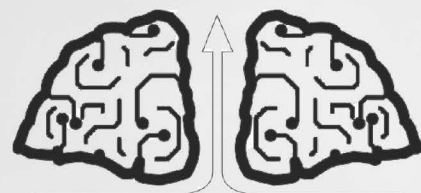


BRIDGING THE GAP

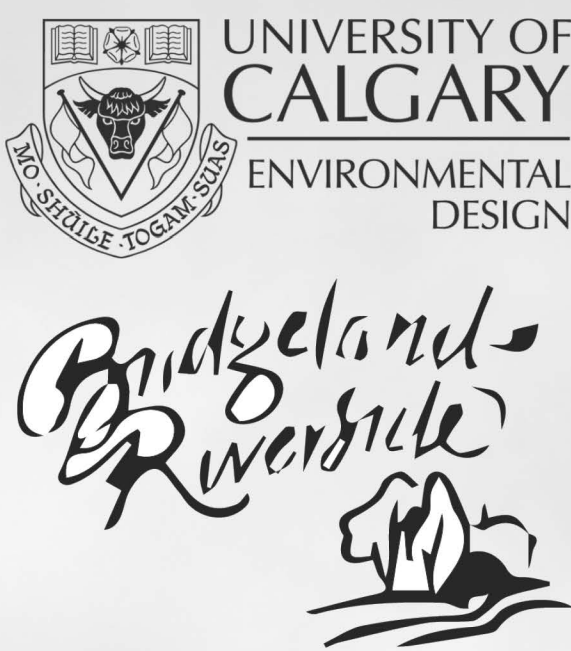
BRIDGELAND DEVELOPMENT PROPOSAL
A PROJECT BY: MERGING MINDS

EVDP 644 | ADVANCED PLANNING PROJECT

ZACH HOEFS
TAYLOR VARRO
SCOTT BELL



m | m



MERGING MINDS



Merging Minds was established in 2016 by three urban planners with varying skillsets. Design guru Scott Bell, wordsmith Zach Hoefs, and techspert Taylor Varro decided to merge minds to plan better communities. The hemispheres of the brain mirror our work philosophy, to balance creative solutions with analytical reasoning. We look forward to working with you in achieving your planning and design goals in novel, sustainable, and economically friendly ways.

THE PLAN

The Bridgeland-Riverside Community Association (BRCA) identified the need for a comprehensive plan that can address existing and forthcoming issues in neighbourhood land use and development. The plan being presented has been completed via a combination of background policy and precedent research, thorough site analysis, and comprehensive engagement with relevant stakeholders and the public. The project was carried out in an academic setting, however, it has a dual purpose. The recommendations being made in it are concrete, in accordance with municipal and provincial policy, and for the BRCA to use in the future when tackling land use and development issues.

Before commencing the project, a number of statutory policies were referenced so this document flows in alignment with them. They are:

- Bridgeland Area Redevelopment Plan (ARP)
- City of Calgary Land Use Bylaw 1P2007 (LUB)
- City of Calgary Municipal Development Plan (MDP)
- City of Calgary Transportation Plan
- City of Calgary Good Streets Guide

THE PROCESS



OUR VISION

We propose a well-connected and densely canopied Bridgeland that incorporates multimodal pathways, universal design, and public art to draw visitors and residents into the heart of the neighbourhood. Once here, citizens can enjoy a densified core with new amenities, where they can sit, relax and enjoy the sun in an extended public realm. They can then retire to their homes, which vary in size and pricepoint, allowing for an economically and diverse population to grow and enjoy one of Calgary's most beautiful and best planned communities.



GENERAL AVENUE SQUARE COMMUNITY HUB



LANEWAYS AS A SECOND STREETScape



CONNECTING BRIDGELAND AND BEYOND

PARKS & OPEN SPACE

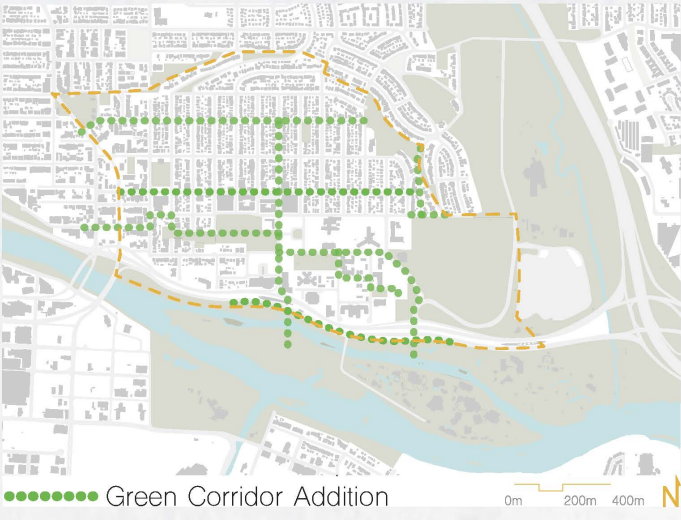
THE ISSUES



RESPONSE



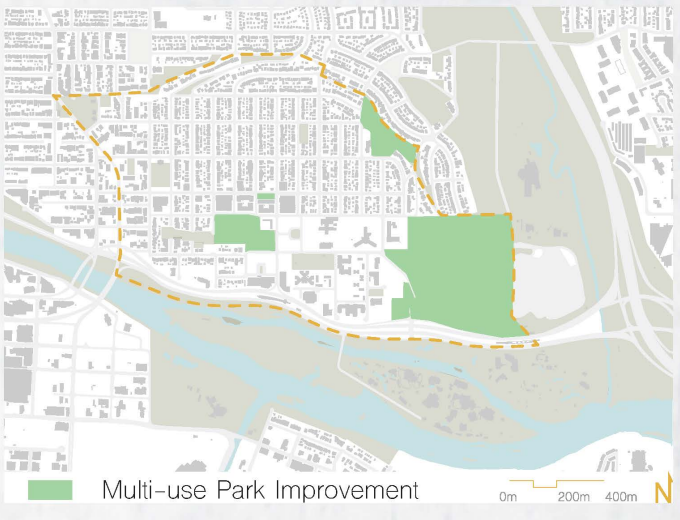
THE GREENWAY: PARKS AND OPEN SPACE CONNECTIVITY



MAKE PARKS ALL-SEASON DESTINATIONS



BETTER USE OF OPEN SPACE



THE GREENWAY: PARKS AND OPEN SPACE CONNECTIVITY

WHAT WE HEARD

Parks and open spaces currently lack programming for all neighbourhood demographics.

Bridgeland has a high percentage of seniors composing its population in comparison to the remainder of Calgary.

The bluffs, parks, and Bow River Pathway in Bridgeland are all poorly connected to one another.

"The LRT bridge should be connected to the Riverwalk and St. Patrick Island"

WHAT WE DID

- CREATING THE GREENWAY:**
- The greenway is a series of streets that have been targeted for beautification with the ultimate goal of establishing parks connectivity.
- PRECEDENT:** Buffalo Bayou Park, Houston
- GREENING AND RETROFITTING THE LRT BRIDGE FOR A BETTER RIVER CONNECTION:**
- In order to continue the green connectivity of the greenway into the Bow River Pathway, the LRT bridge will be retrofitted.
- PRECEDENT:** The High Line, New York

MAKE PARKS ALL SEASON DESTINATIONS

WHAT WE HEARD

"There are limited spaces and not enough activities for young people"

"The field next to the community centre is well used for soccer in the summer but is snowed in during the winter"

"There should be a skating rink in the neighbourhood"

"The stone outcrop in Tom Campbell's park is a destination."

WHAT WE DID

- MURDOCH PARK HOCKEY RINK:**
- This park is very underutilized during the winter months. There is real potential atop the soccer field for a rink, and additionally ample space for a skating track to surround the rink for recreational skaters.
- T-BAR AND BUNNY RUN AT TOM CAMPBELL HILL**
- Tom Campbell Hill is another underutilized park in the winter. In order to take advantage of this slope immediately adjacent to the downtown, we are proposing a small T-Bar is installed, in addition to a viewing and ski rental chalet at the bottom of the hill.
- PRECEDENT:** Precedent: Edmonton Ski Club
- GENERAL AVENUE SQUARE HOLIDAY ZONE**
- The square will act as a holiday centre hub. There will be a tree, ice sculptures, and lights to draw people into this part of the neighbourhood.
- PRECEDENT:** Malmö, Sweden
- WARMING MEASURES**
- To make walking the neighbourhood pleasant during winter, certain existing spaces such as bus shelters could be retrofitted with heat lamps, like at C-train stations downtown.
- PRECEDENT:** City of Edmonton Winter Design Guidelines

BETTER USE OF OPEN SPACE

WHAT WE HEARD

"Parks should have more trees and seating areas, not just playgrounds" "Public art and an adult fitness facility should be incorporated"

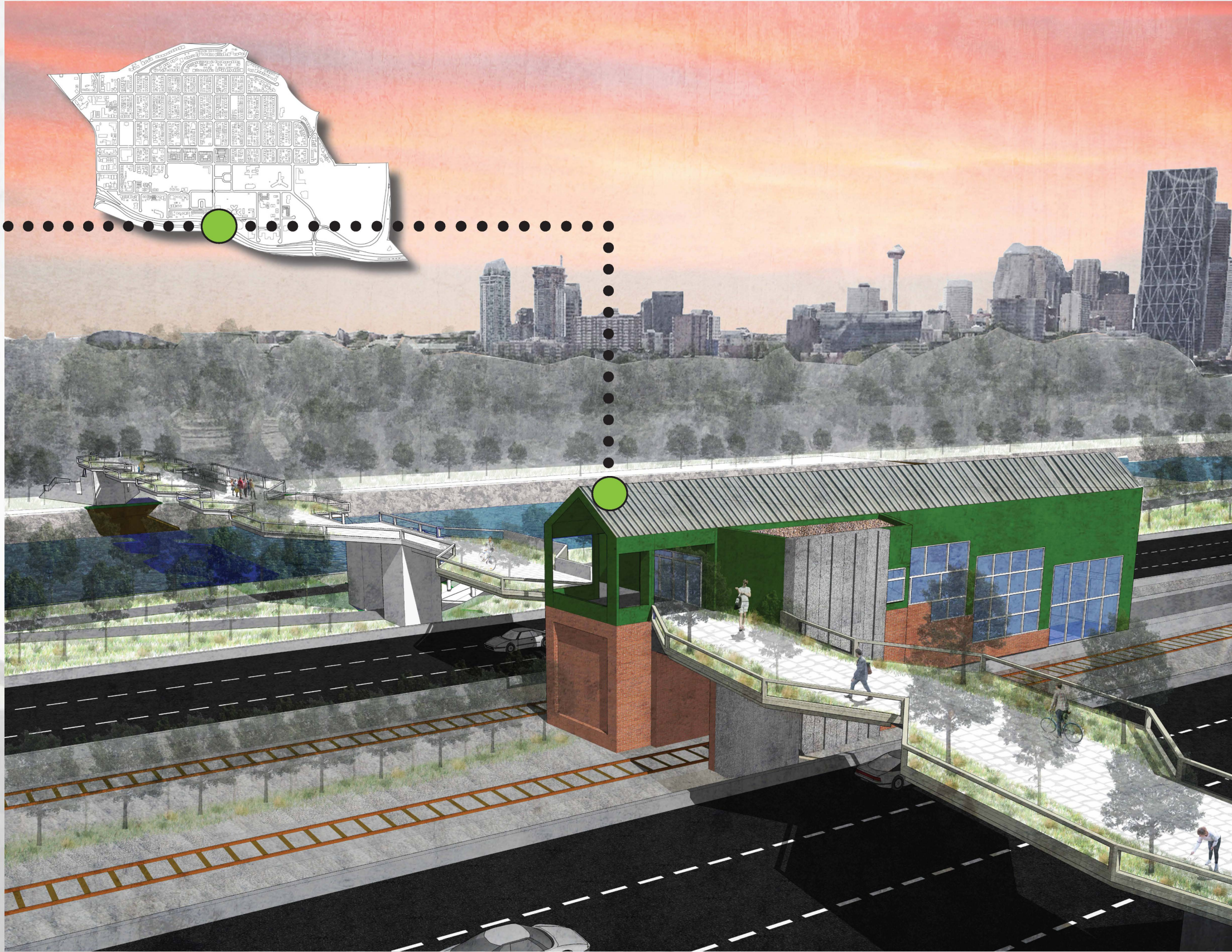
"As the neighbourhood densifies, it will need better planned open space to maximize these areas"

"Parks should be programmed for all ages"

"Parks are under-programmed and lack trees and benches"

WHAT WE DID

- OUTDOOR FITNESS FACILITIES IN MURDOCH PARK**
- These facilities will be placed throughout the greenway to give it a better sense of connection and provide a fun participation activity for visitors exploring the neighbourhood.
- PRECEDENT:** Saigon, Vietnam
- MORE STREET FURNITURE AND VEGETATION IN GENERAL AVENUE SQUARE**
- This area will be expanded to become a large meeting space for Bridgelandians. Extra benches, tables, and chairs will be injected into the site, in addition to more street trees so visitors and residents alike have a place to relax after shopping 1st Avenue, where they can enjoy a coffee or see friends and family.
- PRECEDENT:** Thornbury, Melbourne
- MORE PATHS AND BENCHES IN ALL PARKS**
- We recommend increasing the seating in parks for seniors who desire to use these spaces, yet require frequent resting places on their walks.
- VIEWING DECK ALONG THE BLUFF**
- Constructing a viewing deck at the top of a staircase is a simple addition to the greenway that renders the bluffs a destination.
- VEGETABLE PATCH IN CNIB LOT**
- We believe the disused area in the southeast of the neighbourhood by the CNIB parking lot should become a temporary project ground primarily for the senior citizens inhabiting the surrounding buildings.

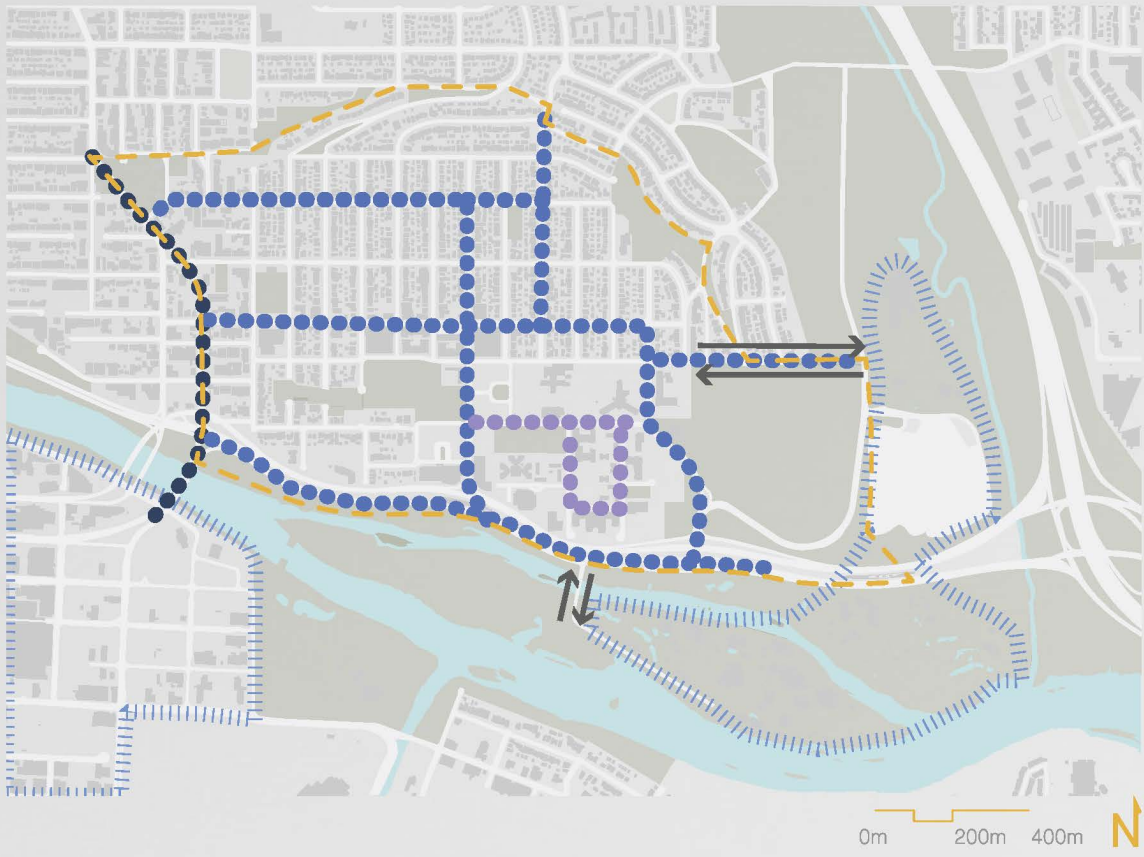


CONNECTIVITY

THE ISSUES



RESPONSE



CREATE A MULTIMODAL NEIGHBOURHOOD

WHAT WE HEARD

"People go through Bridgeland, not to Bridgeland"

"There are too many cars that use 1 Ave as a cut through during rush hour"

"The pathway loop doesn't connect around the neighbourhood"

"People aren't comfortable biking on 1 Ave in traffic and would like a separated lane"

WHAT WE DID

MAKE EFFORTS TO TRANSFORM 1 AVENUE INTO A COMPLETE STREET

We will do so by removing the northern parallel parking lane, which allows for the sidewalks to be extended on either side of the road and provide more space for street trees, targeted to be planted here as part of the greenway.

FOCUS AREA: GENERAL AVENUE SQUARE

this square in the centre of the neighbourhood will have additional complete street elements. It will be paved in cobblestone and change the direction of 1 Avenue into a bow shape as a traffic calming measure for the block, making it a far less attractive cut through option during rush hour.

POLICY GUIDANCE: City of Calgary Complete Streets Guide

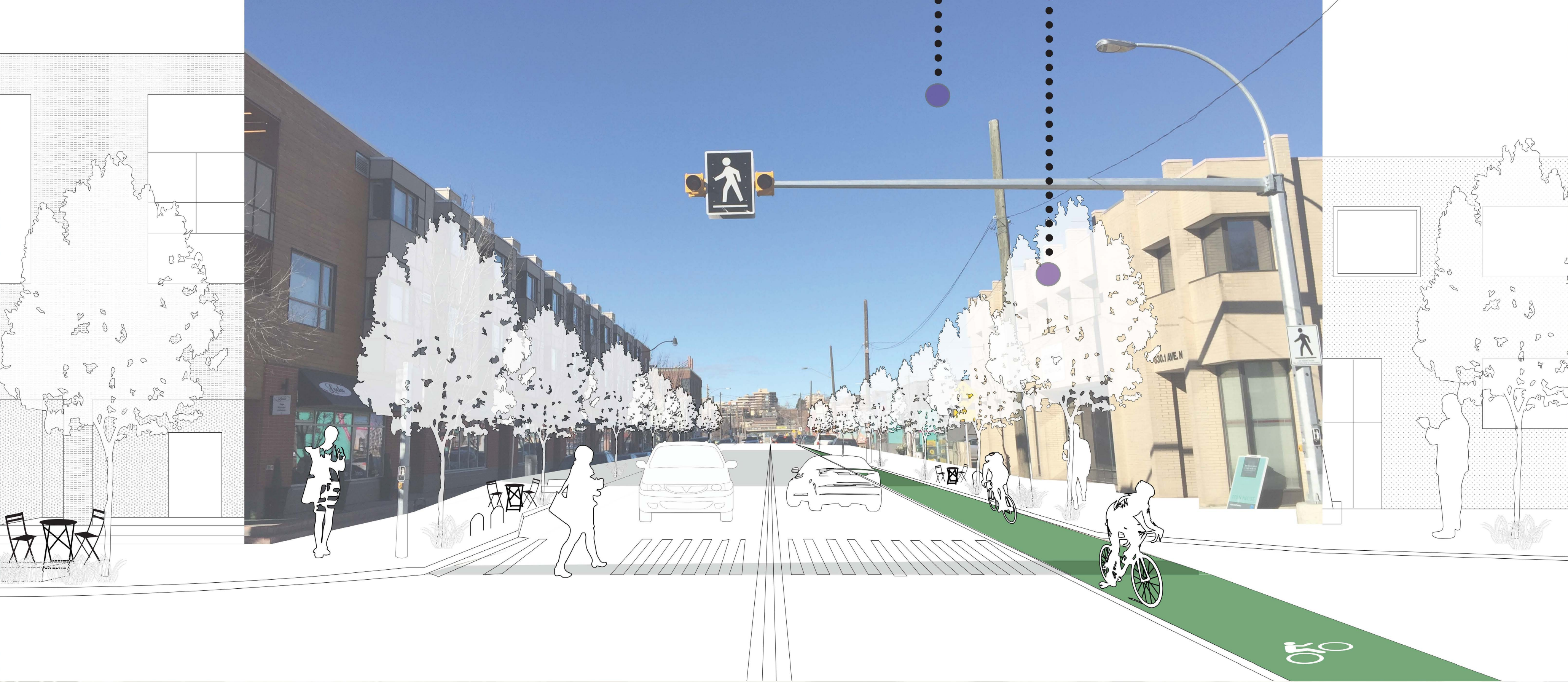
WHAT WE DID

GREENWAY OVERLAY

The greenway system described in the parks and open space chapter will be overlaid with complete street aims. 1 Avenue has already been addressed, however, our recommendation for the remainder of the streets in the greenway is to determine whether road width can be cut down in favour of a sidewalk extension that acts as its own bike lane.

PRECEDENT: Copenhagen, Denmark

1ST AVE COMPLETE STREET ELEMENTS



1ST AVE RIGHT OF WAY ANALYSIS / STREET REDESIGN

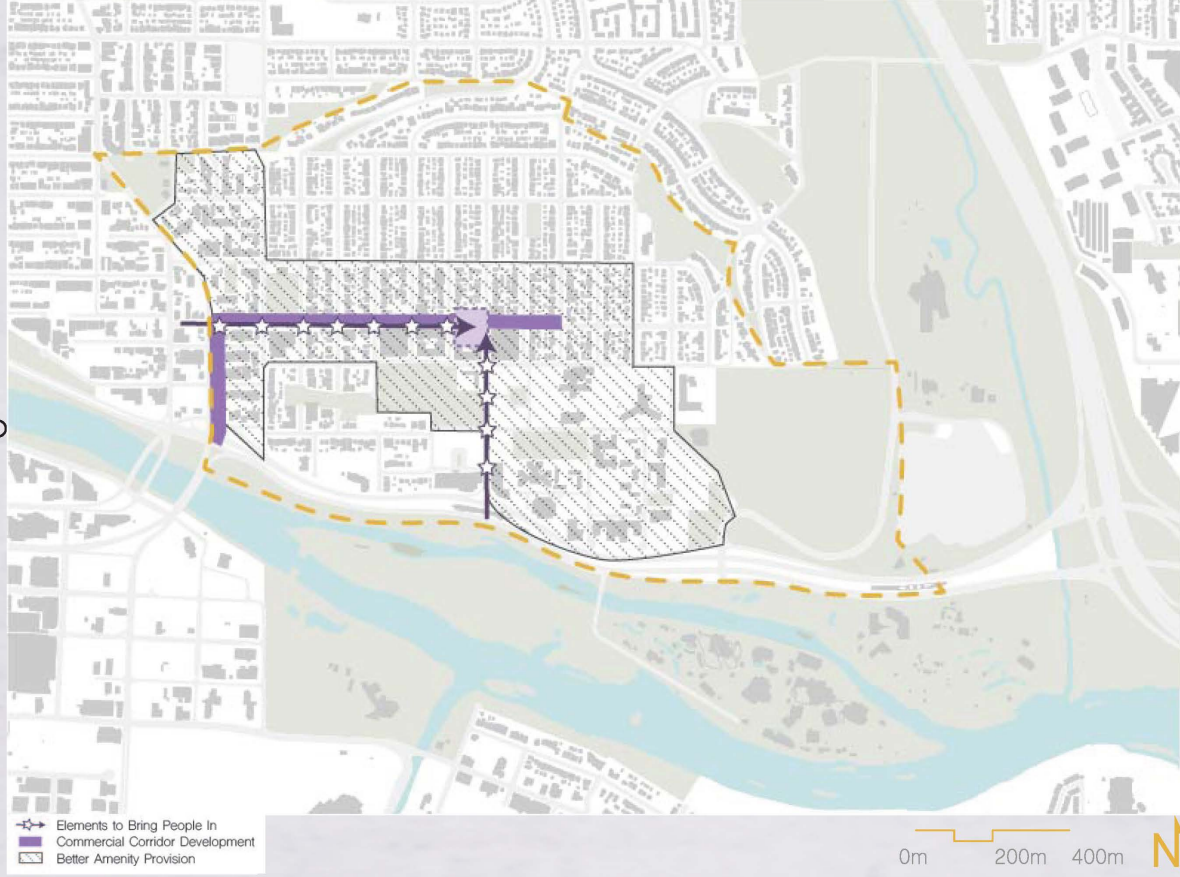


COMMERCIAL CORRIDOR DEVELOPMENT

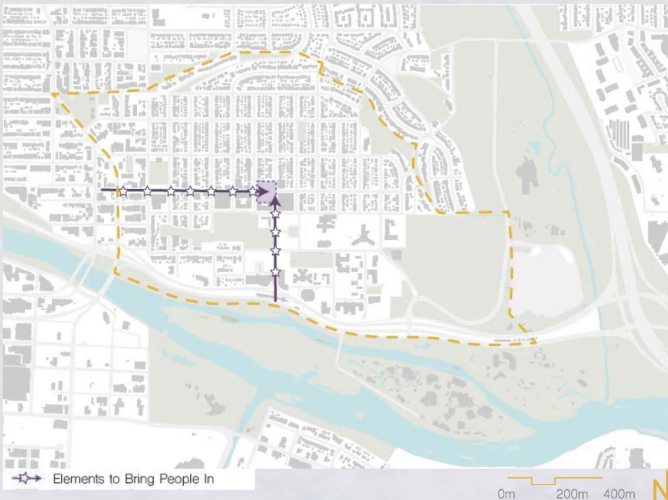
THE ISSUES



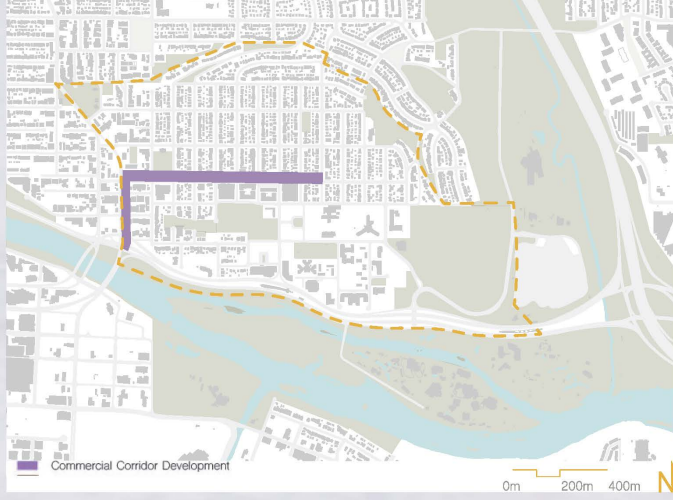
RESPONSE



BEAUTIFY NEIGHBOURHOOD ENTRANCES



DEVELOP MAIN STREETS TO THEIR POTENTIAL

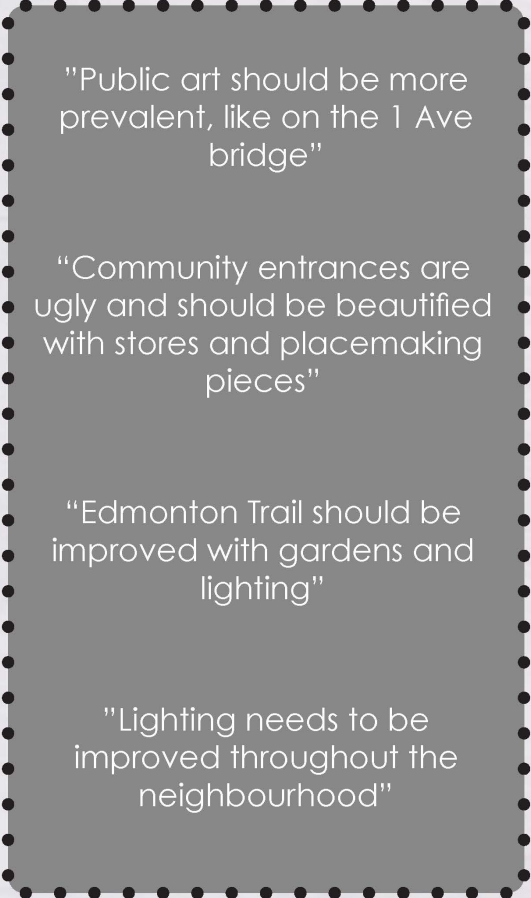


BETTER AMENITY PROVISION



DRAW VISITORS & RESIDENTS TO THE COMMUNITY CENTRE

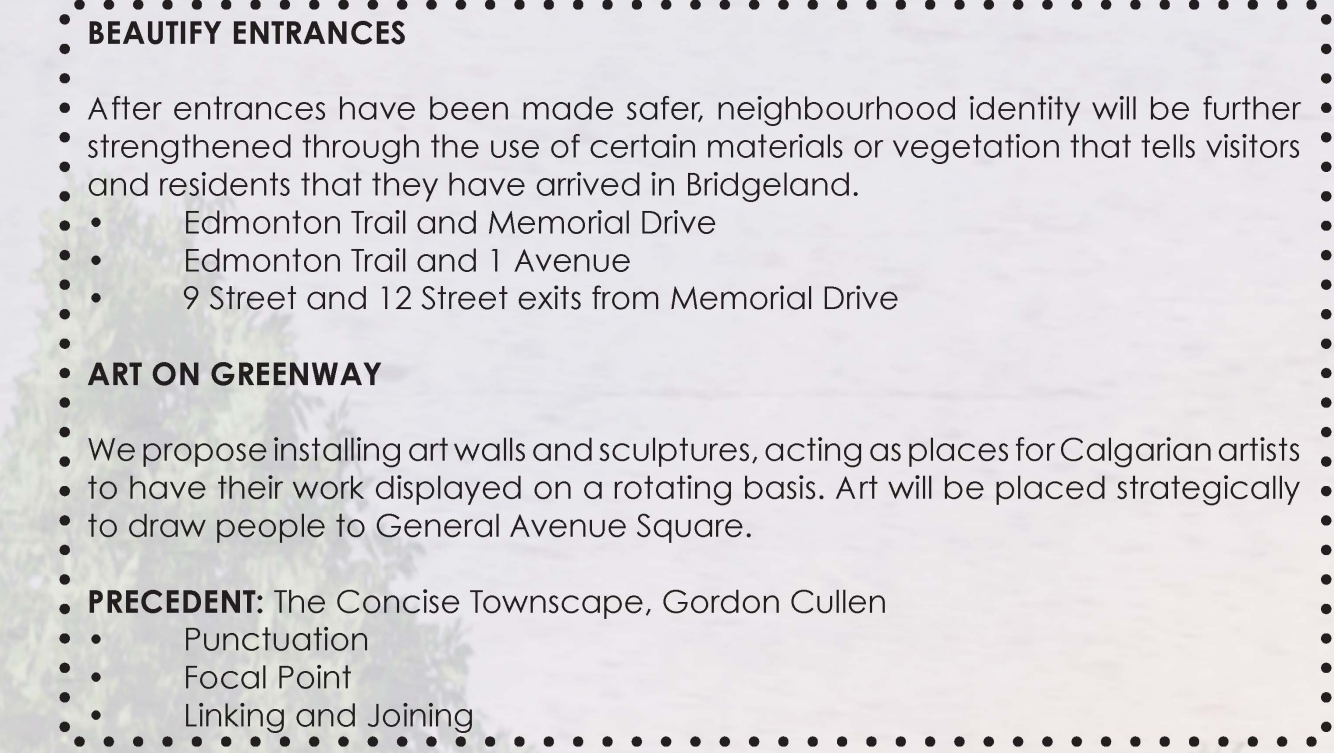
WHAT WE HEARD



WHAT WE DID

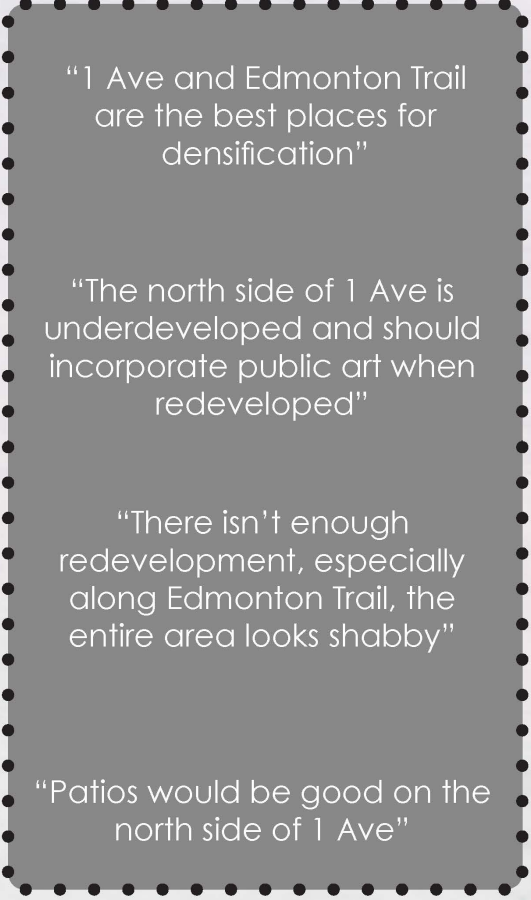


WHAT WE DID

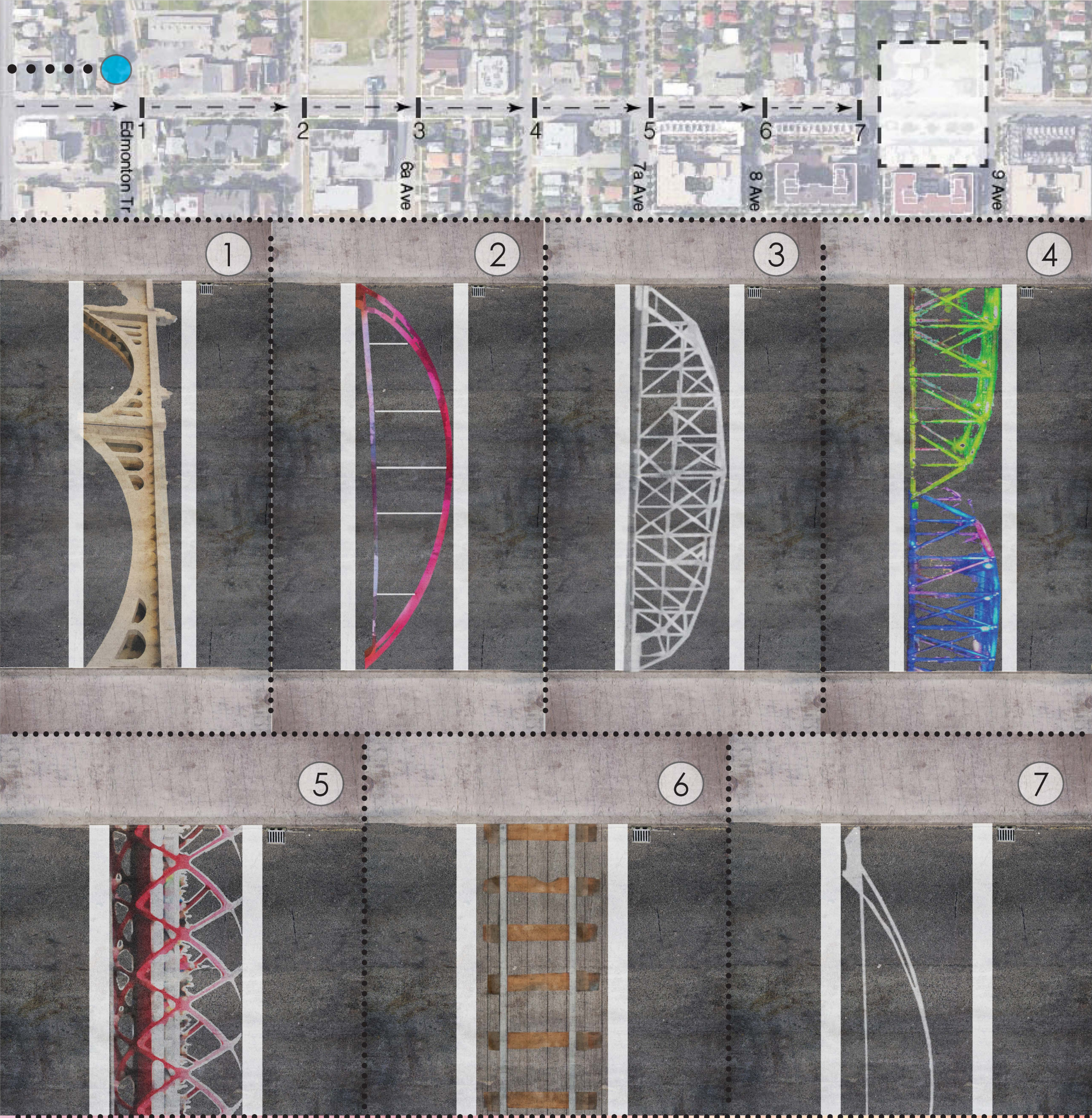
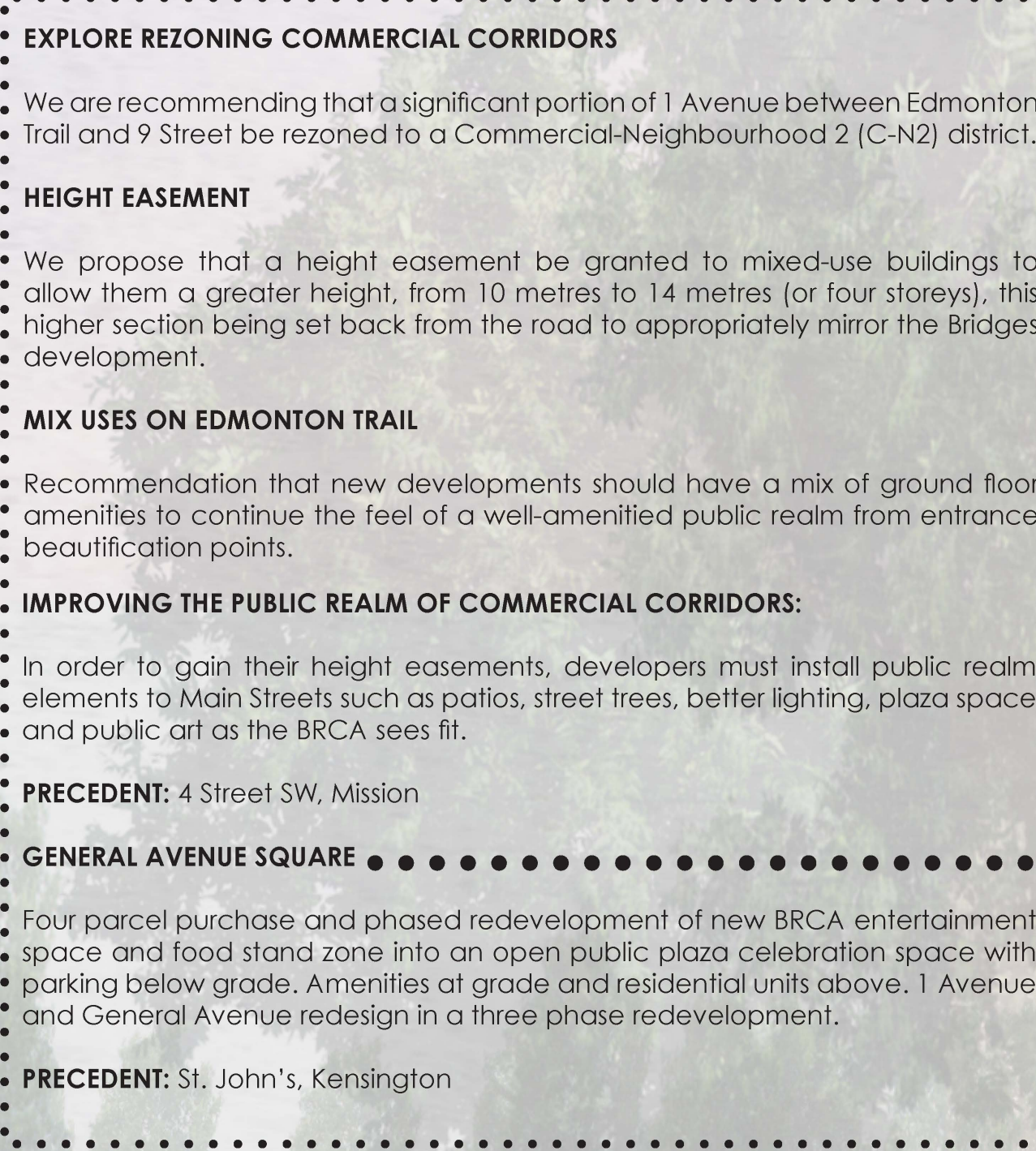


DEVELOP THE MAIN STREETS

WHAT WE HEARD



WHAT WE DID

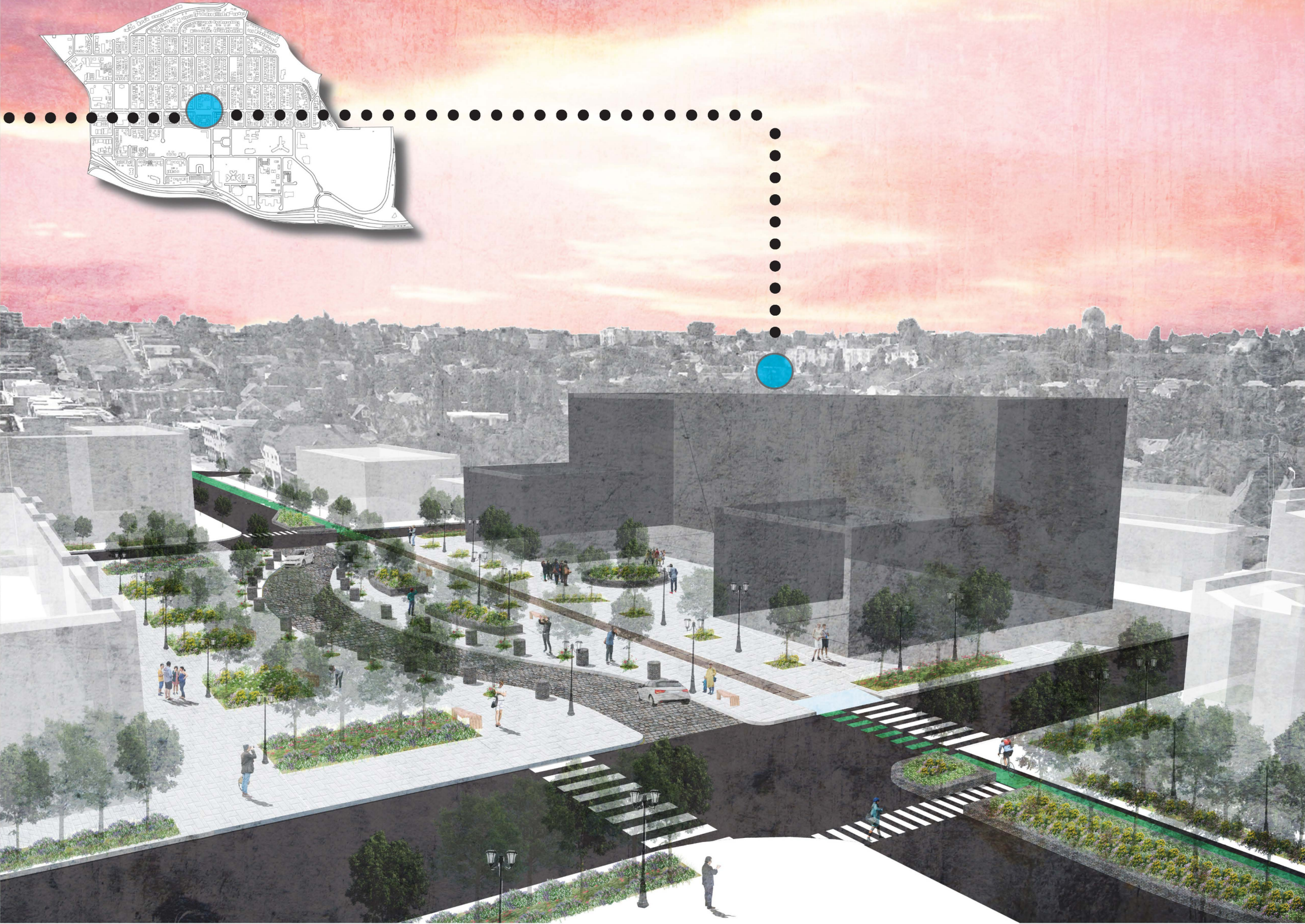
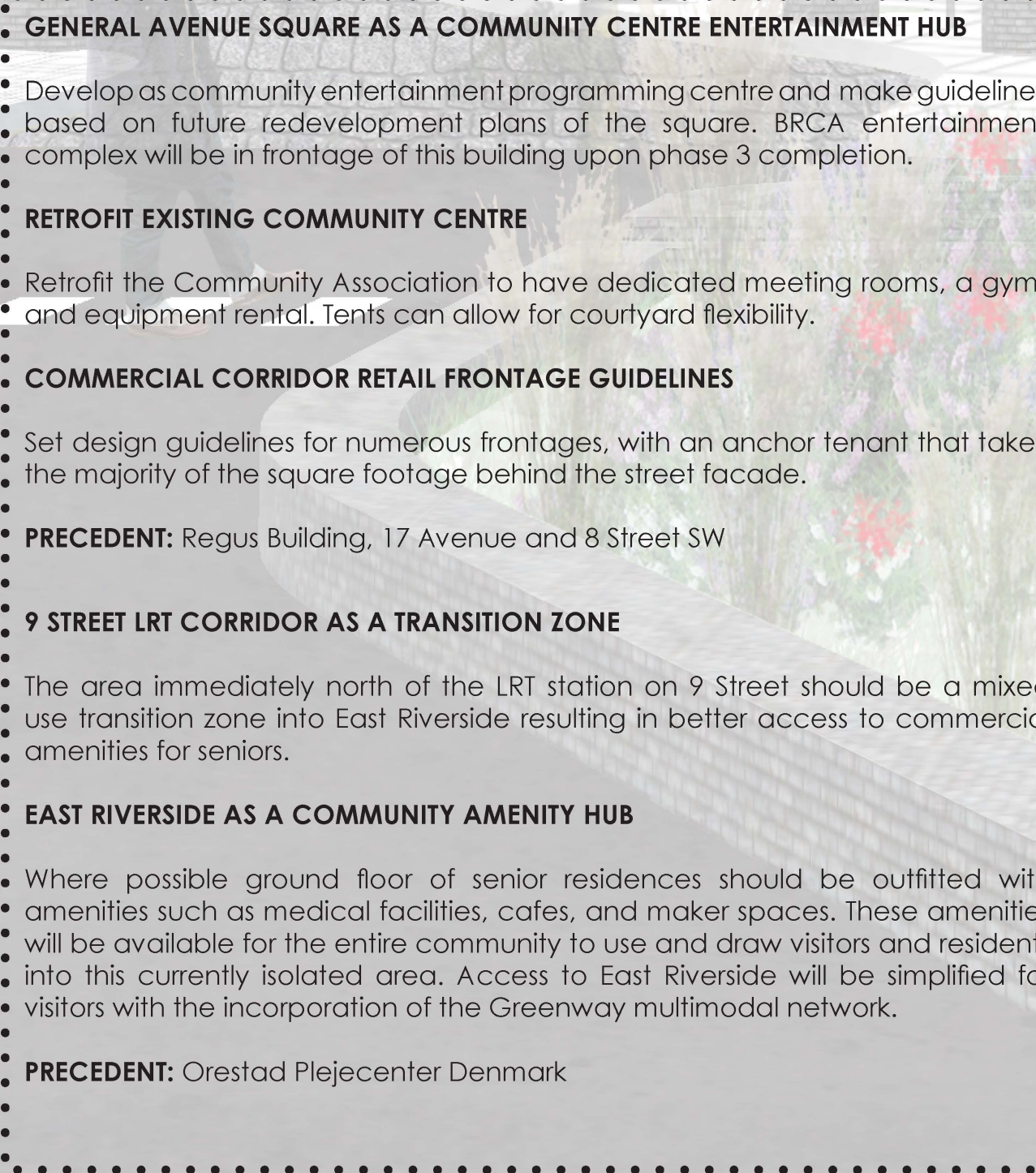


BETTER AMENITY PROVISION

WHAT WE HEARD



WHAT WE DID

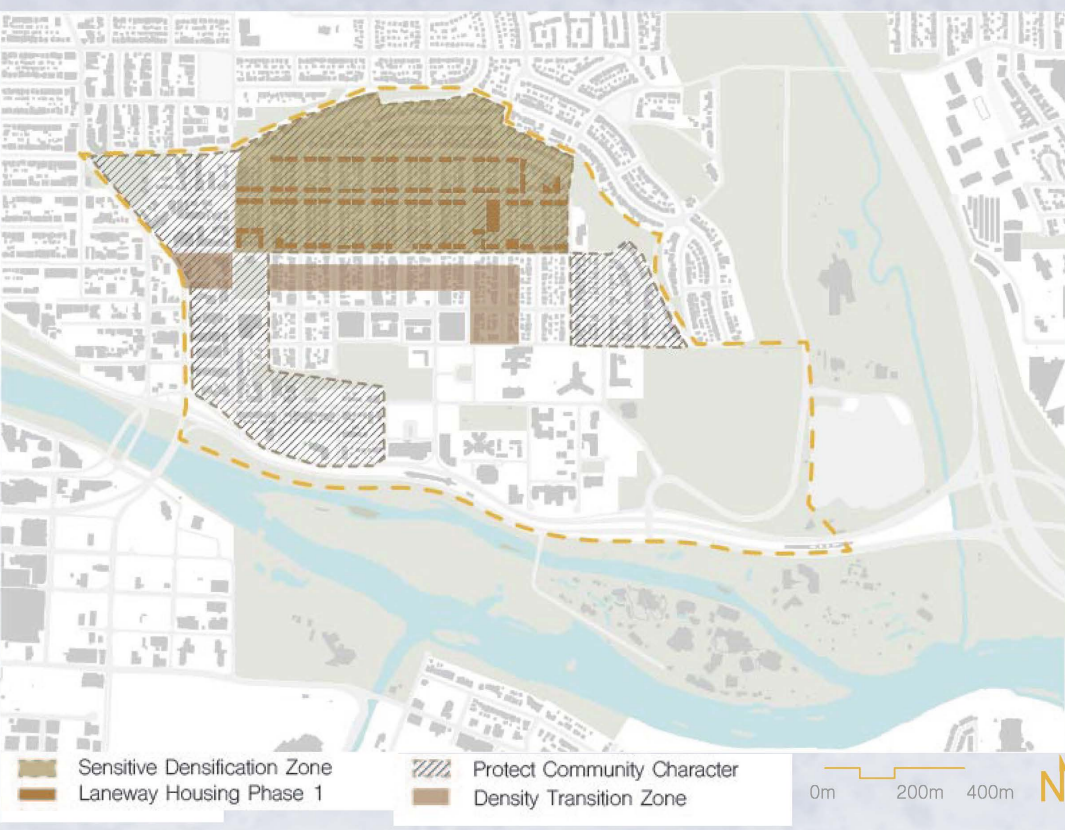


RESIDENTIAL

THE ISSUES



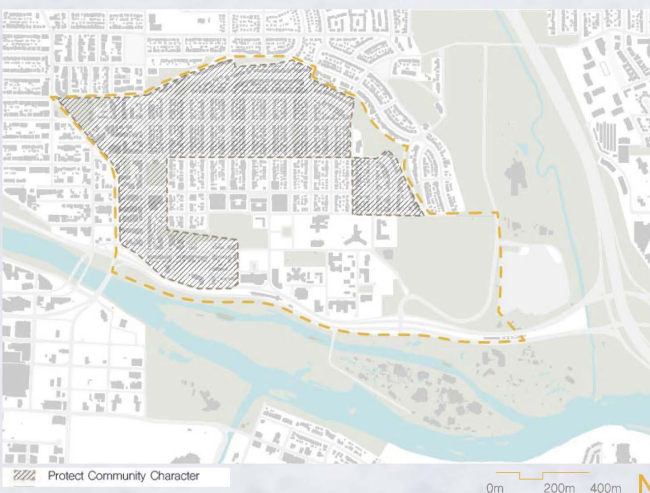
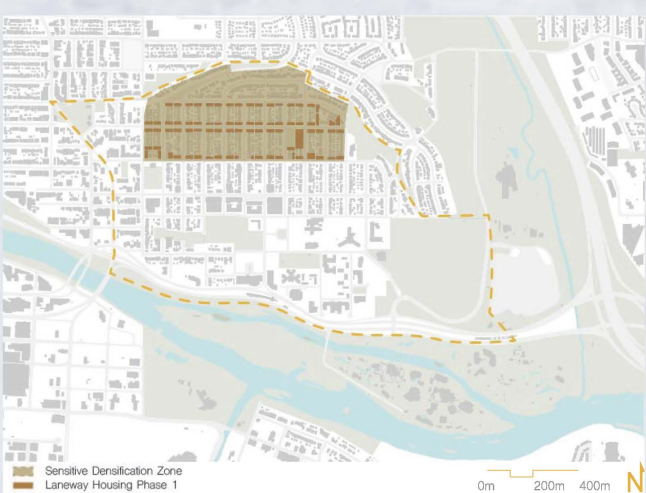
RESPONSE



BETTER DENSITY TRANSITION

SENSITIVE DENSIFICATION

PROTECT AND ENHANCE NEIGHBOURHOOD CHARACTER



BETTER DENSITY TRANSITION FROM COMMERCIAL CORRIDORS

WHAT WE HEARD

"There should be thoughtful planning to encourage density but preserve a friendly, family oriented community"

"There is a lack of a comprehensive vision or plan that is trampling over the existing ARP"

"Infill is infusing the neighbourhood with more families which is great"

"Continued family friendly development with affordable mixed residential is ideal"

WHAT WE DID

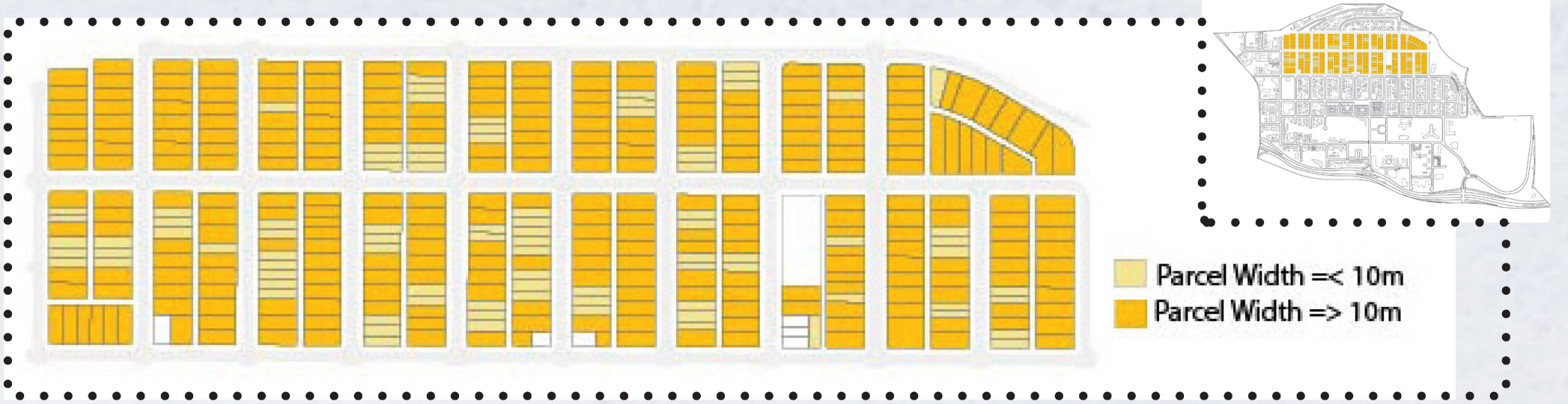
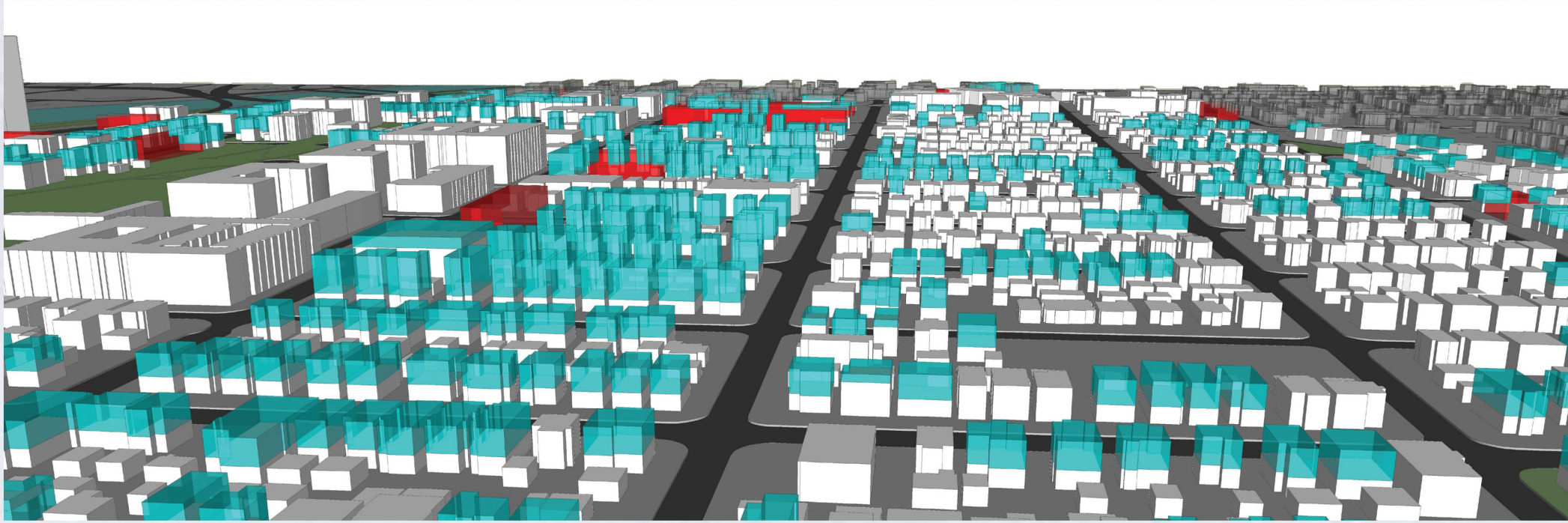
POTENTIAL REZONING

Land use changes and rezoning will result in building heights fanning down from the 1 Avenue commercial corridor to the low density residential zone in north Bridgeland. Upzoning the blocks abutting commercial corridors will help accommodate density that will support greater amenity provision on 1 Avenue.

FOCUS AREA: AROUND 1ST AVE CORRIDOR

Being forward thinking about growth in Bridgeland as an inner city neighbourhood, we will change zoning in areas surrounding 1 Avenue. Commercial areas will be zoned C-N2, while surrounding areas will be zoned M-CG (height of 14m or 9m where adjacent to low density residential parcels), down to R-CG in low density residential areas.

POLICY GUIDANCE: City of Calgary LUB 1P2007



SENSITIVE DENSIFICATION

WHAT WE HEARD

"Low profile versions of high density protects the character of the neighbourhood and keeps the views"

"Laneway houses are good, but they should look better than they do currently"

"Stronger design guidelines for infill properties is an opportunity for Bridgeland"

"Too much cookie cutter infill. Infills are great but need more variability in design to remain a bit eclectic and unique"

WHAT WE DID

CONTEXT SENSITIVE INFILL

Create specific infill guidelines for the single-family areas of the neighbourhood with specific attention to setbacks, roof pitch, and height, maintaining the streetscape feel while still allowing for a creative and diverse housing stock.

LANEWAY HOUSING AND PRIMER GUIDELINES, PROPOSED PILOT PROJECT

Create a laneway primer guideline for laneway beautification regarding lighting, landscaping and materials used. Propose a joint pilot project with the City of Calgary and home owners to develop laneway suites. Laneway suite design, landscaping and parking guidelines will align with infill guidelines to result in sensitive densification. Rezoning to R-CG will result in a lower parking requirement for parcels developing laneway suites.

POLICY GUIDANCE: Vancouver Laneway Housing Guidelines Edmonton Residential Infill Guidelines

POLICY

Temporal Phasing: Corner lots eligible for Phase 1 development, adjacent properties to follow

10m lot width minimum for any type of laneway suite

Under 10m lot width only garden and mobile suite permitted

Lot must be deep enough to allow for laneway house and backyard space

Laneway housing may not be located on a property with any form of multi-family housing

PARKING

Minimum of one unenclosed parking spot must be provided

Unenclosed parking spots MUST feature a permeable surface, paving a parking spot is NOT permitted under any circumstance

1m landscaped side setback is required for unenclosed parking spots

LANDSCAPING

Laneway house should be positioned in a manner to protect existing trees

Landscaping should feature native, drought resistant and low profile plants, as well as offer diversity

Green roofs, green walls and deciduous trees are encouraged

PROTECT AND ENHANCE NEIGHBOURHOOD CHARACTER

WHAT WE HEARD

"The character of the old houses is lost as infill keeps happening"

"Mature trees are being torn down to make way for infill"

"All streets should have canopies like 8 St and 8A St"

"Neighbourhood history should be visible on signs and plaques"

WHAT WE DID

HERITAGE DWELLING IDENTIFICATION AND PROTECTION

Identify and protect historically significant (built 1945 and earlier) dwellings from infill. The BRCA should further isolate character homes from this era they believe are important to preserve. From this list, they can establish a program to celebrate Bridgeland heritage, getting the community involved to select their favourite dwellings. The top five to ten as voted by the community each year could receive a heritage plaque to be mounted on the front façade, inspiring others to look at their older houses and preserve their own heritage.

POLICY GUIDANCE: Edmonton Heritage Management Plan

PROTECTING AND INCREASING THE CANOPY THROUGH DEVELOPER LEVIES

The canopy analysis shows that there are approximately 2,953 trees missing in Bridgeland. In addition, many of the mature canopied street trees will soon be coming to their end of their lives, and as a result, the community needs to be proactive about planting new trees to protect existing streetscapes and the public realm. The first step to solving this problem is to make a tree inventory that can be reflected on the trunk with a barcode. This will help to make decisions about varied species and where it is most important to plant first. Developers may be rewarded with another storey in their mixed use buildings should they contribute to the public realm. This density bonusing scenario should also be extended to a canopy contribution fund, whereby the BRCA determines where the money goes for future greenway planting.

PRECEDENTS: City of Melbourne Urban Forest Strategy Vancouver Tree Replacement Deposit

GARAGE SUITE

GARDEN SUITE

