

**PROPOSED DISPOSITION OF RESERVE  
INGLEWOOD (WARD 9)  
EAST OF 12 STREET SE AND SOUTH OF THE BOW RIVER**

**MAP 14C**

**EXECUTIVE SUMMARY**

The application is for a Disposition of Reserve in the community of Inglewood. The application proposes to dispose of parcel 8MR as shown on Plan 8410089.

A portion of Municipal Reserve (MR) Plan 8410089, Lot 8MR is required for the realignment of 12 Street SE to accommodate the new bridge to St. George's Island. A Road Closure, (LOC2017-0103) is currently under review and will replace the disposal area in the same vicinity.

**PREVIOUS COUNCIL DIRECTION**

Report enclosed M-2016-005 (APPENDIX II).

**ADMINISTRATION RECOMMENDATION(S)**

2017 July 27

That Calgary Planning Commission recommends **APPROVAL** of the proposed Disposition of Reserve.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on the proposed disposition; and

1. **ADOPT**, by Resolution, the proposed disposition of 0.04 hectares  $\pm$  (0.10 acres  $\pm$ ) located at 1033 – 7 Avenue SE (Plan 8410089, Lot 8MR), in accordance with Administration's recommendation, and
2. **DIRECT** a designated officer to notify the registrar of the Southern Alberta Land Titles Office that the requirements of the Municipal Government Act have been complied with and request the removal of the Municipal Reserve Designation.

**REASON(S) FOR RECOMMENDATION:**

Administration recommends **APPROVAL** as there were no objections received during circulation of the proposed disposition of reserve.

The parcel is part of a proposed land exchange for a portion of closed road right of way to accommodate the new bridge.

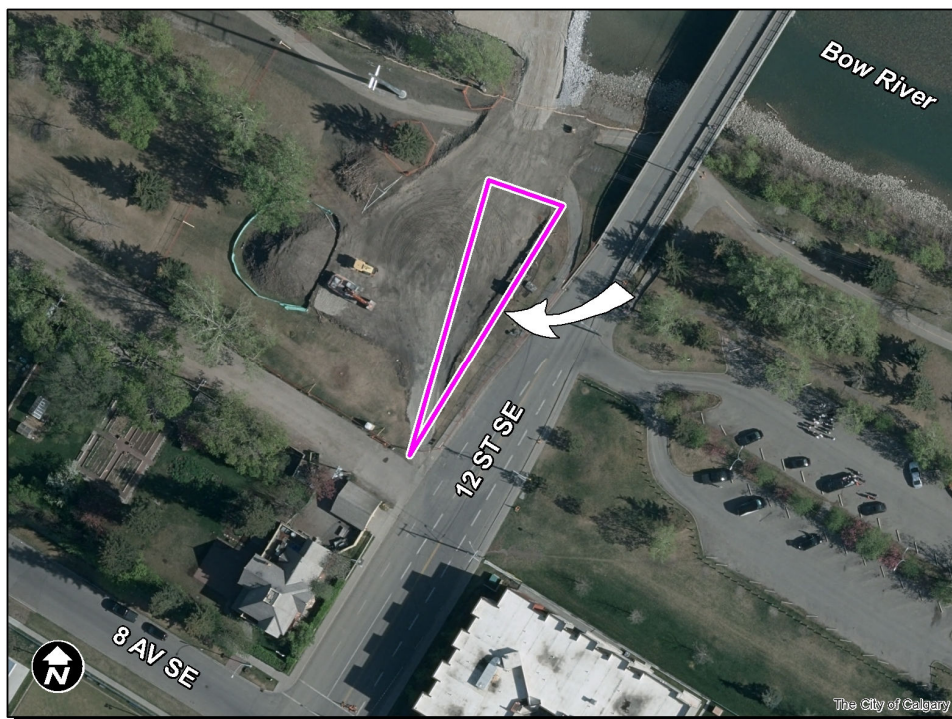
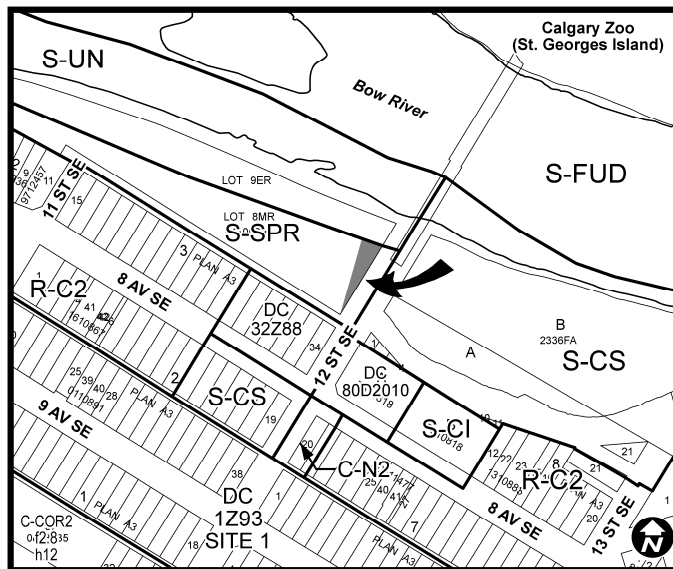
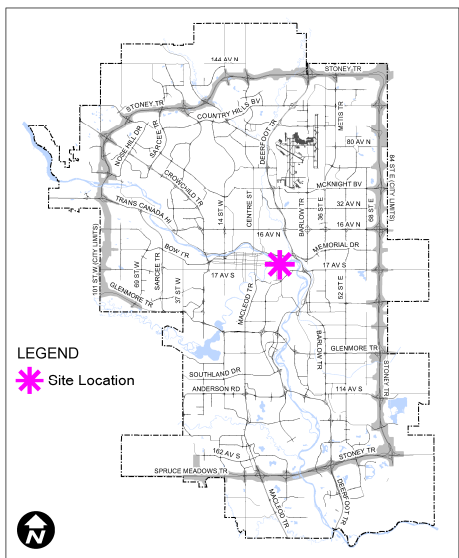
**ATTACHMENT**

1. Public Submissions

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MAP 14C

LOCATION MAPS



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

- |    |   |
|----|---|
| 1. | Recommends that Council <b>ADOPT</b> , by Resolution, the disposition of 0.04 hectares ± (0.10 acres ±) located at 1033 – 7 Avenue SE (Plan 8410089, Lot 8MR).  |
|    | <b>Moved by: A. Palmiere</b> <b>Carried: 8 – 0</b>  |
| 2. | Recommends that Council <b>DIRECT</b> a designated officer to notify the registrar of the Southern Alberta Land Titles Office that the requirements of the Municipal Government Act have been complied with and request the removal of the Municipal Reserve Designation. |
|    | <b>Moved by: A. Palmiere</b> <b>Carried: 8 – 0</b>  |

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**Applicant:**

Tronnes Surveys

**Developer:**

The City of Calgary

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MAP 14C

**APPENDIX I**

**APPLICANT'S SUBMISSION**



TRONNES SURVEYS (1976) LTD.

6135 - 10<sup>th</sup> Street S.E., Calgary, Alberta T2H 2Z9  
Telephone: (403) 207-0303 Fax: (403) 248-0466  
email: general.delivery@tronnessurveys.com

January 30, 2016

Our file: 16-1118RW

The City of Calgary  
800 Macleod Trail S  
Calgary, AB  
T2G 2M3

RE: Area required for Disposition of Reserves affecting Lot 8MR, Plan  
841 0089.

Please find with this submittal one plan as noted above. We will be submitting the plan to the City of Calgary VISTA site as a Subdivision. This Plan seeks to dispose of Municipal or Community Reserve from the portion identified.

If you require any further information, please do not hesitate to contact the undersigned at [bpilbeam@tronnessurveys.com](mailto:bpilbeam@tronnessurveys.com).

Yours truly,  
TRONNES SURVEYS (1976) LTD.

Beverly Pilbeam  
Office Administrator

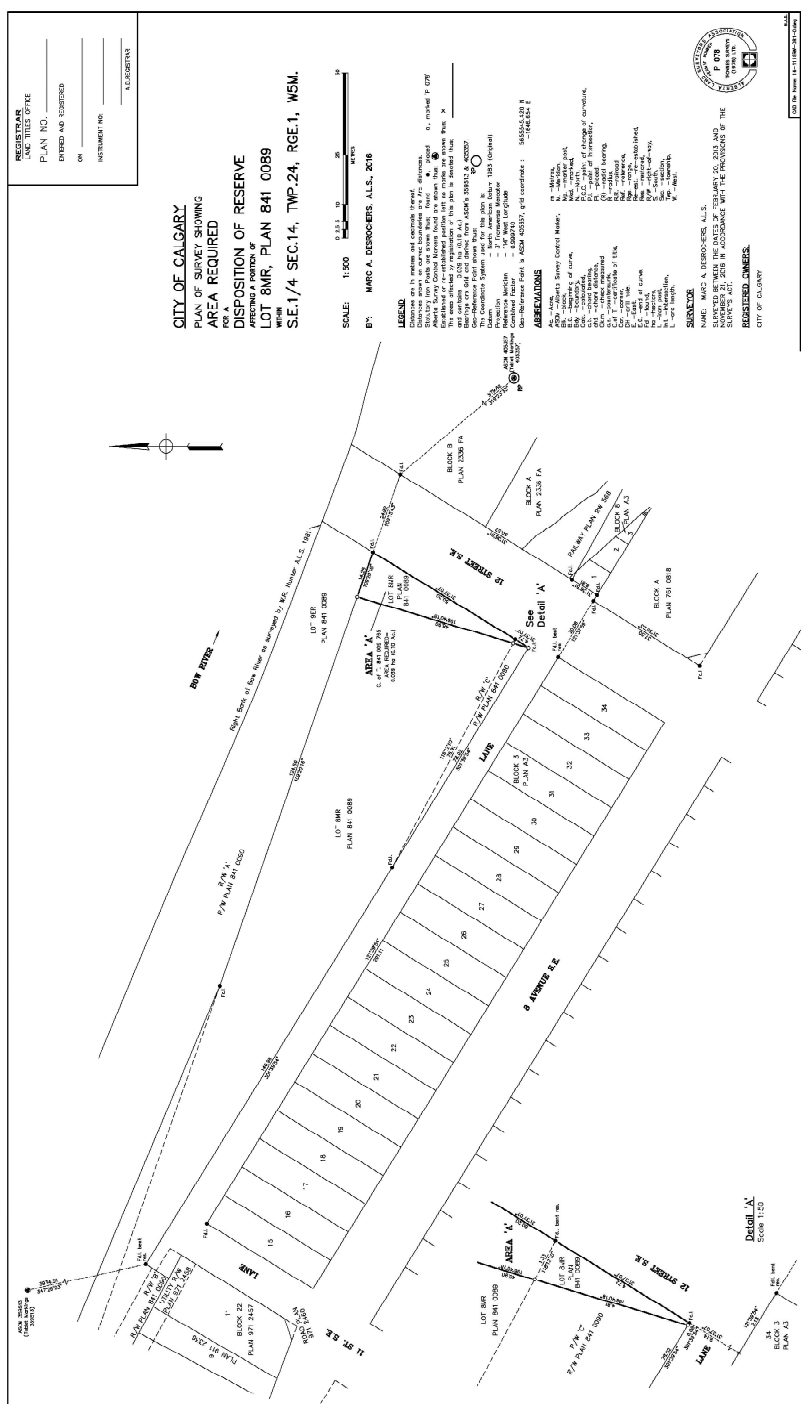
:enclosures

*Serving Alberta for 42 Years*

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### MAP 14C



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**APPENDIX II**

**Attached report from Katherine Hikita, Structural Engineer, Transportation Infrastructure, presented to Calgary Planning Commission for information purposes as M-2016-005.**

ADMINISTRATION REPORT  
TO CALGARY PLANNING COMMISSION  
2016 FEBRUARY 11

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M-2016-005  
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MISCELLANEOUS – 12 STREET SE BRIDGE REPLACEMENT  
OVER THE BOW RIVER  
INGLEWOOD (WARD 9)  
BOW RIVER (SOUTH CHANNEL) AND 12 STREET SE

**EXECUTIVE SUMMARY**

To present for information the 12 Street SE Bridge Replacement project. The project is scheduled to commence construction Q2 of 2016. The new bridge is schedule to open in Q4 of 2017.

**PREVIOUS COUNCIL DIRECTION**

Council approved the funding allocation strategy for Investing in Mobility on 2012 July 30. This project is included in Investing in Mobility (2015-2024) under Lifecycle and Asset Management as a High Priority project funded for \$19M.

**ADMINISTRATION RECOMMENDATION(S)**

2016 February 11

That Calgary Planning Commission **RECEIVE AND ACCEPT** the 12 Street SE Bridge Replacement Project report for information.

The Calgary Planning Commission **RECEIVED AND ACCEPTED FOR INFORMATION** the 12 Street SE Bridge Replacement Project report.

**REASON(S) FOR RECOMMENDATION:**

The north half of the existing 12 Street SE bridge, which is officially named St. Georges Island Bridge, was constructed to carry horse and buggy traffic. The south half of the bridge was built as a temporary extension to meet the south shore of the Bow River. Both sections of the bridge have reached the end of their service life. A value analysis conducted at the outset of the project confirmed that replacement provides the best value to Calgarians.

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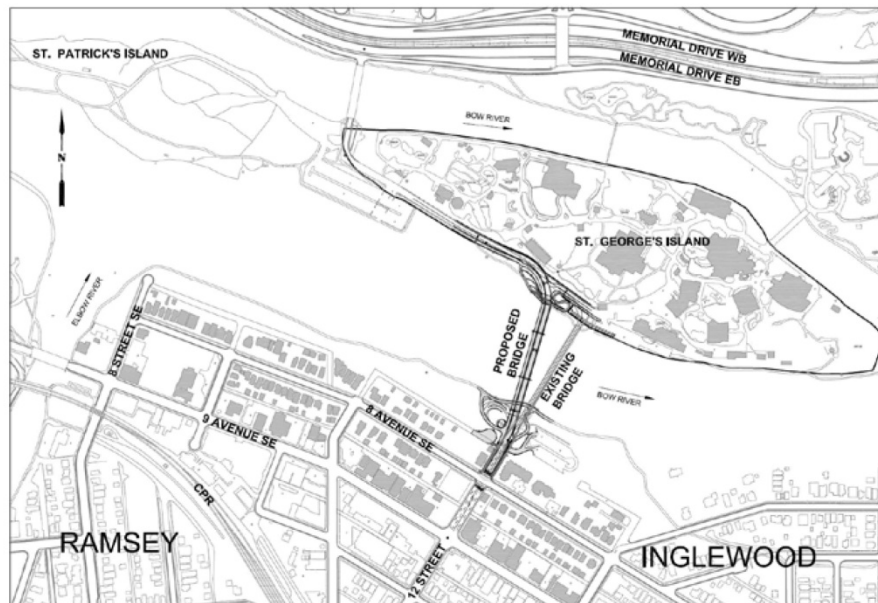
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LOCATION MAP



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**PLANNING ANALYSIS**

The existing, St. George's Island bridge was built in 1908 to connect Inglewood to a park on St. George's Island. The City constructed the bridge to satisfy the condition of an agreement with the Federal Government, made in 1895, to give St. George's, St. Patrick's and St. Andrew's Islands to Calgary for Park use. The bridge helped the islands to become one of the most popular leisure destinations in the City and later the home of the Calgary Zoo.

The bridge has become an important piece of the City's transportation network and part of the Inglewood Community carrying 8,000 vehicles daily. The 12 Street SE Bridge that connects Inglewood to St. George's Island is inspected annually due to its deteriorated condition. The post 2013 flood under water inspection indicated that the foundations have further deteriorated. The existing two lane, two way bridge has a number of functional restrictions including a sharp turn at the north end, a vehicular weight restriction, narrow lane widths and vehicle height restriction.

The new bridge is designed to last 100 years and resolves the current functional restrictions. The new alignment of the bridge was selected for a number of reasons; it improves roadway safety by providing better sightlines for drivers and a more visible access to the Zoo Administration building; longer vehicles such as fire trucks and buses will be able to navigate the larger corner at the north end of the bridge; it also allows the existing bridge to remain in place during construction.

The current bridge has a sidewalk located on the east side only that is 1.7 metres at some points. This past August pedestrian and cyclist using the bridge were counted. Over 500 hundred pedestrians and over 250 cyclists were recorded using the bridge in a single day. Based on this data, the new bridge will feature a regional multi-use pathway that is 4 metres wide, along with two 1.5 metres deep lookouts. The pathway will be located on the west side of the bridge to best integrate with the pathway network and provide optimal view points.

**STRATEGIC ALIGNMENT**

The project is in alignment with the Calgary Transportation Plan – Appendix B – Principles and design considerations for river crossings:

- Principle 1: Demonstrated need for the crossing; and
- Principle 2: Advanced planning for appropriate site based on all relevant factors.

The project is in alignment with a number of the City's Action Plan Priorities (2015-2018) including:

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- N1. Keep communities safe by meeting and maintaining standards for crime prevention, fire response and enforcement. Crime Prevention through Environment Design is incorporated into the project. Underpasses will include lighting and improved sightlines to increase pedestrian safety.
- N2. Build resiliency to flooding. The new bridge is designed to improve the flood resiliency of the area. The bridge will have 1 metre clearance above the water in a 1:100 year flood. The number of supports in the river will be reduced from six to two improving river conveyance.
- N3. Enhance The City's capacity and resiliency to prepare for and respond to pandemic, natural disasters and emergency situations. The new bridge and roadway will be able to accommodate emergency vehicles.
- N9. Provide great public spaces and public realm improvements across the city to foster opportunity for well used public spaces and places for citizen connections and urban vitality. The project will include landscaped areas at both the north and south end of the bridge encouraging people to gather, pause to view the river and learn about the history of the old bridge through the interpretive plan. Reference: APPENDIX I – Figure 2

**FEATURES:**

**Pathway Connectivity, Accessibility**

A 4 metre wide regional pathway along the west side of the bridge will connect to the pathway network. A local 2.5 metre pathway will be provided to connect to the Zoo Administration parking lot. The pathway grading will meet current accessibility standards. Pathway circulation is highlighted in green in APPENDIX I – Figure 1.

**Bridge Structural Design, and Aesthetics and Lighting**

The new 12 Street Bridge is designed to meet flood resiliency requirements and accommodate all modes of traffic over the Bow River. The bridge design consists of arched steel box girders that echo the arches found in the Centre St Bridge, Louise Bridge and 14 Street SW Bridge. Weathering steel was selected for the box girders due to its low maintenance requirements, suitability for a river crossing and its context fit with the natural surroundings. Reference: APPENDIX I – Figure 3. Additionally, the bridge has been designed for a 100 year life span.

The overall bridge aesthetic plays on the natural river setting referencing it through the use of low profile flowing lines. The lookouts on the bridge are curves that bulge towards the confluence of the Bow and Elbow rivers upstream. The architectural pedestrian railing will be 1.4 metres tall to protect cyclists with the exception of the lookout locations where the top rail

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will transition down to 1.1 metres to facilitate views upstream. The architectural pedestrian railing design features a series of waves. The traffic guardrails also include an architectural panel that has been designed to complement the pedestrian railing design. All the railing will have a galvanized metallic tone. The pathway surface on the bridge will be a warm tone similar to red clay. Reference: APPENDIX I – Figure 4.

All lighting on the bridge will use LED technology. The roadway lighting will provide adequate lighting to the pathway on the bridge. Aesthetic lighting is included in the project to enhance the overall design. Strip lighting will be located in the top rail of pedestrian hand rail on the west side of the bridge along the pathway. The light will vary vertically as the top railing drops at the lookout locations. This lighting will also reflect off of the wave pattern in the railing. The feature lighting will be carried into the landscaped plazas at both ends of the bridge to provide visual continuity and interest. The landscaping will include light bollards and benches in the south plaza. Aesthetic light is also located under the bridge deck to highlight the arch shapes of the structure at night. Reference: APPENDIX I – Figure 5.

**Commemoration**

An interpretive plan that tells the bridge users the story of the original bridge has been developed. The story will be told through a combination of information plaques, photos, graphics and reuse of the old bridge elements. Five locations on the project site along the pathways have been identified to feature interpretive elements. Reference: APPENDIX I – Figure 1

**Public Art**

Public Art will be incorporated to the project. It will be focused on a historical celebration of the existing bridge. A potential location in the plaza area at the south end of the bridge has been identified. The Public Art process is underway. The timing of the installation will be dependent on the artist selection and material selection. Any reuse of the existing bridge elements in art cannot commence until the bridge is removed from site.

**PUBLIC ENGAGEMENT**

Two surveys have been conducted as part of this project. In the spring/summer of 2015 we conducted a survey of how people used the bridge (origin, destination, mode, purpose and frequency) both online and in person. 951 people participated in the survey. This information was used to forecast future active modes use of the bridge. In December of 2015 we asked the public for input on how they would like to have the old bridge commemorated. The public response was very low, but focused on the reuse of pieces of the old bridge. This information was used to help determine the content of the interpretive plan commemorating the St. George's Island Bridge.

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Public engagement has also included meetings with Ward Councillor Gian-Carlo Carra, the Inglewood Community Association, the Calgary Zoo and regular project updates through the Inglewood Community Association newsletter and project mail outs. Two information sessions were held on 2015 May 27 and 2015 December 02 in Inglewood with approximately 163 attendees in total.

Information on the 12 Street SE Bridge project is currently available on the City's of Calgary's website. Project updates are posted regularly and the site will continue to be updated during construction with information for stakeholders.

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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Calgary Planning Commission **RECEIVE AND ACCEPT** the 12 Street SE Bridge Replacement Project report for information and provide whatever feedback and suggestions they may see fit.

**Moved by: M. Foht**  
Absent: S. Keating

**Carried: 6 – 0**

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APPENDIX I



Figure 1: Site Circulation Diagram & Potential Commemorative Element Locations

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Figure 2: View from south plaza gathering area

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Figure 3: Elevation of bridge from the west

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Figure 4: Multi-use pathway on bridge at lookout

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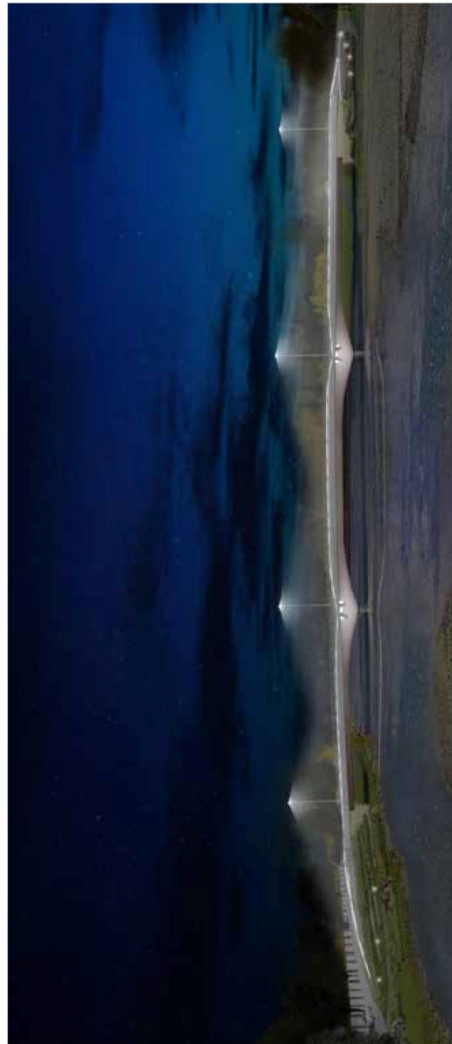


Figure 5: Bridge elevation at night with aesthetic lighting

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