.3 Existing Conditions..... 2

2.0 Vision & Guiding Principles..... 4

 2.1 Vision..... 4

 2.2 Guiding Principles..... 4

 2.3 Attributes & Constraints..... 5

3.0 Plan Concept..... 7

 3.1 Land Use & Density..... 7

 3.2 Built Form & Design..... 8

 3.2.1 Design Policies..... 8

 3.2.2 Building Heights..... 9

 3.3 Public Realm 10

 3.4 Mobility & Transportation Networks..... 11

 3.5 Final Concept..... 13

1.0 Introduction

The Inglewood/Ramsay Station is part of the Green Line, Calgary’s next Light Rail Transit (LRT) line that is designed to promote Transit Oriented Development (TOD) within the City of Calgary.

1.1 Community Context

The communities of Inglewood and Ramsay are home to vibrant, pedestrian oriented activity hubs, where boutiques, eateries, art galleries, office spaces, and industrial areas are all present.

The area is long-standing, as indicated by Inglewood’s title as Calgary’s oldest neighbourhood, so historical buildings such as the Snowdon Building and Ramsay Design Centre are present. The Area Redevelopment plans for the space aim to maintain the two communities’ existing character while preserving their heritage atmospheres. The development process for the Inglewood/Ramsay Green Line station aims to preserve and accentuate the many features of the area enjoyed by citizens, while eliminating undesirable features.

Map 1.1.0 Plan Context Map



1.2 Station & Location

The Inglewood/Ramsay Station is to be an elevated station situated parallel to the rail line above 11th Street SE. The station will sit on the south side of the rail line, and the entrance to the station building will sit on the east side of 11th Street SE, behind an outdoor plaza designed for public use.

1.3 Existing Conditions

Land Use

Map 1.3.0 shows the existing land use designations in the areas surrounding the Inglewood/Ramsay Station, where Residential and Industrial uses are prevalent. Much of the surrounding land use designations in this area consist of residential contextual one/two dwelling (R-C2) units, effectively creating a

Map 1.3.0 Existing Land Use



commercial activity hub along 9th Avenue SE. This street is the main core of the two adjacent communities, from which the communities' major routes branch. S-R, Special Purpose – Recreation can also be found in Inglewood. Notably, Pearce State Park is located on the northern side of the community. There are currently multiple underutilized sites surrounding the proposed Green Line Station location, offering ample redevelopment opportunities – specifically opportunity for Transit Oriented Development.

Built Form
The surrounding residential neighbourhoods' building heights are generally 1-2 stories. The Industrial areas surrounding the station are generally 3-6 stories.

Public Realm
The area around the station location consists of residential, industrial, as well as undeveloped parcels, limiting the current potential for a vibrant public realm.

Mobility
Pedestrian Network
The existing pedestrian network in the communities is fair. Major connections lie along 8th Street Southeast, 12th Street Southeast, and 17th Avenue SE for both Inglewood and Ramsay, and 9th Avenue Southeast for Inglewood. There are also two major pedestrian crossings for the Elbow River on the west side of Inglewood, and one on 17th Avenue for Ramsay. Minor existing pedestrian connections lie between most of the blocks in the commercial areas of the respective communities.

Cycling Network
The current bike pathway follows the river along the edge of Inglewood and turns north on 12th Street SE. It also connects to the regional pathway along New Street SE. In Ramsay, the regional pathway follows the banks of the Elbow River.

Transit Network
The Bus Rapid Transit (BRT) route currently runs along 11/12th Street southeast. The closest bus stop to the station area is adjacent to 19th avenue southeast.

2.0 Vision & Guiding Principles

2.1 Vision

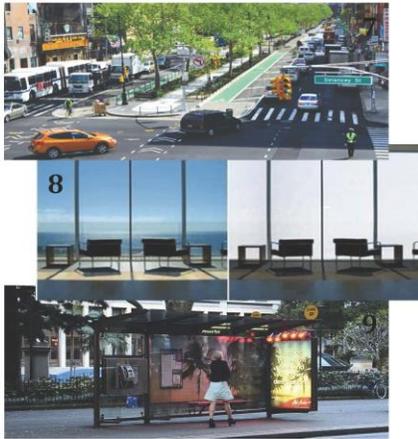
The Inglewood and Ramsay station will be redeveloped into a walkable, transit oriented development and diverse area. Citizens will benefit from a variety of activities, a mixture of uses, and services and facilities that will be connected by streets and sidewalks in convenient walking distances in this area. By preserving the historical buildings in this area, an attraction site that has long given character to the history of the community and city will remain. The new development plan will focus on creating an active public open space with a pedestrian friendly environment and will also add new office space, increasing the number and diversity of nearby employment opportunities.

2.2 Guiding Principles

These principles are to be taken into consideration during the Inglewood/Ramsay Station Area development process in order to create sustainable, enjoyable, TOD.

- 1. Preserve Historical Architecture**
Historical architecture will be preserved by maintaining the two historical buildings at their original location, and only renovating the inside of the buildings if their existing supports are deemed stable.
- 2. Multi-Modal Transit Hub**
Different modes of transportation such as LRT, bus, car, cycling, and walking will be accommodated at this transit station. It will be a primary transit hub with a high level of convenience for transit customers. Transit users can park their cars using the ParkPlus machines that are located in the Inglewood street, as well as the ParkPlus lots in the area.
- 3. Higher Density**
Increased densities are one of the main goals of this plan, specifically within the Ramsay area. Higher density generates opportunities such as new spaces for living, employment, and commercial activities within a comfortable walking distance of the transit station area.
- 4. Mixed-Use Development**
A mix of land uses in close proximity will bring enhanced diversity, increase citizen engagement, and allow people to enjoy





a variety of different activities within the same neighbourhood of their work and home.

5. Walkability

Pedestrians are the most important factor to consider with TOD sidewalks, pathways, and streets. The streets and sidewalks should be designed in such a way that the space supports a mix of different activities, and tailored to emphasize walkability and direct paths of access while enhancing pedestrian safety.

6. Urban Placemaking

Create meaningful public spaces that promote people’s happiness through public art,

landscape features, and architectural details. The development should also include attention to the physical, cultural and social identities that define a place, leading to a better connection between people and the places they share. There will be locally owned businesses on the ground floor of the station where citizens can interact (and grab a morning coffee) while waiting for the train. Suggestions about public art will be given to the developers in order to build a design that would represent the Inglewood and Ramsay community. Also, the plaza located in this area will function as a venue for different music and community events.

7. Complete Streets

More liveable neighbourhoods are created with complete streets, which encourage citizens to use different modes of transportation, including walking or cycling. Streets should also be created with pedestrian, cyclist and motorist safety in mind.

8. Sustainable design

Sustainability is another important factor to take into consideration while designing infrastructure. Developers are advised to consider using Smart Glass which offers great energy efficiency in the station in order to

control the amount of heat or light that passes through the glass. This strategy maximizes the daylight, minimize glare, and eliminates the need for blinds and shades in the station. Solar panels will be located outside of the station and on its roof, as well as the nearby bus shelter’s roof, to convert the solar energy to electricity in a more sustainable and efficient manner.

9. Design for Climate

The designs should ensure that this station contains outdoor waiting areas as well as heating enclosed waiting areas in order for citizens to feel comfortable in all weather conditions while waiting for transit.

2.3 Attributes & Constraints

Attributes

Potential Bus Bay along 12th Street SE

There is plenty of space and along the east side of 12th Street SE to allow for a bus bay near the station location. The BRT is routed on 12th Street, so an additional bus stop near the location could easily be incorporated. The west side of 12th Street has fewer options to build a bus bay, as there is less space.

Activity Hub

The station location is in close proximity to Inglewood’s Main Street, a major activity hub in the neighbourhood. This activity centre could easily be extended to the station’s surrounding area.

Redevelopment Potential

Directly adjacent to the station location is the Old Brewery Site, where future plans aim to accommodate a high density, mixed use residential district, and Hurst Road (southwest of proposed station location), which plans aim to transform from an industrial back alley to a pedestrian oriented, high density, mixed use development.

Landscape

Lastly, there is a natural gradual slope on both sides of 12th Street which will allow for more convenient wheelchair access to the elevated station.

Constraints

Connectivity

Currently, the lack of connectivity between the east and west sides of 12th Street SE at the proposed station location is a major barrier to pedestrian and bicycle travel between these two points, as there is no way to safely cross

12th Street SE. In addition to this, North-South travel on the east side of 12th Street SE is blocked by the CPR tracks, and there is no safe method of crossing the tracks. The only connectivity point is currently on the west side, where a pedestrian walkway under the rail bridge allows for safe north-south crossing.

Rail Proximity

Portions of the development are in close proximity to the CPR right-of-way. A Sound attenuation fence will be necessary to quiet noise and vibration from the tracks. Other issues include odours, as well as the transportation of hazardous goods by rail. Also, storage beside the tracks currently consumes a large portion of land.

Major Roads Access

9th Avenue currently acts as a barrier to the walkability through the Inglewood’s main street. Since road widening is not viable—as the amount of land available from current setbacks is not enough to permit major road expansion, and the community aims to use the available setback area to improve pedestrian movement by widening sidewalks—channelization at 9th Avenue and 12th Street has been proposed to address increasing

traffic volumes on 9th Avenue. However, increased traffic on 12th Street SE would decrease the walkability of the area surrounding the proposed station location.

Electricity Transmission Lines

The current lines in the area encroach on the space needed for station, and relocation will be necessary.

Viable Development Parcels

There are multiple potential development sites within the standard 600-meter radius of the proposed station location. However, sites along the heavy rail line may be subject to certain development restrictions.

Floodway and Flood Fringe

The flood fringe extends into the 600-meter radius from the proposed station location, so sites within this boundary may be subject to development constraints.

Airport Vicinity Protection Area

Portions of the site fall within the Airport Vicinity Protection Area Restrictions and thus will be governed by those regulations.

Landfill Buffer

This restricts the types of permitted uses within the 300 meter buffer surrounding the landfill site south west of the proposed station location.

3.0 Plan Concept

3.1 Land Use & Density

Land Use Designation and Rezoning

The zoning of the station's surrounding parcels currently ranges from Residential to Industrial to Special Purpose districts (as shown by Map 3.1.0). Since the future Green Line station site itself (as well as many of the parcels immediately adjacent to the site) already allows for the proposal, few of the existing parcels will need redesignation. However, it is recommended that said parcels are redesignated to a title of Direct Control (DC) or a Special Purpose designation. This allows each parcel of land to be designated by the city in a more generalized manner, which affects allowable future construction on the surrounding parcels connecting the community and Green line.

Land Use Sectors

Three main sectors are apparent in the communities of Ramsay and Inglewood. Since both communities consist mostly of R-C2, the expansion and focal points for each community can be laid out in the following categories.

Map 3.1.0 Land Use Rezoning



Residential Core

This is depicted throughout the surrounding outskirt areas of each community. It is the intention to have this buffer as a transition area in combining higher density cores with the existing one/two dwelling residents – and few multi-unit residential buildings.

Mixed-Use Core

This is bound by 9th Avenue SE, preceding the bridge into Inglewood, and stretches as far as the junction at Blackfoot Trail SE. It extends south following 12th Street SE past the transit core.

It is designated for existing mixed use developments, as well as future businesses including that of office, commercial, retail, and occasional residential spaces above/ It aims to inspire a walkable and safe space for the community and tourists alike.

Transit core

This is bound central to each interlocking community just off of 12th Avenue SE and the surrounding parcels. Overlapping some parcels of residential and mixed-use, it acts as a focal point a couple blocks from the main stretch of land which we will designate as the

mixed-use core. Used for transit accommodations and infrastructure, as well as a walkable space in order to transport patrons to their final destination.

3.2 Built Form & Site Design

Development should wholly respect the existing rich and pedestrian-friendly neighbourhood context of both Ramsay and Inglewood and as such should adhere to the following guidelines:

3.2.1 Design Policies:

Sustainable Design

Where possible, new design should adhere to LEED regulations, and preference will be made for applicants who are able to integrate these design elements.

Designing for a Heritage Context

- Architectural controls for the materials of the new development are to either adhere to the existing built form directly through the use of similar material palettes or indirectly in creating a design vision for new buildings that makes an appropriate architectural gesture towards the existing form.



Figure 3.2.0 Calgary Co-Operative Fur Farmers' Association Building

Pedestrian Considerations

- Where prudent, main building entrances should access the major pedestrian thoroughfare. Similarly, when possible, balconies and window placement should be designed as to consider keeping sightlines to the street - especially along 12th Street SE.
- Building massing should be articulated as to retain existing visual site lines and allow for maximum sunlight on any major pedestrian thoroughfare. To achieve this, terraced buildings, stepped back towers and/or modular building facades are to be preferred for larger scale buildings.
- Storefront facades along the west side of 12th Street SE are to include continuous linear canopy/awning work to provide year-round



Figure 3.2.1 Ramsay Design Centre

overhead cover.

- Storefronts along the east side of 12th Street are to focus on providing heated bus shelters.
- Provide visually stimulating "fine-grain" building frontages along 12 St. SE that include a variety of widths, heights, material changes, and projections to "break-up" portions of a single building face or wall.



Figure 3.2.2. "Fine-grain" Storefront Development Example (500 block 9th ST SE)



Figure 3.3: Example of Large Scale Terraced Building to Allow Maximum Sunlight

3.2.2 Building Heights

1-2 Stories: Building heights in these areas are limited to 1-2 stories both to respect the existing single-detached residential neighbourhood context and to provide a pedestrian scale to major pedestrian paths-of-travel to the station.

2-4 Stories: Building heights in these areas are limited to 2-4 stories both to respect the existing single-detached residential neighbourhood context

3-5 Stories: Building heights in the blocks indicated are 3-5 stories in an effort to add density proximal to the station.

In addition, they do not block views of the existing residential areas due to the change in grade towards the Ramsay escarpment nor do they cast shadows over any other residential neighbourhoods.

5-7 Stories: And finally, 5-7 stories in building height are allowed for in the indicated areas as they present no opportunity to cast shadows over existing neighbourhoods and match the existing scale of the existing Brewery District to the East and the LocalMotive Building to the South East of the site



9

3.3 Public Realm

The public realm is the area accessible to the public, including area within, outside of, and between buildings. It may include streets, pathways, parks, and open spaces. This plan will discuss improvement of existing spaces, as well as the development of some unused and underused spaces to make them more attractive to the public. These developments will focus on pedestrian and bicycle linkages, safe and secure environments, and design that considers the factor of climate.

Public Space and Parks

Public spaces and parks should be accessible to everyone, and well-connected through pathways. They should generally achieve the following:

- Reflect the character of the area
- Include multi-use spaces that allow for a variety of activities
- Be designed for round-the-year use and include weather protection
- Incorporate CPTED principles, including:
 - o Good lighting
 - o Clear sight lines
 - o Natural surveillance through visibility
 - o Other surveillance, if needed

Station Plaza

The station area will feature a public, multi-use plaza that will be utilized for public events.

Policies

Paths

- Connect main local nodes to transit station
- Provide direct routes of travel

Multi-use

- Provide space for public gatherings and activities
- Transition of use based on time of day and season

Lighting

- Well-lit pathways and travelled areas
- Stations and waiting areas to be well-lit
- Enhance overall design scheme

Sight Lines

- Refrain from obstructing open spaces
- Refrain from constructing alleyways



It will be a key feature in the 'urban placemaking' aspect of the new station location.

Character

- Protect historical buildings
- Use materials that enhance existing character: red brick, wood and steel facades

Design for Weather

- Heated, enclosed bus shelters
- Pedestrian cover
- Permeable sidewalk substrate
- Adequate drainage systems

Seating

- Comfortable, for use in public areas
- Use of sustainable, weather-resistant materials
- Enhance overall design scheme

Surveillance

- Encouragement of public use and activity
- Surveillance cameras in key areas
- Help stations



Policies

- Accommodate a mix of uses and activities, such as scheduled community activities and concerts
- Space along perimeter for temporary retail, such as food trucks or flea markets
- Potential for cultural enrichment such as a centrally-placed piece of public art or a sculpture that relates to the history or character of the area
- Public seating in the form of stationary or moveable elements

3.4 Mobility & Transportation Networks



Pedestrian Network

A new LRT station will bring increased flows of people and traffic within the Inglewood and Ramsay communities. The station area will be designed with different modes of transportation in mind, and the walkability of the community will be a large factor in the

plan. The biggest priority will be on pedestrian accessibility and safety, followed by cycling, transit and driving. Since the station will mainly be servicing people in the Inglewood and Ramsay communities, we want to ensure that it is easy to reach the station via a direct and convenient route.

Policies:

- Existing sidewalks will be maintained and enhanced with signage and highly visible road markings for crosswalks, such as zebra lines and signs indicating pedestrian crossings as well as speed limits
- Shorter blocks are to be arranged in a grid to encourage drivers to maintain reduced speed, and enhance pedestrian safety
- Ramps and elevators are to be included at key points for universal accessibility

Emphasis for pedestrian access will be placed along 11th and 12th Street SE, where sidewalks will be widened. A new bridge at the station area location will reduce the chokepoint for pedestrian access across the CPR line.

Cycling Network

Bicycle lanes will be constructed along 11/12th Street Southeast to create complete streets and will connect to the river pathway in Inglewood. On the Ramsay side, a bike lane



Figure 3.4.0. Existing and proposed paths and bike lanes in Inglewood

along 17th Avenue SE will connect to Ramsay Street SE and join the Elbow River pathway via 6th Street SE and Spiller Road SE. It will also connect via Bellevue Avenue SE and MacDonald Avenue SE. These changes will allow commuters to reach their destinations faster, potentially encouraging ridership along the cycle track and reducing the number of commuters travelling by car.



Figure 3.4.1. Existing and proposed paths and bike lanes in Inglewood

Transit Network

Current transit routes for regular buses will be kept the same. Service along 11/12th Street SE will be prioritized, with increased frequency of buses during rush hour. As the Bus Rapid Transit route already runs along 11/12th Street SE, the new station will be serviced by this route.

Street Network & Parking

Existing roads will remain mostly unchanged, except for the retrofitting of 11/12th Street SE to comply with complete streets standards. Future changes will be considered if there is a large increase in traffic volume. The location and layout of this station, as well as the mature nature of the surrounding residential area means that new parking for the LRT will be limited. Similar to the Sunnyside Station, the area will be emphasized as a hub accessible by foot and by bike, encouraging alternate forms of transportation. A Park n' Ride will not be built at this location.

Streetscape Design and Complete Streets

Many of the non-commuter patrons for the proposed station will likely be drawn to businesses and shops located in central Inglewood, along 9th Avenue SE. Continuing momentum along 11/12th Street SE in the form

of cultural businesses, walkability, and attractive design is likely to increase use along this route.

In the context of Inglewood, a complete street is limited by a lack of available space due to pre-existing developments, but a variety of complete streets elements could still be implemented to benefit the public realm and walkability of the area.



Figure 3.4.2 11/12th Street SE, Facing South

11th and 12th Street SE

11/12th Street SE is one of the main access corridors for both communities, as well as a route for commuters. It is to be retrofitted as a complete street to increase accessibility and safety for all modes of transportation, and to enhance the public realm. As part of the retrofit, the following criteria should be considered:

- Situation of cultural attractions and eateries
- Bike lanes on the west side, travelling in both directions
- Median and physical barriers separating bikes and traffic where possible, increasing cyclist perceptions of safety and increasing ridership
- Increased widths of sidewalks on both sides, allowing for higher pedestrian accessibility
- Increased signage and road features such as painted zebra crosswalks and overhead crosswalk signs with blinking lights
- Relocation of power lines to less intrusive locations
- Hard and soft landscaping features, including benches and pathways as well as trees and planters



Figure 3.4.3 11/12th Street SE, Facing North

3.5 Final Concept & Implementation

The Final Station Area Plan is intended to use the guiding principles in Subsection 2.2 as a foundation to create the final vision—a transit system that promotes sustainable, transit oriented development. Figure 3.5.0 depicts proposed development surrounding the existing CC Snowden building, while Figure 3.5.1 shows the proposed development adjacent to and on the site of the proposed Green Line Station.

Monitoring, Review & Amendments

If any new, favorable concepts for this Station Area Plan are developed that contradict any policies within this plan, amendments may be considered and supported as long as the vision of the plan set out in Subsection 2.1 is being met.

The policies within this plan are to be monitored over time and compared to on site development to ensure they are not only meeting the intent of the plan, but also to

remain relevant to surrounding conditions.

These policies shall be updated in accordance with the Municipal Government Act either generally, to stay up to date with best practices and the development of the area surrounding the site, or as a response to a specific issue so long as due justification is provided and the amendments are consistent with the Municipal Development Plan and other relevant policy documents.

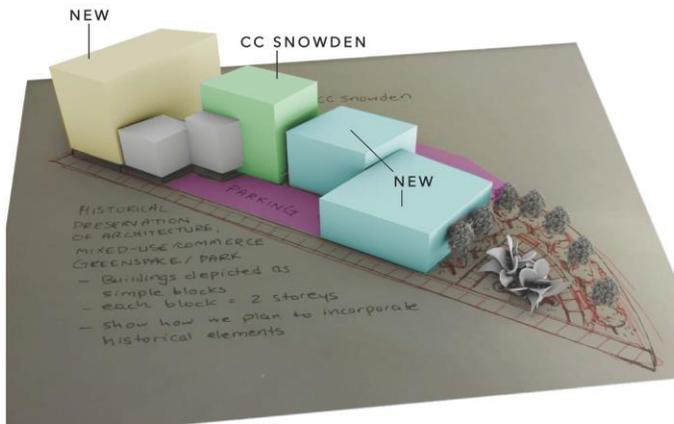


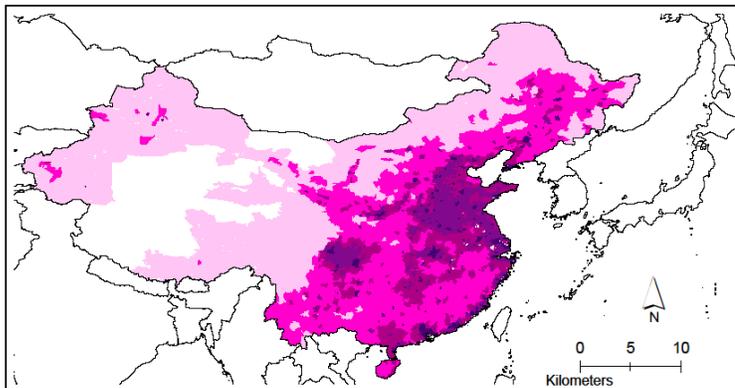
Figure 3.5.0. Development Surrounding CC Snowden



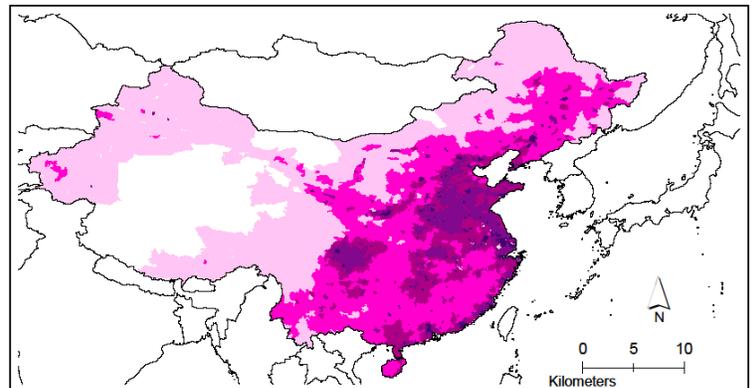
Figure 3.5.1. Proposed Green Line Station and Surrounding Area

Population Density of China, 1990 vs 2000

Population Density of China 2000

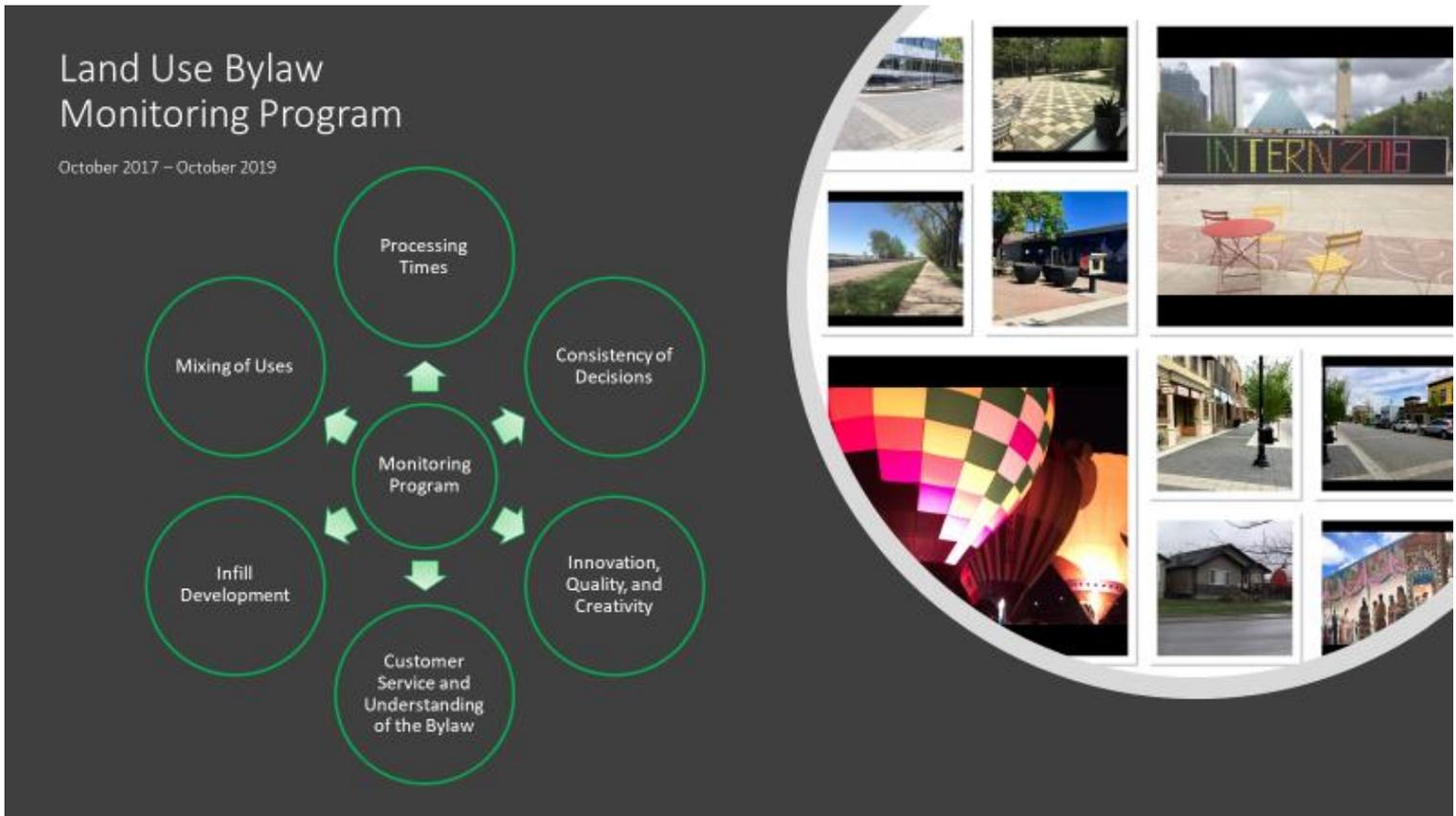


Population Density of China 1990



Another project I completed in an undergraduate GIS course involved the analysis of population pattern changes in certain countries in order to predict future population densities (India and the United Arab Emirates were also analyzed). The most noticeable trend when analyzing the data was the declining population in rural areas which likely contributed to the increasing urban population over time.

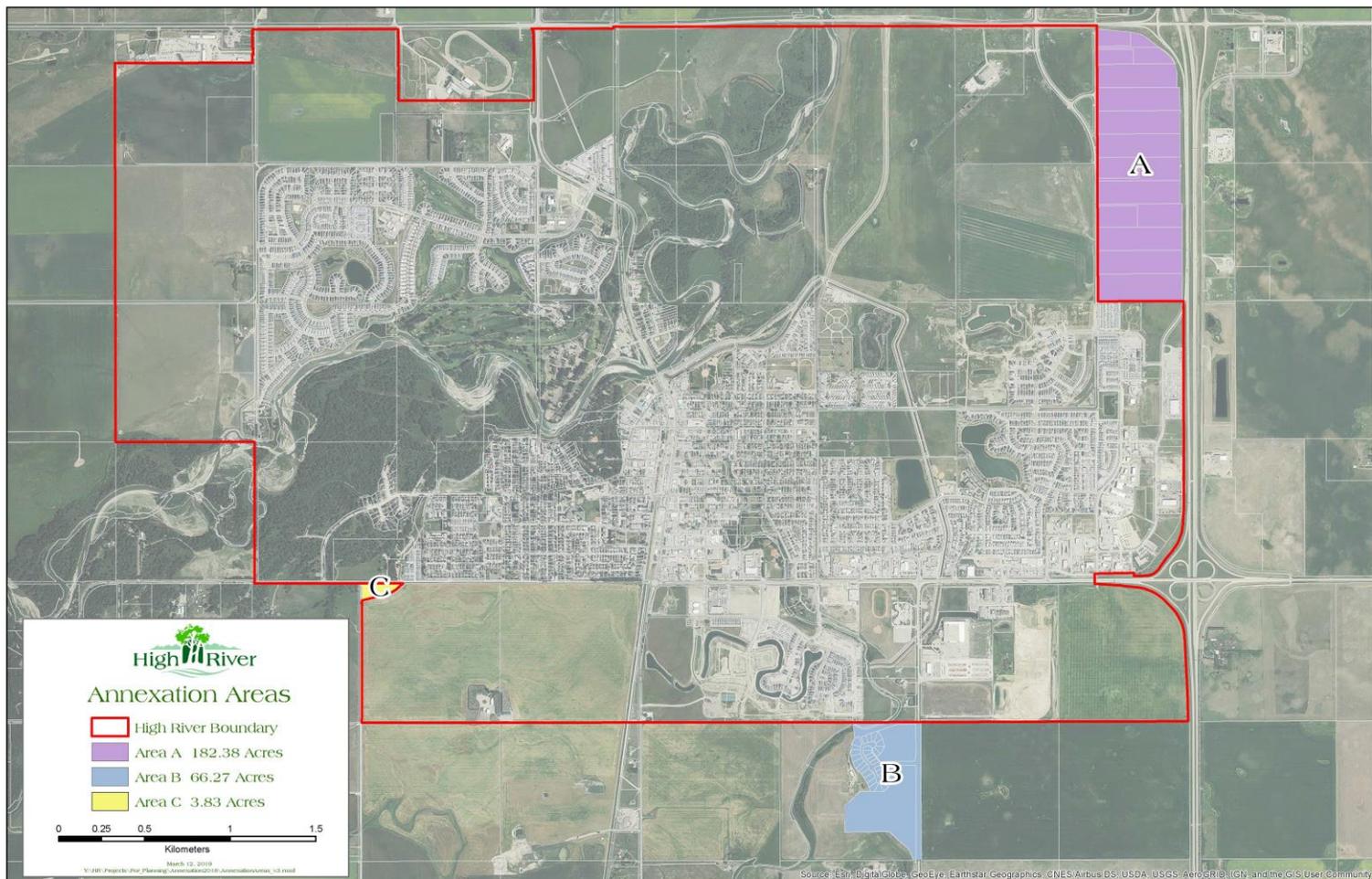
Professional Experience



I have been employed with the Town of High River for the past two years as a Municipal Planning Intern. The main project for which I have been file manager has been a monitoring program for the innovative, award-winning Land Use Bylaw that was adopted in 2017. This bylaw incorporates form-based planning with the traditional use-based planning approach that has been widely used across North America over the past century. The Town was finding that the use-based approach of traditional bylaws was creating difficulties in achieving the objectives outlined in the Town Plan. To address this issue, a 'hybrid' bylaw was created, with two guiding principles that all development is to follow. The number of land use districts was drastically reduced (to a total of six) in order to better achieve mixed-use, compact communities and allow applicants the flexibility to produce creative, sustainably designed developments that are built to the pedestrian scale. The monitoring program focused on six key indicators, outlined in the diagram above, to effectively evaluate all aspects of Land Use Bylaw 4510/2017. The program came to a close in October of 2019, and the final report and presentation is to go forward to High River Council early 2020. Amendments to the bylaw will be made based on the findings of the monitoring program. At this point, I have facilitated one workshop to determine solutions to the issues that have arisen over the course of the two year monitoring program. The findings of this workshop will be presented at future public engagement opportunities that I will organize and execute.

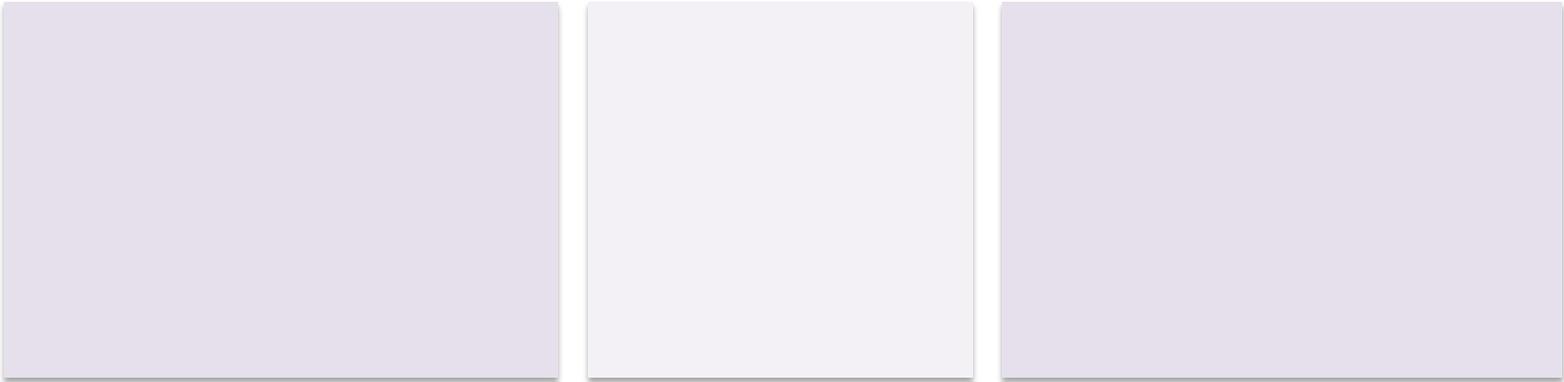
2020 Town of High River/Foothills County Annexation Proposal

Another project in which I have been highly involved is the Town's 2020 Annexation Application. I worked in conjunction with the Town's GIS Department to create the below map. The three areas shown on the map comprise the proposed annexation territory. Extensive public consultation has been carried out for this project, including multiple open houses, which I aided in facilitating, and a public hearing for which I created and delivered the presentation. The annexation agreement was recently endorsed by both Town and County Councils, and the application will soon be submitted to the Municipal Government Board (MGB).



Subdivisions & Development Permits

The main day to day job involves current planning projects – the subdivision and development permit requests that come through the department. I have been involved in both major and minor subdivision and development permit applications. Unique to High River is the Land Use Bylaw's encouragement for collaboration between Town staff and applicants, allowing for many staff suggestions to be incorporated into final plans. This helps to create developments that are sustainable and focused on the pedestrian – developments that ultimately support and work toward achieving the vision set out in the Town Plan.



Thank You

