

Making life in Inglewood and Ramsay better every day



Investing in Inglewood and Ramsay

The City is investing in one of Calgary’s oldest neighbourhoods to keep it safe, beautiful and vibrant.

From replacing 100-year old bridges to building new park spaces, we’re committed to:

- Improving connections in to and out of Inglewood and Ramsay, whether you travel by foot, bus, bike or car.
- Ensuring safe, reliable exits to protect the communities in the event of an emergency.
- Building on the character of the communities to create great spaces to live, work, play, and shop.

Here’s what we’re working on:

A city that moves

- 9 Ave. S.E. Bridge
- 12 St. S.E. Bridge
- 17 Ave. S.E. BRT
- Pathway lifecycle
- Green Line LRT
- Zoo Road Reconstruction

A city of inspiring neighbourhoods

- 9 Ave. S.E. Streetscapes
- Inglewood and Ramsay Area Redevelopment Plans

A healthy and green city

- Zoo Flood Mitigation
- ReTree YYC
- River Access Strategy
- Bend in the Bow
- Bioengineering program



Inglewood and Ramsay coordination FAQ – traffic, parking and development



I'm concerned about traffic speeds and congestion.

The City has heard concerns about traffic speeds and congestion from the community. We are evaluating area-wide transportation network to identify opportunities to manage the system for all users, whether you walk, bike, bus or drive. There are a number of options that may come forward for discussion, including reprioritizing traffic signal timings, lane narrowing (a speed mitigation tool), on-street parking, and traffic calming solutions.

How many travel lanes should 9 Avenue S.E. have?

Our current recommendation is to maintain the four-lane roadway along the 9 Avenue S.E. corridor. Four lanes on both the roadway and the 9 Avenue S.E. Bridge means we can maintain:

- Safe, efficient access for emergency vehicles
- On-street parking in off-peak hours
- Bus only lanes during peak hours
- Flexibility for future roadway changes (ie. it's better to re-paint lines than to rebuild an entire roadway!)

The four lanes today, however, may not be the same four lanes in the future. There may be opportunities to narrow lane widths and slow traffic speeds, and we will explore these options through the Main Streets – Streetscapes project.

What is the parking strategy for the area?

The City is working on a cohesive parking strategy for the communities of Inglewood and Ramsay. We understand that on-street parking is important to both business owners and residents for the convenience of customers, friends and families who visit the communities. Off-street parking is also important to support those who work in the area and for people who want to spend a little more time exploring the neighbourhood's parks, shops and pathways.

As we work towards an area parking strategy, we will investigate the feasibility of angled parking on 13 and 14 Street S.E. this spring.

What is the status of the Inglewood and Ramsay Area Redevelopment Plans (ARPs)?

We have recommended that Council defer the plans until Q4 2018 to ensure the plans are consistent with the Green Line alignment and the future TOD Implementation Strategy. Learn more at calgary.ca/Inglewood

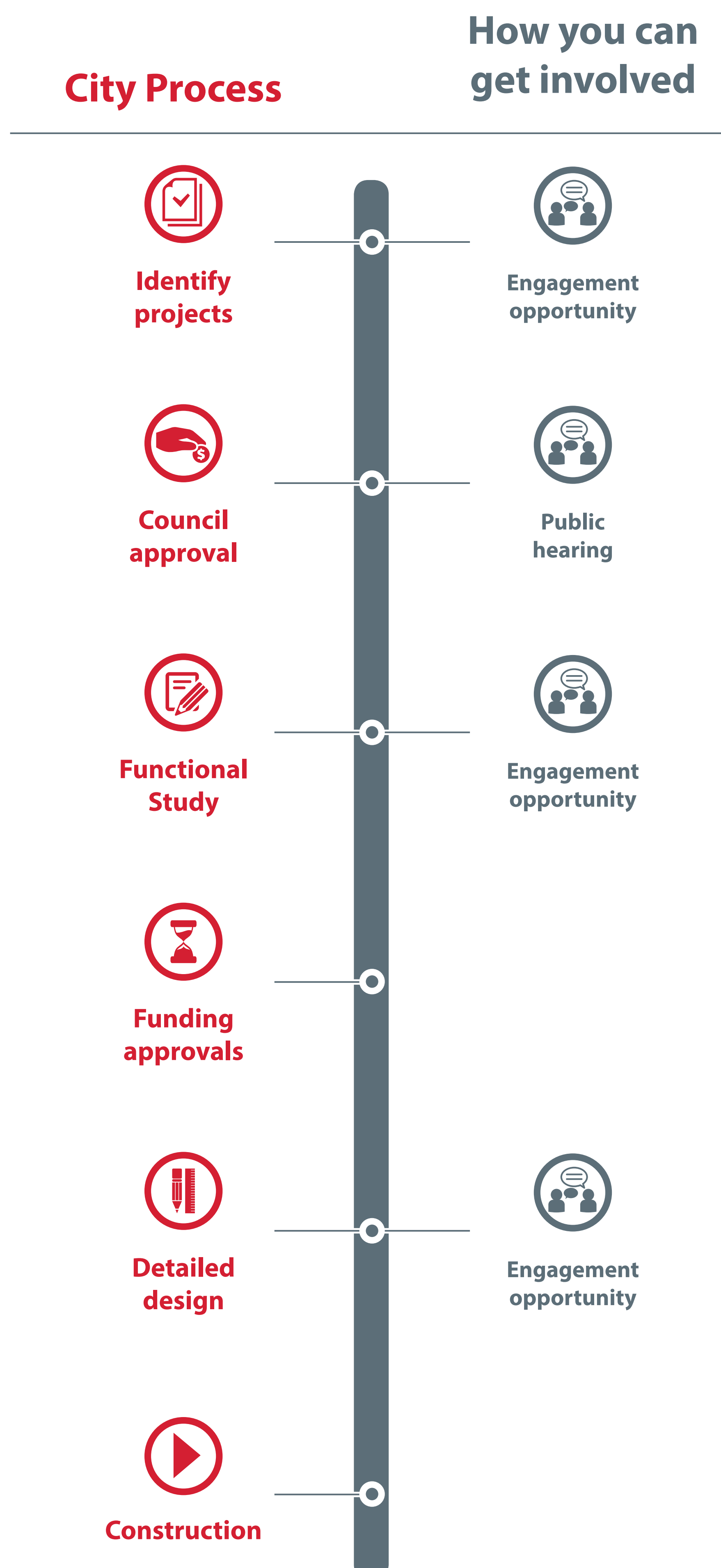
What is the status of the Developed Areas Guidebook?

The Guidebook went to Calgary Planning Commission (CPC) on February 23, and will go to a Public Hearing of Council on April 10, 2017. CPC amended the Guidebook and is recommending that Council approve it.

Inglewood and Ramsay coordination

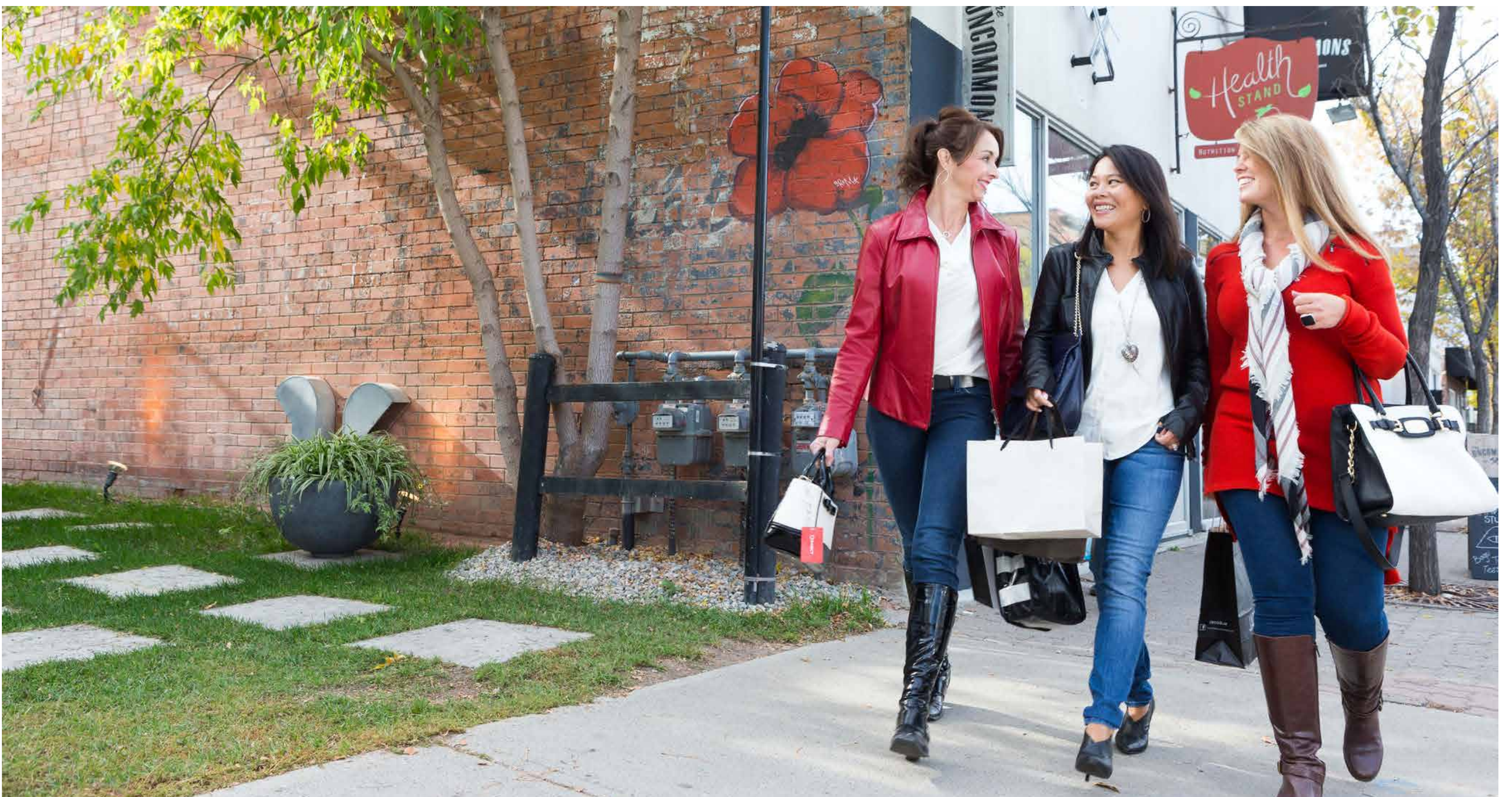
FAQ – How does The City deliver projects?

A City of Calgary planning or infrastructure project can take anywhere from a matter of months to several decades to move from concept to delivery, with several opportunities for public input along the way. Council direction or funding conditions can accelerate or delay project timelines, but most projects typically follow these milestones:



A city that moves:

Making connections in Inglewood and Ramsay



12 Street S.E. Bridge

Project background



The 12 Street S.E. Bridge spans the Bow River on the south side of St. George’s Island and is in need of replacement due to its age and deteriorated physical condition. The bridge, constructed in 1908, was originally designed to carry horse and buggy, as well as pedestrian traffic to St. George’s Island. Now it is an important link for vehicles and people on foot or bikes, which provides access to and from 9 Avenue S.E. and Memorial Drive. A new bridge will ensure this important link is maintained for the next 100 years.

Project Scope

The bridge will be replaced with a new structure that will:

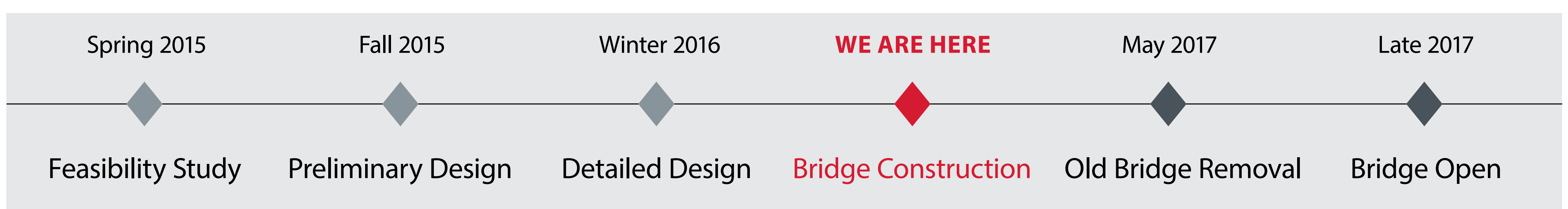
- Provide two lanes for vehicle traffic that can accommodate emergency response vehicles.
- Improve overall flood resiliency by minimizing upstream impacts and providing an emergency evacuation route in the event of another flood
- Provide pedestrian/cycling access across the bridge and connect into new pathways on the north and south ends of the bridge
- Be easy to maintain and last for a long period of time (100 years)
- Incorporate a historical/commemorative components recognizing the old bridge’s story
- Continue to provide access into the Zoo’s Administration Building

As outlined in The City of Calgary Public Art Policy, this project will have a public art component worth 1% of the total budget.

Project Budget

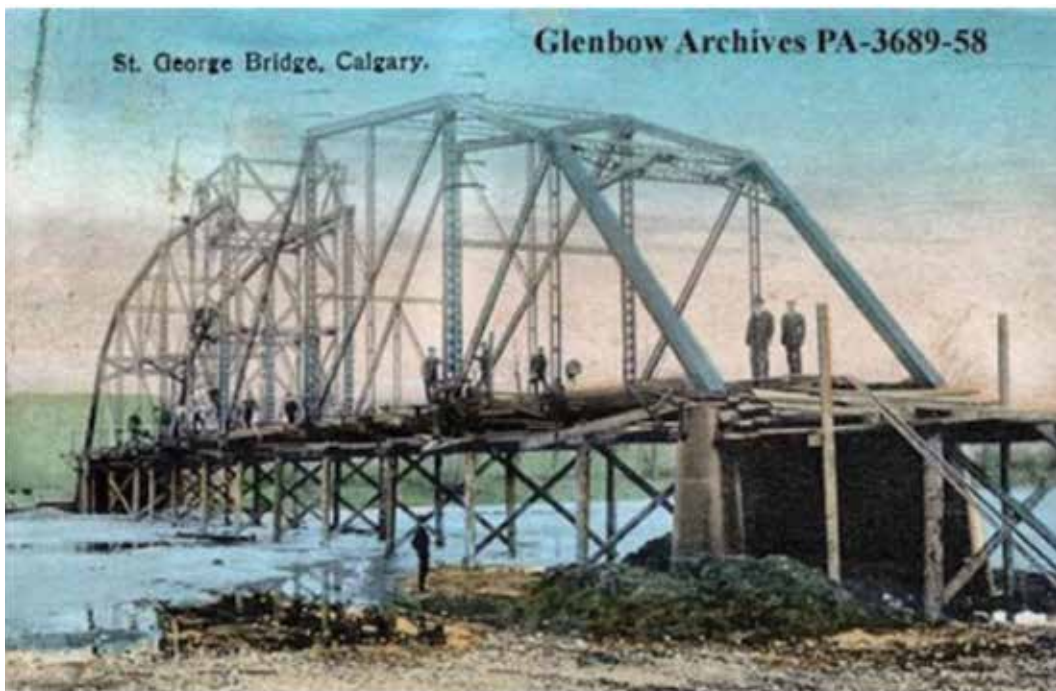
\$26 million

Timeline



12 Street S.E. Bridge

History of the bridge



In 1887, town council leased the Bow River islands, St. George, St. Andrew and St. Patrick, for development as parks. In September 1891, a ferry service connected the islands to the town, increasing their popularity. Construction of St. George's Island Bridge was completed in 1908. The federal government gave the islands to the city in 1910, stipulating they remain parks. In 1929, St. George's Island became the new zoo's home.

Source: Calgary Herald, 2004, October 21, "Then & Now" column



1903

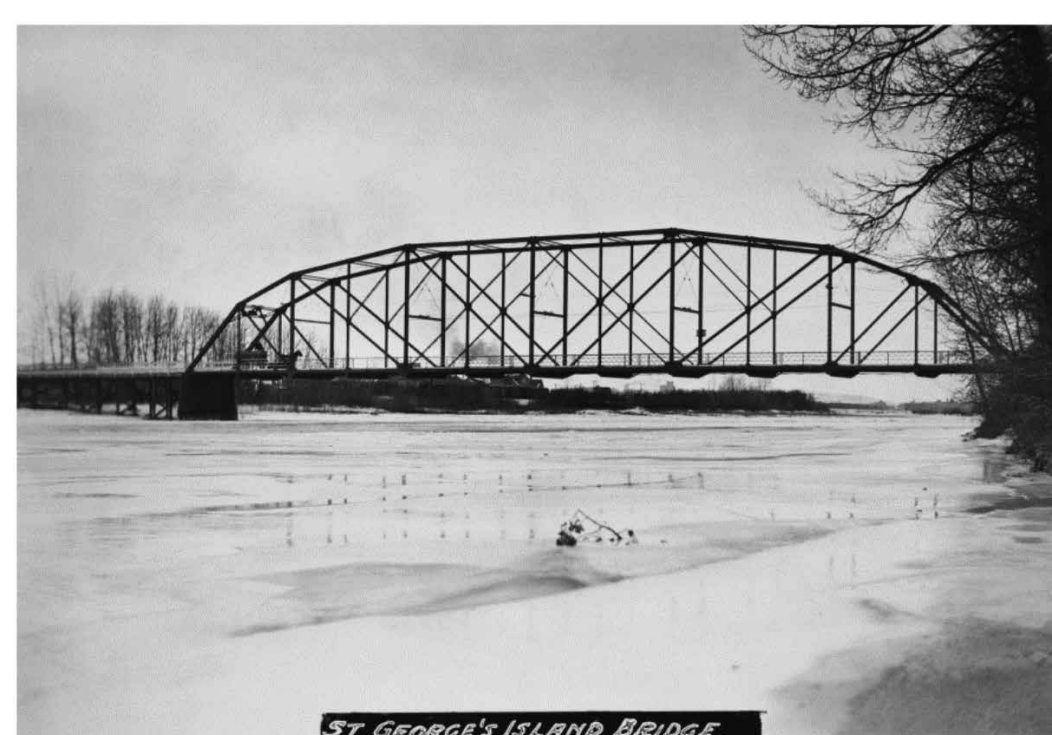
The islands were initially suggested for park use by the Calgary Herald in 1883, with the new town of Calgary first making an effort to acquire them for that purposes in December 1887.

1903 Houses, brewery and Burns' plant east of Elbow River. Glenbow Archives NA-3508-1



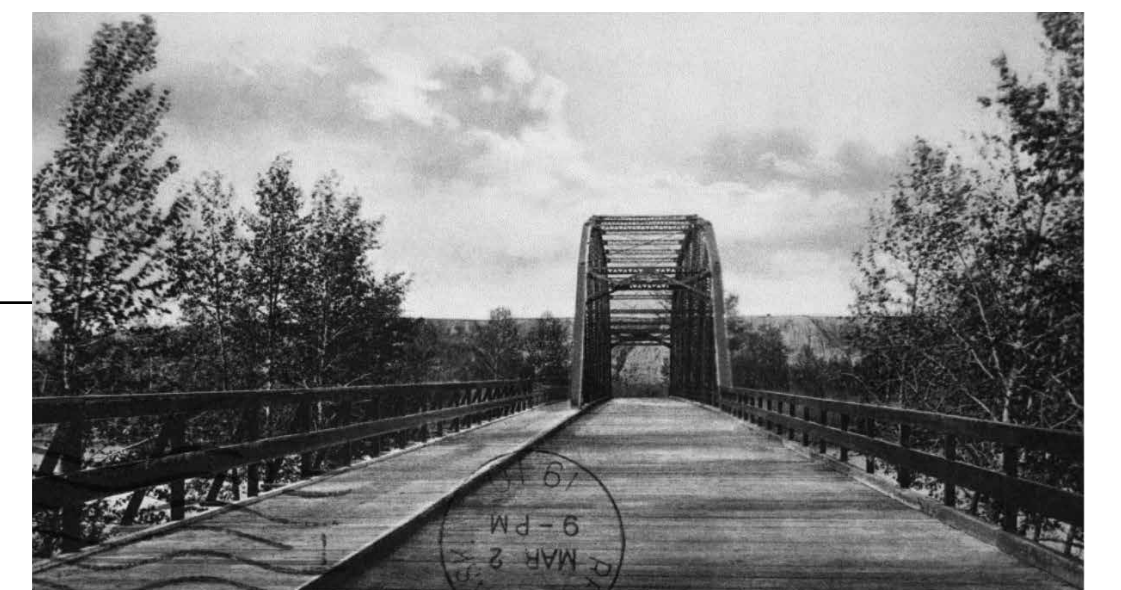
1919

1919 Approach to St. George's Island bridge. Glenbow Archives NA-3496-44



1921

1921 Bridge to St. George's Island. Glenbow Archives NA-2399-87



1910

St. George's Island Bridge is one of four historic Parker Camelback bridges in Calgary – the most frequent used design for bridges built in Calgary from 1905 to 1912.

1910 St. George's Island bridge. Glenbow Archives NA-2114-4



1920

St. George's Island Bridge is responsible for the island becoming one of the most important and popular parks in Calgary and symbolizes this development.

1920s Entry to St. George's Island. Glenbow Archives NA-3885-34

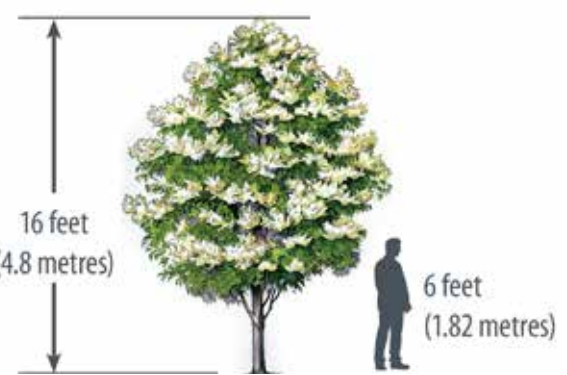
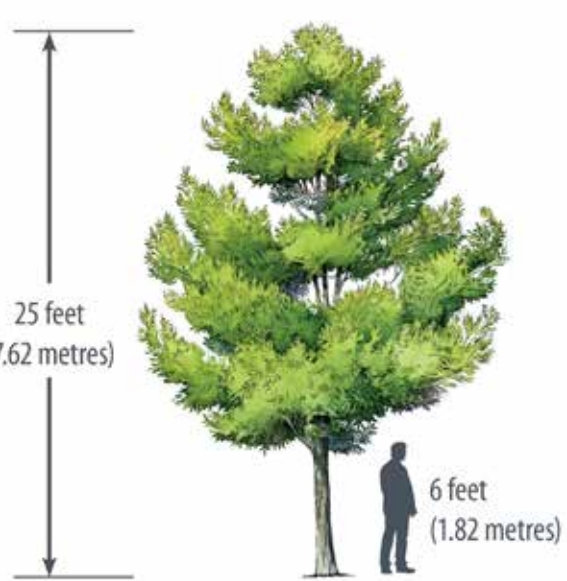

12 Street S.E. Bridge

Park Landscaping and Features

Place a sticker and comment below to respond to the following question:

What types of trees and shrubs would you like to see in this park?

Please note: At the time of planting these trees will not be mature; they will need years to grow into their full height.

Fruit/Flowering Examples: <ul style="list-style-type: none"> • Japanese tree lilac • American mountain ash • Ohio buckeye 	Shade Tree Examples: <ul style="list-style-type: none"> • Paper birch • Red-oiser dogwood • Wolf willow • Plains cottonwood 	Other Examples: <ul style="list-style-type: none"> • Siberian larch • Juniper (shrub) • Saskatoon berry (shrub) 	Other suggestions
Please tell us why?			

What enhancements and features would you like to see in the park?

Natural play space using materials such as logs, rocks and sand	Furniture (eg. picnic tables, bike rack, benches)	Informal performance seating or gathering space	Other

12 Street S.E. Bridge Landscaping and Commemoration

The final landscaping design will be developed based on:

- Public feedback
- Safety of people using the park space
- Parks maintenance
- Budget and schedule
- Adjacent projects, such as boat launch
- Flood resiliency
- Accessibility





12 Street S.E. Bridge

Commemoration

Place a sticker and comment below to respond to the following questions:

What aspects of the sites history are important to commemorate?

First Nations	The history of the bridge	Facts about the bridge	The area around the bridge
Please tell us why?			

Add your ideas about how you want the bridge to be commemorated in this space:

9 Avenue S.E. Bridge

Project background



The 9 Avenue S.E. Bridge over the Elbow River was built in 1908 to accommodate Calgary’s new street car system. Today it provides a vital connection between downtown Calgary and the communities of Inglewood and Ramsay

This 108 year old bridge needs to be replaced because it has outlasted its lifespan, has a reduced load carrying capacity and does not meet current design and engineering standards. Its deteriorated physical condition has led to increasing costs to repair and maintain it.

Project Scope*

- Cycling and pedestrian pathway on north and south side
- Meet current design and engineering standards
- Improve flood resiliency – 1:100 year flood
- Support transit improvements in the area
- Be easier and less expensive to maintain for the next 100 years
- Incorporate a historical/commemorative component to recognize the old bridge design
- Use appropriate detours to minimize inconvenience during construction (to be determined based on bridge design and construction methodology)

*Construction on the 9 Avenue S.E. Bridge will not begin until both the Zoo Flood Mitigation Project and the 12 Street S.E. Bridge Project are complete

Timeline



9 Avenue S.E. Bridge

Three bridge design options

Bridge Type

Benefits

Challenges

Shallow frame bridge



- Clear view of river and area
- Can reduce space for construction
- No vehicle height restrictions
- Low-maintenance material – no paint required
- Less long-term maintenance required due to steel frame protected under bridge

- Not a traditional “gateway” design
- Sloping piers under bridge means a smaller opening for high water flow
- 9 Ave S.E. must rise approaching the bridge to meet flood requirements
- Less opportunity for combining the lighting and way-finding strategy due to open deck design

Arch bridge



- Natural “gateway” design
- Bridge and 9 Ave S.E. do not need to rise as much as other designs to meet flood requirements
- Design allows an opportunity to combine signage, lighting and way-finding
- Clear separation between pathway and vehicle lanes

- Restricts vehicle height
- Higher long-term maintenance costs: structure is exposed to road de-icing salts
- Construction of the arches may increase cost and schedule.

Truss bridge



- Natural “gateway” design
- Reflects heritage, look and feel of existing bridge
- Design allows an opportunity to combine signage, lighting and way-finding
- Clear separation between pathway and vehicle lanes

- Restricts vehicle height
- Construction of bridge trusses may increase cost and schedule
- 9 Ave S.E. must be rise approaching the bridge to meet flood requirements
- Higher long-term maintenance costs: structure is exposed to road de-icing salts

9 Avenue S.E. Bridge

Bridge selection criteria

Criteria necessary for this bridge design:

- Public feedback
- Safety for people travelling over and under the bridge
- Flood resiliency
- Durability: 100 year life span
- Bridge aesthetics and design to fit with the surrounding area
- Accessibility for people cycling and walking, and those with mobility challenges
- Meets current engineering standards
- Connection to Calgary's roads, pathways and transit network
- Minimize impact to neighbours
- Cost and schedule
- Ensure a safe emergency route across the Elbow River

All three bridge types have the same road layout:

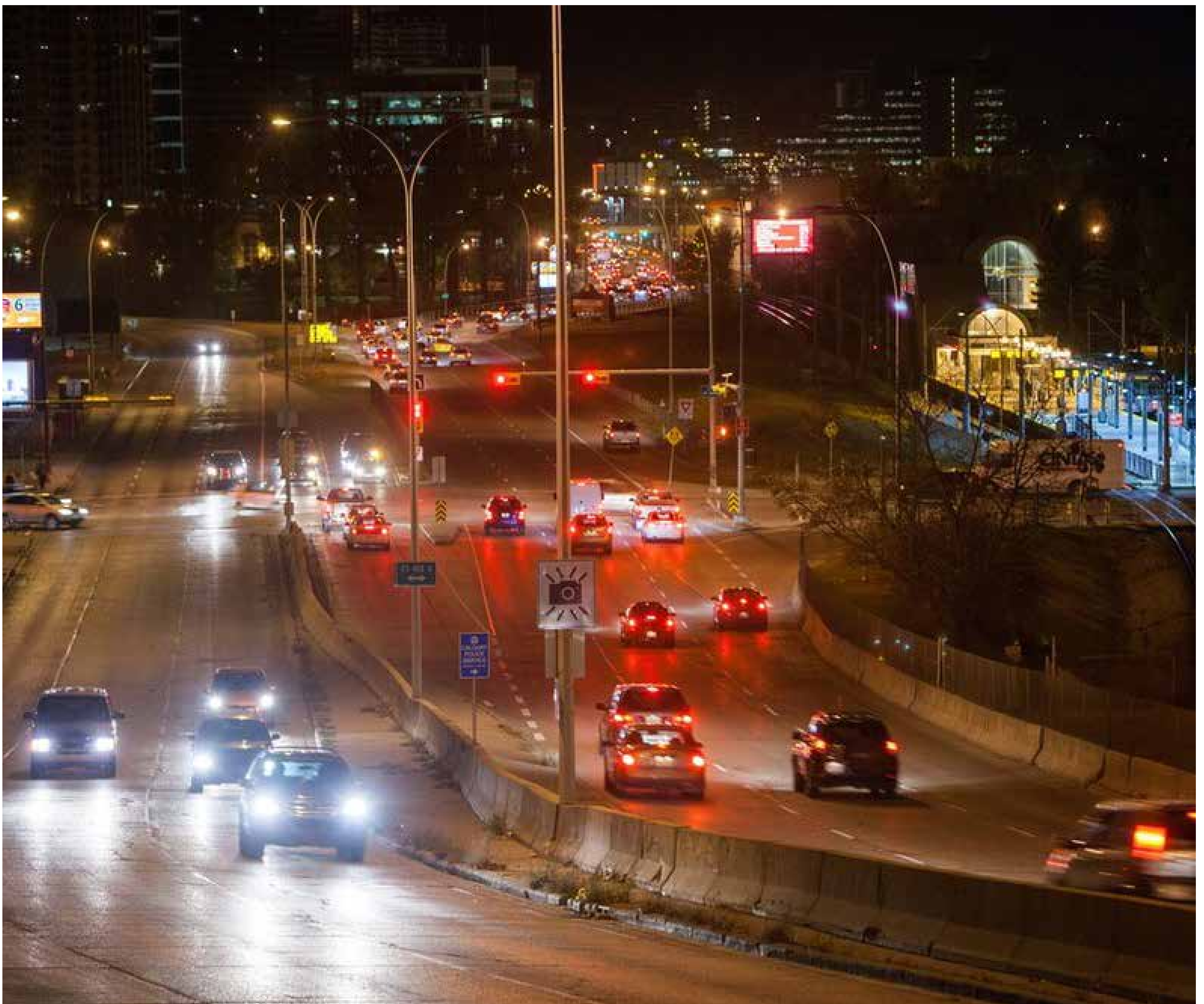
- Road width to accommodate up to four lanes
- Pathway on the north and south side
- Bridge layout consistent with 9 Avenue on east and west side

25 Avenue S.E. / LRT Grade Separation Study Objectives

The functional planning study will provide future recommendations that will:

- Grade separate the Red Line LRT tracks from 25 Avenue S.E.;
- Provide access for people walking, biking, driving and taking transit to key destinations in the study area; and
- Identify short and long term improvements to operational and safety concerns within the study area.

Currently no funding is available for the construction of the final plan.



25 Avenue S.E. / LRT Grade Separation Study

History of 25 Avenue S.E. and Macleod Trail

- 1970's** Planning for a grade separated interchange began to address traffic volumes and the LRT interruption of intersection traffic operation.
- 2006** 25 Avenue S.E. Connector project initiated to determine future upgrades to 25 Avenue S.E. between Macleod Trail and Blackfoot Trail.
- 2009** 25 Avenue S.E. Connector recommend plan approved by Council.
- 2015** Council directed Administration to look at alternatives to an interchange at 25 Avenue S.E. and Macleod Trail.
- 2016** A feasibility study was conducted to determine if grade separating the LRT tracks without an interchange is possible.

The feasibility study shows that grade separation is possible.

Council directed Administration to undertake a functional planning study to establish a recommended grade separation plan for the Red Line LRT tracks and 25 Avenue S.E.

Land protection for an interchange at this location is removed.

- 2017** 25 Avenue S.E. / LRT Grade Separation Study begins.

25 Avenue S.E. / LRT Grade Separation Study

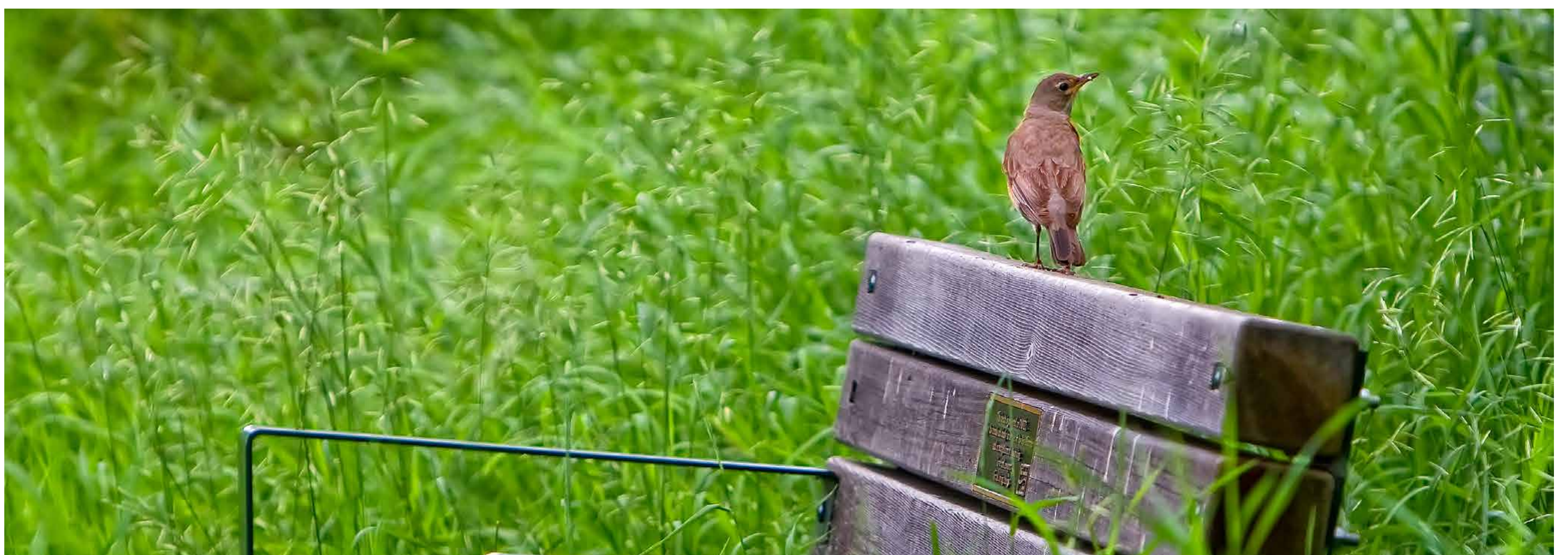
Next steps

- The online survey is open until March 13, 2017, at calgary.ca/25AveStudy
- Development of preliminary concepts (March – May)
- Presentation of preliminary concepts Spring 2017

For ongoing project updates, information regarding future engagement events, or to sign up for email updates, please visit calgary.ca/25AveStudy



A city of inspiring neighbourhoods: **Making great spaces in Inglewood and Ramsay**



9 Avenue S.E. streetscape

Our goal

As part of the implementation phase of the Main Streets initiative, The City is developing a Streetscape Master Plan for 9 Avenue S.E. Our goal is to identify a streetscape plan for Inglewood's main street that reflects its heritage and builds on the values of the community.

Exploring the possibilities

Some of the areas we hope to explore are the visual elements of street including sidewalks, street furniture, trees and open spaces, and adjoining buildings that collectively form the street's character.

Engagement opportunities

We want to get it right. It's important to recognize Inglewood's main street as a living story of Calgary's history. We'll be reaching out to the community over the next few months to listen to your thoughts and provide you with opportunities to help shape the streetscape design. Stayed tuned for more information as we confirm our workshop opportunities.



Parks

Mills Park



Mills Park – artists’ renderings

Mills Park will feature one of Calgary’s first natural play spaces with the theme of a rural Albertan Landscape. Natural play spaces are alternative playgrounds that use natural elements to inspire active and creative outdoor play, and connect people – young and old – to nature. Construction is anticipated to begin early summer and to be completed late summer 2017.

Construction impacts:

- The area will be fenced off during construction with no access
- Noise and dust from landscaping machinery and construction activities

Inglewood Bird Sanctuary – TD Outdoor Learning Centre

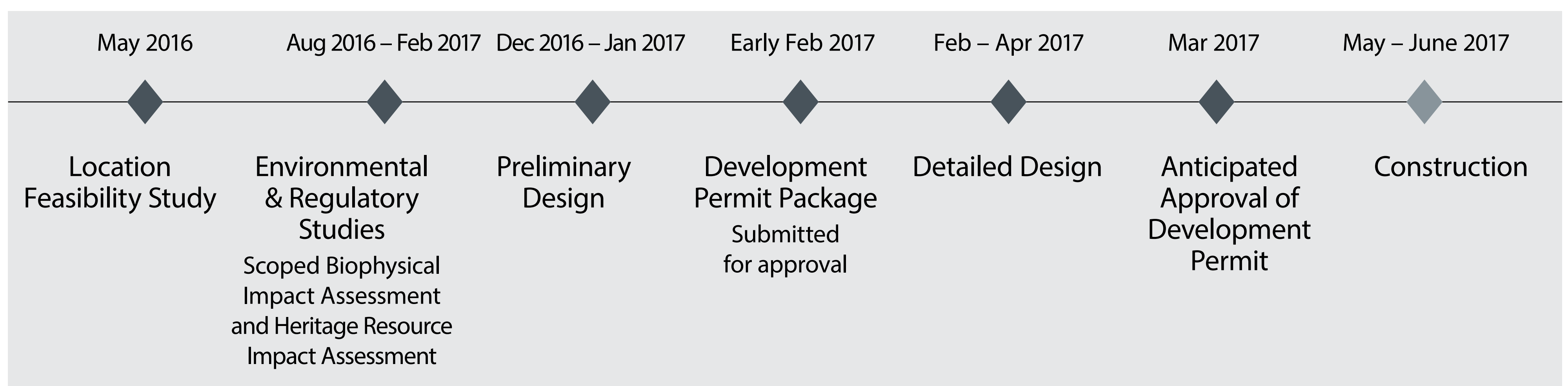


Inglewood Bird Sanctuary – TD Outdoor Learning Centre – artists’ renderings

The TD Outdoor Learning Centre is a three season shelter that will be built on a disturbed area in the North Field site of Inglewood Bird Sanctuary that was previously used for construction staging.

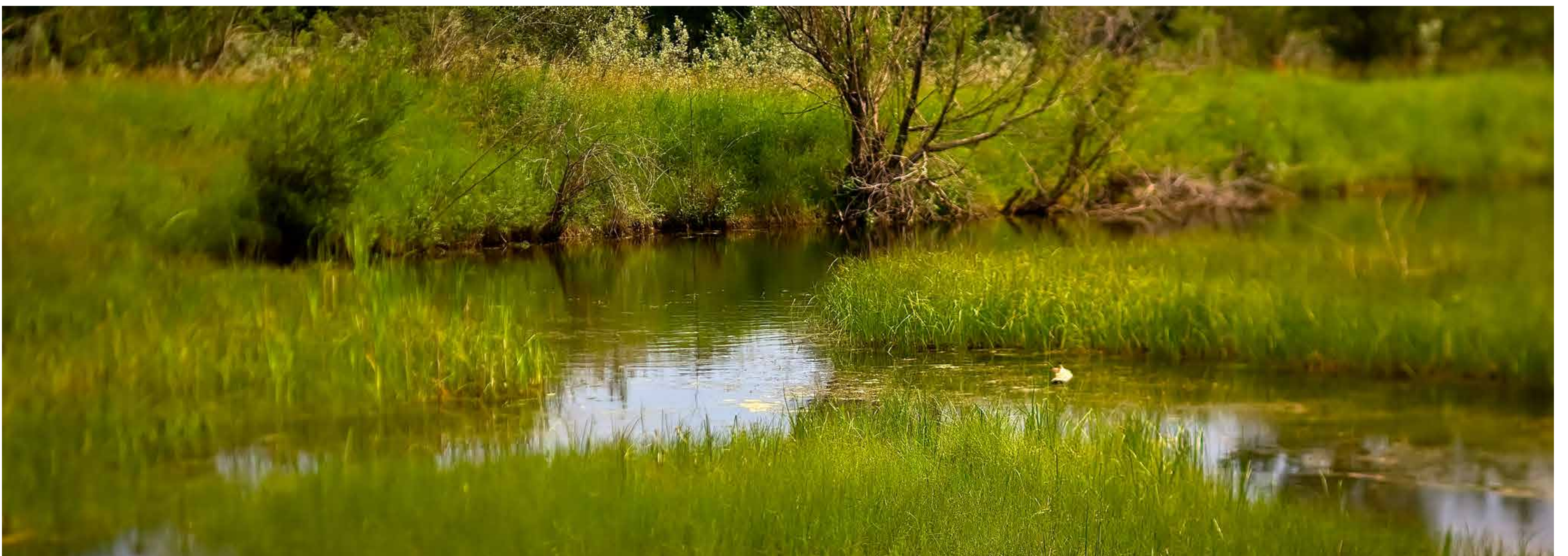
This structure will provide educational features to enhance citizens’ understanding of the surrounding land, air and water, serve as a main stop for guided walks, provide a picnic area and natural play space, and serve as habitat for local fauna.

Timelines



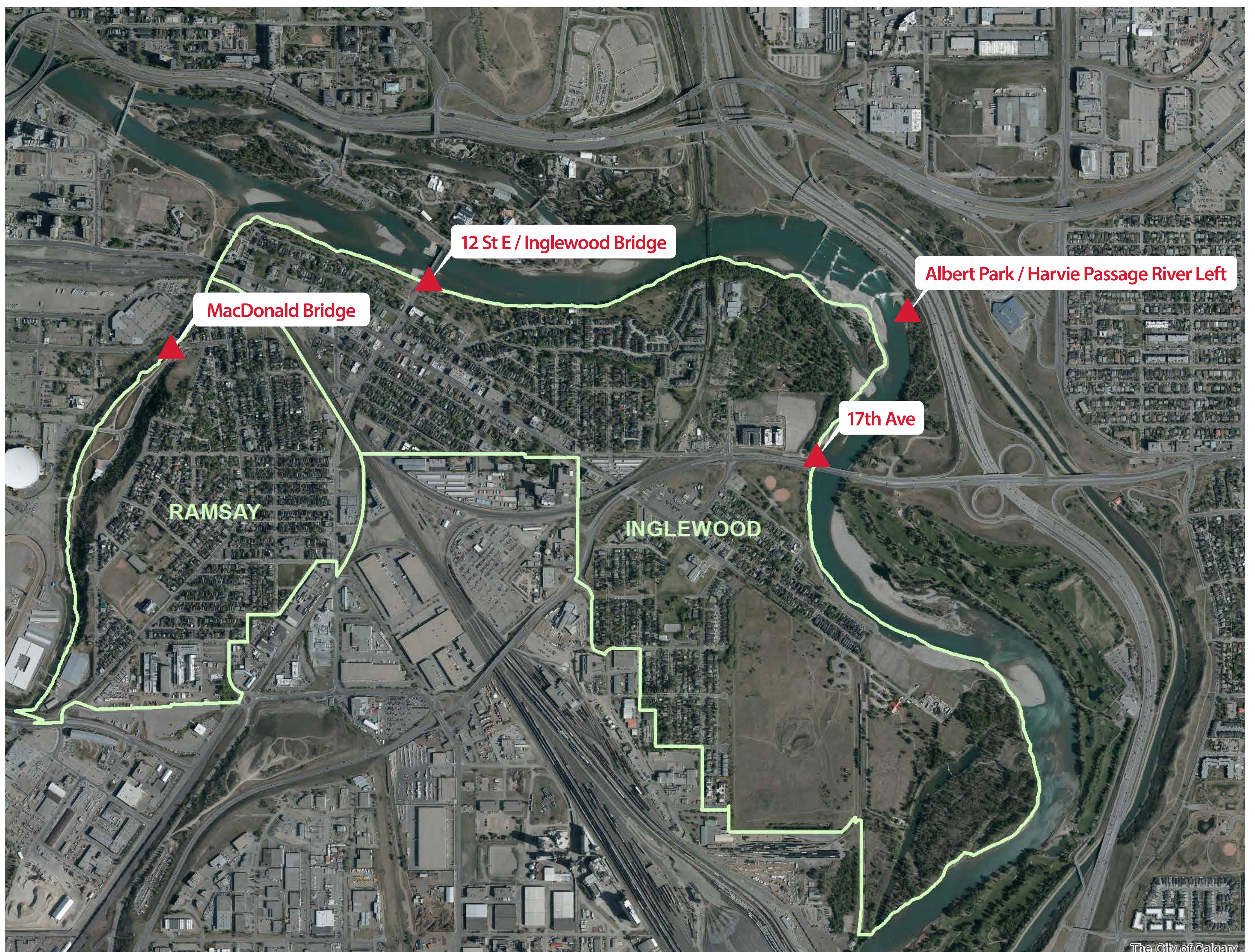
A healthy and green city:

Celebrating Inglewood and Ramsay's natural beauty



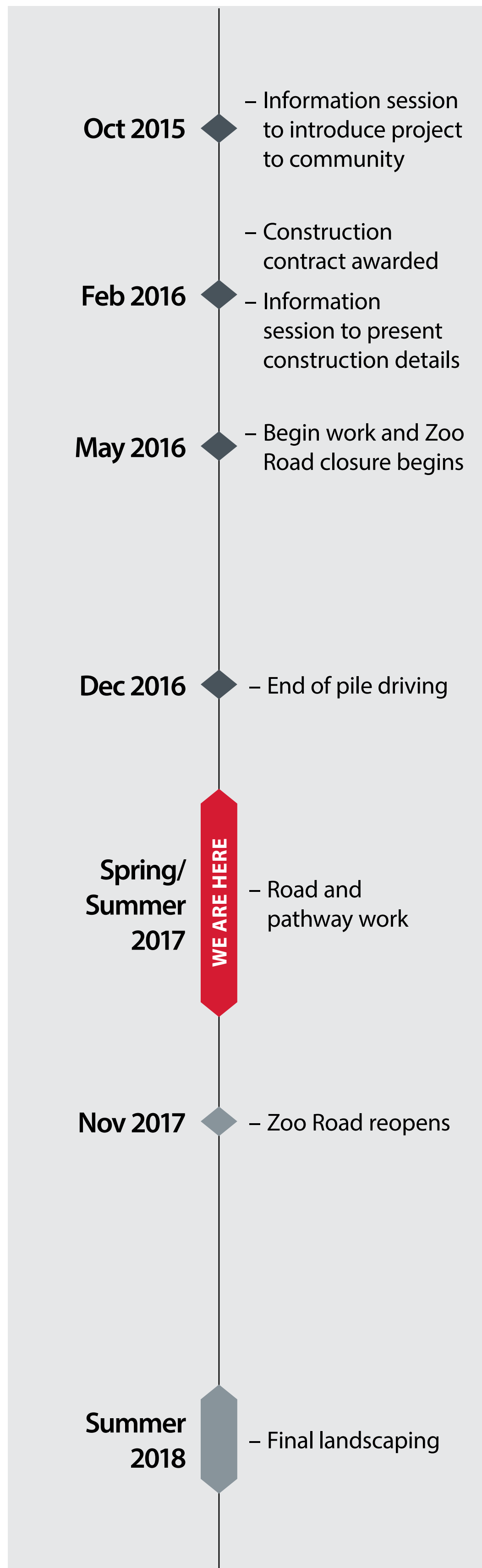
Calgary's River Access Strategy

- The Calgary River Access Strategy has four priorities:
 - increasing safe river access sites
 - Protecting the environment
 - Providing education on appropriate river use
 - Enhancing economic opportunities
- The plan is contingent on receiving full funding. Council recently approved this strategy and it is expected that the funding mechanism for work to be completed in 2017 and 2018 will be determined in May. Funding for amenities proposed in 2019 and later will be determined in 2018 through Council's regular budget process.



Zoo flood mitigation

Timeline



Project Scope

The Zoo Flood Mitigation Project will protect the zoo against a flood to a level of more than a one in 100 year event – that’s more than one metre above the 2013 flood levels.

The flood measures included in this project are:

- **Steel sheets:**
 - Below ground, the steel is driven to bedrock, creating an impermeable barrier against seepage
 - Above ground, the steel wall acts as a berm and is as tall as three metres in the areas most vulnerable to flooding. This wall has been designed to be aesthetically pleasing.
- **Pumping system** will ensure groundwater levels are kept at a minimum level
- **Full reconstruction of Zoo Road**
 - Protecting the road from a one in 100 year flood event, ensuring an evacuation route in an emergency event
 - Wider, standardized vehicle lanes
 - A new four-metre pathway for pedestrians and cyclists
 - New lighting for both the road and the pathway
 - Improved sightlines as you approach and exit both the 12 Street S.E. Bridge and Baines Bridge
 - Safer pedestrian crossing at the zoo’s west gate

Studies have confirmed that these flood mitigation measures will not increase the risk of flooding to adjacent areas.

Project Budget

35 million

Bioengineering



Bioengineering promotes bank stabilization and erosion control, creation of fish and wildlife habitat, water quality improvement and increased resiliency to future flood and drought.

Bioengineering combines vegetation and built components to shore up eroding riverbanks. Water loving shrubs, trees, grasses and other native plant matter take root among structural elements like timber crib wall, rock lining or boulders, fortifying the land. The resulting natural habitats support a diversity of birds, insects, fish and wildlife.

Bioengineering Demonstration & Education Project – Pearce Estate Park to the Inglewood Bird Sanctuary

The health of riparian areas, or riverbanks, has declined dramatically in some areas of Alberta, in part because of recent flood mitigation work. The City of Calgary and Alberta Environment and Parks are partnering together in this demonstration to improve fish habitat and stabilize slopes, while at the same time testing the effectiveness of various bioengineering techniques.

Their goal is to increase the awareness and understanding of how bioengineering structures are built, as well as the benefits they can bring to our watershed. The result will be the increased use of successful bioengineering techniques in Calgary, and across the province.

