

General Hospital Legacy Fund

Business Case Application

All Information Provided is Public

Purpose: The General Hospital Legacy Fund is to support healthy Calgary initiatives (i.e., projects and programs seeking to promote and/or contribute to the physical, mental and social health and well-being of all Calgarians. Municipal, non-profit or private organizations are eligible to apply for funding, in accordance with the General Hospital Legacy Fund Terms of Reference.

SECTION A: GENERAL INFORMATION

Submission Date	June 1, 2020
Organization Name (legal name)	Bridgeland-Riverside Community Association
Contact for Organization (with signing authority who has approved submission of this proposal)	Ali McMillan, Planning Director
Mailing Address	917 Center Ave NE Calgary, Alberta T2E 0C6
Street Address (if different from above)	
Program Name	N/A
Contact for Program (if different from contact for organization)	
Registration Number (Societies Act of Alberta, Companies Act of Alberta or Business Corporations Act)	500016860
Requested Amount	Up to \$75,000

SECTION B: PROJECT INFORMATION

1. Describe the program this project aims to solve or the opportunity it aims to develop
<p>This project would enable a scoping/ feasibility report to be completed exploring the potential of a green bridge to span Memorial Drive connecting the community of Bridgeland-Riverside, its C-Train station and St. Patrick's Island. Memorial Drive has long been a barrier from the community to the Bow River, downtown, and adjacent regional park St. Patrick's Island. This bridge will reconnect people with the river, St. Patrick's Island Park and neighbouring communities. Furthermore it will provide a C-Train stop for St. Patrick's Island so all Calgarians can access this world-class park. This will improve the physical, mental and social well-being of all Calgarians.</p> <p>The current bridge that spans this area is not inviting or conducive to pedestrians, people with limited mobility or cyclists. This crossing it is not easy to navigate by bicycle, scooter, or mobility device. Although St. Patrick's Island it is only 100m from the train you must travel almost a kilometer extra on foot at present to be able to access the island. Additionally, this area of the River Pathway and community see high amounts of social disorder. We are confident that through updated CPTED design principles, creating a welcoming environment, and increasing active mode transportation, we would also see a reduction in social disorder and crime occurring in the area.</p>

2. Describe the target users or beneficiaries of this project

This project benefits the local community of Bridgeland-Riverside as well as all Calgarians. The Bridge will assist in the continued redevelopment of Bridgeland and East Riverside making it an attractive place for local business and the development industry to invest. This bridge will increase tourism to the Island as it would create a C-Train stop with direct access to St. Patrick's Island on the way to the Calgary Zoo – creating a tourism corridor with multiple amenities tied together. As mentioned this bridge would allow easy access for all to St. Patrick's Island park which will contribute to the physical, mental and social well-being of all Calgarians.

3. Describe the current situation

Currently Memorial Drive acts as a barrier to access St. Patrick's Island Park. The existing connections require lengthy trips on foot/ bicycle to access points that are far away/ difficult to reach from the C-Train or access points into Bridgeland or downtown. Improving the connection at the C-Train will make the park on the island much more accessible, access shortened and will increase use by more Calgarians, including those with mobility/ accessibility challenges.

The Community has been engaged on a green bridge project several times. Here is a timeline and summary of engagement activities:

Sustainable Calgary Active Neighbourhoods Design Schemes **2014-2015**

Active Neighbourhoods worked with Bridgeland-Riverside since July 2014. Since it began, the process engaged over 600 residents and business owners and 22 organizations. Active Neighbourhoods Canada is a collaboration between Sustainable Calgary, the Montreal Urban Ecology Centre, and the Toronto Centre for Active Transportation.

This project identified 4 areas of need and concepts to address each. One of which was Landscape LRT Bridge "Inviting the River Back into Riverside". The 'Landscape LRT Bridge' scheme reconsidered the existing pedestrian crossing at the Bridgeland-Riverside LRT station and proposed an elevated park space that created functional and inviting links between the community, the Bow River pathway, and the newly renovated St. Patrick's Island Park. On the north end of the bridge, a pathway roundabout links various access points and helps bring the bridge to the required elevation. On the south end, a broad landscape span reaches up from St. Patrick's Island and over Memorial Drive, inviting the landscape of the river back into the neighbourhood. These two systems meet at the LRT station, which now exits onto a floating park space. Below the bridge, the 9th Street exit into the neighbourhood would be reconfigured slightly to calm traffic entering the neighbourhood from Memorial Drive. The broad bridge helps establish this as a 'gateway' both for the vehicles below and the pedestrians and cyclists above.

The 4 design concepts were voted on by the Community and the Green bridge was the most popular.

University of Calgary Urban Design Projects **2016**

The Bridgeland Riverside Community Association partnered with the University of Calgary Urban Design Program to create visions for the community to 2050 and shorter 10 year land use visions/ local area plans.

The project began with a large design charrette with over 100 community participants on Feb 27, 2016. Students continued to engage the planning committee and stakeholders until their design briefs were presented to the community in April/ May 2016 at a public open house which was attended by over 80 community members. All concepts included a “bridge” concept improved for over Memorial Drive responding to public feedback.

East Riverside Master Plan – B and A Planning

2015-2017

This project started with a Design Charette with 21 participant stakeholders/ landowners in the area. A Community public Open House was held Oct. 17, 2015 and again on Jan 25, 2017 – with an Open House on East Riverside, Main Streets, Flyover. Several hundred people attended these. The green bridge was seen as key when density gets added to this area to connect residents to downtown, the river path, C-Train and St. Patrick’s Island

Bridgeland Area Redevelopment Plan

2017-2020

This work was visioning for the future of Bridgeland-Riverside and has had broad public engagement opportunities over the past several years.

- Community Advisory Group work Fall 2017 – Spring 2020 – 11 residents worked on this plan for two years meeting monthly.
- Fall 2017 – Open House and online public engagement by the City
- April 30, 2018 – Open House and online public engagement by the City
- Summer 2018 – Open House by the City

Key repeated components of the “what we heard reports” were the importance of walkability to St. Patrick’s Island, downtown and access to the river. The C-Train station was referenced as unsafe and lacking connectivity.

4. What are the assumptions that are built into this project proposals?

The assumptions are that the feasibility study will be funded and options thoroughly explored through an initial scoping report that will identify major risks and general feasibility of the project. This will allow us to gage the practicality of exploring this project further.

5. List the risks that could prevent the success of this project

Lack of funding will not allow information about this option to be explored.

6. List the opportunities that could enhance the success of this project

Opportunity exist to leverage other funding sources for the green bridge project, depending on scoping report and timing.

7. List the required resources (detailed budget to be attached)

Budget to be attached

8. What is the governance and accountability structure for this project?

The governance structure will be consistent with the BRCA's bylaws and governance. The scoping report would be performed by the CMLC and they would distribute funds to contractors / topic matter experts as they deem necessary.

SECTION C: BUDGET

DESCRIPTION	\$ AMOUNTS
Expense Categories	
Project Initiation and Site Analysis	\$12,000
Alignment and Preliminary Options Development	\$24,000
Bridge Concept Design and Urban Integration Plan	\$24,000
Structural Coordination	\$5,000
Class D Cost Estimate	\$5,000
CMLC Fee	\$1,794
Contingency	\$3,206
Total Expenses	\$75,000
Other Sources of Revenue:	
N/A	
Total Other Sources of Revenue	\$ N/A
TOTAL REQUEST	\$75,000

SECTION D: ADDITIONAL INFO

See attached presentation