



Bridgeland-Riverside Area Redevelopment Plan

Phase Three: EVALUATE
Stakeholder Report Back – Engagement Summary
What We Heard Report – Spring 2020

Project overview

From 2017-2019 The City of Calgary undertook the process of creating a new Area Redevelopment Plan (ARP) for Bridgeland-Riverside. The original Bridgeland-Riverside ARP was adopted by Council in 1980 and currently, is out of date in terms of policy and direction. The objective of the new ARP was to establish a vision for the area and guide future redevelopment (i.e. building heights and densities, pedestrian and cycling connections, transportation and parking, open spaces and design).

In 2018, The City shared a draft of the Bridgeland-Riverside Area Redevelopment Plan. Since then, the proposed [Guidebook for Great Communities](#) has been created. The Guidebook is a high-level policy document that combines existing policies, improved policies and new policies all in one document. It works with new local area plans and sets the foundation for a renewed Land Use Bylaw. Together, the Guidebook and Bridgeland-Riverside ARP will help achieve the goals of the Municipal Development Plan in Calgary's built-out communities. The Guidebook and the local area plan are intended to work in tandem to guide future growth and redevelopment in a community.

Given the new and improved guidelines of the Guidebook, The City ensured the draft area redevelopment plan that was shared in 2018 realized the framework outlined in the Guidebook.

Finally, in late 2019, the Bridgeland-Riverside Area Redevelopment Plan process concluded and now will be transitioning to the new [multi-community local growth planning approach](#) that will work in alignment with the proposed [Guidebook for Great Communities](#). The information and input collected, and work completed through the process to date (2017-2019) will be used to inform future local area planning in the area. Specific timing and next steps for a multi-community plan that includes Bridgeland-Riverside has not been determined.

Communications and engagement program overview

The City-led engagement strategy was developed to facilitate multiple touch points throughout three phases of engagement to ensure inclusivity for all who wanted to provide input and learn about the project. Both in-person and online opportunities were offered for those who were interested in participating.

The feedback collected from this engagement program will be used to help City Administration analyze opportunities, issues, and build alternatives and refine plans as we work together to create a new local area plan.

Phase three EVALUATE objectives

In phase three of engagement, EVALUATE, we were looking to;

- Build community awareness of the project and opportunities to get involved;
- Build trust, increase understanding and readiness for change through transparent information about the planning process, the intent of the local policy planning and how it fits into the larger planning process and the community redevelopment lifecycle;
- Build stakeholder and participant understanding of the intent of engagement;
- Evaluate and provide feedback on key components of the draft plan; and,
- Discuss and collect feedback connected to implementation options for supporting future growth.

Engagement Spectrum of participation

The Engage Spectrum level for this phase of engagement was 'Consult' which is defined as "We will consult with stakeholders to obtain feedback and ensure their input is considered and incorporated to the maximum extent possible."

What did we do and who did we talk to?

In-person public engagement

Phase three in-person public engagement took place in the form of a public open house held in Bridgeland-Riverside on December 2, 2019 at the Rehabilitation Society of Calgary.

At this session we had project team members on hand to answer questions. Participants were asked to provide their feedback on the draft plan and implementation options. We had 41 participants at the session and received 60 ideas and contributions.

Online public engagement

Online engagement took place from November 25 through December 8, 2019. The feedback collected online mimicked the feedback collected in-person and the questions asked are detailed in the [What Did We Ask](#) section of this report.

23 participants were involved online and we received 42 ideas and contributions.

How did people hear about engagement?

A comprehensive communications plan was developed to inform the community about the project and our engagement opportunities. The following is an overview of all the channels The City employed throughout our third phase of engagement.

- 6 large format signs placed throughout the community and at high-traffic intersections.
- Councillor Ward email update (Ward 9)
- Mailed postcards
- Paid social media advertisement campaign on Facebook and Twitter
- Email newsletter campaign through Bridgeland-Riverside subscriber list

The following is an approximate number of individuals reached through all of the channels during our third phase of engagement.

- Direct mail = 3,957 households
- Geo-targeted Social Media Ads ran November 22 – December 8:
 - Facebook (Reach) = 16,080
 - Twitter (Impressions) = 15,230
- Bold signs & information boards = 6 signs at high traffic locations throughout the community from November 25 – December 8
- Email updates = 1 (distribution to 120+ subscribers)

What did we ask?

At our in-person public engagement event and online we asked a variety of questions to help refine the draft plan. We collected input through both comment forms and map-based activities.

Public Engagement Questions

Section 1: Draft Maps

1. The draft Urban Form map was provided and citizens were asked: Are the urban form categories (see definitions) placed appropriately within all the areas of Bridgeland-Riverside? Please tell us why or why not? Please be specific if you have any comments/concerns about the urban form.
2. The draft Building Scale map was provided and citizens were asked: Have the scale modifiers (see definitions) been placed appropriately within all the areas of Bridgeland-Riverside? Please tell us why or why not? Please be specific if you have any comments/concerns about the placement of the scale modifiers.

Section 2: Supporting Growth Implementation Objectives and Actions

1. Eleven draft supporting growth objectives were listed with associated implementation actions. Citizens were asked to review each of the objectives and their associated actions and if there were any implementation actions missing from this list that are needed to support this objective?

What did we hear?

The high-level themes that emerged throughout all of the comments received in phase three include:

- Citizens overall had quite polarized views regarding the placement of urban form and scale categories citing several specific geographic examples in Bridgeland-Riverside.
- Citizens made a number of suggestions to help us define supporting growth objectives and implementation options that would help achieve the plan objectives.
- Citizens indicated that they would require further information about how scale modifiers are applied in Bridgeland-Riverside.

For a full summary and description of individual themes broken down by each question with examples, please see the [Summary of input section](#).

For a verbatim listing of all the input that was provided, please see the [Verbatim Responses section](#).

Summary of input

Below is an overview of the main themes that were most prevalent in the comments received for each question, across all methods of engagement. Each theme includes summary examples of verbatim comments. These are the exact words used. To ensure we capture all responses accurately, verbatim comments have not been altered.

Urban Form

Participants were asked to comment on the Plan's proposed urban form categories using the map below as reference. They were asked if the urban form categories were placed appropriately within all the areas of Bridgeland-Riverside, and why or why not.



Overall, the comments were quite polarized (agreement vs disagreement) that the urban form categories were placed appropriately on the map.

<p>Theme: Citizens agree with the current placement of the urban form categories on the map.</p>	<p>Explanation:</p> <ul style="list-style-type: none"> • Citizens noted that the development is already moving in the direction shown on the urban form map. • Citizens thought that the current urban form would enable future density options. • Citizens noted that better cycling infrastructure is needed. <p>Sample Comments:</p> <ul style="list-style-type: none"> • “Yes this seems appropriate and largely consistent with how the neighbourhood is developing already.” • “Good direction and plan. Urban form enables existing to continue to grow while exploring further density options. The naturalized examples are not necessarily in keeping with modern trends. Naturalized areas can include hardscaped/landscaping (ie. Riverwalk). Can this be updated to reflect this? This would also be more in keeping with the current community center and park surrounding etc. Thank you.” • “Largely ok. The key issue is over accommodation of cyclists. Existing cycling infrastructure is not used and they ride on sidewalks (illegally) creating hazards for pedestrians. To be clear this is where it is on road and dedicated bike lanes (Edmonton Trail).”
<p>Theme: Citizens have some concerns with the current placement of the urban form categories on the map.</p>	<p>Explanation:</p> <ul style="list-style-type: none"> • Citizens shared concerns that there should not be any high scale buildings in Bridgeland. • Citizens support commercial zoning near seniors’ residences. • Citizens support a commercial flex zone near 9 Street? and 10 Street on the southern end of Bridgeland rather than on 1 Ave.

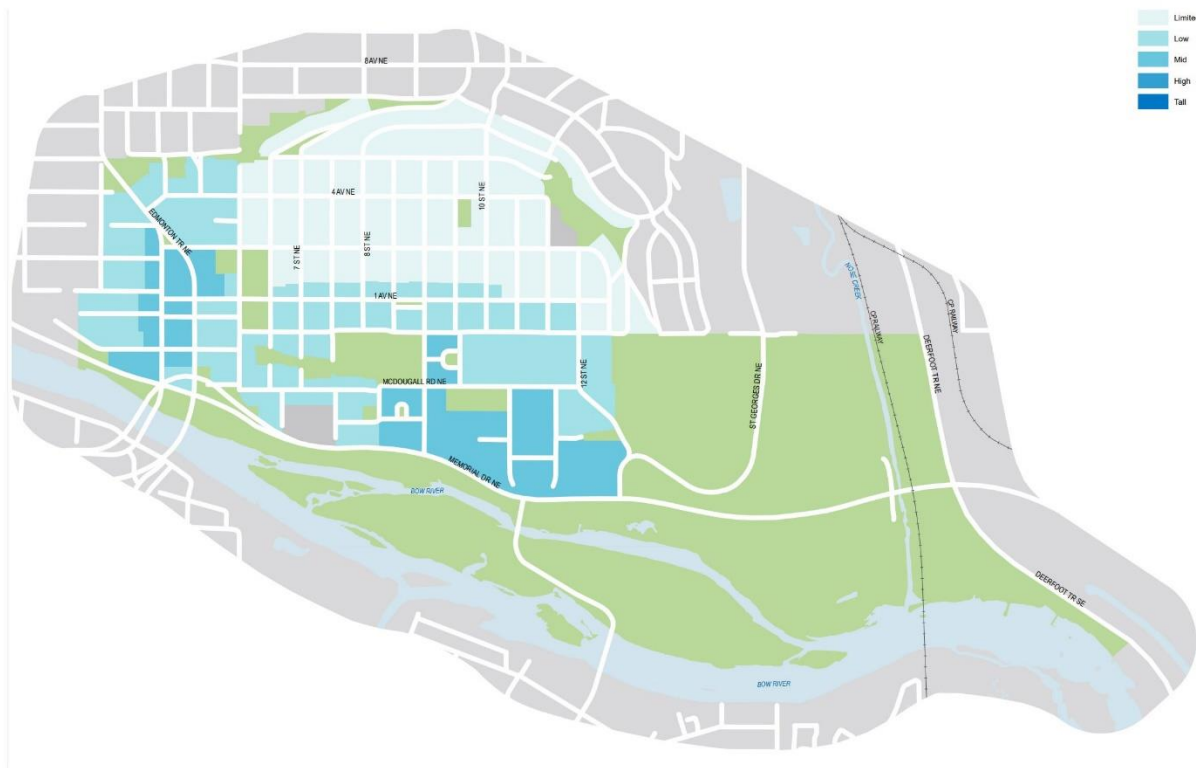
	<ul style="list-style-type: none"> • Citizens support density on 9 Street south of 1st Ave N.E., and that it should extend down to Centre Ave. <p>Sample Comments:</p> <ul style="list-style-type: none"> • “There should never be any high scale buildings in Bridgeland. High scale buildings do not fit with the community.” • “No. All previous comments from the community engagement have noted that development of commercial should be allowed west of the existing plaza. This will allow the current commercial to effectively taper into the existing community.” • “I would encourage better availability of commercial in the "seniors residence corner" of the neighbourhood. Considering that those people often have mobility issues, it would be great to at least via Zoning allow for more commercial. If it is viable and what businesses can/will survive only time will tell. But those businesses don't get much of a chance with this zoning either.” • “On 9a st south of 1st ave NE the density should extend down to centre ave. It makes no sense to landlock 3 or 4 houses nestled adjacent to the north, south and facing larger 4-5 story structures.”
<p>Theme: Citizens require more information (i.e. future development sites, Guidebook etc.).</p>	<p>Explanation:</p> <ul style="list-style-type: none"> • Citizens noted that previous information that was shared is needed in order for people to see the progression of character areas and descriptions. • Citizens noted that Guidebook would need to be explained and what affects it would have on urban form in Bridgeland. • Citizens inquired about how the current density layout supports the development of more “family” dwellings. <p>Sample Comments:</p> <ul style="list-style-type: none"> • “Where are the character areas and descriptions from before? How can

you ask people to comment on this when you haven't even explained the guidebook and the massive changes since the last time you engaged them?"

- "How does the density layout support the development of more dwellings for families? (Ie more than two adults) they don't have to be single family homes, but a two bedroom four-plex is not a family home."

Scale

Participants were asked to comment on the Plan's proposed scale categories using the map below as reference. They were asked if the scale modifiers were placed appropriately within Bridgeland-Riverside, and why or why not.



Overall, the comments were quite polarized and very specific regarding the placement of scale modifiers.

<p>Theme: Citizens generally agree with the current placement of the scale modifiers on the map.</p>	<p>Explanation</p> <ul style="list-style-type: none"> • Citizens referenced specific areas of the map where it made sense for height increases and transition to local housing. • Citizens were in support of density increases. • Citizens supported appropriate (as shown) height transitions from mid to low to limited. • Citizens supported height increases as long as it does not cause excessive shadowing. <p>Sample Comments:</p> <ul style="list-style-type: none"> • “Makes sense to me. First Avenue is prime for development and the North side of First Avenue is sorely in need of development to balance out the development on the South side of First Avenue. Increased heights on the south side make sense with a transition into the local housing environment. Seems sensible.” • “Limited, Low and Mid scale is placed appropriately within the neighbourhood. There is a good transition of height from mid to low to limited. I would be ok with a building taller than 12 stories in the mid area if it could be demonstrated that the building wouldn't cause excessive shadowing or other impacts.”
<p>Theme: Citizens had varied comments that were not in support of the current placement of the scale modifiers on the map.</p>	<p>Explanation</p> <ul style="list-style-type: none"> • Citizens referenced specific areas such as the Bowl to be kept at 2.5 stories; North of 1st Ave to four stories; and that three stories on the north side of 1st Ave are too large for the existing community. • Citizens noted that presentation of material is not in plain language. • Citizens expressed that aesthetics of the neighborhood are at risk of being destroyed.

	<ul style="list-style-type: none"> • Citizens said that some of the scale modifiers (if placed as is) would create busy roads and would increase traffic in the area. <p>Sample Comments:</p> <ul style="list-style-type: none"> • “This is not plain language. Where are modifiers to keep bowl to 2.5 stories and north side of 1st Ave to 4 stories? How can you discuss this without low density district even being written?” • “No. Bridgeland-Riverside is an area of character homes and planning should reflect this. Stop issuing building permits for huge homes that destroy the aesthetics of the neighbourhood.” • “No. This is the opposite of what has been communicated verbally and via formal engagement to the City. Building elevations above 3 storeys on the north side of 1st Ave (indicated Low) are too large for the existing community, and doesn't transition well into the neighborhood. This should be allowed on the further developed south side of 1st Ave, allowing community to exist on the north side of 1st Ave without constant shadowing. The community doesn't want to be built into a downtown skyscraper area.”
<p>Theme: Citizens require more clarity on how the modifiers are applied.</p>	<p>Explanation:</p> <ul style="list-style-type: none"> • Citizens requested clarification on how the modifiers are applied in the community. • Citizens noted that due to different uses of colours to depict areas that it's very difficult to make sense of the map. <p>Sample Comments:</p> <ul style="list-style-type: none"> • “As long as the views of downtown are not obstructed from Bridgeland it looks good. Hard to tell which blue is which, this map has no low and tall structures it seems? More clear colours would be nice.” • “Due to the shades used to depict the different scales, it's difficult to discern

	the difference between what is shown as 'medium' and what is shown as 'high'. If the darker blue is 'high', it makes sense to have this placed along Edmonton Trail. 'Medium' to 'High' might also make sense in the southeastern part of the community, but might also make that part of the community even more isolated.”
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Implementation Options

Participants were asked to comment on the implementation options and identify anything that was missing. Below are a few examples of comments received for each objective.

Growth Objective 1: Celebrate, care for, and, where appropriate protect, the heritage assets in the community	
<i>Add</i>	<i>Change</i>
<p>“The historic 1903 Bridgeland Elementary School aka Delta West should be preserved. It would be a crying shame if a developer bought this property and repurposed this site for high density housing...”</p> <p>“Preserve the Bridgeland School”</p>	<p>“Where is the heritage policy to support this? How will the bylaw protect the character of the street unique to the context of Bridgeland? Why is the Historic Bridgeland School not listed? How will heritage context be addressed and not withered away?”</p>

Growth Objective 2: Recognize and support community identity and character through investment in public and private space including such things as community beautification, signage, wayfinding, and public art	
<i>Add</i>	<i>Change</i>
<p>“More signage for directions and more accessibility to transit.”</p> <p>“Tyndale Park is desperate for improvement/beautification...we need pathway lighting and updates to teh baseball diamonds/backstops which have been neglected for decades...”</p>	<p>“Extend beautification and character spaces to the east end of Bridgeland”</p> <p>“Keep a park/plaza in the centre of the east riverside development”</p>

Growth Objective 3: Improve and enhance existing community association buildings and related facilities within the community	
<i>Add</i>	<i>Change</i>
“Explore the option of purchasing the Delta West aka Bridgeland Elementary school and turning this space back into a public school or a community space. A proper basketball court similar to the East Village one would be great too!”	“Increase accessibility through transit to these areas.”

Growth Objective 4: Improve safety and comfort in existing parks and, where feasible, support a broader range of complementary uses that cater to diverse groups of users.	
<i>Add</i>	<i>Change</i>
<p>“Commercial uses near parks can help improve safety because of more eyes on the park. The new RNDQR building is a good example of this.”</p> <p>“Please also increase police panic buttons and safety focused infrastructure. These parks are not safe to be in, and there are basically no police presence in the areas.”</p>	<p>“ Improved pathway connections through Tyndale park and along the escarpment is key. Improved lighting would be great too. A basketball court similar to the court in East Village would be great. More kids hoop versus play hockey...”</p>

Growth Objective 5: Improve the quality of the pedestrian realm along Main Streets, station areas, and activity centres	
<i>Add</i>	<i>Change</i>
<p>“We like the bumpouts that have been added to pedestrian crossings, they slow down traffic and make pedestrians more visible when crossing. Some grass boulevards on the main Street have deteriorated and would likely be better as concrete sidewalk.”</p> <p>“More stops signs (1-2) along 4 Ave bet. 10 -> Ed.Trail to slow traffic and deter shortcutting”</p>	<p>“Please improve the safety of this area. There are a lot of spaces that would be nice to use, however especially closer to dark these areas are not safe.”</p> <p>“Improve public realm north of LRT too (lighting, etc in plaza area lacking), 9th St should be improved for pedestrians as key mainstreet corridor.”</p> <p>“Sounds good to me. Slowing first Avenue down and improving the major four way intersections would improve walkability and bikeability.”</p>

Growth Objective 6: Improve pedestrian connections and complete missing links between Main Streets, station areas, activity centres, parks and natural areas	
<i>Add</i>	<i>Change</i>
<p>“Increased lighting in these areas”</p> <p>“Yes, plan trails in natural area east of 6 St stairway - great walking area”</p> <p>“Yes, fill in missing sidewalks incrementally”</p>	<p>“Memorial pathway could be upgraded + creative sound barrier installed - more pleasant walking”</p> <p>“Yes, do some trail improvement to Centre - > TCH now muddy + eroding”</p> <p>“Incursion of noxious weeds in natural areas incl. TCH - essential to manage with no pesticides if possible - Goats!”</p>

Growth Objective 7: Explore opportunities for additional on-street parking along Main Streets	
<i>Add</i>	<i>Change</i>
<p>“More (free) city parking would be great!”</p> <p>“No other suggestions, but I can't see how you can add bike lanes to these roads if you add angle parking! I'd prefer the bike lanes. ? incentives for smaller cars - cheaper parking? - to shift preferences from larger vehicles that use up more space.”</p>	<p>“I'm concerned that angled parking would take away from sidewalk space. If it narrows the sidewalks or takes out street trees, I don't support it.”</p>

Growth Objective 8: Improve transit connections inside and outside of the community	
<i>Add</i>	<i>Change</i>
<p>“Adding benches to all bus stops along 1ave NE. Beautify the bus stops on 1ave NE near Edmonton Trail”</p>	<p>“Please significantly increase the transit accessibility for these areas. There are also many bus stops that people will harass you at, please put some of those new bus stops with lights and panic buttons.”</p>

Growth Objective 9: Improve safety, connectivity, and accessibility for all modes of Transportation	
<i>Add</i>	<i>Change</i>
<p>“Improve bike and pedestrian pathways through Tyndale Park via improved lighting and better connectivity throughout the community.”</p>	<p>“Angle parking along McPherson- make 1 way going west”</p> <p>“The c-train station seems OLD and has an UNSAFE DESIGN. People avoid it AT NIGHT”</p> <p>“6 St/McDougall - Dangerous 90° corner - needs stop sign + right turn sign Dangerous!”</p> <p>“The 9ASt/McDougall RD street crossing is a "T" intersection with no controls. Seniors & families& train commutershave to have for ftraffic to stop - maybe - Crosswalk signage is needed at this "T" intersection, and traffic calming along McDougall”</p>

Growth Objective 10: Expand the cycle network across the plan area, provide improved connections and complete missing links between Main Streets, station areas, activity centres, parks, and natural areas.	
<i>Add</i>	<i>Change</i>
<p>“Yes more cycling options! Please also have City of Calgary bike lock ups for when we visit the shops.”</p> <p>“9 Street near train station entrance add better bicycle access to sidewalk where the condo parkade goes onto the street (road bikepath).Dangerous with the cars!”</p>	<p>“Improve the connectivity of the bike and pedestiran pathways through Tyndale Park to existing bike/pedestiran pathway network...how do we safely get to the C-train...to first ave?”</p> <p>“(Vastly) improve bike and pedestrian pathways along 12th Street from Centre Ave, over the bridge, to the south side of memorial. This is currently a non-viable route on a bike and would improve connection btwn Inglewood and Bridgeland”</p>

Objective 11: Support and expand the tree canopy throughout the plan area.	
<i>Add</i>	<i>Change</i>
<p>“Please make this the greenest area possible. More plants, shrubs, trees and flowers. Creating a beautiful community with plants will help the community feeling.”</p> <p>“Improve Tom Campbell and Tydale Parks which are both completely neglected....need improved lighting, pathways and way more trees planted...”</p> <p>“Very excited about more trees along main street, and retaining the tree canopy. Please replace the trees that were recently removed from Edmonton Trail, south of 1 Ave.”</p>	<p>“Ensure that any new infills do not take out large trees unless absolutely necessary.”</p> <p>“Awesome heritage trees - Yes look after them - how much dog pee can they take?”</p> <p>“All streets + avenues need to enhance the canopy”</p>

What are the next steps?

Moving forward, The City is taking a new multi-community approach to local area planning. [The Guidebook for Great Communities](#) will be used to help plan a community’s future long-term growth and development. The information and input collected, and work completed through the process to date (2017-2019) will be used to inform future local area planning in the area. Past planning work, such as: the East Riverside Master Plan; the [Main Streets – 1 Avenue N.E. Streetscape Master Plan](#); approved sites on [The City’s Inventory of Evaluated Historic Resources](#); and the sites designated with the Character Homes Retention incentive program will continue to inform the vision and policies in local area planning for Bridgeland-Riverside in the future.

The timeline and next steps for a multi-community local planning process that includes Bridgeland-Riverside has not been determined. The community will be informed when more information is available.

To stay up-to-date on project details and please visit calgary.ca/bridgeland and sign-up for email updates.

Verbatim Comments

Verbatim comments include all written input that was received through both the online and in-person engagement events.

The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (personal information removed).

Urban Form

This looks pretty comparable to the draft shared last year. I don't see any glaring red flags and looks compatible with how development is occurring already. Good work!

More information about the future planning area and the development sites would be good to know.

Where are the character areas and descriptions from before? How can you ask people to comment on this when you haven't even explained the guidebook and the massive changes since the last time you engaged them?

Largely ok. The key issue is over accommodation of cyclists. Existing cycling infrastructure is not used and they ride on sidewalks (illegally) creating hazards for pedestrians. To be clear this is where it is on road and dedicated bike lanes (Edmonton Trail)

The Delta West School being categorized as a future planning area is a bit concerning. I am hoping this historic elementary school isn't knocked down for high density housing when this area isn't near the c-train station and in the middle of single family housing area. Also, as Langevin school is at capacity it would be great if the CBE reclaimed this school and turned it back into a public school...either elementary or high school...or perhaps a community learning space of some sort...

There should never be any high scale buildings in Bridgeland. High scale buildings do not fit with the community.

Good direction and plan. Urban form enables existing to continue to grow while exploring further density options. The naturalized examples are not necessarily in keeping with modern trends. Naturalized areas can include hardscaped/landscaping (ie. Riverwalk). Can this be updated to reflect this? This would also be more in keeping with the current community center and park surrounding etc. Thank you.

No. All previous comments from the community engagement have noted that development of commercial should be allowed west of the existing plaza. This will allow the current commercial to effectively taper into the existing community.

I would encourage better availability of commercial in the "seniors residence corner" of the neighbourhood. Considering that those people often have mobility issues, it would be great to at least via Zoning allow for more commercial. If it is viable and what businesses can/will survive only time will tell. But those businesses don't get much of a chance with this zoning either.

How does the density layout support the development of more dwellings for families? (Ie more than two adults) they don't have to be single family homes, but a two bedroom four-plex is not a family home.

Where are the heritage tools?

For the Commercial Flex zone on 1ave we feel active frontage would be more appropriate near 9a and 10st on the southern end. The lots are smaller and hard to development ground floor

with residential above on a smaller lot. In addition current retailers are not doing that great so active frontage may prevent having "vacant commercial frontage".

On 9a st south of 1st ave NE the density should extend down to centre ave. It makes no sense to landlock 3 or 4 houses nestled adjacent to the north, south and facing larger 4-5 story structures.

Disappointed to see the Bridgeland School site still showing as "future planning area". Without planning guidelines in place, we've seen a prospective developer call the shots on re-zoning and scale/type of development. Other than that, looks good, although I worry about seniors being isolated in the southeastern part of the community with no easy access to commercial or park spaces.

Yes this seems appropriate and largely consistent with how the neighbourhood is developing already.

Feels detached from rest of community

Dangerous corner for bikes at parkade exit going to train overpass (bicycles)

Density being pushed in low-income areas

No "regular" schools

Interface with escarpment

Consideration for vulnerable communities

More contextual planning - consider impacts of Mem. Drive + escarpment

More consideration for policy to preserve existing trees

Scale

This looks pretty comparable to the draft shared last year. I don't see any glaring red flags and looks compatible with how development is occurring already. Good work!

As long as the views of downtown are not obstructed from Bridgeland it looks good. Hard to tell which blue is which, this map has no low and tall structures it seems? More clear colours would be nice.

This is not plain language. Where are modifiers to keep bowl to 2.5 stories and north side of 1st Ave to 4 stories? How can you discuss this without low density district even being written?

Makes sense to me. First Avenue is prime for development and the North side of First Avenue is sorely in need of development to balance out the development on the South side of First Avenue. Increased heights on the south side make sense with a transition into the local housing environment. Seems sensible.

It is highly recommended to plan for a walking path along the ridge/parkway similar to the one along Crescent heights. This would server as a community builder and assist with the further Geotech stabilization of the slope. Currently the density along here is light and therefore could be dark given this initiative was pursued. Thank you.

No. Bridgeland-Riverside is an area of character homes and planning should reflect this. Stop issuing building permits for huge homes that destroy the aesthetics of the neighbourhood.

No. This is the opposite of what has been communicated verbally and via formal engagement to the City. Building elevations above 3 storeys on the north side of 1st Ave (indicated Low) are too large for the existing community, and doesn't transition well into the neighborhood. This should be allowed on the further developed south side of 1st Ave, allowing community to exist on the north side of 1st Ave without constant shadowing. The community doesn't want to be built into a downtown skyscraper area

NO! When you look at the location north of Center Ave between 12th St and 9th St, there are residential homes here. You currently have this labeled as Low Rise which if changed would allow 6 storey buildings to be grouped in with Bungalows and 2 storey residential homes. This is a mistake as it would create busy roads and increased traffic in an area that is not built for busy streets, increased parking and the homeowners that live here deserve not to have tall buildings next to them.

It is still unclear to me why the zoning of the parcel South of McDougal in between 8th and 9th Street NE was changed to a tall building. Was it not zoned to be "high" and now changed? Why would this lot (further in from the community) be tall and not the homes along Memorial drive? They would not block other surrounding buildings like this one will do.

I do not agree with the scale of the buildings along 1st Ave. Medium buildings are too high and will not look good on this street. They will also create too much shade. Low buildings (less than 6 stories) would be more appropriate.

Is building scale going to encourage or discourage the development of more dwellings for families (>3 residents)?

Where are the heritage tools?

Yes however the urban form definitions should match what is being proposed here. In particular the houses south of first ave that are deemed mid rise on the urban form map are not considered to have a mid rise designation. It is strange. The Urban Form definitions should match the building scale definitions.

Without an actual scale for what limited-low-mid-tall mean, this illustration isn't very helpful

Due to the shades used to depict the different scales, it's difficult to discern the difference between what is shown as 'medium' and what is shown as 'high'. If the darker blue is 'high', it makes sense to have this placed along Edmonton Trail. 'Medium' to 'High' might also make sense in the southeastern part of the community, but might also make that part of the community even more isolated.

Limited, Low and Mid scale is placed appropriately within the neighbourhood. There is a good transition of height from mid to low to limited. I would be ok with a building taller than 12 stories in the mid area if it could be demonstrated that the building wouldn't cause excessive shadowing or other impacts.

1st Ave – North – 6 Storey too high compared to south side

Lo density form – Dev. Will push the height limits – need height limits to reduce over building

Implementation Options

Growth Objective 1: Celebrate, care for, and, where appropriate protect, the heritage assets in the community.

A lot more information and open house events for these areas as to what their history is and why they are important.

Where is the heritage policy to support this? How will the bylaw protect the character of the street unique to the context of Bridgeland? Why is the Historic Bridgeland School not listed? How will heritage context be addressed and not withered away?

Looks good!

The historic 1903 Bridgeland Elementary School aka Delta West should be preserved. It would be a crying shame if a developer bought this property and repurposed this site for high density housing...

This feedback is additional feedback to Urban Form (sorry for placing it here). Why is there currently a rezoning happening on the lot South of Centre Ave NE and West of 7A Street NE (I believe 69 7a Street NE) for Commercial? This proposal is Residential

Preserve the Bridgeland School

Sounds good!

& Bridgeland Elementary School aka Delta Wst

Growth Objective 2: Recognize and support community identity and character through investment in public and private space including such things as community beautification, signage, wayfinding, and public art.

More signage for directions and more accessibility to transit.

Gateway sign at 12th St and St. George's Drive. Community character is also about character areas you previously formed our ARP around - where are they? What addresses infill guidelines and built form to address character/ streetscape/ context?

Tyndale Park is desperate for improvement/beautification...we need pathway lighting and updates to teh baseball diamonds/backstops which have been neglected for decades...

Extend beautification and character spaces to the east end of Bridgeland

Sounds good.

keep a park/plaza in the centre of the east riverside development

Community identity - the feel of streetscape - friendly green yards - flower gardens (design) Kids can play here! Eyes on street!

Talkng about character is not NIMBY. It is caring about how the streets feel

Bridgeland Riverside inner city community with village feel Quirky, unique due to European immigrant heritage

Village Vibe

Bridgeland Riverside identity is unique - nothing like it in North Hill District

Bridgeland Riverside does not belong in North Hills District - few similarities

Growth Objective 3: Improve and enhance existing community association buildings and related facilities within the community.

Increase accessibility through transit to these areas.

Where are the financial tools/ density bonusing to make any of this work? Is density free? Where is Bridgeland School which is zoned SC-1? This should be a community amenity function as it was in the last draft.

great ideas, but could be a challenge to fund (\$)?

Explore the option of purchasing the Delta West aka Bridgeland Elementary school and turning this space back into a public school or a community space. A proper basketball court similar to the East Village one would be great too!

Concern that addition of hockey rink, rec centre would remove Murdoch Park soccer field.

Add a basketball court; Improve drainage around the BRCA building to make the farmer's market and other events more hospitable in wet conditions

A splash park (similar to the one in Rotary Park) would be a nice addition to the BRCA building, instead of a whole community pool or rec centre.

add Bridgeland School now used by Delta West to the list of schools above

Rec centre + childcare with a combined facilities at BRCA is excellent idea... the new condo buildings will provide customers!

Explore Basketball courts. More people hoop vs skate!

Seasonal outdoor hockey rink in Murdoch Park

Enhance partnership with community volunteers to optimize minor maintenance

Growth Objective 4: Improve safety and comfort in existing parks and, where feasible, support a broader range of complementary uses that cater to diverse groups of users.

Please also increase police panic buttons and safety focused infrastructure. These parks are not safe to be in, and there are basically no police presence in the areas.

Tyndale park needs more - no soccer nets, no amenity. Will mobility map with missing connections from last draft be included? Why are schools counted as green space? What is Bridgeland's greenspace count? As we densify what is the plan to increase it?

Improved pathway connections through Tyndale park and along the escarpment is key. Improved lighting would be great too. A basketball court similar to the court in East Village would be great. More kids hoop versus play hockey...

Improve and widen the sidewalk under the 4th Street Flyover and add some park features to the east end of that space; improve lighting along the southern escarpment

Commercial uses near parks can help improve safety because of more eyes on the park. The new RNDSQR building is a good example of this.

Yes, improve 5 ave/4 st park - steep. Difficult access. OR trade space!

Improve amenities in Tyndale - picnic tables - benches - soccer

Improve Tyndale Park... lighting, improved pathway, upgraded baseball diamonds

Tom Campbell Park has been neglected!

explore - proper B-ball court similar to the court in East Village

Please improve Tyndale Park. Add lighting, new baseball diamonds

Enhance park at mouth of Nose Crk + Bow R.- Indigenous theme! Appropriate!

Growth Objective 5: Improve the quality of the pedestrian realm along Main Streets, station areas, and activity centres.

Please improve the safety of this area. There are a lot of spaces that would be nice to use, however especially closer to dark these areas are not safe.

Improve public realm north of LRT too (lighting, etc in plaza area lacking), 9th St should be improved for pedestrians as key mainstreet corridor.

Sounds good to me. Slowing first Avenue down and improving the major four way intersections would improve walkability and bikeability.

Improve pedestrian experience around the flyover including sidewalk improvements.

We like the bumpouts that have been added to pedestrian crossings, they slow down traffic and make pedestrians more visible when crossing. Some grass boulevards on the main Street have deteriorated and would likely be better as concrete sidewalk.

I've heard a woman was violently raped in the LRT station one evening. Improve visibility to the street of the indoor space in the station, video cameras, etc as deterrents.

South side LRT spiral ramp is a safety hazards - Bikes/ Scooters vs pedestrians -inadequate lighting -gateway to tent city

More stops signs (1-2) along 4 Ave bet. 10 -> Ed.Trail to slow traffic and deter shortcutting

Growth Objective 6: Improve pedestrian connections and complete missing links between Main Streets, station areas, activity centres, parks and natural areas.

Increased lighting in these areas

Will the map from previous engagements be included? Where are curb cuts addressed? Where is public realm in East Riverside Addressed for seniors accessibility - sidewalk width/ crossings? Intersection at 12th ST and Memorial Drive. McDougall Rd crossing

Sounds good.

Complete a sidewalk connection on Centre Ave NE between west end of Murdoch park and west end of Langevin school. currently you have to cross the street twice to stay on the side walk, or walk on the road or private property.

Yes, plan trails in natural area east of 6 St stairway - great walking area

Yes! Pedestrian focus is good

Dog Park - fenced in the Bridges more + more fogs living here

Yes, fill in missing sidewalks incrementally

Ensure B.R. resident engagement in all future bike trails

How did Tyndale Park get named? Unknown...

Memorial pathway could be upgraded + creative sound barrier installed - more pleasant walking

More care for TCH

So many dogs + walkers - off the pathways leading to braiding + grass -> mud

Yes, do some trail improvement to Centre -> TCH now muddy + eroding

Incursion of noxious weeds in natural areas incl. TCH - essential to manage with no pesticides if possible - Goats!

Growth Objective 7: Explore opportunities for additional on-street parking along Main Streets.

More (free) city parking would be great!

Parking to support the Bridges and AHS underground under AHS site?

I'm concerned that angled parking would take away from sidewalk space. If it narrows the sidewalks or takes out street trees, I don't support it.

No other suggestions, but I can't see how you can add bike lanes to these roads if you add angle parking! I'd prefer the bike lanes. ? incentives for smaller cars - cheaper parking? - to shift preferences from larger vehicles that use up more space.

As long as it does not impact cycle tracks

Growth Objective 8: Improve transit connections inside and outside of the community.

Please significantly increase the transit accessibility for these areas. There are also many bus stops that people will harass you at, please put some of those new bus stops with lights and panic buttons.

Why is this in an ARP? what is the plan to actually accomplish this? Transit in the City has to actually go places people want to go.

Adding benches to all bus stops along 1ave NE. Beautify the bus stops on 1ave NE near Edmonton Trail

Growth Objective 9: Improve safety, connectivity, and accessibility for all modes of transportation.

Increased street lighting as well.

Improve bike and pedestrian pathways through Tyndale Park via improved lighting and better connectivity throughout the community.

Investigate a roundabout at 6a st and 2 Ave NE. And also at other intersections near playground/school zones. Also see previous comment about bumpouts at pedestrian crossings.

Improve bike/walk pathway along river + down among trees near water (like Elbow River pathway)

should allow "right-turn" to 12 street NE from zoo should allow all turns

Angle parking along McPherson- make 1 way going west

need to upgrade Ctrain access ramp on south side -more steps take out unsafe!"

The c-train station seems OLD and has an UNSAFE DESIGN. People avoid it AT NIGHT

McDougall - 9A St Sr. friendly crossing

Don't pave laneways if so will induce speeding in lane

6 St/McDougall - Dangerous 90° corner- needs stop sign + right turn sign Dangerous!

Re-think Carra Corner

9St+McPherson - stop St. parking on sidewalk by adding bollards etc

The 9ASt/McDougall RD street crossing is a "T" intersection with no controls. Seniors & families & train commuters have to have for traffic to stop - maybe - Crosswalk signage is needed at this "T" intersection, and traffic calming along McDougall

Growth Objective 10: Expand the cycle network across the plan area, provide improved connections and complete missing links between Main Streets, station areas, activity centres, parks, and natural areas.

Yes more cycling options! Please also have City of Calgary bike lock ups for when we visit the shops.

Improve the connectivity of the bike and pedestrian pathways through Tyndale Park to existing bike/pedestrian pathway network...how do we safely get to the C-train...to first ave?

(Vastly) improve bike and pedestrian pathways along 12th Street from Centre Ave, over the bridge, to the south side of memorial. This is currently a non-viable route on a bike and would improve connection btwn Inglewood and Bridgeland

Sounds good.

Most important !!!

Ed. Trail - improve 2nd Ave Connection

Bikes racing down Ctrain ramp @ +20km/h + onto 9 street sidewalk is a safety hazard for pedestrians. People will be hurt!

9 Street near train station entrance add better bicycle access to sidewalk where the condo parkade goes onto the street (road bikepath). Dangerous with the cars!

Growth Objective 11: Support and expand the tree canopy throughout the plan area.

Please make this the greenest area possible. More plants, shrubs, trees and flowers. Creating a beautiful community with plants will help the community feeling.

Trees on 1st Ave NE that have died need replaced. Tree bylaw for private property in new bylaw.

Improve Tom Campbell and Tydale Parks which are both completely neglected....need improved lighting, pathways and way more trees planted...

Ensure that any new infills do not take out large trees unless absolutely necessary.

Very excited about more trees along main street, and retaining the tree canopy. Please replace the trees that were recently removed from Edmonton Trail, south of 1 Ave.

the Elms along 9th st NE between centre ave and mcdougall are turning black, looking stressed, as are some others in area. please help them!

You plan to jam in edge-to-edge development on lots is mowing down trees. Your boulevards have "water pipe" issues that exhibit [comment cuts off]

Tree planting -> Exactly where are these new trees supposed to go ???

Awesome heritage trees - Yes look after them - how much dog pee can they take?

All streets + avenues need to enhance the canopy

Yes please, more trees!