

Welcome

We're here to discuss the
DRAFT LOCAL AREA PLAN
for the Bridgeland-Riverside area.

1. **EXPLORE** why we're here and how we got here
2. **REVIEW** the plan highlights
3. **SHARE** your thoughts



Bridgeland-Riverside Map



What is a local area plan?

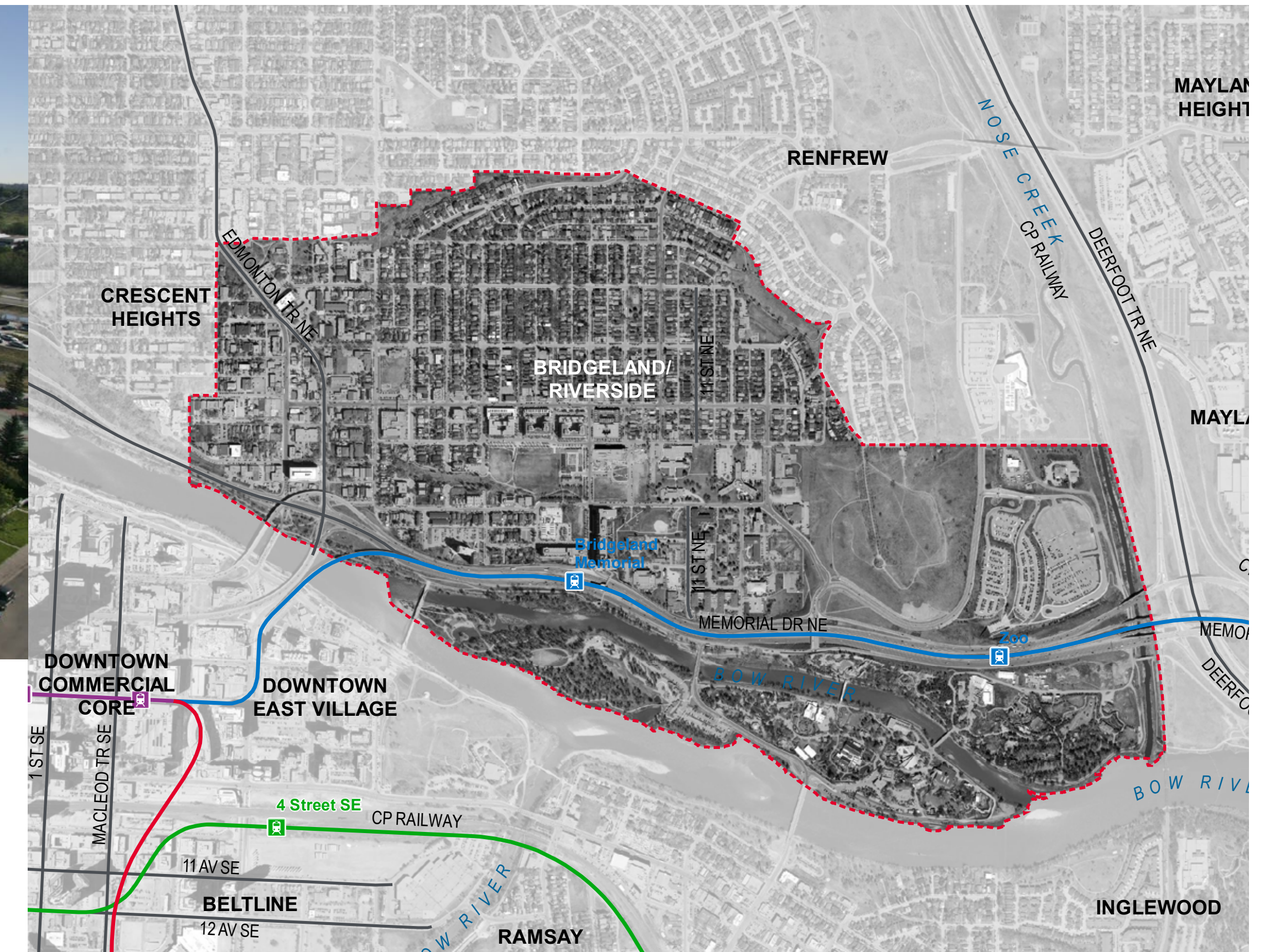
Past



Present



Future



A local area plan identifies and guides where and how future growth and development should happen within a specific area.

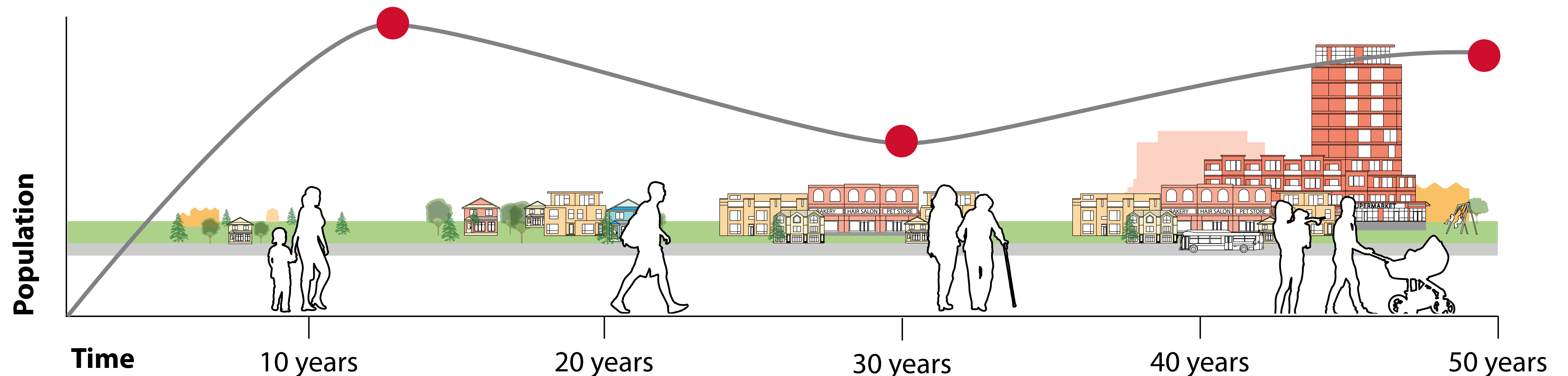
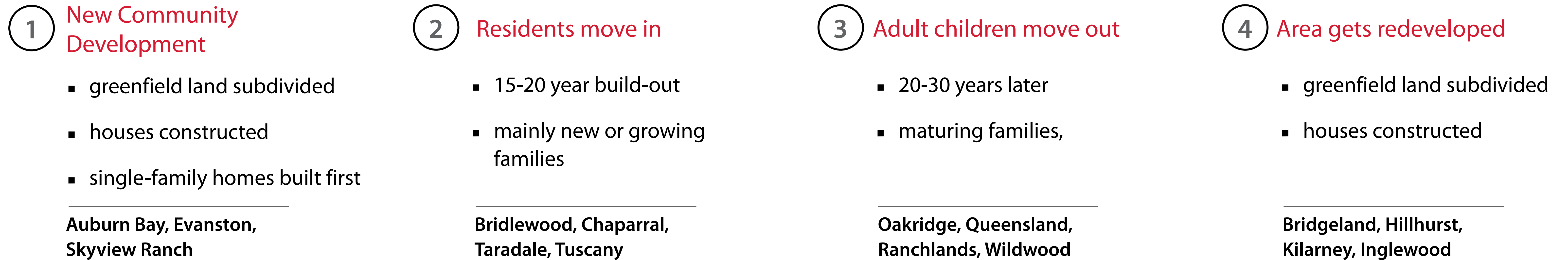
A local area plan includes these components:

1. **VISUALIZING GROWTH** - What type of growth makes sense where? (vision and maps)
2. **ENABLING GROWTH** – What local/custom direction is needed to realize great redevelopments in this area? (development policies)
3. **SUPPORTING GROWTH** - If growth occurs, what physical and social investments are needed? (future infrastructure and amenity goals)

A new local area plan will fill gaps in communities where no local plan currently exists and will replace other plans that are largely outdated.

Why is a local area plan needed?

Local area plans provide guidance and direction as communities reach their natural redevelopment lifecycle stage.



The Life Cycle of a Neighbourhood

A big part of a community's life cycle is redevelopment, which often begins when communities reach a certain age and homes, buildings and amenities need to be refreshed and revitalized or renewed and replaced.

How are people’s needs and preferences changing?

Local area plans outline how communities can continue to evolve to meet people’s needs and remain places that people love and want to live.

Communities must evolve to meet people’s changing needs and preferences

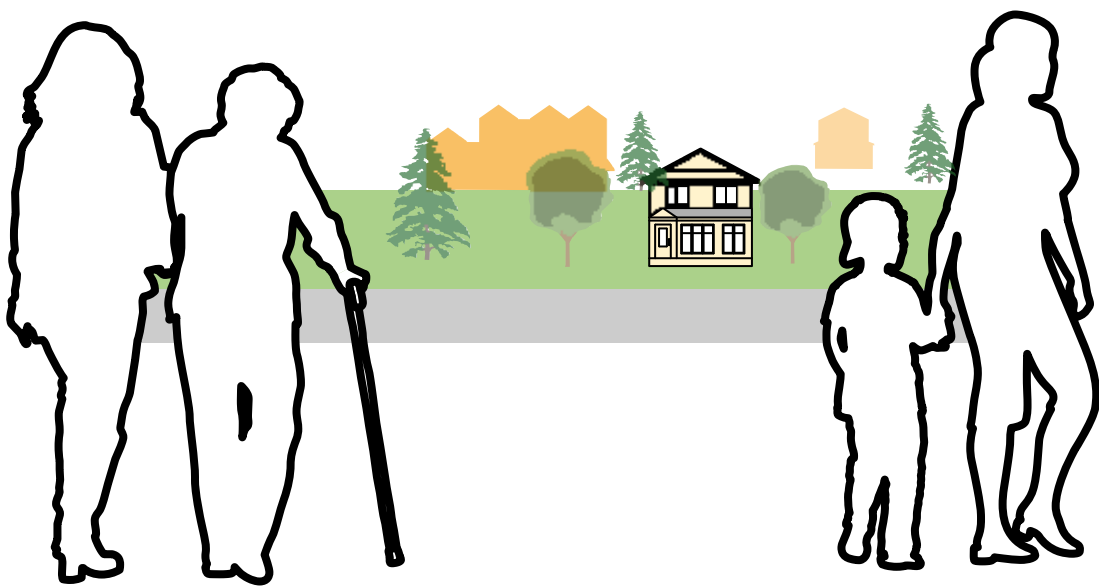
People’s needs and preferences have changed over the past 50 years and they will continue to change over the next 50 years.



Our population is aging and seniors housing needs are changing.



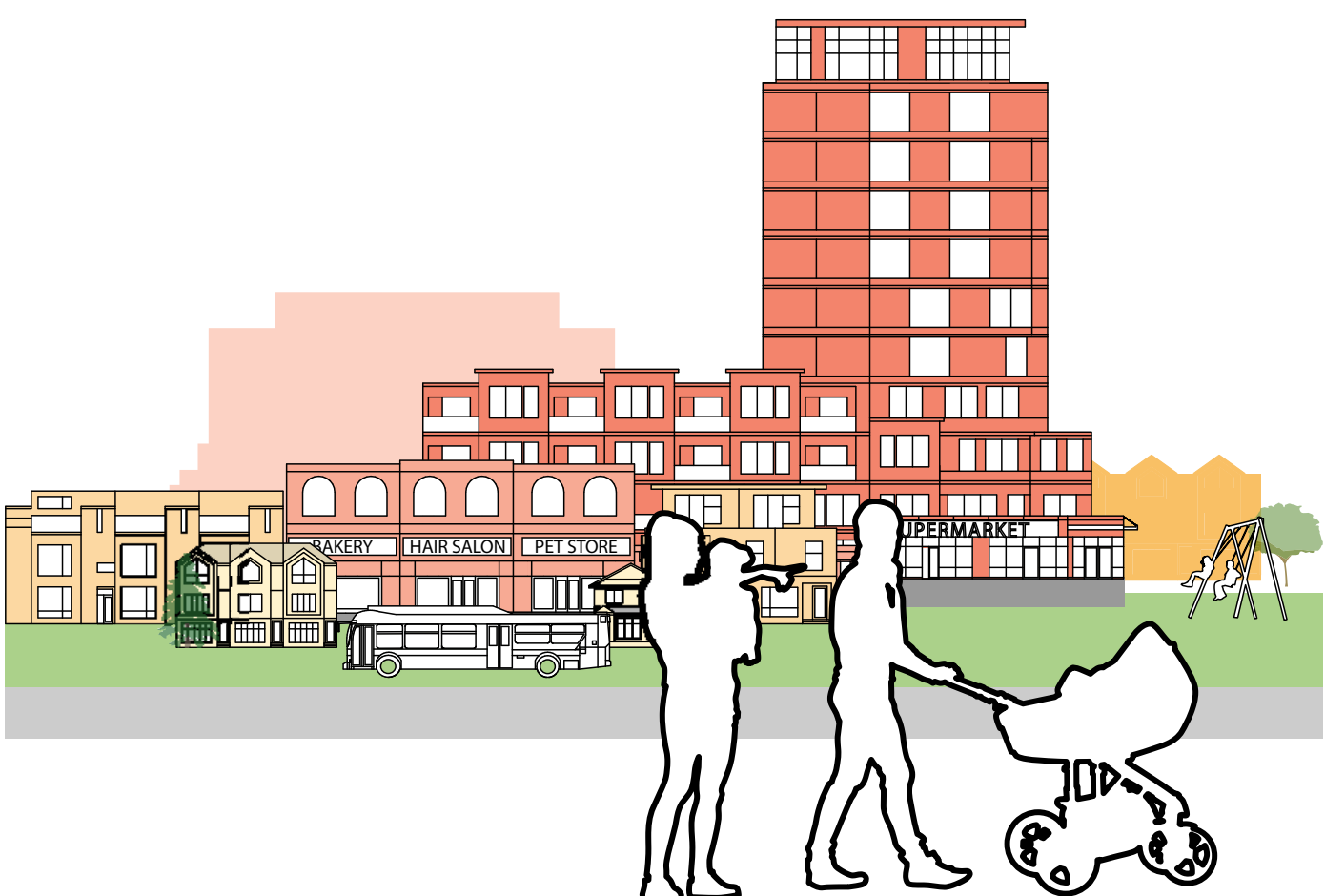
Our population includes many singles and couples - one in four households are home to a lone occupant.



Our city needs more housing diversity to suit a range of lifestyles and needs.



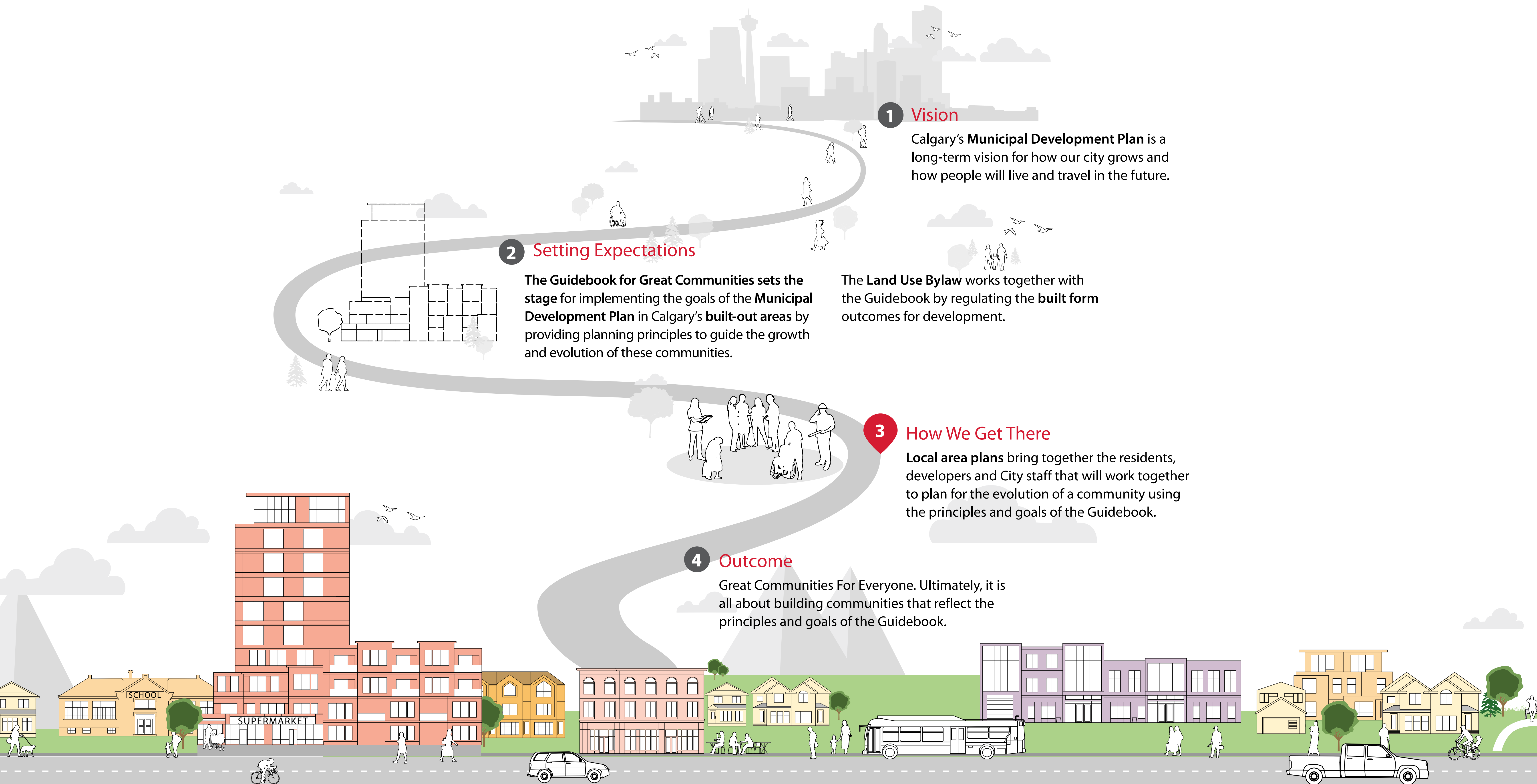
Our city needs housing options that are more accessible and affordable.



One type of housing cannot meet the needs of all households. We need a more diverse range of housing choice.

What guides growth and redevelopment?

Local area plans are one of many strategic tools in our planning system that work together to create great communities for everyone. The tools in our planning system are used to achieve desired outcomes as planning moves from vision to outcome.



Where is growth encouraged?

Growth and redevelopment in established neighbourhoods helps ensure population levels can be maintained. A key ingredient of thriving communities with vibrant local shops, amenities and schools is having the local population needed to support them.



Transit Oriented Development

Transit-Oriented Development (TOD) areas are generally defined by a 600 metre radius around a transit station which represents an approximately 5-8 minute walking distance.



Main Streets

Main Streets are great places to live, work or visit because a range of amenities, shops, restaurants are accessible in one stretch via a range of transportation options.



Neighbourhood Activity Centres

Neighbourhood Activity Centres (NACs) are often located in the middle of a residential area and provide locals with access to local shops and amenities, often within walking distance.

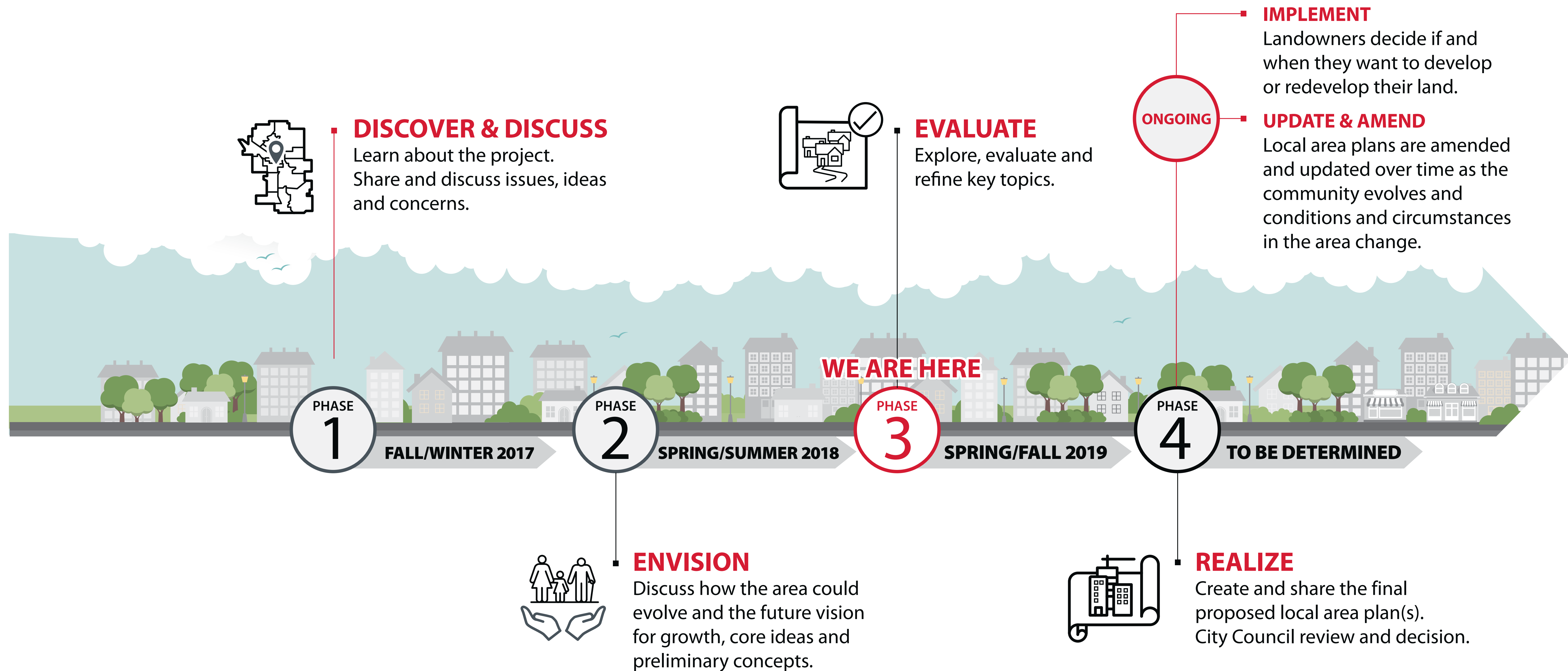


Established Areas

Redevelopment in these areas is a gradual process that occurs over a number of years and is guided not only by planning policy but also by market demand and people’s changing lifestyle preference and housing needs.

How is a local area plan created?

The City works together with local residents, landowners, businesses, builders/developers and other interested stakeholders – creating a plan through an iterative approach. Below is an overview of the process and timeline for Bridgeland-Riverside plan.



What is considered as decisions are made?

Information, input and direction provided from each of the following areas is considered as a local area plans are created:



Economic Viability: to understand what is economically realistic for the area.

Professional Expertise: to understand best practices and to know what's technically possible.

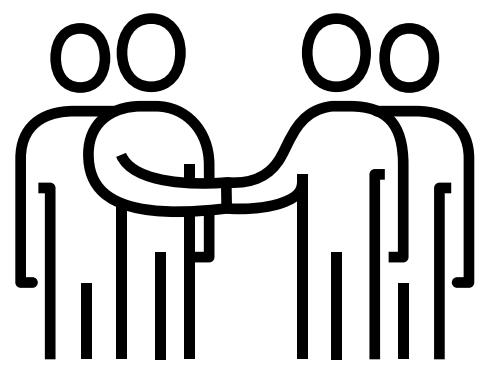
City Policy: to understand what rules exist or may need to change, and to understand concepts in relation to other City of Calgary policies.

Public Input: to understand and consider community ideas, insights, opportunities and concerns.

Engagement highlights

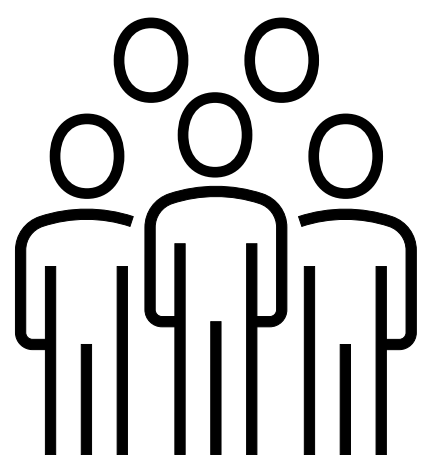
Bridgeland-Riverside Local Area Plan

In August 2017, we kicked off engagement on the Bridgeland-Riverside Area Redevelopment Plan.



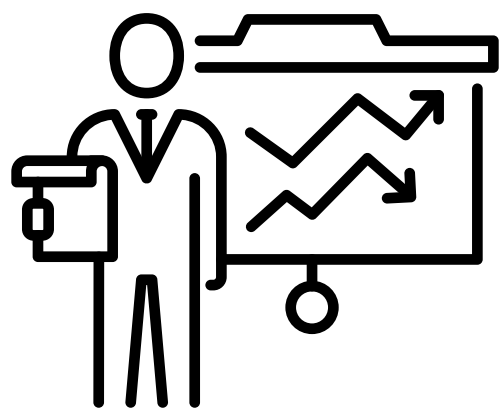
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Phases of engagement



2,100

People engaged



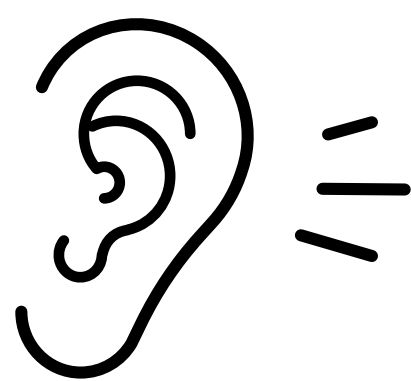
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Advisory group meetings



8

Advisory group members



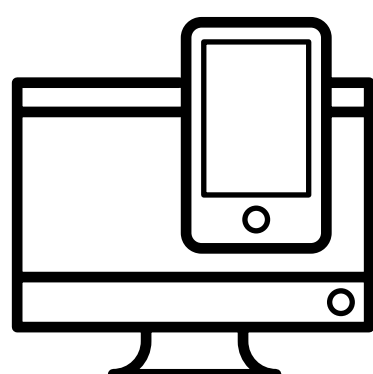
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In-person Open Houses



1,400

Ideas and contributions received



53

Days of online engagement

What we've heard so far

Key public engagement feedback themes

High-Level Theme	City Response
Amenities and local business: <ul style="list-style-type: none"> Bridgeland-Riverside is well-loved for its walkability, good local amenities and close proximity to downtown Community members desire a larger grocery store in the area and made other specific suggestions for additional retail and commercial Community members would like to see more local businesses and commercial in this area 	<ul style="list-style-type: none"> Local area planning is a comprehensive approach to envisioning and planning for where and how growth and change occurs in communities. Local businesses and amenities require a certain population base to be viable and successful. By accommodating for additional residents in the area, the draft plan helps support a greater number and broader diversity of retail and commercial businesses. This includes along the area's Main Streets (1 Avenue NE, Edmonton Trail NE, 4 Street NE), neighbourhood nodes (Bow Valley Drive and 11 Street NE, and near transit station). The draft plan continues to improve the walkability and access to local amenities by supporting higher density mixed use development in areas close to the Main Streets (1 Avenue NE, Edmonton Trail NE, 4 Street NE) and transit stations. The draft plan contains 'Neighbourhood Commercial' areas that could accommodate a range of retail and other commercial uses when future opportunities arise.
Community character/ sense of community: <ul style="list-style-type: none"> Bridgeland-Riverside has unique community character which some described as: fun, friendly, historical, community-minded, eclectic and quirky Community members have a strong desire to preserve the existing community character and heritage elements in this area Bridgeland-Riverside has a strong sense of community and they want to see this enhanced or maintained. 	<ul style="list-style-type: none"> Community character is a complex concept with many layers and individual interpretations. From an urban planning perspective, the draft plan considers aspects of community character connected to the future natural and built form. Specifically, the draft plan outlines: what types of buildings make sense where; the building scale that is appropriate in different locations; policy direction for locations with unique conditions, circumstances or characteristics; goals for supporting growth in the area. Community character is often associated with building character – primarily the building architecture/design or natural building character that is developed overtime. It is ultimately up to each property/landowner to determine if/when they want to revitalize or replace a building. The City has heritage preservation tools for buildings that are legally protected and are on the heritage resource inventory list. Although new development will alter the aesthetics of the community, it is incremental and overtime new buildings will become reflections of a past architectural period and inherently grow character as they age. The draft plan also includes supporting policy that encourages retention and replacement of the tree canopy, particularly on heritage boulevards (along 8 Street NE).
Safety and crime reduction: <ul style="list-style-type: none"> Emphasis on safety and crime reduction is important to maintain a healthy and socially active community Community members desire improvements made to safety with respect to crime reduction and pedestrian infrastructure and lighting 	<ul style="list-style-type: none"> The draft plan does not directly respond to safety and crime reduction issues; however, the plan has identified goals for supporting growth in the area that can be reviewed and may be implemented by other City departments. The draft plan identifies locations where the street activities should be better integrated and activate the pedestrian realm between public open space or park and abutting development. For example, McDougall (Riverside) Park and the Tom Campbell Hills Natural Park.
Mixed use neighborhood: <ul style="list-style-type: none"> Providing a variety of housing types at various cost points to support people from younger families to older seniors is important to the community Desire to ensure there are options for affordable housing throughout the community 	<ul style="list-style-type: none"> The draft plan has identified strategic areas where future growth can help benefit more families by providing a variety of housing types. These areas include: along Main Streets, within transit station areas and higher activity areas. To provide housing opportunity to meet the needs for diversity of housing choices families in the future, the draft plan also envisions continued incremental growth including low-density residential housing, such as single-detached, semi-detached, and rowhousing. The draft plan contains 'Neighbourhood Housing local, minor, major' which enables a range of housing forms, including affordable housing. Affordable housing could be accommodated within the plan area and it will be determined as needed by the Calgary Housing Department.

What we've heard so far

Key public engagement feedback themes

High-Level Theme	City Response
Building Height: <ul style="list-style-type: none"> In general, there are concerns with buildings over 10 floors, including shadowing, traffic, and the parking issues they create Desire to see taller buildings placed closer to the LRT and in the East Riverside and especially along Memorial Drive and in "low-lying" areas of Bridgeland so that it does not block the views of downtown and the of Bow River. Low density residential designations should remain in the Bowl. Three storey single family homes are too tall as they shade yards, decrease privacy and don't add needed density 	<ul style="list-style-type: none"> The draft plan supports higher density with taller buildings near the LRT station and along the major streets (i.e. Memorial Drive NE, 4 Street NE, Edmonton Trail NE). The density will decrease away from these major locations and transition into the lower scale areas. The draft plan has a range of 'Neighbourhood Housing' types and building scales. The draft plan supports the vision of housing diversity and the use of existing infrastructure as per the Municipal Development Plan (MDP). The draft plan and connected Guidebook for Great Communities include policy considerations to support appropriate transitions between buildings. The MDP encourages a wide range of housing types, tenures, and densities to create diverse neighbourhoods. The Guidebook supports this vision. The buildings in the 'limited' scale category include a broad range of ground-oriented building forms, including rowhouses and town houses. Buildings in the limited scale are three storeys or less in height, housing focused area in this scale should have more amenity space at grade such as yard or patio.
Road and transportation challenges: <ul style="list-style-type: none"> There are concerns with cars short cutting through the community during rush hour Priority should be placed on safe pedestrian and cycle travel through the community More public transit, safer pedestrian connections, and bike lanes (specifically concerns at main intersections), and traffic speeding concerns. Traffic calming is needed in community 	<ul style="list-style-type: none"> The draft plan does not directly respond to transportation issues; however, the plan has identified goals for supporting growth in the area that can be reviewed and may be implemented by other City departments. The Transportation Department has reviewed the draft plan to determine what upgrades to the transportation network may be required to support the vision set out in the plan. Through the local area planning process, the project team has worked with area residents and internal city departments to identify opportunities for improving pedestrian and bike infrastructure in the area to provide area residents with greater mobility options beyond the private automobile. This includes things such as: identifying missing pedestrian/cycling connections or links, as well as considering improving east-west cycling connections. The draft plan will identify high-level goals related to these specific types of mobility improvements that will help inform future investments and improvements in the area.
Parks, trees, and open spaces: <ul style="list-style-type: none"> Enhancements to current parks and opens spaces including lighting, seating, more trees, park equipment, and better maintenance for all seasons New development brings the need for new park spaces and better park amenities Desire for safe pathway connections to community destinations, LRT and across Main Streets 	<ul style="list-style-type: none"> Through various city improvement projects such as the 1 Avenue Main Street Streetscape Master Plan project, 4 avenue flyover improvement project the public environments in and around these areas are expected to improve. The draft plan has identified the existing parks spaces, envisions goals for supporting growth in the area that can be reviewed and may be implemented by other City departments, and the draft plan specifically provides consideration to improve the development interfaces with the park to enhance the public realm.
Concern with addition of rowhouses/townhouses: <ul style="list-style-type: none"> Concerns that the addition of rowhouses/townhouses will result in character loss, shadowing and loss of sunlight, will impact privacy, increased traffic and parking issues. Concerns that too many rowhouses/ townhouses will make it a less family-oriented community 	<ul style="list-style-type: none"> The draft plan supports the vision of housing diversity and the use of existing infrastructure. The draft plan envisions continued incremental growth in primarily residential areas through limited-scale housing which includes a broad range of ground-oriented building forms (including single-detached, semi-detached, rowhouses and townhouses). Housing forms within the limited scale are generally compatible with forms such as single detached and semi-detached dwellings. If/when limited-scale development is proposed, policies (Guidebook and Plan) and Bylaw regulations are in place help support appropriate transitions between buildings. Redevelopment is incremental. Not all parcels will be redeveloped and not all lots can accommodate all forms of limited-scale housing, particularly forms that require more land such as rowhouses and townhouses.

How is a local area plan implemented?

Private building / investment

It is largely individual landowners and property who help implement the plan if/when they decide to build something new on their parcel.

Through the application review process, any infrastructure required to support the individual project (such as utility connections and sidewalk repair/replacement) is identified and paid for the developer.

Public building / investment

Established areas continuously change and evolve. This change in communities, including changes in job and population levels, impacts the desired and required provision of publicly funded amenities and programs.

- Project are generally considered and prioritized by City Administration and Council through The City's business plans and budgets.
- Citizen direction on needs and desires informs City of Calgary evaluations of required public infrastructure investment.

Supporting Growth

Through the public engagement process, public investment objectives for the area as well as specific associated implementation options have been identified.

Please review the Supporting Growth panel and let us know if the objectives and options reflect your community's needs.

Local area plan vision

Bridgeland-Riverside will be a vibrant urban neighbourhood that will continue to build on its rich history and neighbourhood character with high quality pedestrian-oriented development. As the community evolves, Bridgeland-Riverside will continue to accommodate a mixed population, and will enhance its public amenities, transportation connections, housing diversity, and vibrant main streets.

Core ideas

The core ideas are the overarching pillars that will set the high-level objectives within the Plan.

Bridgeland-Riverside is a distinct inner-city community and will:

- integrate new development into the community that is compatible with the existing development and contributes to the 'community character';
- support transit oriented development through strategic intensification of the land in close proximity to the Bridgeland-Memorial Station;
- create vibrant main streets and pedestrian-oriented spaces and promote a mix of commercial and residential uses to support local businesses and activate public spaces;
- preserve and enhance existing community amenities and local historical resources and improve park spaces to be more functional for all-age groups; and
- improve street safety for pedestrians and cyclists of all-ages and abilities through the provision of enhanced connections and designs for residents and visitors travelling within and outside the community.



Thanks for your input and ideas!

Next steps

Following the close of this phase of engagement, The City will create a What We Heard report and feedback will be reviewed and considered by The City. Updates to aspects of the plan that we are currently engaging on will be considered and incorporated, where possible, in future iterations of a draft plan for the area. Next steps for the Bridgeland-Riverside plan are to be determined.

Stay connected

Visit **[Calgary.ca/Bridgeland](https://calgary.ca/Bridgeland)** to sign up for email updates so you can see what was heard from all stakeholders and hear about project next steps.



City-Wide Planning Initiatives

City-wide Policy Project	What is it?	Timeline
Guidebook for Great Communities	<p>The proposed Guidebook for Great Communities provides a consistent approach to local area planning through common planning policies and a plan framework that enables communities to evolve in a manner that responds to the needs of current and future residents.</p> <p>On November 6, the Guidebook for Great Communities was presented at SPC on Planning and Urban Development (PUD) for adoption. At this meeting Committee directed that the adoption should be deferred to align with the North Hill Communities project. Some of the reasons for the deferral were to give more time to create awareness of Chapter 3 (common policies) of the Guidebook's application city-wide and to give an opportunity for stakeholders and council see a real example of how the Guidebook is applied at the local area plan level. This direction was confirmed and voted on by Council on Monday, November 18.</p>	Present until Q2 2020
Established Area Growth and Change Strategy	<p>The Established Area Growth and Change Strategy is broadly focused on helping growth in established areas of Calgary that is aligned with policy, supported by the market, and financially sustainable. This work also seeks to support communities and local businesses where growth and change are happening. The Strategy will do this by connecting planning, financial and investment decisions together.</p> <p>Phase One: Includes recommendations for actions to support Established Area communities where growth and change are occurring or anticipated. In collaboration with stakeholders, Administration will prepare proposals that may include financial or planning tools, and/or investment in infrastructure and public realm.</p> <p>The outcome of this phase will have the project team bring short term recommendations to Council by March 2020 which will then be considered by Council during budget conversations in Fall 2020. This means that if budget is required as part of the recommendations (if there are public realm and/or infrastructure investments recommended), Council will consider which investments they might be willing to fund in Fall 2020. Phase 2 will include the implementation of the approved Phase 1 actions and the creation of a process for financially supporting redevelopment and change in established areas. Phase 2 is expected to consider the application of financial, policy, and planning tools that can support growth through redevelopment in a more sustainable way.</p> <p>Phase 2 will start after Phase 1, however in many cases the working groups have already started Phase 2 work as they prepare a foundation for longer-term solutions to identified growth funding issues.</p>	<p>Phase 1: Present – March 2020</p> <p>Phase 2: Fall 2020 +</p>
Heritage Preservation Tools and Financial Incentives	<p>In March 2019, Council directed City staff to develop additional tools and financial incentives to support heritage conservation, and report back within the 2019 year with options and recommendations.</p> <p>The findings of this process will be presented to the Standing Policy Committee on Planning and Urban Development, no later than April 2020.</p>	Present until Q2 2020
Land Use Bylaw Renewal – Low Density District	<p>Phase One: New Low Density District.</p> <p>The City will be developing and adopting a new Neighbourhood Housing Limited Scale district that aligns with the Urban Form Categories of the Guidebook for Great Communities. We will develop the new district and present implementation options for the new district throughout the built-out areas.</p> <p>Phase Two: New Land Use Bylaw and Calgary Code.</p> <p>The City will create a new land use bylaw and land use districts that align with the Guidebook. A new suite of tools that align policy with regulation will be developed in one document known as "Calgary Code".</p> <p>These new districts will be outcome and built-form focused and implemented through local area plans.</p>	<p>Phase One: Present until Q1 2021</p> <p>Phase Two: 2022 +</p>

What is a local area plan?

Through local area planning, we will create a local area plan to help guide growth and redevelopment in a way that integrates and enhances existing community character and ensures the area is vibrant and thriving in the future.

Working together, Community, Industry and The City look at the fabric of a specific local area, the community's vision for the evolution of the community, the ideal places to accommodate growth, and how to make the best use of limited land – balancing the need to increase density, improve mobility and enhance places and spaces to live, work and play.

A local area plan CAN:

- ☒ Help guide future development.
- ☒ Convey a long-term vision for the area.
- ☒ Propose a concept for how land could be used or rezoned in the future.
- ☒ Apply Calgary's long-term development goals and targets on a local level.
- ☒ Provide guidance and direction at a site or block-level, based on unique conditions or circumstances in the area.
- ☒ Be updated: it is a living, dynamic document that is meant to be updated as local conditions and circumstances change.

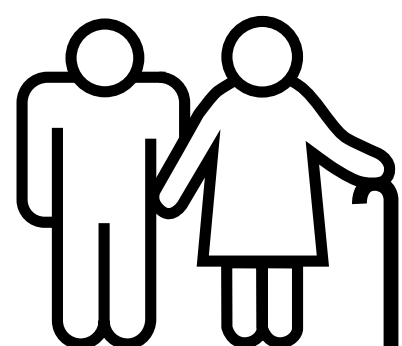
A local area plan CANNOT:

- ☒ Make development happen.
- ☒ Regulate on a site-by-site basis.
- ☒ Allocate budget.
- ☒ Include / duplicate policies that exist in other City bylaws, policies, etc.
- ☒ Be considered a set-in-stone contract.

A local area plan MAY:

- ☐ Include information about future capital improvements or services necessary to support future development (streets, sewers, public transit, parks, fire halls, schools and community centres).

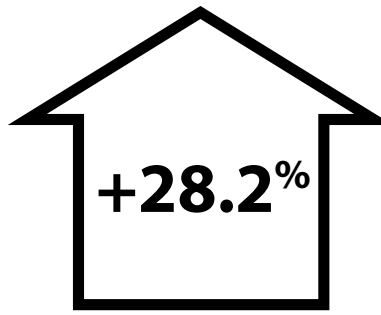
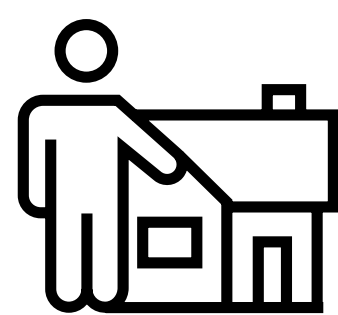
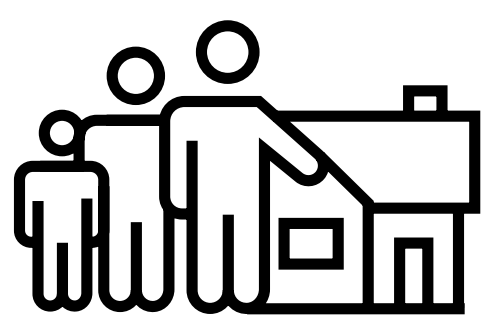
Changing housing preferences and needs



Census data show that, today, proportionally fewer households are composed of a ‘mom, dad and kids’ family and more people are living alone, as part of a couple without children, or as part of a multigenerational family. One-person households accounted for 28.2% of all households in 2016, the highest share since 1867.

Nationally, one-person households became the most common type of household for the first time in 2016, surpassing couples with children, which were down from 31.5% of all households in 2001 to 26.5% in 2016. In comparison, the percentage of one-person households was 25.7% in 2001. Since 1951, the percentage of households comprised of just one person increased steadily, from 7.4% to 28.2% in 2016.

Trends in the share of couples living with or without children also reflect the growing diversity of households and families in Canada. From 2011 to 2016, the number of couples living without children rose faster (+7.2%) than the number of couples with children (+2.3%). **The proportion of couples living with children has been decreasing for some time.** This is mostly due to population aging. As the large baby-boom generation—people born from 1946 to 1965—grows older, more and more couples are becoming empty nesters due to their children leaving home.



Since 1951, the percentage of households comprised of just one person increased steadily, from **7.4%** to **28.2%** in 2016

Households	One person households	Couples with children	Couples without children	Multigenerational
Canada	28.2 %	26.5 %	25.8 %	2.9 %
Alberta	24.0 %	33.4 %	29.0 %	2.8 %
Calgary	24.5 %	35.0 %	27.0 %	3.2 %



Supporting growth

Disclaimer: The items listed here will be used by City Services Lines and other departments as inputs and consideration into future budget decisions. *The local area Ppan will not implement these options, but the list will be used to inform future budget allocations.*

Within the local area plan, physical and social investments needed to support future growth have been identified. The items identified in the list have come from previous public engagement.

Please review the list of implementation options for each objective and let us know if there are any options missing.

Bridgeland-Riverside Objectives The following objectives have been identified to guide future investment in the area	Implementation Options To support the objectives, the following list of associated implementation options have been identified.	Are there any implementation options missing to support the objectives?
Celebrate, care for, and, where appropriate protect, the heritage assets in the community	<ul style="list-style-type: none">Preserve and celebrate Vacant Lot Garden, de Wall Block, Riverside Bungalow School, former Calgary General Hospital (Murdoch Park), and other heritage sitesExplore interpretive projects to tell the significant stories of the community	
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	<ul style="list-style-type: none">Explore and realize opportunities for public art/ beautification programs in public space or as part of private development such as near LRT stationExplore feasibility of adding gateway entrance signage near Edmonton Trail NE and Memorial Drive NEExplore feasibility of adding gateway entrance signage near 9 Street NE and Memorial Drive NEImprove the prominent corner intersections and make developments more inviting (i.e. corner of Edmonton Trail and 1 Avenue NE, 4 Street and 1 Avenue NE)Improve the existing fence interface along Memorial Drive NE (East and West Riverside)	
Improve and enhance existing community association buildings and related facilities within the community	<ul style="list-style-type: none">Explore expansion to the existing Bridgeland-Riverside Community Association buildingExplore outdoor skating rink (hockey size), community pool to BRCAPreserve and enhance the existing schools (i.e. Riverside Bungalow School, Christine Meikle School) to be used for other community recreational facilities or public programsExplore adding recreation centre with combined facilities at the BRCA	
Improve the quality of the pedestrian realm along Main Streets, station areas, and activity centres	<ul style="list-style-type: none">Provide amenity space for people to gather outside: along the Main Streets (1 Avenue NE, Edmonton Trail NE, 4 Street NE), and streets with higher pedestrian activities as it relates to the draft Plan vision in the future (9 Street NE, McDougall Road, Bow Valley Drive NE, 12 Street NE).Improve public realm south of the LRT station (lighting, visibility, safety, accessibility, mobility)Improve connectivity, and accessibility from the southside of the LRT overpass to St Patrick Island Park (i.e. explore Pedestrian/Cyclist bridge extension)Continue to improve the quality of pedestrian realm on the Mainstreets (1 Avenue, Edmonton Trail, 4 Street NE via the Streetscape Master Plan) - add more lighting, outdoor seating areas, patiosContinue to improve the 4 Avenue NE Flyover parkExplore relocating power lines to be underground to improve the street interface with higher pedestrian activities (i.e. Main Streets)	

Supporting growth continued

Bridgeland-Riverside Objectives The following objectives have been identified to guide future investment in the area	Implementation Options To support the objectives, the following list of associated implementation options have been identified.	Are there any implementation options missing to support the objectives?
Improve safety and comfort in existing parks and, where feasible, support a broader range of complementary uses that cater to diverse groups of users	<ul style="list-style-type: none"> ▪ Provide missing pathway connection, way finding signage, lighting, seating at various viewpoints (i.e. Downtown) along the Escarpments and other parts of the community ▪ Improve pathway connection at Tyndale Park ▪ Improve amenities to General Avenue Plaza (i.e. patio lighting, patio seating, expand pedestrian patio space) ▪ Explore feasibility of adding amenities to Murdoch Park including outdoor Skating rink (hockey size), water fountains, outdoor fitness equipment ▪ Provide additional trees, benches, bathrooms in various Parks Bridgeland-Riverside ▪ Improve the park (unnamed) at 5 Ave NE & 4 street NE ▪ Improve the existing sidewalk conditions along Memorial Drive NE to make it safer to use for seniors and all users (in East Riverside) ▪ Incorporate fitness and mobility friendly elements encourage all age group (including seniors) and all mobility to McDougall Park (also known as Riverside park) ▪ Improve Colonel Baker Park (adjacent to Bishop O'Byrne Housing site in East Riverside) ▪ Improve missing connection to the existing pathway system to enhance accessibility and travel within the community. 	
Improve pedestrian connections and complete missing links between Main Streets, station areas, activity centres, parks and natural areas	<ul style="list-style-type: none"> ▪ Improve missing pedestrian connection along Bow Valley Drive NE from Bridgeland-Memorial LRT station to 12 Street NE (East Riverside area) ▪ Improve pedestrian connections between Bridgeland and Renfrew ▪ Improve missing pedestrian connection along Memorial Drive NE between 7a Street NE to 9 Street NE ▪ Improve missing connection along Thomson Avenue NE to connect Tyndale park to Tom Campbell's Hill Park ▪ Improve missing sidewalk along both sides of 10 Street NE between 5 Avenue NE and 8 Avenue NE (also including Drury Avenue NE and Jamieson Avenue NE) ▪ Improve missing north-south pedestrian connection between Centre Avenue and McDougall Rd NE ▪ Improve missing connection along the south side of 5 Avenue NE ▪ Improve missing pathway connections along the Escarpments ▪ Improve missing pedestrian connection from Centre Avenue NE to Tom Campbell's Hill Natural Park ▪ Campbell's Hill Natural Park ▪ Improve Colonel Baker Park (adjacent to Bishop O'Byrne Housing site in East Riverside) ▪ Improve missing connection to the existing pathway system to enhance accessibility and travel within the community. 	
Support and expand the tree canopy throughout the plan area	<ul style="list-style-type: none"> ▪ Include new trees along the Main Streets with cycling infrastructure improvements ▪ Retention and replacement of the tree canopy, such as heritage boulevards (along 8 Street NE) ▪ Provide tree replacement issues and better pruned and care for such as trees along Meredith Rd NE (south of De Waal block building) 	

Supporting growth continued

Bridgeland-Riverside Objectives The following objectives have been identified to guide future investment in the area	Implementation Options To support the objectives, the following list of associated implementation options have been identified.	Are there any implementation options missing to support the objectives?
Explore opportunities for additional on-street parking along Main Streets	<ul style="list-style-type: none"> Explore feasibility of adding angle parking to 9 Street NE to accommodate more short-term parking Explore feasibility of adding angle parking to 1 Avenue NE to accommodate more short-term parking Explore future public / private parking strategy with short and long-term parking accommodation to manage higher commercial activities to areas near main street and key commercial areas 	
Improve transit connections inside and outside of the community	<ul style="list-style-type: none"> Provide safe and direct transit route to improve accessibility and connectivity between nearby communities such as Renfrew, Crescent Heights, Hillhurst-Sunnyside, Inglewood-Ramsay, Downtown 	
Improve safety, connectivity, and accessibility for all modes of Transportation	<ul style="list-style-type: none"> Improve street crossing at various intersections along 1 Avenue NE - at 10 Street NE, 9 Street NE, 6a Street NE, Edmonton Trail NE, 4 Street NE (i.e. Crosswalk lights, improved street pavers for crosswalk, painted crosswalk, traffic calming) Improve street crossing at various intersections along 4 Street NE - at 2 Avenue NE, Meredith Rd NE Improve street crossing at various intersections along Edmonton Trail NE - at Marsh Rd NE, Meredith Rd NE, Memorial Drive NE Improve street crossing at various intersections along McDougall Rd - at 6 Street, 9 Street NE, 12 Street NE. Especially many seniors in this location. Improve street crossing at various intersections along 9 Street NE - at McPherson Rd NE, Centre Ave NE Improve street crossing at various intersections along 10 Street NE - at 2 Avenue NE, Jamieson Ave NE Improve street crossing at various intersections along 12 Street NE - at Centre Avenue NE, McDougall Rd NE Improve street crossing at various intersections along 6a street NE - at 2 Avenue and 4 Avenue NE Improve street crossing at various intersections along Memorial Drive/ along 12 Street NE (in East Riverside) Improve wayfinding signage for pedestrian and cyclist to identify destinations within the community and beyond Improve existing laneways conditions to make it safer for pedestrian and improve laneway conditions for laneway housing (i.e. behind Bridgeland Place, behind Main Streets) Improve traffic calming along the residential local streets such as 4 Avenue NE, 12 Street and McDougall Rd NE, 9 Street NE, 6a and 4 Avenue NE 	
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	<ul style="list-style-type: none"> Explore feasibility of adding bike lane infrastructure along 12 Street NE and along McDougall Road NE (connecting to the existing bike network to Murdoch Park) Upgrade pedestrian and cyclist infrastructure along 1 Avenue NE, 2 Avenue NE/or/ 4 Avenue NE (as required by livable street/ 1 Avenue Streetscape Master Plan project) Improve cyclist connection along 9 street from LRT station to 1 avenue Main Street. Add bike lane along 9 Street NE connecting to 1 Avenue NE Improve the existing cyclist connection along Edmonton Trail NE to better serve the cyclist travelling between adjacent communities (i.e. Renfrew) Improve the north-south cyclist connection to enhance accommodate cyclists travelling up/down the Escarpment Improve missing east-west cyclist connection along Bow Valley Drive NE from Bridgeland-Memorial LRT station to 12 Street NE (East Riverside area) 	