BRIDGING THE GAP

BRIDGELAND DEVELOPMENT PROPOSAL A PROJECT BY: MERGING MINDS

EVDP 644 | ADVANCED PLANNING PROJECT

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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.

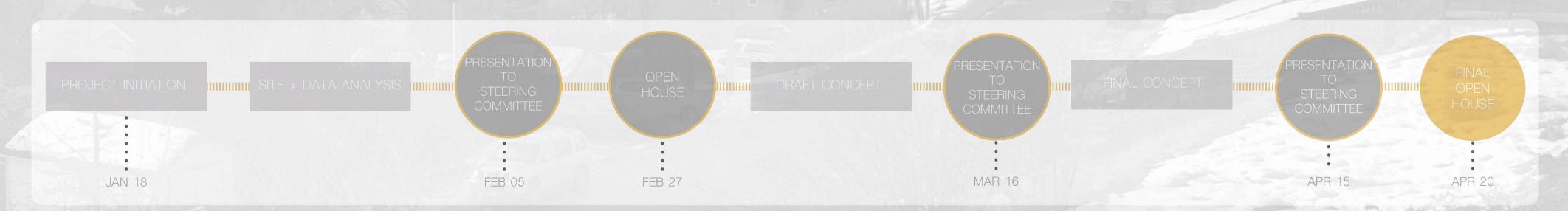
PLAN

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

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.



HUB





GENERAL AVENUE SQUARE COMMUNITY HUB

LANEWAYS AS A SECOND STREETSCAPE

CONNECTING BRIDGELAND AND BEYOND

PARKS & OPEN SPACE

THE ISSUES



Lack of All Season Design

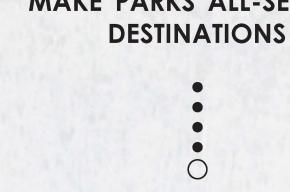


Connectivity

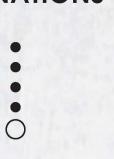
RESPONSE

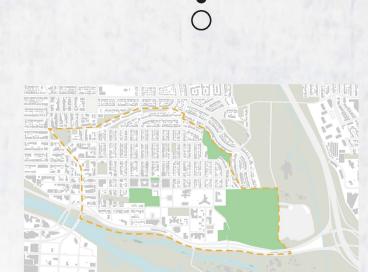


THE GREENWAY: PARKS AND OPEN SPACE CONNECTIVITY



MAKE PARKS ALL-SEASON BETTER USE OF OPEN SPACE









THE GREENWAY: PARKS AND OPEN SPACE CONNECTIVITY

WHAT WE HEARD

currently lack programming for all neighbourhood demographics.

Bridgeland has a high percentage of seniors comparison to the remainder

ne 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

"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"

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: Malmo, 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





WHAT WE HEARD

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

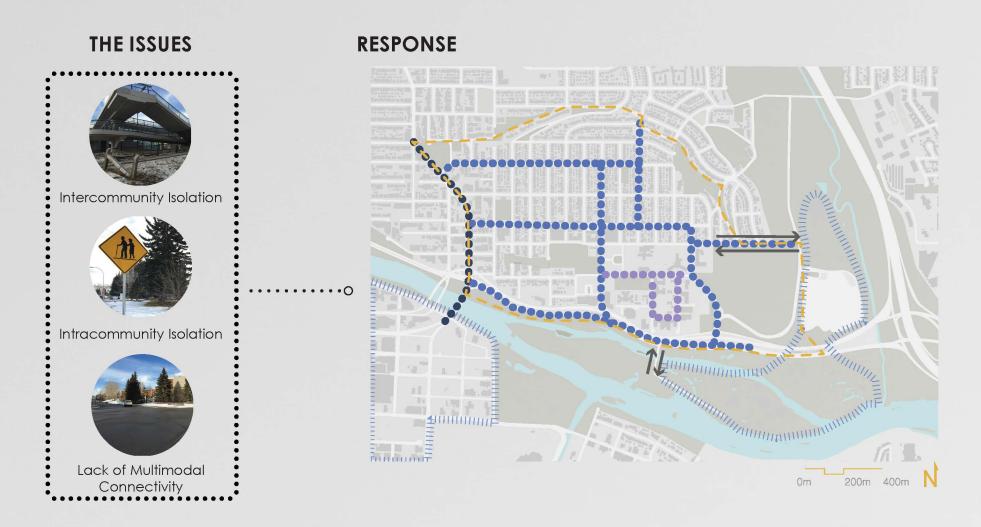
Constructing a viewing deck at the top of a staircase is a simple addition to the greenway that renders the bluffs a destination.

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



Multi-modal Connections
Edmonton Tr Bike Route
Mobility for All Citizens
Potential Road Addition
Surrounding Attractions

CREATE A MULTIMODAL NEIGHBOURHOOD



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

"People aren't comfortable biking on 1 Ave in traffic and

would like a separated lane"

"The pathway loop doesn't connect around the

neighbourhood"

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

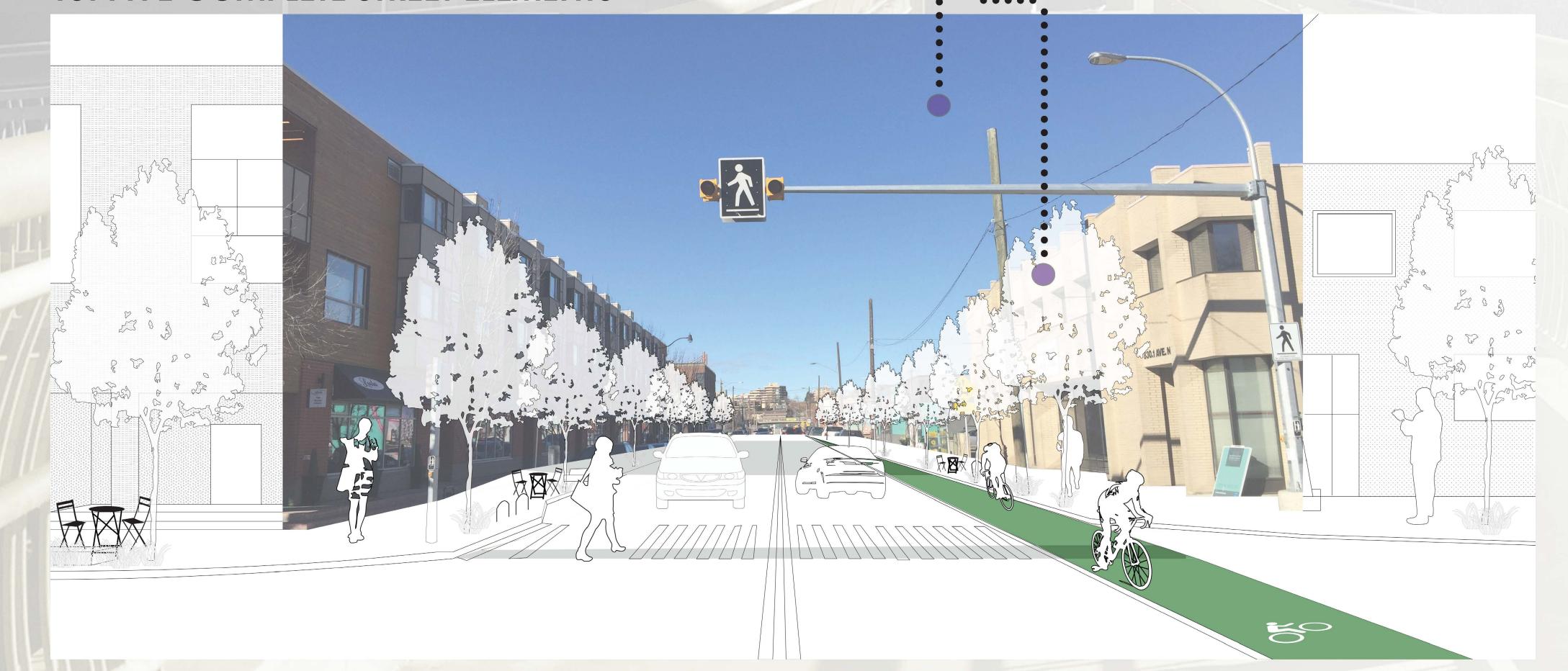
WHAT WE DID

GREENWAY OVERLAY

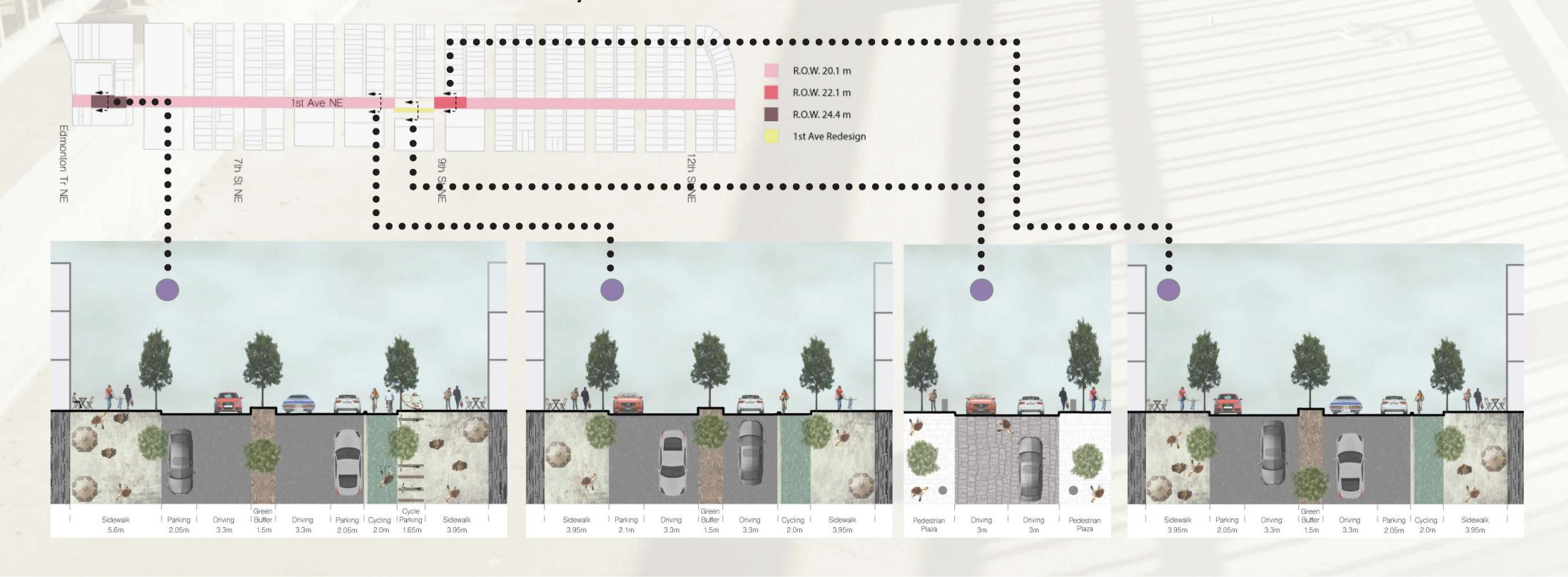
The greenway system described in the parks and open space chapter will be
overlaid with complete street aims. 1 Avenue has already been addressed,
however, our recommendation for the remainder of the streets in the greenway
is to determine whether road width can be cut down in favour of a sidewalk
extension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



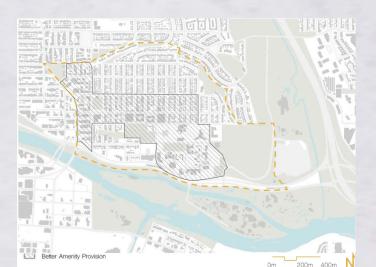
BEAUTIFY NEIGHBOURHOOD ETRANCES

DEVELOP MAIN STREETS TO THEIR POTENTIAL

BETTER AMENITY PROVISION







DRAW VISITORS & RESIDENTS TO THE **COMMUNITY CENTRE**

WHAT WE HEARD

prevalent, like on the 1 Ave bridge"

"Community entrances are ugly and should be beautifie with stores and placemaking

"Edmonton Trail should be mproved with gardens and lighting"

"Lighting needs to be improved throughout the neighbourhood"

WHAT WE DID

The first step in drawing visitors into the community is making entrances and streets • safer for pedestrians and cyclists. Dual-purpose crosswalks can be used for safe • passage of pedestrians and also to welcome visitors to Bridgeland, telling the story of the community.

PRECEDENTS

Caracas and Easttown

WHAT WE DID

BEAUTIFY ENTRANCES

 After entrances have been made safer, neighbourhood identity will be further strengthened through the use of certain materials or vegetation that tells visitors and residents that they have arrived in Bridgeland.

Edmonton Trail and Memorial Drive Edmonton Trail and 1 Avenue

9 Street and 12 Street exits from Memorial Drive

ART ON GREENWAY

We propose installing art walls and sculptures, acting as places for Calgarian artists • to have their work displayed on a rotating basis. Art will be placed strategically

• PRECEDENT: The Concise Townscape, Gordon Cullen

Linking and Joining

DEVELOP THE MAIN STREETS

WHAT WE HEARD

'1 Ave and Edmonton Trail are the best places for densification'

"The north side of 1 Ave is underdeveloped and should incorporate public art when redeveloped"

"There isn't enough redevelopment, especially along Edmonton Trail, the entire area looks shabby'

Patios would be good on the north side of 1 Ave''

WHAT WE DID

EXPLORE REZONING COMMERCIAL CORRIDORS

• We are recommending that a significant portion of 1 Avenue between Edmonton • Trail and 9 Street be rezoned to a Commercial-Neighbourhood 2 (C-N2) district.

HEIGHT EASEMENT

allow them a greater height, from 10 metres to 14 metres (or four storeys), this higher section being set back from the road to appropriately mirror the Bridges • development.

MIX USES ON EDMONTON TRAIL

 Recommendation that new developments should have a mix of ground floor amenities to continue the feel of a well-amenitied public realm from entrance beautification points.

• IMPROVING THE PUBLIC REALM OF COMMERCIAL CORRIDORS:

In order to gain their height easements, developers must install public realm elements to Main Streets such as patios, street trees, better lighting, plaza space • and public art as the BRCA sees fit.

PRECEDENT: 4 Street SW, Mission

GENERAL AVENUE SQUARE •

• PRECEDENT: St. John's, Kensington

• to draw people to General Avenue Square.

Punctuation Focal Point

• We propose that a height easement be granted to mixed-use buildings to •

Four parcel purchase and phased redevelopment of new BRCA entertainment 📜 🗨 • space and food stand zone into an open public plaza celebration space with • parking below grade. Amenities at grade and residential units above. 1 Avenue and General Avenue redesign in a three phase redevelopment.

BETTER AMENITY PROVISION

WHAT WE HEARD

'There's a lack of places to interact with friends in the neighbourhood"

"Bridgeland needs a community hub to retain its neighbourhood feel as it

"Makers spaces should be available for all residents who want a large space to create"

"The community hall needs a cafe or pub"

WHAT WE DID

• GENERAL AVENUE SQUARE AS A COMMUNITY CENTRE ENTERTAINMENT HUB

Develop as community entertainment programming centre and make guidelines based on future redevelopment plans of the square. BRCA entertainment • complex will be in frontage of this building upon phase 3 completion.

RETROFIT EXISTING COMMUNITY CENTRE

 Retrofit the Community Association to have dedicated meeting rooms, a gym, and equipment rental. Tents can allow for courtyard flexibility.

COMMERCIAL CORRIDOR RETAIL FRONTAGE GUIDELINES

Set design guidelines for numerous frontages, with an anchor tenant that takes the majority of the square footage behind the street facade.

• PRECEDENT: Regus Building, 17 Avenue and 8 Street SW

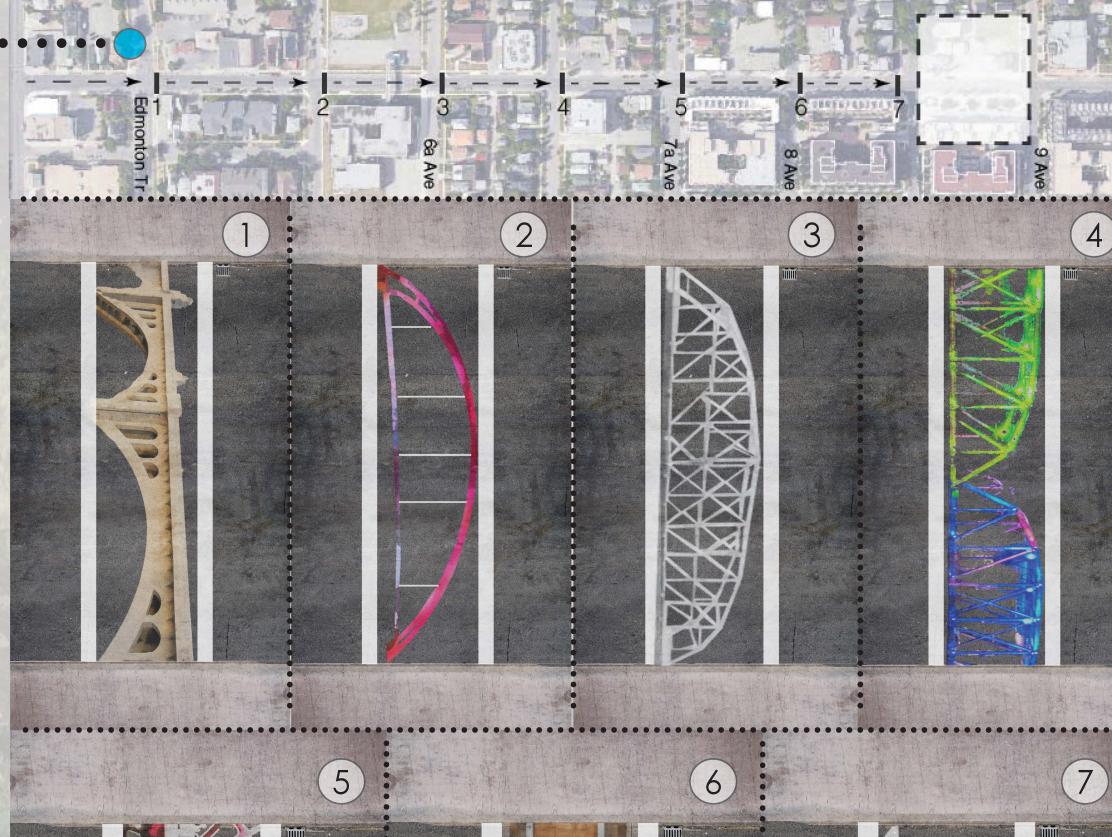
9 STREET LRT CORRIDOR AS A TRANSITION ZONE

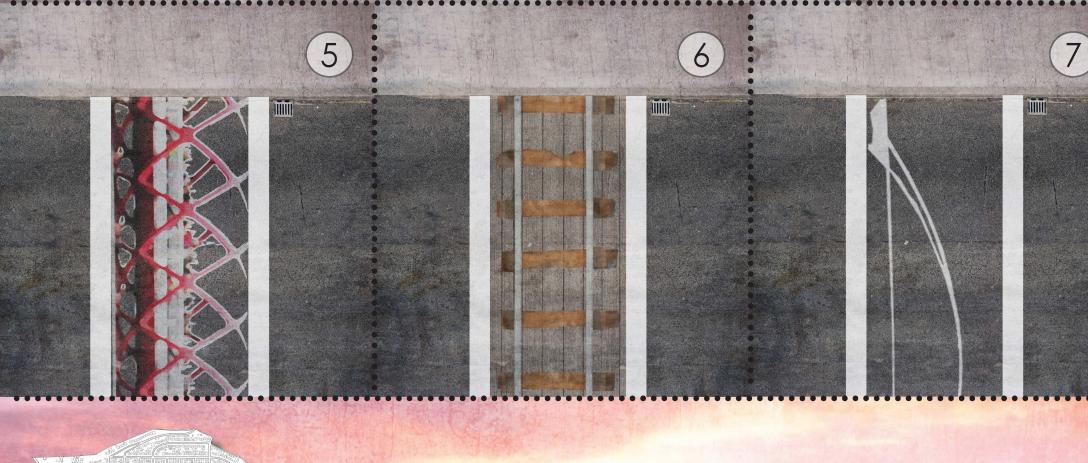
• The area immediately north of the LRT station on 9 Street should be a mixed • use transition zone into East Riverside resulting in better access to commercial amenities for seniors.

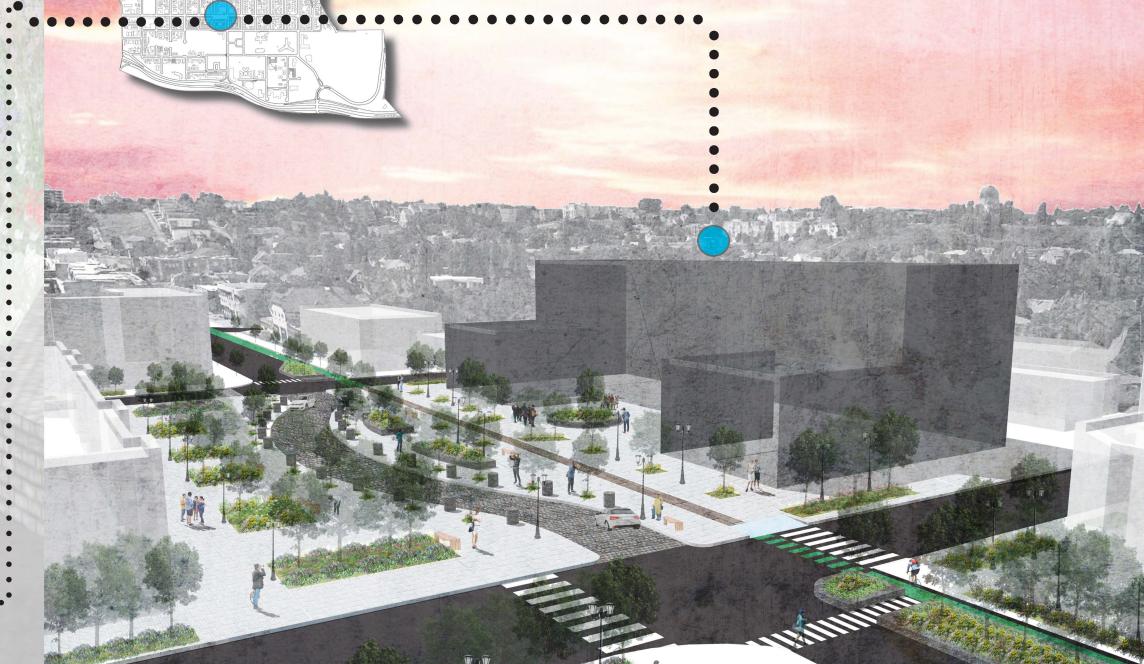
' EAST RIVERSIDE AS A COMMUNITY AMENITY HUB

• Where possible ground floor of senior residences should be outfitted with • • amenities such as medical facilities, cafes, and maker spaces. These amenities • will be available for the entire community to use and draw visitors and residents into this currently isolated area. Access to East Riverside will be simplified for . • visitors with the incorporation of the Greenway multimodal network.

PRECEDENT: Orestad Plejecenter Denmark





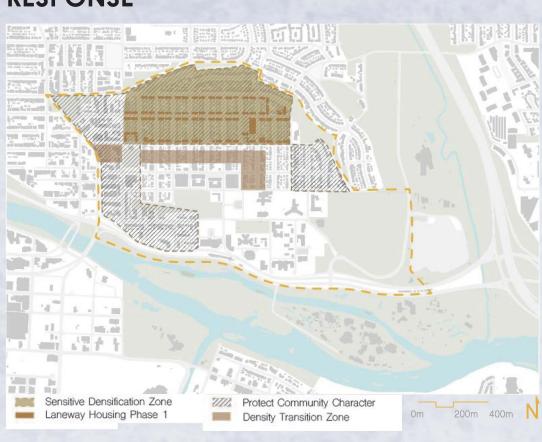


RESIDENTIAL

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

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

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

WHAT WE DID

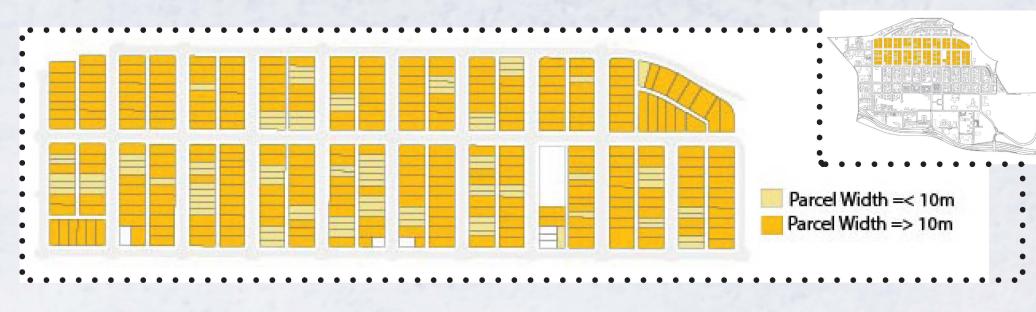
• POTENTIAL REZONING

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 Immediate LWH Potential

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 nfill properties is an opportunity

'Too much cookie cutter infill. nfills are great but need more ariability 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

Successive LWH Potential

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

WHAT WE DID

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





