

Bridgeland-Riverside Area Redevelopment Plan

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1. Introduction

The Bridgeland-Riverside Area Redevelopment Plan (ARP) is a statutory document to guide development in Bridgeland-Riverside. Policies in this ARP will allow Bridgeland-Riverside to evolve over time, while considering the rich history of one of Calgary's oldest communities.

1.1 Community history of Bridgeland-Riverside

Like the rest of Calgary and all of southern Alberta, Bridgeland-Riverside lies within Treaty 7 territory, which opened to non-indigenous settlement after that treaty was signed in 1877. At that time, indigenous peoples had lived in this region for at least 12,000 years, dating back to the last ice age. With its sheltering river flats, plentiful wood and water and warm Chinook winds in the winter, the Calgary area was a preferred seasonal campsite. Archaeological evidence of temporary campsites abound, including sites within Bridgeland-Riverside that date back thousands of years.

The near-extinction of the bison in the late 1870s set the context for Treaty 7, which the crown signed with leaders of the Kainai, Nakoda, Peigan, Siksika and Tsuut'ina nations. Members of each nation moved to newly-established land reserves and their highly complex cultures that served their survival came to an end.

Calgary began as a North-West Mounted Police post in 1875 and developed as an unincorporated settlement by the time the transcontinental Canadian Pacific Railway (CPR) arrived in 1883. The CPR laid out a new townsite on its own property in what is now Downtown Calgary at the beginning of 1884. Calgary was incorporated as a town later that year and in 1894 it became a city.

Note: The comprehensive history of Bridgeland-Riverside is under review and will be further developed.

1.2 Context

The community of Bridgeland-Riverside is located in northeast Calgary, north of Memorial Drive NE, west of Deerfoot Trail NE, south of 7 Avenue NE and east of 3 Street NE. The Plan Area is approximately 244 hectares (603 acres). The communities of Renfrew, Mayland Heights, Crescent Heights and East Village are located to the north, east, west and south, respectively as shown in **Map 1: Plan Location**. The Bow River is located to the south of Bridgeland-Riverside and provides opportunities for recreation to residents of Bridgeland-Riverside. The Calgary Zoo and TELUS Spark Science Centre are located to the south and east of the Plan Area, respectively.

Bridgeland-Riverside is a predominately residential community with a mix of low to high density residential development and supportive commercial and institutional uses. The Bridgeland/Memorial Light Rail Transit (LRT) station is located at the south boundary of the community, providing opportunities for Transit-Oriented Development (TOD) in the area surrounding the station.

Two main streets are located in the Plan Area: 1 Avenue NE is designated as a Neighbourhood Main Street, Edmonton Trail NE and 4 Street NE is designated as an Urban Main Street in the Municipal Development Plan (MDP). These main streets will incrementally intensify over time, providing residents of Bridgeland-Riverside with a greater mix of uses including additional opportunities for retail in a pedestrian-friendly environment. **Section 7: Plan Area Attributes** provides additional information regarding attributes in Bridgeland-Riverside that must be considered throughout all subsequent phases of planning and development.

2 Bridgeland-Riverside's Future

2.1 Vision and Core Ideas

The vision and core ideas for Bridgeland-Riverside provide planning direction within the Plan Area. The core ideas provide high-level concepts that were considered for decision-making during the development of this ARP and will continue to guide planning and development in the Bridgeland-Riverside community. The vision and core ideas for Bridgeland-Riverside were developed from feedback gathered from open house public engagement events and through discussions with the Community Advisory Group.

Bridgeland-Riverside's Vision

Bridgeland-Riverside offers a vibrant urban neighbourhood with rich history and character that can be seen in its buildings' architecture, street grid patterns, and spirited sense of place shaped through a diverse mix of residents. Its central location in Calgary provides direct access to the river pathways, parks, the LRT, and downtown. Nestled in the natural escarpment just north of the Bow River, the area has beautiful views and tree lined streets. As it evolves, the community will build on its great public amenities, strong multi-modal transportation connections, housing diversity, and vibrant main streets. Bridgeland-Riverside will celebrate its heritage and continue providing a dynamic place for its diverse residents and visitors to live, work, visit and enjoy. Bridgeland-Riverside is a vibrant, urban community that will continue to celebrate its heritage, and character as it evolves, providing lively places for both residents and visitors to enjoy.

Core Ideas

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

1. provide a **diverse range of housing types** to increase overall density in appropriate locations to accommodate all-ages and family-sizes;
2. **integrate new development** into the **evolving community character** with that continue to serve the community needs and accommodate all-ages, including the elderly and special-needs groups;
3. **preserve local history and historical buildings**, and support development that complements historic development patterns and architectural features;
4. encourage **Transit-Oriented Development** through guided intensification of the land near the Bridgeland-Memorial LRT Station;
5. **support a mix of compatible uses** including retail, office, residential, live work units, as well as amenities such as parks, green space, and public spaces;
6. create **vibrant and safe public realms**, along the Urban and Neighbourhood Main Streets through buildings and public space design;
7. enhance existing local amenities and prioritize a **safe pedestrian and cyclist connection network**;
8. provide a **range of multimodal transportation choices** to facilitate efficient movement of all modes of travel;

9. encourage transit and active modes as the preferred transportation option, **and strengthening the connections** to the Bridgeland-Memorial LRT station; and
10. encourage **community cohesiveness** shaped by a high level of engagement, social programming, and a diverse mix of residents.

2.2 Land Use Concept

Map 3: Land Use Concept illustrates the general location of building blocks, parks and open spaces and the transportation network in the Plan Area. The ARP uses building blocks found within the Developed Areas Guidebook. These building blocks represent a range of uses and intensities that provide the foundation to achieve the core ideas and vision of the Plan.

Building Blocks

The Neighbourhood – Limited building block will be concentrated in the central-north area of Bridgeland-Riverside. New infill development will complement existing low density residential development. Low density rowhouse and townhouse development may be supported in locations identified within The Bowl and The Escarpment.

The Neighbourhood – Low-Rise building block is located within the Edmonton Trail Residential, The Couplet, and West Riverside character areas and will consist of development up to four storeys. This building block is intended to provide a transition between Neighbourhood – Limited areas and higher intensity areas of the community.

The Neighbourhood – Mid-Rise building block will be concentrated in locations closer to LRT station and Main Streets and will provide opportunities for development of up to six storeys. Other uses that are complimentary to multi residential may be appropriate within this building block.

The Community – Mid-Rise building block is located along portions of the 1 Avenue NE and Edmonton Trail NE Main Streets and key locations close to the Bridgeland-Memorial LRT station. This building block provides opportunities for mixed use development up to six storeys.

The Community – Centre building block is located in The Couplet and East Riverside and will provide opportunity for mixed-use development from six to ten storeys. Developments in these building blocks should accommodate retail and commercial uses on the ground floor.

The Community – High Density building block is concentrated in close proximity to the Bridgeland-Memorial LRT station, and in key locations in East Riverside. The building block will allow for development greater than ten storeys and have specific requirements for development over ten storeys to ensure it will be sensitive to surrounding development.

The Employment – Intensive building block supports institutional uses including land owned by Alberta Health Services and other non-residential uses in East Riverside. Development in this building block will be designed to provide a sensitive transition to residential development adjacent to the building block.

Future Comprehensive Plan Area will be applied to sites that require future comprehensive development. Within Bridgeland-Riverside, there are sites that may require further development planning and will be determined and reviewed at future planning stages.

3 Land Use & Built Form

Policies in this section provide direction for development in Bridgeland-Riverside. Some of the policies are general and apply to all parts of the Bridgeland-Riverside while others are specific to development within certain Character Areas. The land use section is organized by Character Areas as shown on **Map 2: Character Areas**. There are eight character areas identified within Bridgeland-Riverside and each character area is a geographic area with shared characteristics and development patterns that are unique within the Community.

3.1 General Policies

Policies in this section apply throughout the Plan Area and must be read in conjunction with the policies for each specific character area.

Site Design

1. Where multi-residential, commercial, or mixed-use development is located adjacent to Neighbourhood – limited build form, building design and form should be configured to minimize adverse impacts, including massing, shadowing, overlooking and loss of privacy.
2. Stepped building design and terraced retaining walls should be constructed to facilitate slope adaptation to the sites, including The Escarpments, and Edmonton Trail Residential. Development on naturally slope lands with a slope angle of 20 per cent or greater should follow the City of Calgary's Slope Adaptive Development Policy and Guidelines.
3. Where an application includes the retention of a Character Home, **see Section 9: Abbreviation & Definition**, development should: (note: this policy is still under review).
 - a. ensure that the front façade of the Character Home retains its visibility from the street;
 - b. use at-grade dwelling unit entries and front façade design features to complement the rhythm, massing, and form of the Character Homes on the block;
 - c. integrate the Character Home into the development through setbacks, shared amenity spaces, or inclusion into a comprehensive Character Home Retention Development; and
 - d. provide landscaping in the front setback area, including trees, consistent with the historical character of the Bridgeland-Riverside streetscape.
4. Development with south facing exposure including sites abutting Memorial Drive NE and along The Escarpments and Edmonton Trail Residential should consider the utilization of passive solar energy systems.
5. Shared site elements such as access stairs, parkade ramps, waste and recycling areas and mail areas should be integrated into larger-scale multi-residential, commercial, or mixed-use developments.
6. A transition area between the street and semi-private area in front of dwellings should be defined using landscape elements such as decorative fencing, change in grade, shrubs, and/or built elements such as stairs, entrance features and porches or patios.

Building Design

7. Multi-residential, commercial, or mixed-use developments should be stepped back, after the third storey, to limit shadowing impact and to reduce visibility from the street.

8. Development greater than ten storeys for sites located within the Community – High Density building block may be considered at the discretion of the Approving Authority. The following should be provided:
 - a. a shadow study, massing study, and contextual building height perspective rendering (of surrounding developments) to demonstrate the development context in relationship with the adjacent development;
 - b. additional contribution to the at-grade amenity space to create a high quality pedestrian environment (including, but not limited, to additional at-grade amenity space, street furniture, landscaping, etc);
 - c. an engagement plan with the local community to demonstrate how community input/feedback was considered; and
 - d. incorporate slim point-towers in the building design with podiums to minimize any visual, shadow, and massing impacts to adjacent developments.
9. Rowhouse and townhouse development in the Neighborhood – Limited built form should: (note: this policy is still under review).
 - a. be no more than 2.5 storeys in height or 9.0 metres, whichever is less;
 - b. not include floor area that exceeds 50 percent of the second storey floor area above the second storey;
 - c. provide same orientation as is common of other residential units on the block where they are located, except end of block parcels which may be oriented towards the side street;
 - d. provide a sun shadow study and/or a massing model to assess, where the proposed building depth exceeds that of the neighboring homes, how the rowhouse or townhouse development will impact neighboring amenity spaces;
 - e. decrease lot coverage, where the proposed building depth exceeds that of the neighboring homes, to avoid shadowing on adjacent parcels;
 - f. include design elements such as the use of sloped roofs, variations in building setbacks and stepbacks in order to minimize the perception of massing of the building when viewed from adjacent parcels and street;
 - g. include façade design elements that vary from unit to unit to help create variety along the streetscape and break up the massing to fit within a low density residential context;
 - h. not allow setback relaxations, except in the front property area, for a building to project into a setback area sharing a property line with a low density residential site. This is to protect access to light, sky view, and the privacy of adjacent parcels;
 - i. treat both streets as frontages when located on corner sites. This includes:
 - i. aligning the building to the setback pattern of neighbouring buildings on both streets;
 - ii. incorporating elements such as corner and side windows, entrances for both streets, and wrap-around patio space;
 - iii. providing front facades elements facing both streets with a high degree of detail and articulation, and interesting architectural elements; and

- iv. providing landscape treatments to both street frontages.
 - j. prioritize private amenity space with front and side setbacks adjusted to increase useable amenity areas; and
 - k. provide an enclosed space for waste and recycling storage to minimize spillover of waste and recycling bins into the rear lane.
10. Backyard Suites should be developed with: (note: this policy is still under review).
- a. entries placed on the lane;
 - b. an entranceway feature or porch area that provides a safe place for people to stand;
 - c. entries placed to maximize landscaping opportunities along the lane frontage;
 - d. windows facing the lane; and
 - e. a 1.5m stepback at the height of 6.0m from all around the building.
11. Relaxation of parking requirements or tandem parking configurations may be considered where a Backyard Suite includes at-grade floor area with an entryway facing the lane.
12. Development should promote creativity and innovation in architecture, landscape and site design to complement historical development patterns and architectural features.
13. Private amenity space should provide adequate privacy and should incorporate different design features and materials, such as solid walls, planters and/or opaque glass panels to break up the building massing.
14. Building design are encouraged to incorporate landscaped rooftops for improved stormwater management, heat management and for amenity purposes.
15. Crime Prevention Through Environmental Design (CPTED) principles should be applied to the walkways, public areas and pedestrian interface for development adjacent to Memorial Drive NE.

Streetscape Character and Public Realm

16. Buildings should be oriented to frame edges of parks and open spaces to provide animation and passive overlook. Development's edge facing the parks and opens spaces should appear and function as fronts, including elements such as at-grade entrances, windows, porches, and landscaping to activate the public realm.
17. Public and private tree preservation should be required in Bridgeland-Riverside. If tree removal is required, the tree should be replaced with a similar species to the satisfaction of the City of Calgary.
18. Soft and hard landscaping should be seamlessly integrated and transitioned with the public realm to improve the pedestrian environment.
19. Outdoor amenity spaces should:
- a. front onto streets, pedestrian mews, pathways and/or connect to open space on adjacent properties to provide visibility and access;
 - b. be located in central and visible areas to avoid being located in isolated, irregularly shaped or inaccessible areas; and
 - c. have direct access to sunlight and sky view.

20. Outdoor amenity space should be designed to maximize sun exposure and should incorporate overhead canopies to provide shelter for users.
21. The public realm design should provide opportunities for temporary markets, festivals or other activities.
22. Developments adjacent to parks should be designed to minimize shadow impacts on public parks, plazas, pathways and open spaces.
23. Local history interpretive elements should be incorporated throughout the Plan Area, such as public art, plaques, and textual effects in public realm improvements.

Parking and Vehicular Access

24. There shall be no new automobile service uses, drive-through or service stations.
25. There shall be no new stand-alone single-use parking lots.
26. Garages or driveways should be accessed from the lane. If the parcel does not have a lane or the placement of a rear garage is unsafe, the garage width should be the lesser of either a standard two vehicle garage or 50 per cent of the width of the front façade of the house.

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3.2 The Bowl

The Bowl is nestled south of the escarpment, surrounding by slopes on the west, north, and east sides. The area has a grid pattern of tree-lined blocks with back lanes that run north-south. Primarily a low density residential area, the neighbourhood's changing history is visible in the mix of historic and more contemporary houses. The retention and conservation of heritage residential resources is essential to maintain the historical character valued by its residents. Due to the close proximity to the city's downtown, redevelopment interest in the area has increased. Redevelopment will be integrated and contribute to the existing community character. The Neighbourhood-Limited building block located within The Bowl allows for an evolving type of low-density residential options that maintains a complementary building scale to existing development, and overall character of the community.

Composition

1. The Bowl shall consist of:
 - a. the Neighbourhood – Limited building block; and
 - b. residential development including a range of ground-oriented development forms that can be integrated into the existing development pattern and community character including single detached, semi-detached, duplex, rowhouses, townhouses, secondary suites, and backyard suites;
2. Within The Bowl, rowhouse and townhouse development should be limited to the following locations:
 - a. within the identified area on **Map 4: Low Density Rowhouse & Townhouse**; and
 - b. on a parcel with a minimum width of 13 metres, which may require the consolidation of parcels (note: this policy is still under review).
3. Live-work units are encouraged:
 - a. along 1 Avenue NE from 10 Street NE to 12A Street NE; and
 - b. along Centre Avenue NE from 9A Street NE to 12A Street NE.
4. Future redevelopment of the Riverside Bungalow School Site:
 - a. has historically performed a community amenity function, and should provide community amenity space if redeveloped;
 - b. should retain the historic school building and encourage adaptive re-use of the structure;
 - c. should include design elements that enhance the public realm and pedestrian connection along 1 Avenue NE; and
 - d. should include design elements to enhance the north south pedestrian crossing of 1 Avenue NE.
5. Residential development is encouraged to include the retention of Character Homes by supporting increased density and relaxations that enables multi-residential, grade-oriented residential development on sites where Character Homes are being retained. **See Section 9: Abbreviations and Definitions** for information about Character Homes (Note: this policy is still under review).

Design

The following policies support development that respects the existing neighbourhood residential character. Recognizing that small footprint bungalows and two-storey houses exemplify much of the original housing stock in Bridgeland, this means development compatible with the existing character of the community by respecting the scale and form of surrounding development and the architectural style of surrounding development. Respecting neighbourhood character does not mean preventing change and innovation, and is not intended to result in the replication of existing building stock. The intent of the following policies is to design development that responds to the features and characteristics important to Bridgeland-Riverside and allow the character to evolve as new development is integrated.

6. Development in The Bowl should be contextually appropriate to adjacent heritage buildings and/or the existing character of the block in terms of setback, massing, streetwall height and landscaping.
7. Development should include roof-line variation and vertical elements. This can be achieved by using any combination of contemporary and traditional elements through a variation of step backs and setbacks with overhangs and trellises.
8. In order to achieve a building mass that is contextually appropriate, any building height above 8.6 metres should have a reduced floor area so that upper portions of the building are set back from the front street.
9. Buildings located on corner parcels shall treat both streets as frontages by incorporating elements such as corner and side windows, wrap-around decks, entries or other interesting architectural and landscape elements.
10. Sites along the north side of Centre Avenue NE between 9A Street NE and Townsend Street NE should be oriented to front onto Centre Avenue NE. Sites that front east or west, shall provide elements such as corner and side windows, wrap-around decks, entries or other interesting architectural and landscape elements along Centre Avenue NE.
11. Where a new building extends beyond the rear of existing adjacent buildings, windows and second storey balconies should be placed and oriented to face away from neighbouring yards to mitigate privacy concerns. Where this cannot be avoided, translucent glazing or screening shall be provided.
12. Backyard Suites on east-west oriented sites are encouraged to be located toward the south side of the site to reduce shadowing on sites to the north, except where topography or retention of existing significant trees or landscaping suggests otherwise.
13. Single storey massing elements are encouraged to emphasize the front building façades of development and decorative elements are encouraged for fences.
14. A minimum of two trees (new and/or existing) should be provided for each parcel redeveloped, or the minimum required by the Land Use Bylaw, whichever is greater.

3.3 The Escarpment

The Escarpment is located along and extending up the bluff running in an east-west direction across the northern portion of Bridgeland-Riverside. The Escarpment rises approximately 30 metres from The Bowl, influencing the design of development and infrastructure. The grid-style street pattern in The Bowl changes moving northward, as the streets and pathways adapt to the steep topography creating a unique pattern of streets, lanes, and lot layouts. A number of pathways and informal paths up and along the escarpment provide recreation, access to Tom Campbell's Hill Natural Park, connections to adjacent communities, and views of downtown. The Escarpment consists of the Neighborhood-Limited building block which includes existing low density residential housing, complemented with infill housing of similar scale. Redevelopment will integrate slope adaptive designs, taking advantage of the slope to minimize massing and building height while maximizing southern views.

Composition

1. The Escarpment shall consist of:
 - a. the Neighbourhood – Limited building block; and
 - b. residential development including a range of various development forms that can be integrated into the existing development pattern and community character including single detached, semi-detached, duplex, rowhouses, townhouses, secondary suites, and backyard suites.
2. Within the Escarpment, rowhouse and townhouse development shall be limited to the following locations:
 - a. within the identified area on **Map 4: Low Density Rowhouse & Townhouse**; and
 - b. on a parcel with a minimum width of 13.0 metres which may require the consolidation of parcels.
3. Within the Escarpment, townhouse and multi-unit residential development with separate direct entry from grade, excluding rowhouses, should: (Note: this policy is still under review).
 - a. have a maximum parcel coverage of 55%; and
 - b. present to the street as the form of low density residential dwelling (i.e. a single detached dwelling, semi-detached dwelling, or duplex dwellings).
4. Delta West Academy site (on the north east corner of 11A Street NE and 2 Avenue NE) has historically performed a community amenity function, redevelopment should:
 - a. be identified as a Future Comprehensive Plan area, until such time there is future redevelopment plans. Future redevelopment of the site should be reviewed by the City and an amendment to the ARP should required;
 - b. provide community amenity space if redeveloped;
 - c. retain the historic school building, or portions of the building, to allow adaptive re-use of the structure; and
 - d. provide public access through to the Tyndal Park open space.

Design

5. Development on the Escarpment shall be slope adaptive and stepped back to conform to the topography's natural contours.
6. Stepped building design and terraced retaining walls should be constructed to facilitate slope adaptation to the site. Staged grading, and the development of smaller pads or terraces, is preferred to mass grading of an entire sloped parcel of land.
7. New dwellings or additions to existing dwellings should respect the views and sunlight of adjacent properties. A sun shadow study and/or a massing model should be required to assess how the proposed development will impact neighboring amenity spaces subject to the discretionary review of the Approving Authority.
8. Where a new building extends beyond the rear of existing adjacent buildings, windows and second storey balconies should be placed and oriented to face away from neighbouring yards to mitigate privacy concerns. Where this cannot be avoided, translucent glazing or screening should be provided.
9. Window and balcony placement on Backyard Suites and second storey development on garages shall minimize impact to privacy for adjacent properties.
10. Rear balconies within the Escarpment should ensure privacy impact is reduced to the adjacent properties both to the side and to the rear. Consideration should include privacy screening, and size and placement of the balcony to avoid direct overlooking.
11. Redevelopment of parcels that have side yard setbacks along 10 Street NE should provide dual frontage to the street and avenue by implementing the same quality of architecture and landscaping.

3.4 Main Street – 1 Avenue NE

For over 100 years, the social and commercial focal point of Bridgeland-Riverside has been 1 Avenue NE. This commercial area has evolved and changed over the decades, however continues to provide an amenity as a vibrant, pedestrian-oriented street, with an active street level of mixed-use development. Main Streets in Bridgeland-Riverside are located along 1 Avenue NE Main Street and along portions of Edmonton Trail NE and 4 Street NE. Main streets shall support high-quality street design and a pedestrian-oriented environment as they are intended to be areas of activity.

The Municipal Development Plan designates 1 Avenue NE, east of Edmonton Trail NE and west of 11A Street NE, as a Neighbourhood Main Street. This character area will continue to accommodate a range of mid-rise building types with a mix of commercial, services, office, institutional and residential uses. Development along the Main Street will provide multi-residential housing choices that can transition to the Neighbourhood – Limited development in The Bowl to the north. The consolidation of smaller parcels along 1 Avenue NE will help achieve the vision of an active and vibrant Main Street by offering redevelopment opportunities not possible on individual parcels alone. Mid-rise development along the Main Street will enable the area to support transit, local commercial vitality, and a greater variety of employment opportunities. The Main Street will provide opportunities for community residents to meet their daily needs within comfortable walking distance. Through additional attention to the public realm, including enhanced public spaces and pedestrian and cyclist safety, the vibrant Main Street will continue to attract visitors, businesses, and locals.

Composition

1. The Main Street shall predominately consist of the Community – Mid-Rise building block that should:
 - a. include a vertical mix of land uses, including at-grade commercial or residential development, and office, commercial and/or multi-residential development;
 - b. encourage commercial uses that contribute to street activities during both the day and evenings; and
 - c. discourage commercial uses larger than 300.0 square metres, unless it can be vertically integrated.
2. Buildings in the Community – Mid-Rise building block west of 6 Street NE should not exceed six storeys, but may extend up to 22.0 metres in height providing for taller first storeys in buildings where vertical mixed-use is desired.
3. Buildings in the Community – Mid-Rise building block east of 6 Street NE should not exceed 16.0 metres in height (approximately five storeys), providing for taller first storeys in buildings where vertical mixed use is desired.
4. Development within the Main Street character area should not:
 - a. consist of single use or single purpose buildings; and
 - b. consist of office only buildings.
5. Development within the Main Street character area should be designed to accommodate at-grade street-oriented commercial. Any ground floor units built for residential use, should be designed to allow for future conversion to commercial uses.

6. New development on 1 Avenue NE within the Main Street character area should have a minimum building height of two storeys in order to establish a consistent 'street wall' and to contribute to activity in the area.
7. Development along 1 Avenue NE between 6A Street NE and 11 Street NE are encouraged to consolidate with the adjacent parcels. Parcel consolidation provides a larger area allowing for a variety of redevelopment opportunities that could achieve the recommended building heights and density targets in the Plan Area.

Note: The consolidation of two or more adjacent parcels on 1 Avenue NE into one development may offer opportunities such as on-site parking along a back lane; area required for an underground parkade; additional space for shared publicly accessible space between or at the corner of a buildings; cohesive architecture and street-block; transition to low-density residential context with a shared lane, and step-backs on upper floors to reduce shadow impacts.

8. Active frontages (Retail-Required Frontage and Retail-Ready Frontages) are required for developments along 1 Avenue NE as shown on **Map 5: Active Frontage**.

Design

9. Parcels that abut 1 Avenue NE shall be oriented to 1 Avenue NE and provide for the continuity of the 'street wall' along the Main Street area.
10. Development along 1 Avenue NE should be designed to create an open and inviting ground floor by including a high level of transparent glazing and detailing to encourage pedestrian activity and bring a human scale to the street level.
11. There shall be no blank walls for buildings located at ground level on 1 Avenue NE.
12. Signs and awnings should be designed as part of the overall design and concept of a building. Signs should be oriented to the pedestrian in terms of location size and scale.
13. Relaxations for the maximum area covered by window signs should not be allowed. The intent is to maintain visibility between the street and adjacent businesses and activate the public realm for pedestrians.
14. On the north side of 1 Avenue NE development should be designed to incorporate a stepped back rear façade to reduce shadowing.
15. The bylaw road right-of-way property line setback of 2.134 metres (7 feet) for 1 Avenue NE road may be reviewed for encroachment upon at the discretion of the Approving Authority.
16. At the discretion of the Approving Authority, the right-of-way may provide opportunities for landscaping, outdoor cafés, plazas, rest spaces and/or transit waiting amenities. A pedestrian easement may be required to allow public access to the pedestrian area.
17. Encroachment on a public right-of-way shall not result in a narrower sidewalk.
18. Development setback greater than the bylaw rights-of-way should only be considered appropriate when the larger front setback space is used to create recessed storefront entrance, special corner features, usable open space such as for an outdoor café or plaza, and/or transit waiting amenities.
19. Redevelopment, regardless of size, should provide an improved public realm street edge within the public road rights-of-way between the existing curb and property line. The design should take direction from the 1 Avenue NE Streetscape Master Plan.

20. Buildings should be built to the interior side property lines to create an uninterrupted façade along 1 Avenue NE.
21. Interior side setbacks should not be allowed below the minimum building height of two storeys.
22. Applications for outdoor cafés should be encouraged and may be supported within less than 25.0 metres from a parcel designated M-CG, M-C1, M-C2, M-G, M-1, M-2, or any low density residential districts where hours are limited to 7:00 AM to 10:00 PM, and appropriate screening is provided.
23. When proposed redevelopment along 1 Avenue NE shares a property line with an existing lane that intersects with 1 Avenue NE, development is encouraged to revise and replace the existing lane configuration with an L or T shaped lane. This allows a continuous building frontage along 1 Avenue NE without interruption.
24. Disruptions to the pedestrian network should be minimized along 1 Avenue NE, such as curb cuts, parking access or above-ground utilities.
25. Parking on private property shall not be located between a building and 1 Avenue NE.
26. Development on the north side of 1 Avenue NE between 8A Street NE and 9 Street NE should give special consideration to the integration with the existing public plaza to the south. Design element should support social interaction and are encouraged to include a publicly accessible plaza.

3.5 The Couplet

The Couplet character area is the gateway to the community. Located just north of the Reconciliation Bridge, this area has changed significantly over the past century as the areas around it developed and redeveloped. Both 4 Street NE and Edmonton Trail NE are identified as Urban Main Streets in the MDP. Urban Main Streets provide for a high level of residential and employment intensification on a multi-modal street with a strong focus on walking, cycling and transit while continuing to accommodate a moderately high traffic volume. The Community - Centre and Community – Mid-Rise building blocks in this area will provide a mix of horizontal and vertical residential and retail uses. The Couplet Character Area with its transit connections, historic buildings, amenities and infrastructure capacity will support residential and employment uses and strategic intensification through a variety of building forms and heights.

Composition

1. The Couplet shall consist the following building blocks:
 - a. Community – Centre with predominately mixed-use with commercial and services uses along Edmonton Trail NE and 4 Street NE;
 - b. Community – Mid-Rise east of Edmonton Trail transitioning east toward the residential of West Riverside Character Area; and
 - c. Neighbourhood – Mid-Rise in the north and west transitioning to Edmonton Trail Residential Character Area.
2. The Couplet is an entry point to the community. As a gateway it has a key role in identifying Bridgeland-Riverside as a distinct area and creating a sense of place. To emphasize the Couplet as a gateway the following tools at time of development are encouraged:
 - a. special landscape treatments;
 - b. tree planting, lighting, upgraded sidewalk treatment and street furniture;
 - c. landmark plazas and open spaces;
 - d. public art; and
 - e. distinct architectural design and façade treatments.
3. There are several City Wide Historic Resources located within The Couplet character area. These sites have been evaluated by the Calgary Heritage Authority and preservation are encouraged.
4. Active frontages are required for development along 4 Street NE and Edmonton Trail NE from 2 Avenue NE to Meredith Road NE as shown on **Map 5: Active Frontages**.
5. The corners of 1 Avenue NE and 4 Street NE and 1 Avenue NE and Edmonton Trail NE are the preferred locations for public amenity areas. New developments at these corners should provide areas that generate pedestrian activity and offer social gathering places for people.

Design

6. New development in the Community-Centre building block should incorporate a mix of land uses within a single building. The mix of uses should include ground floor retail/ commercial development and a minimum of one of the following uses: office/commercial and/ or multi-residential located above ground floor retail/commercial development.
7. To increase the amount of open space in the Couplet new developments should consider the provision of publically accessible amenity spaces, pocket parks, and soft landscaped areas.

8. Along 4 Street NE and Edmonton Trail NE street facing facades shall be articulated and incorporate architectural elements for pedestrian-scale environment. This can be achieved by providing building material changes, vertical articulation, landscaping or other architectural elements.
9. Within the Community - Centre building block where residential uses are provided on the ground floor, the design of the building should allow for future conversion to retail/commercial uses.
10. Along 4 Street NE and Edmonton Trail NE between 2 Avenue NE and Memorial Drive NE sidewalks should be a minimum of 4.0 metres wide. Wide sidewalks offer pedestrians enough space to walk at their chosen pace, stand, sit, socialize, and enjoy their surroundings.
11. Developments adjacent to 4 Street NE and Edmonton Trail NE should include traffic calming elements to provide safety and comfort for non-motorized modes of travel. This may include wider sidewalks, and street trees. The design should take direction from the 1 Avenue NE Streetscape Master Plan.

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3.6 Edmonton Trail Residential

The Edmonton Trail Residential character area is characterized by a mix of older multi-residential dwellings, small scale commercial buildings and institutional uses. It is expected that over time this area will continue to intensify. Development in the area will provide a transition from the higher intensity development in the Couplet character area and the lower density residential uses to the east and west. Development in the Edmonton Trail Residential area will take advantage of the natural sloping topography to minimize massing while not compromising density, and capitalizing on southern facing views of downtown.

Composition

1. Edmonton Trail Residential shall consist the following building blocks:
 - a. Neighbourhood – Low-Rise;
 - b. Neighbourhood – Mid-Rise; and
 - c. Community – Mid-Rise.
2. Development along 1 Avenue NE between Edmonton Trail NE and 6 Street NE shall have active frontages as shown in **Map 5: Active Frontages**.
3. St. Vladimir's Ukrainian Orthodox Church and Cultural Centre is located within the Edmonton Trail Residential character area. This site has been evaluated by the Calgary Heritage Authority and preservation of the site is encouraged.

Design

4. Development along 6 Street NE should address the interface of adjacent lower density by being designed to step-back after three storeys to limit shadowing on adjacent development. Development should be slope adaptive and stepped back to conform to the topography's natural contours.
5. Development along McDougall Road NE between Edmonton Trail NE and 6 Street NE shall consider the proposed redevelopment of the 4 Avenue Flyover Public Space. The Flyover project is a conceptually planned project that seeks to enhance an underused community space under the 4 Avenue Flyover.
6. Development on parcels that extend a full block with dual street frontage (eg. between 1 Avenue NE and March Road NE), shall provide design articulation appropriate for street frontages on both sides. This shall include elements such as defined entrances, windows, and landscaping.

3.7 West Riverside

The West Riverside Character Area is bordered by 6 Street NE, McDougall Slope, 8 Street NE, and Memorial Drive NE. A number of topographic features surround the character area and give it a distinct character from other areas of Bridgeland-Riverside. McDougall Road NE bisects the Character Area and is an important connection for pedestrian, cyclists, and vehicles as they move east-west through the community. West Riverside contains a combination of low and medium density residential development as well as several Character Homes and the Vacant Lot Garden. Due to its close proximity to the Bridgeland-Memorial LRT station, new development in West Riverside will intensify over time and will continue to celebrate its character while building a stronger connection to the rest of the community.

Composition

1. West Riverside shall consist the following building blocks:
 - a. Neighbourhood – Low-Rise; and
 - b. Neighbourhood – Mid-Rise.
2. Residential development up to six storeys should be provided at strategic locations adjacent to Memorial Drive NE and proximity to the Bridgeland-Memorial LRT station.
3. Small-scale commercial uses should be provided on McDougall Road NE to serve local residents.

Design

4. Development fronting on to McDougall Road NE should step-back after three storeys to limit shadowing impacts on the pedestrian realm.
5. Development at the corner of McDougall Road NE and 8 Street NE and at the corner of McDougall Road NE and 6 Street NE should:
 - a. promote pedestrian activity by being street oriented to both McDougall Road NE and the abutting street; and
 - b. be designed to incorporate architectural features that address both streets with a side elevation that includes windows and details consistent with the front elevation.
6. Development that fronts on to McDougall Road NE should incorporate traffic calming elements to provide safety and comfort for non-motorized travel.
7. Development adjacent to the Vacant Lot Garden should not shadow the garden. At time of development, a shadow study to determine impacts on the Vacant Lot Garden is required.
8. Views of downtown Calgary from Murdoch Park should be protected and enhanced. Public view corridors play a significant role in the visual and aesthetic enjoyment of Murdoch Park and limiting development impacts on the views and vistas will help encourage activity in the park.
9. Bridgeland Place, located at 736 McDougall Court NE, is a large parcel of land which is a key location for this Character Area. The site currently features a multi-residential building, private children's play space, and large surface parking area. Redevelopment of this parcel should be comprehensively planned and incorporate:
 - a. relocation of the surface parking area to underground parking;
 - b. improved public access to and through the site;

- c. extension of McPherson Road NE through the site in alignment with the existing grid street network in the community; and
 - d. allow for limited commercial uses.
10. The existing development should be allowed to continue, until such time as is future redevelopment plans. Future redevelopment of the Bridgeland Place should be reviewed by the City and an amendment to the ARP maybe required.

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3.8 The Bridges

The Bridges is situated at the lower central part of the Bridgeland-Riverside and will accommodate high quality transit oriented development. The majority of the areas within The Bridges are within 400 meters of the Bridgeland-Memorial LRT station. The boundary area extends from 1 Avenue NE south to the Bridgeland-Memorial LRT station, between 7A Street NE and 9A Street NE. Memorial Drive NE and 9 Street NE, is one of the key gateways for many residents and visitors travelling into The Bridges. Murdoch Park and the Bridgeland-Riverside Community Association are the primary open spaces in The Bridges Character Area.

The area is primarily developed with multi-residential development that includes some commercial and office uses. Given its proximity to the LRT station, The Bridges will accommodate higher density building blocks with building allowance up to ten or greater than ten storeys, provided that development can meet the surrounding context and policy and development requirements from the Approving Authority. New development within The Bridges will accommodate higher density residential mixed-use development with a strong focus on at-grade building street frontage.

Composition

1. The Bridges shall consist the following building blocks:
 - a. Neighborhood – Mid-Rise;
 - b. Community – Centre; and
 - c. Community – High-Density.
2. Development in The Bridges should locate higher intensity development closest to the Bridgeland-Memorial LRT station and allow a mix of residential, retail, office, and live-work uses with at-grade entrance frontage to the streets.
3. Development fronting 9 Street NE, McPherson Road NE, and McDougall Road NE, within the Bridges should be designed to accommodate at-grade street-oriented retail. Active frontages should be required as shown on **Map 5: Active Frontages**.
4. Outdoor amenity space, such as a corner plaza, or covered patio should be provided on corner sites, within the private property, and should be seamlessly integrated to the public space at the following corner intersections:
 - a. northeast corner of 9 Street NE and McDougall Road NE; and
 - b. northwest corner of 9 Street NE and McPherson Road NE.
5. A gateway entrance feature should be considered to be provided at Memorial Drive NE and 9 Street NE, through future new and redevelopments within The Bridges.

Design

6. Development of the remaining vacant parcels within The Bridges, should:
 - a. be street-oriented and be allowed to be closer to the street, where possible;
 - b. provide direct pedestrian access and building frontage facing the street;
 - c. be stepped back to limit shadowing impact;

- d. provide private amenity space to front onto the adjacent parks space to provide natural surveillance and activate the park space through building orientation and at-grade entrances;
 - e. provide architectural articulation to break up the massing of the building façade to minimize any visual and shadow impacts to adjacent developments; and
 - f. provide shared vehicular driveway access to reduce interruption of the pedestrian realm, with access from the secondary interface road.
7. Development should avoid access to parking and loading along 9 Street NE.
 8. Developments facing 9 Street NE should be designed to be street-oriented with transparent glazing, provide frequent entries, and buildings should be designed with durable high quality building materials.
 9. Live-work units should provide at-grade pedestrian entrances facing the public street.
 10. There should be no surface parking lots for development within The Bridges, except for short term commercial uses for visitors which should be located to the rear of the development.
 11. Parking accommodation for passenger and loading vehicles within The Bridges should be provided underground.
 12. The overhead garage doors for underground parking access within The Bridges should be designed to minimize the massing and incorporate designed architectural elements.

3.9 East Riverside

The East Riverside character area is in the southeast portion of Bridgeland-Riverside, just east of The Bridges. The boundary extends from Centre Avenue NE south to Memorial Drive NE, between 9A Street NE and 12A Street NE. East Riverside is located a short walk from the Bridgeland-Memorial LRT station and McDougall Park. East Riverside is close to key regional destinations including the Tom Campbell's Hill Natural Park, TELUS Spark Science Centre, and the Calgary Zoo. Development in East Riverside consists of residential, assisted living, health care-related, and place of worship uses.

East Riverside will accommodate higher intensity developments at key locations within the Plan Area, including multi-residential, commercial, community services, and health care uses. The southern portion of East Riverside, closest to the LRT station will accommodate higher density, mixed-use retail development. Additional street connections are vital to improving the interconnectivity between East Riverside and others parts of Bridgeland-Riverside. The multi-use road will provide a new east-west connection that will extend from Bow Valley Drive NE east to connect to 12 Street NE and will form a new pedestrian and cyclist connection to the LRT station. Sidewalks and pathway connections within the area will enhance the safety of pedestrians and provide mobility options for mobility challenged users. Age-friendly and functional designs for the elderly will be incorporated throughout East Riverside. **See Section 5: Mobility** for the future potential connections within East Riverside.

Composition

1. East Riverside shall consist of the following building blocks:
 - a. Neighborhood – Mid-Rise;
 - b. Community – Centre;
 - c. Community – High-Density; and
 - d. Employment – Intensive.
2. A local community node should be provided at the intersection at Bow Valley Drive NE and 11 Street NE. The community node should include:
 - a. a mix of residential and at-grade retail uses that form an active frontage, as shown on **Map 5: Active Frontages**; and
 - b. a publicly accessible amenity space to the east of 11 Street NE within the node.
3. Development adjacent to the 'future multi-use road' should:
 - a. provide at-grade entrances to residential, commercial, and live work uses; and
 - b. provide building step back above third storeys from the street.
4. Development adjacent to the 'future multi-use road' would be subject to future review with either an outline plan and/or development permit.
5. A public plaza should be provided at the east edge of the LRT station access, starting at Bow Valley Drive NE. The public plaza should include park and amenities spaces to create a gateway node.
6. Upon subdivision of the Colonel Baker lands at (300 Santa Maria Garden NE), a new park space should be provided as municipal reserve dedication at the northwest corner of 11A Street NE and

Colonel Baker Place NE, with the location and size to be finalized at the outline plan and/or subdivision stage of development.

Design

7. Development on the parcel(s) immediately south of McDougall Park and north of Bow Valley Drive NE should be designed to:
 - a. provide building orientation to Bow Valley Drive NE, 11 Street NE, McDougall Park, and the pathway to the west;
 - b. minimize shadowing on McDougall Park;
 - c. provide building step backs with private amenity spaces fronting on to McDougall Park; and
 - d. consolidate driveway and parkade access.
8. Development at the following locations should provide at-grade street edge with residential and retail uses, as shown on **Map 5: Active Frontages**.
9. Prior to redevelopment of the former Christine Meikle School site, the site should be considered for adaptive reuse including integrated residential and community uses.
10. New development on the former Christine Meikle School site should be designed to:
 - a. be oriented to the street;
 - b. locate parking to the rear of the development;
 - c. access parking from Centre Avenue NE;
 - d. screen parking through soft and hard landscaping, and fencing; and
 - e. provide building step backs with private amenity spaces fronting Tom Campbell's Natural Hill Park.
11. Development on the Alberta Heath Services site, located between Centre Avenue NE and McDougall Road NE and between 9A Street NE and 12 Street NE, should be designed to provide:
 - a. a sensitive transition and building step backs to the adjacent existing low-density residential dwellings;
 - b. street-oriented frontages along Centre Avenue NE, McDougall Park, and McDougall Road NE;
 - c. slope adaptive elements and outdoor amenity space for the building interface with McDougall Road NE;
 - d. accommodation for passenger and loading vehicles should be provided underground; where it cannot be provided underground, surface parking should be screened from the street; and
 - e. a pedestrian pathway through the site as shown **Map 7: Pedestrian and Cycling Network**.
12. The local community node should create a public urban plaza with sunlight exposure and functional amenity spaces to improve the pedestrian experience.

13. Developments abutting Memorial Drive NE should provide:
 - a. higher intensity built form and provide enhanced landscaping to create a buffer from the street; and
 - b. varied building heights from adjacent development to create breaks between buildings.
14. Development along Memorial Drive NE and 12 Street NE (between McDougall Road NE to Memorial Drive NE) should incorporate high quality design with architectural articulation, to break up the massing of the building façade.
15. Development and private/public amenity spaces within East Riverside should be designed to accommodate mobility-challenged users to make spaces more functional for these users.

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3.10 Heritage Conservation

Bridgeland-Riverside's early development was spurred by recruitment with Canadian Pacific Railway workers, coal mining, lumber, and construction in the late 19th and 20th centuries. Acting as a working class suburb settled by a variety of European immigrants, this area development represents a long, rich and culturally diverse history. The historical character of Bridgeland-Riverside remains today with a number of residential and commercial architectural landmarks still standing.

Some of the community's heritage sites have been formally recognized and are documented on the City of Calgary's Inventory of Evaluated Historical Resources as shown on **Map 10: Attributes**. Many others have significant and valued heritage character and merit inclusion on the Inventory. Of the sites recognized, some are protected by The City, The Province or both, however many are not. The heritage resources in the community that are not protected may have been retained due the area's low land use intensities, such as density and height restrictions, and the resulting lack of economic incentive to redevelop.

As redevelopment interests in the area increase, the retention and conservation of heritage resources is essential to ensure the distinct and valued historical character of the community remains. An objective of this ARP is to conserve this character by retaining historical resources when possible, and encouraging redevelopment that is sensitive to the local historical resources.

When redevelopment is proposed within the Plan Area, in addition to the policies of the Developed Areas Guidebook, the following policies apply:

1. The conservation of heritage Character Homes is encouraged by allowing additional uses and higher density development on a parcel containing a Character Home when a Character Home is retained.
2. Higher densities and Rowhouse development on parcels containing a Character Home are not encouraged when the Character Home is not retained.

3.11 Active Frontage

Several streets in Bridgeland-Riverside are identified as having active frontages. Active frontages help activate the street and provide interaction between pedestrians and building uses. Building frontages located along streets where an active frontage is identified should be designed to generate activity, provide natural surveillance, and create an interesting and comfortable environment for pedestrians.

Composition

1. Active frontages (Retail-Required and Retail Ready Frontages) should be located as shown on **Map 5: Active Frontages**.

Design

Retail-Required Frontages

2. Where Retail-Required frontages are identified, the development should be designed to include the following:
 - a. active uses at-grade, including but not limited to retail, personal services, consumer services, supermarkets and restaurants, and community service uses, including child care;
 - b. finer-grained building frontage with multiple uses for developments that face a major pedestrian street or abut a public open space with minimal setback from the public space;
 - c. multi-use smaller retail spaces for commercial buildings;
 - d. active street frontage with transparent glazing, frequent entries;
 - e. durable higher quality building materials;
 - f. avoid parking entrance and surface parking lots between a building and a street;
 - g. step back after the third storey to limit shadowing impacts on the pedestrian realm; and
 - h. entrance lobbies, whose sole function is to provide access to upper or lower level uses, shall be minimized along the street.

Retail-Ready Frontages

3. Where Retail-Ready frontages are identified in a local area plan that will allow residential to retail conversion over time, the development should be designed to:
 - a. ground-floor units should be designed to accommodate both residential and retail uses that include entries that face the public sidewalk, main floor heights that are at the same level as the public sidewalk, and high amounts of glazing. Where main floor heights at grade level are not possible, entrances must be designed in a way that is accessible;
 - b. create a finer-grained building frontage with multiple units for developments that face a primary pedestrian street or abut a public open space;
 - c. discourage surface parking lots on private property, located between a building and a street; and
 - d. main/ground floor ceiling heights should be at least 4.0 metres in height and be designed to facilitate potential conversion to accommodate non-residential uses at street level.

3.12 Community Amenities and Facilities

Bridgeland-Riverside has many community amenities and facilities for people to gather, recreate, and seek healthcare services. Bridgeland-Riverside has a rich and diverse history of accepting and celebrating peoples various needs and backgrounds. Once home to Calgary’s “Little Italy” and the Calgary Memorial Hospital, the community has continued that tradition. Today Bridgeland-Riverside has many schools, religious buildings, and care facilities. **Map 3: Land use Concept** indicates amenities located within the Plan Area.

Community Association Site

The Bridgeland-Riverside Community Association building is located in Murdoch Park, at the corner of Centre Avenue NE and 9 Street NE. The facility is central to the community and is often used to host local events, community groups, and public meetings.

1. Any redevelopment of the Community Association site or facilities contained within it, should be subject to a public engagement process whereby the needs of the community and local residents are identified and incorporated in the redevelopment plans.
2. Multi-usage programming should be encouraged at the Community Association site and other future community integrated facilities.

School Sites

Bridgeland-Riverside has both public and private school sites. Schools serve the community as places of education and places for people to gather and recreate. These sites are important facilities for the community as both amenities and open spaces.

1. Any redevelopment of a school site are encouraged have a public engagement process whereby the needs of the community and local residents are identified and incorporated in the redevelopment plans.

Care Facilities

Bridgeland-Riverside has a long history of providing care facilities for people of the community and the rest of Calgary. There are currently a number of facilities for seniors, non-market housing, and people with other unique needs. Development in Bridgeland-Riverside should consider these facilities and redevelopment of care facilities sites should promote a sense of inclusiveness.

1. New Care Facility developments should:
 - a. be integrated with surrounding developments to promote inclusiveness and accessibility;
 - b. incorporate amenity space; and
 - c. provide strong connections to public sidewalks and transit to improve walkability and access to local amenities.

3.13 Density Bonus System

City Administration is exploring the feasibility of potential options that could may contribute to funding future community amenity enhancement projects and heritage preservation funds (i.e. density bonus system). However, this is under further investigations and may or may not be feasible; further policy comments may be forthcoming.

4. Open Space & Parks

Bridgeland-Riverside is located at the edge of the Bow River, an influential natural area and open space in Calgary. Several open spaces in Bridgeland-Riverside attract residents and visitors to the area. These open spaces include parks, natural areas, and public plazas, which contribute to the quality of life and character of the community and provide for passive and active recreational opportunities.

4.1 Open Space Network

Bridgeland-Riverside has a unique range of open spaces of varying sizes and purposes. The community is in close proximity to the Bow River and the regional pathway network and is well connected to the citywide open space network. Celebrating its community open space network, Bridgeland-Riverside will continue to enhance existing natural features within the Plan Area and provide pathway connections within the community and beyond Bridgeland-Riverside to the city's larger open space network.

Composition

1. The pathway network shall be located as shown on **Map 7: Pedestrian and Cycling Network**.
2. In order to improve connections and enhance local amenities, any future park development proposals should incorporate:
 - a. linking missing connections, both to expand the pathway network and to enhance direct pedestrian connections including walkways and staircases;
 - b. comprehensive lighting plan; and
 - c. way-finding signage.
3. Future development, infrastructure and/or open space improvements should explore opportunities to provide additional park space.

Design

4. New pathways should be designed to be a minimum 3.0 metres wide. Where existing pathways are greater than 3.0 metres in width, new pathways should match the existing pathway width.
5. Additional missing pathway connections through McDougall Slope, The Escarpment, and other locations within the Bridgeland-Riverside slope should be explored.
6. A vacant municipal reserve parcel is located at the east end of Colonel Baker Place NE. This park space should be developed and provide a connection to the sidewalk adjacent to 12 Street NE.
7. Any proposed enhancements to park connections should place the highest emphasis on protecting the park's natural features.
8. Park design should include elements that are safe, functional, and engaging and inclusive for seniors and individuals with limited mobility.

4.2 Parks

The community of Bridgeland-Riverside has many maintained and naturalized public parks. These parks vary in shape, size and function. Prominent parks and plazas in the community include Murdoch Park, McDougall Park, General Avenue Plaza, McPherson Square, St. Matthew's Square and Tom Campbell's Natural Park. They require specific policy to support achieving the ARP's vision. Parks are identified on **Map 6: Open Space Network and Pathways**.

Murdoch Park

Murdoch Park is a large community park located adjacent to the Bridgeland-Riverside Community Centre. It features a soccer field, outdoor play equipment, a regional pathway, and a commemorative wall with bricks from the former Calgary General Hospital, which was previously located on the site.

1. Opportunities to activate this park year-round through design and programming of the space are encouraged. This could include elements such as a year-around outdoor skating rink.

McDougall Park

McDougall Park accommodates both passive and active recreational activities and includes a baseball diamond, benches, and a rain garden. A regional pathway runs through the park, providing a connection to the Bridgeland-Memorial LRT station and the city-wide pathway system along the Bow River.

2. The regional pathway through McDougall Park should incorporate clear wayfinding through the park and be well-lit to enhance safety.
3. Development adjacent to McDougall Park should help activate and provide natural surveillance of the park and pathways.
4. The existing rain garden should be retained.
5. More seating options in the park should be explored.

General Avenue Plaza

General Avenue Plaza is located on 1 Avenue NE between 8A Street NE and 9 Street NE. The plaza provides a gathering place in front of adjacent retail businesses for residents and visitors. At this location, 1 Avenue NE is identified as a Main Street and General Avenue Plaza is an important gathering space for the community and visitors.

6. Design and programming improvements to General Avenue Plaza should be designed to encourage year-round activity.
7. Development adjacent to the plaza on the north and south side of 1 Avenue NE should encourage pedestrian activity on and be oriented towards the plaza.

McPherson Square and St. Matthew's Square

McPherson Square and St. Matthew's Square provide opportunities to sit, read and visit for those living or working in the surrounding area. These spaces, although small, are a beneficial part of the open space network as they link larger open spaces. Both spaces are located in higher density areas of the community and development should encourage activity in these spaces.

8. Development adjacent to McPherson Square and St. Matthew's Square shall be designed to support park activity through a pedestrian friendly interface with these spaces.

Tom Campbell's Hill Natural Park

Tom Campbell's Hill Natural Park is located in east Bridgeland-Riverside and overlooks Memorial Drive NE and the converging Bow River and Nose Creek. The largest park in the community, Tom Campbell's Hill Natural Park is a naturalized open space. The park features pathways and benches and an interpretive exhibit about the park's history and the grassland ecosystem. From the top of the hill, visitors can see downtown Calgary.

9. Views of downtown and the Bow River from the park should be preserved and future development should minimize impacts on views from the park.
10. Connections to Tom Campbell's Hill Natural Park should be enhanced.
11. Redevelopment of surrounding parcels are encouraged to provide or enhance connections to the park.
12. Tom Campbell's Hill Natural Park's classification as a naturalized space should be preserved.

Vacant Lot Garden

The Vacant Lot Garden, located on 7 Street NE, north of McDougall Road NE, is a city wide historic resource and is an excellent example of a community garden. Established between 1924 and 1930, it is the oldest known community garden in Calgary.

13. Shadowing of the garden can impact the growth and yield of plants and decrease the enjoyment for gardeners and other users. Development adjacent shall not shadow the Vacant Lot Garden.
14. The regulated features and characteristics of the Vacant Lot Garden are outlined in Bylaw 46M2008.

Bridgeland Park (4 Avenue NE and 9A Street NE Park)

This community park provides active recreation opportunities primarily aimed at children. The park is programmed with playground equipment, seating and picnic areas and informal grassed areas. The lane adjacent to park provides an opportunity for laneway housing which fronts onto open space.

15. The existing tree should be preserved to provide shade for park users.

Tyndale Park

Tyndale Park is developed with a soccer field and ball diamond. The park is accessed from 12A Street NE and is adjacent to a regional pathway. Tyndale Park is adjacent to the historic Bridgeland School, now private land, and is used by the school and the community.

16. Development adjacent to the park should improve connections to Tyndale Park.

Hollywood Bowl Park

Located at the corner of 5 Avenue NE and 4A Street NE, Hollywood Bowl Park is currently undeveloped and is classified as natural area. As the population of Bridgeland-Riverside increases, redevelopment of the space to a community park should be considered.

17. Redevelopment of Hollywood Bowl Park to a community park with public amenities such as benches and/or playground in the future is encouraged. Future engagement is encouraged to determine programming of the park space.

Escarpments

Due to the topography of the Bridgeland-Riverside area, there are two areas of open space with steep slopes. Running along the northern edge of the West Riverside character area is one slope; the other runs along the northern edge of the Plan Area. These escarpment areas present both an opportunity and challenge, in that the area provides views of Downtown but lacks connectivity and access.

18. Existing pathways through the escarpment should be enhanced.
19. New pathways from west to east should be explored.

St. Patrick's Island

St. Patrick Island is a regional park that is easily accessible from the Bridgeland-Riverside LRT station. The park has been redeveloped and constructed recently and is enjoyed by nearby residents and Calgarians.

20. Future connections should be explored from the Bridgeland-Riverside LRT station bridge, across the Bow River, to St. Patrick's Island.

5 Mobility

Bridgeland-Riverside served by major road, transit, pedestrian, and cyclist connections. The policies in the ARP are intended to improve existing connections, and make walking, cycling, and transit use more desirable choice in the community. The future improvement proposals are unfunded with no identified plans for implementation; however, these can be considered for future improvement projects in Bridgeland-Riverside.

5.1 Connectivity

1. The pedestrian and cycling network shall be located as shown on **Map 7: Pedestrian and Cycling Network**.

Note: The cyclist circulation is subject to analysis as part of the 1 Avenue NE Streetscape Master Plan Project.

2. Pedestrian and cycling connectivity should be prioritized throughout Bridgeland-Riverside to improve mobility and safety between Bridgeland-Riverside and the adjacent communities of East Village, Renfrew, Mayland Heights, Crescent Heights, St. George's Island, and Inglewood.
3. Pedestrian and bicycle connections east-west across the northern boundary of the Escarpment, between 7 Avenue NE and Bridge Crescent NE, should incorporate clear way-finding and provide seating areas at key viewpoint rest areas.
4. 9 Street NE, from 1 Avenue NE south to the Bridgeland-Memorial LRT station platform, is a key route for transit users. Where applicable at future design stages when road upgrades and/ or development occurs, improvements to 9 Street NE should enhance street safety, connectivity, and accessibility design elements for pedestrian, and cyclists.
5. Edmonton Trail NE and 4 Street NE are important streets for all modes of transportation as people travel to and through the community. Pedestrians, cyclists, and transit users should be prioritized and opportunities for traffic calming should be explored.
6. See **Map 7: Pedestrian and Cycling Network** for the potential connection locations and mobility improvement locations.

Note: The intent of showing the potential future connectivity and mobility improvement is to identify areas that may require future improvements, should there be funding, and as determined as necessary in the future by the City. These future improvement proposals are unfunded with no identified plans for implementation; however, these should be considered for future improvement projects in Bridgeland-Riverside.

5.2 Pedestrian Circulation

1. Local residential streets should be designed in a manner that calms traffic and prioritizes safe pedestrian crossings.
2. Traffic calming and improved pedestrian crossing measures should be considered along 4 Avenue NE to enhance pedestrian safety.
3. New development of sites greater than 1 hectares (2.47 acres) should provide on-site internal pedestrian connections to enhance site permeability.
4. Missing public sidewalk connections should be provided in Bridgeland-Riverside for areas where they are missing between pathway connections. These missing connections should be located

where there is sufficient right of way and space and to be determined at future redevelopment stage, including development permit application or City led initiatives through coordination between the City and the landowners. **See Appendix F: Future Connectivity** for Pathways connection potential location.

5. The following special design treatments should be considered to improve the pedestrian experience and environment in Bridgeland-Riverside:
 - a. Wayfinding signage to direct pedestrians to key locations in the community, such as the LRT stations, Community Association building, and local parks;
 - b. Interpretive signage to describe the community's history;
 - c. Community entrance feature signage to identify and to create a sense of place for the community;
 - d. Public art, either as part of a private development or public improvement; and
 - e. **See Appendix F: Future Connectivity** for Wayfinding signage potential location.
6. Pedestrian crossing must conform to Transportation Association of Canada (TAC) and City of Calgary Complete Streets standards for safety and visibility.
7. Future upgrades and new connections to the street network, including but not limited to future extensions of Bow Valley Drive NE, and/or 11 Street NE, should provide sidewalks with barrier-free path of travel, such as ramps, for individuals with reduced mobility including wheelchair users, in accordance with applicable standards.

5.3 Cyclist Circulation

1. Additional cycling connections and infrastructure improvements should be provided to enhance the north-south and east-west cyclist connectivity throughout Bridgeland-Riverside and between nearby adjacent communities, and locations including Downtown, LRT stations, St. Patrick's Island Bridge, 1 Avenue Main Street NE, the Calgary Zoo, and TELUS Spark Science Centre.
2. Cycling circulation should be explored as part of the 1 Avenue NE Streetscape Master Plan in determining the placement of the future east-west cyclist connection.

Note: The cyclist circulation is subject to analysis as part of the 1 Avenue NE Streetscape Master Plan Project.

3. Enhancements to the off-site cycling infrastructure are encouraged, in consideration of parking relaxations, as a component of Transportation Demand Management.
4. Public bicycle parking stalls and parking facilities, should be provided at high usage locations, including Primary Transit Network stations, LRT station, park space, and active frontage locations as shown on **Map 5: Active Frontages**, to promote alternative modes of transportation for the community.
5. Bike sharing programs are encouraged in Bridgeland-Riverside to promote alternative modes of travel in and outside of the community and should be considered for parking relaxations, as a component of Transportation Demand Management.
6. Wayfinding methods for cyclists should be implemented showing how to get to significant local destinations and beyond.
7. Bicycle parking should:

- a. be located close to site entrances, along desire lines from the adjacent bikeway; and
 - b. be located close to building entrances in areas that are well lit and have a high degree of natural surveillance.
8. Sheltered bicycle parking such as a Class 1 bicycle facility, should be provided at public and private development sites that have higher usage demands, where there is sufficient right-of-way space, setback and clearance, to encourage all weather and all season usage.

5.4 Transit Network

1. The Primary Transit Network and transit-supportive streets are located as shown on **Map 8: Transit Network**.
2. New development near transit routes and along 9 Street NE in Bridgeland-Riverside may be required to contribute toward improvements to transit infrastructure and amenities, at the discretion of Calgary Transit.
3. New development adjacent to bus shelters along the Primary Transit Network should provide enhanced waiting amenities, including a transit shelter, lighting, and seating.
4. Public art and street furniture should be provided in the public open areas near Primary Transit Network stops and LRT stations, where space permits, to create vibrancy in the area.

5.5 Street Network

1. The street network should be located as shown on **Map 9: Street Network**.
2. New local streets may be established as part of a land use amendment or outline plan without requiring an amendment to this Plan.
3. Changes to the street network should continue to enhance the existing grid and should not create any barriers to pedestrians or cyclists or transit/emergency vehicle access.
4. There should be no new cul-de-sacs or dead-end streets.
5. Utility structures, road signs, poles and bases:
 - a. shall not impede pedestrian or cyclist movement; and
 - b. should be arranged to minimize their visual impact.

5.6 Parking

1. Transit Oriented Development (TOD) parking rates as per the Land Use Bylaw should be applied to parcels within 600 metres of the LRT station.
2. Parking relaxations should be considered for new developments:
 - a. Within the 600 metres of the LRT station and along transit routes;
 - b. Along the Neighbourhood Main Street;
 - c. Along 9 Street NE, south of 1 Avenue NE; and
 - d. For development of historic buildings that are being protected.

3. Parking relaxations should be considered provided that the impacts to overall parking demand can be demonstrated to be minimal and are supported by a parking study, and that Transportation Demand Management has been supported. Such new developments should demonstrate how they can contribute to the adjacent or nearby public realm, through such measures as on-street angle parking, active mode improvements, pedestrian wayfinding improvements, and transit facility improvements, or contributions to a community fund for such purposes.
4. Ground floor commercial uses, within Bridgeland-Riverside, that are less than 300 square meters of use area in size should have no minimum parking requirement when located in buildings that contain dwelling units, hotel or office uses above the ground floor.
5. New development with at-grade commercial retail uses along 9 Street NE should accommodate short term on-street parking to encourage visitors, where there is sufficient right-of-way and space and provided that it is not located in a bus-zone.
6. New development that requires additional parking reduction within 600 meters of the Bridgeland-Memorial LRT station and along the Neighbourhood Main Street (1 Avenue NE) should demonstrate how the development can contribute to the public realm improvement immediately adjacent to the development.
7. The needs of pedestrians and cyclists should be prioritized above the consideration of new parking to enhance pedestrian and cyclist connectivity within Bridgeland-Riverside.
8. Parking within 600 metres of the LRT station, for higher density sites, should be located underground for new development to encourage a pedestrian environment at-grade.
9. Parking should be accessed from the rear lane. Where a rear lane is not present, parking should be accessed from a secondary road, and not from the building façade with the primary pedestrian entrance.
10. Parking accessed via a driveway shall be designed to minimize access conflicts with pedestrians and cyclists.
11. On-street angle parking should be explored as a measure to add public on-street parking.

6 Infrastructure & Environment

This section contains policies to guide utility infrastructure needs in the Plan Area. Additional policies for stormwater management, water and sanitary servicing can be found within in the MDP Volume 2, Park 3: Developed Areas Guidebook.

6.1 Water and Sanitary Servicing

Development within Bridgeland-Riverside should follow the Water and Sanitary Servicing policies from the Developed Area Guidebook. Further policy for Water and Sanitary Servicing for the community will be forthcoming, pending future modeling studies, which will be conducted once the land use concept is further developed. The plan will consider infrastructure capacity to ensure the community can achieve build out over time.

6.2 Stormwater Management

Development within Bridgeland-Riverside should follow the Stormwater management policies from the Developed Area Guidebook. Further policy for Stormwater management for the community will be forthcoming, pending future modeling studies, which will be conducted once the land use concept is further developed. The plan will consider infrastructure capacity to ensure the community can achieve build out over time.

6.3 Energy and Environmental Impacts

The MDP policies provide direction to reduce demand for non-renewable energy resources and increase the supply of renewable energy at both the neighbourhood scale and the building scale. The MDP policies encourage efficient use of land especially in locations where there are existing infrastructure and transportation services. Building and neighbourhood design, including street designs and open spaces, should contribute to overall environmental sustainability.

The parts of Bridgeland-Riverside that will see higher density, mixed use redevelopment provide a good opportunity for renewable or low carbon energy generation. District heating combined heat and power, waste heat capture, solar thermal and solar photovoltaic, and thermal and electrical energy storage are all technology approaches that can reduce greenhouse gas emissions and fossil fuel dependence. Early assessment of their feasibility is key to ensuring opportunities are not missed to deploy these technologies in Bridgeland-Riverside.

Site and Building Sustainability

1. Where buildings are being replaced, building materials should be recycled and reused where feasible to encourage re-use and recycling of buildings within the community.
2. The future 'multi-modal connection' (within East Riverside) should provide a pervious surface to reduce runoff volume.
3. Development within the Plan Area should incorporate green roof approaches to provide private and public social, environmental, and economical benefit.
4. The parks and open space within the Plan Area should incorporate rain gardens, native vegetation with low-water requirement, rainwater harvesting and stormwater re-use to meet irrigation needs.

5. Development within Bridgeland-Riverside should be encouraged to achieve high performance buildings.
6. South facing buildings should be oriented to optimize solar gain and reduce energy demand.
7. The landscaping buffer along Memorial Drive (within East Riverside) should incorporate native vegetation with low-water requirement, rainwater harvesting and stormwater re-use to meet irrigation needs.

Renewable Energy

1. A District Energy Supply Feasibility Screening Study for future redevelopment for lands within the 'East Riverside' Character Area plan boundary, should be completed by an applicant in advance of the submission of an outline Plan, or land Use, or development permit application for significant development (i.e. involving greater than 1 hectare (2.5 acres) of land or greater than 33,000 m² of development) in accordance with a scope and terms of reference provided by the City.

The study should identify the opportunities for alternative energy deployment at the neighbourhood scale, and identify the potential impacts within the Plan Area of low-carbon energy supply options on:

- a. Long-term greenhouse gas (GHG) emissions;
 - b. Long-term life-cycle energy costs to energy end-users;
 - c. Risk to energy end-users such as reliability and quality of service; and
 - d. Resource consumption such as electricity, natural gas or recovered waste.
2. Where district energy system opportunities exist, new buildings should be designed to easily connect to the district energy system by considering mechanical room location and mechanical equipment compatibility.
 3. Renewable and low carbon energy technologies should be included in new buildings located within the Plan Area boundary. A technology feasibility assessment examining viable building scale technologies where significant cooling is required should be provided in accordance with a scope and terms of reference to be provided by The City. The feasibility assessment should be provided as part of the development permit application for buildings with a floor area over 3000 m² where significant energy loads are anticipated. Where studies exhibit strong environmental and economic benefit, applicants will be strongly encouraged to process with these technologies

7 Plan Area Attributes

The Plan Area has a number of unique attributes that should be considered in planning and development decisions.

7.1 Attributes

The Plan Area contains attributes that contribute to the understanding of the area context. These attributes were taken into account as part of the development of the Area Redevelopment Plan (ARP) and must be considered throughout all subsequent planning and development stages. Key attributes are shown on **Map 10: Attributes**.

Topography

A prominent escarpment runs in an east-west direction across the northern portion of the Plan Area. The escarpment rises approximately 30 metres, impacting development in the community and causing steeply sloping streets and pathways that connect north and south Bridgeland-Riverside.

The Plan Area slopes downward towards Memorial Drive NE and the Bow River, with a secondary escarpment of a lesser magnitude located in the southwest portion of the Plan Area. Both escarpments have south-facing slopes, providing views of Downtown Calgary.

Bow River

The Bow River runs parallel to the southern Plan Area boundary. The Bow River pathways and St. Patrick's Island are located south of the Plan Area across Memorial Drive, providing recreation, leisure and connections to Downtown. While little land area lies within the floodway, some of the southern areas that have a likelihood of flooding are identified as the floodway or flood fringe. **Section 6: Infrastructure and Environment** contains additional information on how development will protect water sources, as does **Appendix E: Flood Protection**.

Open Space

Bridgeland-Riverside residents enjoy a number of parks and open spaces including Murdoch Park, Tyndale Park, McDougall Park, pathways along the escarpment, as well as regional park spaces such as Tom Campbell's Hill Natural Park. **Section 4: Open Space & Parks** contains further information on how development will interface with parks and open spaces.

Community Amenities

The Bridgeland-Riverside Hall is located at the southwest corner of Centre Avenue NE and 9 Street NE, to the northeast of Murdoch Park. The Bridgeland Riverside Community Association is located in the Community Centre. The Plan Area contains a number of schools and numerous places of worship.

Bridgeland-Riverside features a number of social organizations and health services including the Women's Centre, The Women in Need Society (WINS), Children's Cottage Society, the Canadian National Institute of the Blind (CNIB), and a number of senior care facilities and housing with a mix of independent and assisted living. The Carewest Alberta Health Services campus area provides numerous health services including the George Boyack Centre and several outpatient clinics.

The Zoo

The Calgary Zoo is a regional facility, as such it's not included in Bridgeland-Riversides community park space allocation. The "Zoo" contains 24.3 hectares of land currently in use south of Memorial Drive and 45.9 hectares north of Memorial Drive that is either in use or set aside for expansion purposes. The Calgary Zoo Master Plan contains proposed plans for expansion.

St. Patrick's Island

St. Patrick's Island is public park (12.54 hectares or 31 acres) located at the confluence of the Bow and Elbow rivers. The park can be accessed via the Zoo Road NE, local and regional pathways and Bridgeland-Memorial LRT station. The park has been redeveloped and is opened to the public in 2015, the park continues to be a regional destination for the enjoyment of residents of nearby communities and Calgarians.

Science Centre

TELUS Spark, Calgary's science centre is located to the east of the Plan Area. The Science Centre area provides open space and community institutional access to area residents. The main access to the Science Center facility is via 12 Street NE and St George's Drive NE which runs through the Plan Area and should be considered in future development planning for transportation access and capacity.

Municipal Inventory of Historic Resources

Development in Bridgeland-Riverside reflects the rich and diverse history of the area. Some of the community's heritage sites have been formally recognized and documented on the City of Calgary's Inventory of Evaluated Historical Resources. Of the sites recognized, some are protected by The City, The Province or both, however many are not. There are other heritage resources in the area that have yet to be formally acknowledged and therefore as planning and development occurs in the area, assessment of historical value should be determined.

Historic Resource Value

Some lands within the ARP have been assigned a Historic Resource Value (HRV) by the province due to the presence of known historic resource sites, or potential for undiscovered historic resources. A Statement of Justification will be prepared, by a historic resource consultant, for review by Alberta Culture and Tourism, the provincial regulator of historic resources. Any requirements identified by the Province will be addressed as planning and development occurs in the area.

Airport Vicinity Protection Area

The Calgary International Airport Vicinity Protection Area (AVPA) regulation governs development close to the Calgary International Airport to ensure land uses are compatible and will not impede or negatively affect the operations of the airport. Some parts of Bridgeland-Riverside are located within the Noise Exposure Forecast (NEF) contours. Areas within the Noise Exposure Forecast (NEF) contours must comply with use and development restrictions or conditions. The Airport Regulation's list of prohibited uses in the NEF contours should be consulted prior to the development or redevelopment of any property within the NEF Contours.

Landfill Setback Area

A landfill setback is located on the eastern side of the Plan Area. The Municipal Government Act (MGA) - Subdivision and Development Regulation (SDR), prohibits specific uses located within a landfill setback. The MGA-SDR should be consulted prior to planning and development within the setback area. **See**

Appendix A: Landfill Setback Area for more information.

Freight Rail Lines

Freight rail lines runs along the eastern boundary of the Plan Area. Any development adjoining a railway must conform to all City requirements at the time of decision.

Contaminated Sites

Industrial development occurred historically in the area and, as a result, there are potentially contaminated sites that may impact future development. With new development proposed, specifically for the Couplet and the Edmonton Trail Residential areas, it is important that a detailed environmental site assessment is completed to ensure a site is suitable for its intended use.

The environmental status of a site will be determined beginning at the outline plan/land use amendment stage. Pending the findings of the environmental assessment, remediation and/or risk management may be necessary. Where risk management is proposed, the Risk Management Plan (RMP) will be circulated

to the environmental regulators including Alberta Environment and Parks (AEP) and/or Alberta Health Services (AHS) for review. Even where The City has granted land use amendment for a site, the presence of contamination may make it unsuitable for the intended use. **See Appendix B: Contaminated Sites** for more information.

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8 Interpretation & Implementation

8.1 Policy Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The Bridgeland-Riverside Area Redevelopment Plan (ARP) is a statutory document that designates an area within the city for redevelopment. This Plan has considered and is in alignment with the South Saskatchewan Regional Plan. The Bridgeland-Riverside ARP must be read in conjunction with the Municipal Development Plan (MDP), both Volume 1 and Volume 2, Part 3: Developed Areas Guidebook; the Calgary Transportation Plan (CTP); the South Saskatchewan Regional Plan and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between the Bridgeland-Riverside ARP and the Developed Areas Guidebook, the policy of the ARP will prevail.

8.2 Area Redevelopment Plan Interpretation

Map Interpretation

1. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.
2. No measurements of distances or areas should be taken from the maps in this Plan.
3. All proposed land use areas, road and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.
4. Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

Policy Interpretation

5. The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.
6. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.
7. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with MDP and CTP policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.
8. Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

Illustration and Photo Interpretation

9. All illustrations and photos are intended to illustrate concepts included in the ARP and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.

Figure Interpretation

10. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute, and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.
11. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

12. The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

Plan Limitations

13. Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision or development permit application.

8.3 Area Redevelopment Plan Implementation

Monitoring, Review and Amendments

1. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the plan found in **Section 2**, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.
2. The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act. Where an amendment to the ARP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

Freight Corridor

3. Any development in proximity to a railway property must conform to all requirements of the City at the time of application due to the proximity to the railway right-of-way.

Former Nose Creek Landfill Site

4. The southeast corner of the Plan Area is located within setback from The City of Calgary's former Nose Creek landfill site. This non-operating landfill is in post-closure care. A 300 metre setback is

applied from the disposal area of the landfill. Prohibited uses within the setbacks are legislated by the Municipal Government Act (MGA) - Subdivision Development Regulation (SDR).

5. For any prohibited use proposed within the setback, a variance is required. Please see **Appendix A: Landfill Setback Area** for more information. The setback area is depicted on **Map 10: Attributes**.

Potentially Contaminated Sites

6. Industrial development occurred historically in the area and, as a result, there are potentially contaminated sites in the southwest corner of the Plan Area that may impact future development. Environmental report(s) shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental Safety Management), and may be circulated to the appropriate regulatory agencies for review and acceptance, as required by the Development Authority. See **Appendix A: Contaminated Sites** and **Map 10: Attributes** for more information.

Flood Protection

7. The Land Use Bylaw controls for floodway areas apply (e.g., no regrading, no new buildings, only park and path development feasible). Any designs for path/promenade, landscaping and plantings in floodway areas must address regulatory elements in the Water Act, Fisheries Act, and Navigable Waters Act from the earliest conceptual stages. See **Appendix E: Flood Protection** and **Map 10: Attributes** for more information.

Airport Vicinity Protection Area (AVPA)

8. The Airport Vicinity Protection Area (AVPA) Regulation governs land use development close to the Calgary International Airport to ensure that compatible land uses are adopted. Some areas within the Bridgeland-Riverside Plan Area are designated by the AVPA regulation as Noise Exposure Forecast (NEF) 25-30 areas. Properties lying within these areas may be subject to certain development restrictions or conditions. This may include a requirement for all buildings constructed in a NEF area to comply with the acoustical requirements of the Alberta Building Code. See **Appendix E: Flood Protection** and **Map 10: Attributes** for more information.

9 Abbreviations & Definitions

9.1 Abbreviations

ARP	Area Redevelopment Plan
CTP	Calgary Transportation Plan
MDP	Municipal Development Plan
MGA	Municipal Government Act
PTN	Primary Transit Network
SDR	Subdivision and Development Regulations
TOD	Transit Oriented Development
SSRP	South Saskatchewan Regional Plan

9.2 Definitions

Note: Further definitions will be forthcoming.

Character Home

For the purpose of this plan, “Character Home” means: a duplex dwelling, semi-detached dwelling, or single-detached dwelling constructed prior to 1945 and existing as of the date of adoption of this plan, with photographic evidence that and which:

- a. maintains both original:
 - i. form, scale, massing and roof profile – additions / extensions are permissible if they are subordinate and compatible with the original portion of the building; and
 - ii. fenestration (window pattern and openings) – at least 50% of the fenestration on the main façade must be original (excluding porch glazing, if applicable)
- b. and must have one of the following*:
 - i. original cladding or cladding of a historical nature which has gained heritage value in its own right; or
 - ii. a majority of original exterior finishes, comprising 2 or more of the following checklist items:
- c. a majority of window sashes;
- d. soffits; exposed rafters and/or beams (if applicable);
- e. front door /or doorway assembly; and/or
- f. front porch (if applicable) with majority of original finishes including piers, columns, balustrades, entablature moldings; enclosure of the porch with glazing does not diminish

the integrity of this element if the majority of other original finishes remains in place and the glazing is of a compatible historical appearance; and

- g. cannot feature elements which have been added which have a detrimental effect on the historical appearance/ character of the place.

*elements that have been replaced with historically authentic materials to match 'in kind' the type of historically authentic elements that would have originally been present on the building are substitutable for original materials

Institutional Use

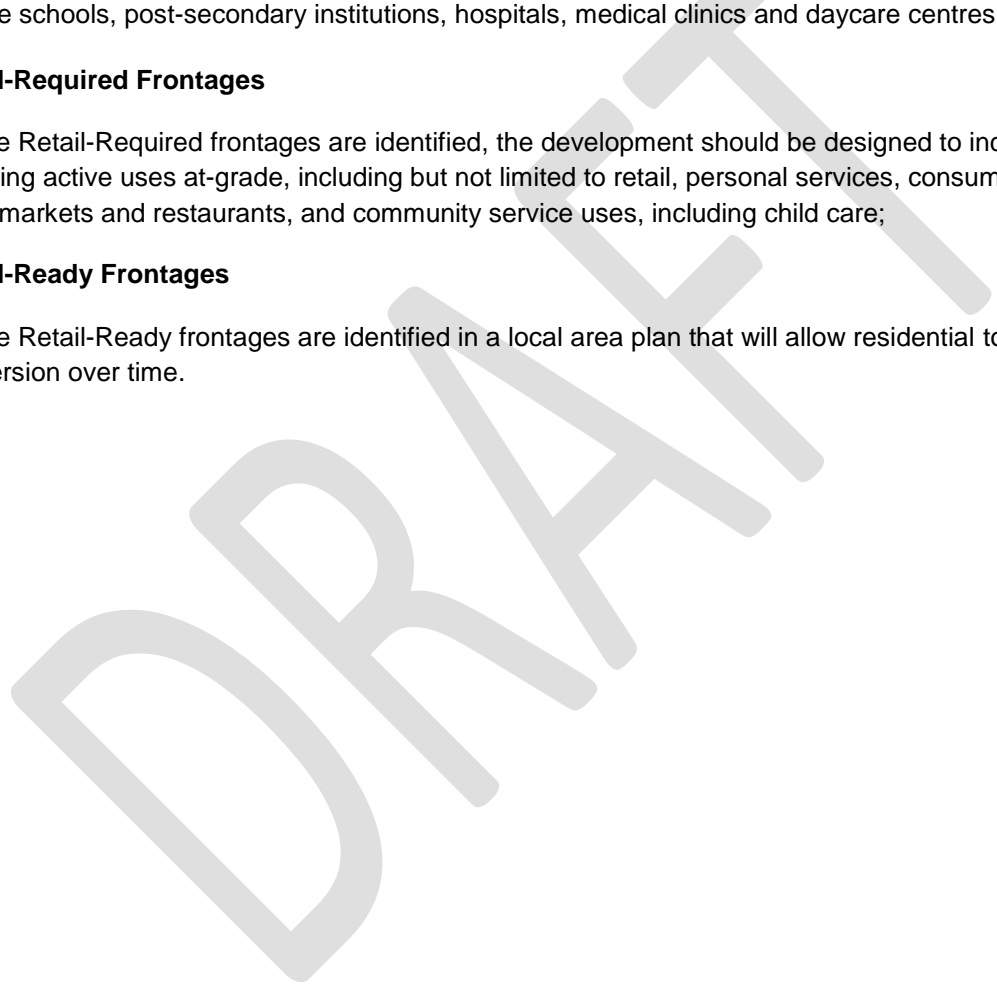
Use of land, buildings or structures for the purpose of religious, charitable, educational, health, welfare or correctional activities. Institutional uses may include, but are not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, medical clinics and daycare centres.

Retail-Required Frontages

Where Retail-Required frontages are identified, the development should be designed to include the following active uses at-grade, including but not limited to retail, personal services, consumer services, supermarkets and restaurants, and community service uses, including child care;

Retail-Ready Frontages

Where Retail-Ready frontages are identified in a local area plan that will allow residential to retail conversion over time.



Appendix A: Landfill Setback Area

The Subdivision and Development Regulation (SDR) prohibits certain uses (residences, food establishments, schools and hospitals) from being located within a prescribed setback distance from a landfill site without a variance to the setback. At the Outline Plan and Land Use Amendment and/or Development Permit stage, this setback boundary must be precisely defined.

Where a variance to the SDR is requested by an applicant, the request shall undergo a review by City Administration to determine if it is appropriate to apply to the Province of Alberta Environment and Parks for consent to vary the setback. Since there may be challenges or complicated issues with these types of applications, it is strongly recommended that landowners speak with City Administration prior to submitting a formal application.

Appendix B: Contaminated Sites

The required studies to determine the environmental status of a site includes an Environmental Site Assessment (ESA). The studies provide an evaluation of the impact of an Outline Plan/ Land Use Amendment, Subdivision or Development Permit application within the Plan area from an environmental perspective. This evaluation may involve circulation of a proposal to the appropriate external agencies for review and comment; and the submission of the appropriate environmental information necessary to undertake this review. Pending the findings of the environmental assessment, remediation and/or risk management may be necessary.

The following provides guidelines for an Environmental Site Assessment (ESA):

- a) The applicant shall be responsible for submitting the appropriate environmental site assessment report(s) necessary to address any potential site contamination issues prior to development proceeding. The required reports shall be provided at the appropriate stages of the planning approval process to the satisfaction of the Development Authority. Reports required may include the following:
 - i) a current Phase I ESA completed in accordance with The City of Calgary Terms of Reference to identify any actual or potential soil and groundwater contamination and determine if the site is suitable for the intended use
 - ii) if the Phase I ESA identifies any actual or potential site contamination, the applicant shall submit a current Phase II ESA to the satisfaction of the Development Authority completed in accordance with The City of Calgary Terms of Reference to determine if there is a requirement for remediation and/or risk management on the site
 - iii) if the Phase II ESA determines a need for site remediation or risk management, the Applicant shall submit a Remedial Action Plan and/or Risk Management Plan to address the manner and extent that the site will be remediated or managed to ensure it is suitable for the intended use
- b) Environmental report(s) shall be prepared by a qualified professional and will be reviewed to the satisfaction of The City of Calgary (Environmental & Safety Management), and may be circulated to the appropriate regulatory agencies for review and acceptance, as required by the Development Authority.
- c) Where required by the Development Authority, an applicant will be required to undertake the mitigation measures identified by the environmental report for the subject site.

Appendix C: Historic Building Styles

The dominant three historic building styles in the Bridgeland-Riverside area are:

- a) 1905 - 1920 Cottage Style: This style is characterized by two-storey dwellings, picturesque wood frame detail, decorative wooden brackets, spindles and rails, returned gable ends, double hung windows, steep roof-lines (12/12), second storey front balconies, transom windows, small decorative windows, bay windows, dormer that complement existing roof styles, sun porches, ornamental shingle siding, brick and shiplap siding, and wood picket fences.
- b) 1930 - 1940 Bungalow Style: This style is characterized by one storey buildings with front porches, over-sized columns, exposed timber ends and stucco decorations, quoined (impression of strength for a wall) stucco detail, inset entries, enclosed chimney chase, extended vestibules, front entrance porticos, soffit brackets, sculptured rafter ends, hipped gables, narrow painted siding, header and sill siding bands, medium to high sloped roofs (8/12) and flat roofs.
- c) 1950 - 1960 Bungalow Style: This style is characterized by one storey bungalows with raised foundations, 4/12 sloped and cottage roofs, wide horizontal siding, stucco and brick siding, metal railings, fixed center with opening side light windows, extended vestibule and portico entries, and wrought iron fences. This building type often includes Mediterranean elements such as wrought iron balconies, tiled roofs, brick façades, and brick and stucco archways on fences and building façades.

Appendix D: Urban Design Guidelines

The Urban Design guidelines are to be read in conjunction with the Bridgeland-Riverside Area Redevelopment Plan (ARP) and Municipal Development Plan (MDP), Volume 2, Part 3: Developed Areas Guidebook. The urban design guidelines support the vision and core ideas of the ARP by providing guidance to implement public realm, streetscape and building design.

City Administration is exploring the urban design guidelines for the Bridgeland-Riverside ARP. Further details will be forthcoming.

Appendix E: Flood Protection

Due to the proximity of the Bow River, relative ground elevations and the potential for floodwater intrusion via utilities or groundwater, design conventions comparable to flood fringe building and land-use controls must be applied in the Plan Area. These include the following considerations:

- all roads to be constructed with minimum elevations higher than the design flood levels;
- all buildings to have main floor elevations and primary electrical/mechanical features above designated flood levels (permanently habitable buildings or suites should be avoided below the flood elevation level);
- buildings with foundations deeper than flood level to include adequate foundation drainage systems discharging to levels above the designated flood levels;
- all buildings to be designed to preclude structural damage from floodwater or elevated groundwater; and
- minimum building opening elevations must exceed the 1:20-year flood level.

The Land Use Bylaw controls for floodway areas apply (e.g., no regrading, no new buildings, only park and path development feasible). Any designs for path/promenade, landscaping and plantings in floodway

areas must address regulatory elements in the Water Act, Fisheries Act, and Navigable Waters Act from the earliest conceptual stages.

A study has been done by The City to assess areas of concern along Calgary riverbeds and banks for erosion, aggradation, degradation and habitat. Once the study and hazard mapping are complete, the Calgary Rivers Morphology Hazard Mapping should be used to identify sites of concern in the Plan Area, and development should address them appropriately.

A review of emergency measures for extreme river floods must be undertaken as part of more detailed planning for the Plan Area. This review should include assessing possible utility shut-downs or capacity restrictions; transportation under flood conditions, including access and egress from the site; closure of paths, bridges, parks, streets or public spaces; and recommendations regarding parkades, material storage or specific commercial operations that may be impacted.

Appendix F: Future Connectivity

The Pedestrian and Cycling Network map identified potential future connectivity and mobility improvement in Bridgeland-Riverside. The intent of showing the potential future connectivity and mobility improvement is to identify areas that may require future improvements, should there be funding, and as determined as necessary in the future by the City. These future improvement proposals are unfunded with no identified plans for implementation; however, these should be considered for future improvement projects in Bridgeland-Riverside. Future consideration should ensure right-of-way is suitable for any proposed changes through consultant with appropriate City departments. **See Map 7: Pedestrian and Cycling Network.** The following are additional information for future connectivity improvement considerations.

Pathways connection location

1. The following locations are identified as locations with missing pathways in Bridgeland-Riverside:
 - a. 11 Street NE, from Centre Avenue NE to McDougal Road NE;
 - b. Bow Valley Drive NE, from 11 Street NE to 12 Street NE;
 - c. along Thomson Avenue NE, to Thomson Avenue NE to connect Tyndale Park to Tom Campbell's Hill Park;
 - d. sidewalks along both the west and east sides of 10 Street NE between 5 Avenue NE and 8 Avenue NE;
 - e. east end of 5 Avenue NE towards Abbot Avenue NE; and
 - f. pathway connection between Drury Avenue to 5 Avenue NE.

Wayfinding signage location

2. The following are identified as the potential locations for wayfinding signage in Bridgeland-Riverside:
 - a. on the east side of the boulevard at the northwest corner of 12 Street NE and McDougall Road NE intersection;
 - b. at vacant triangular land at the Memorial Drive exit onto 9 Street NE;

- c. at the NE corner of 1 Avenue and Edmonton Trail NE intersection; and
- d. at the lands west the McDougall road NE cul-de-sac, at the Memorial Drive NE exit onto Edmonton Trail NE.

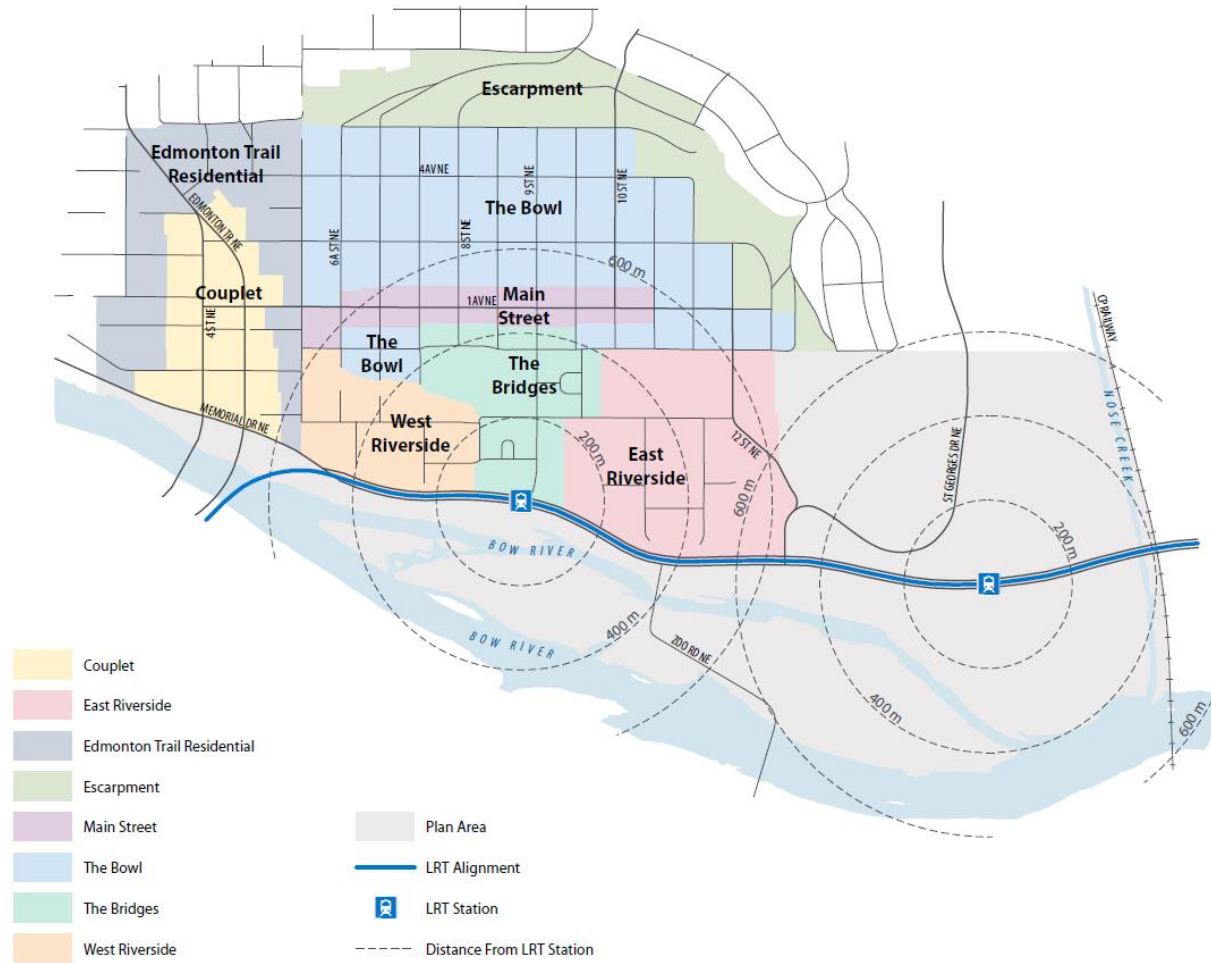
DRAFT

Map 1: Plan Location



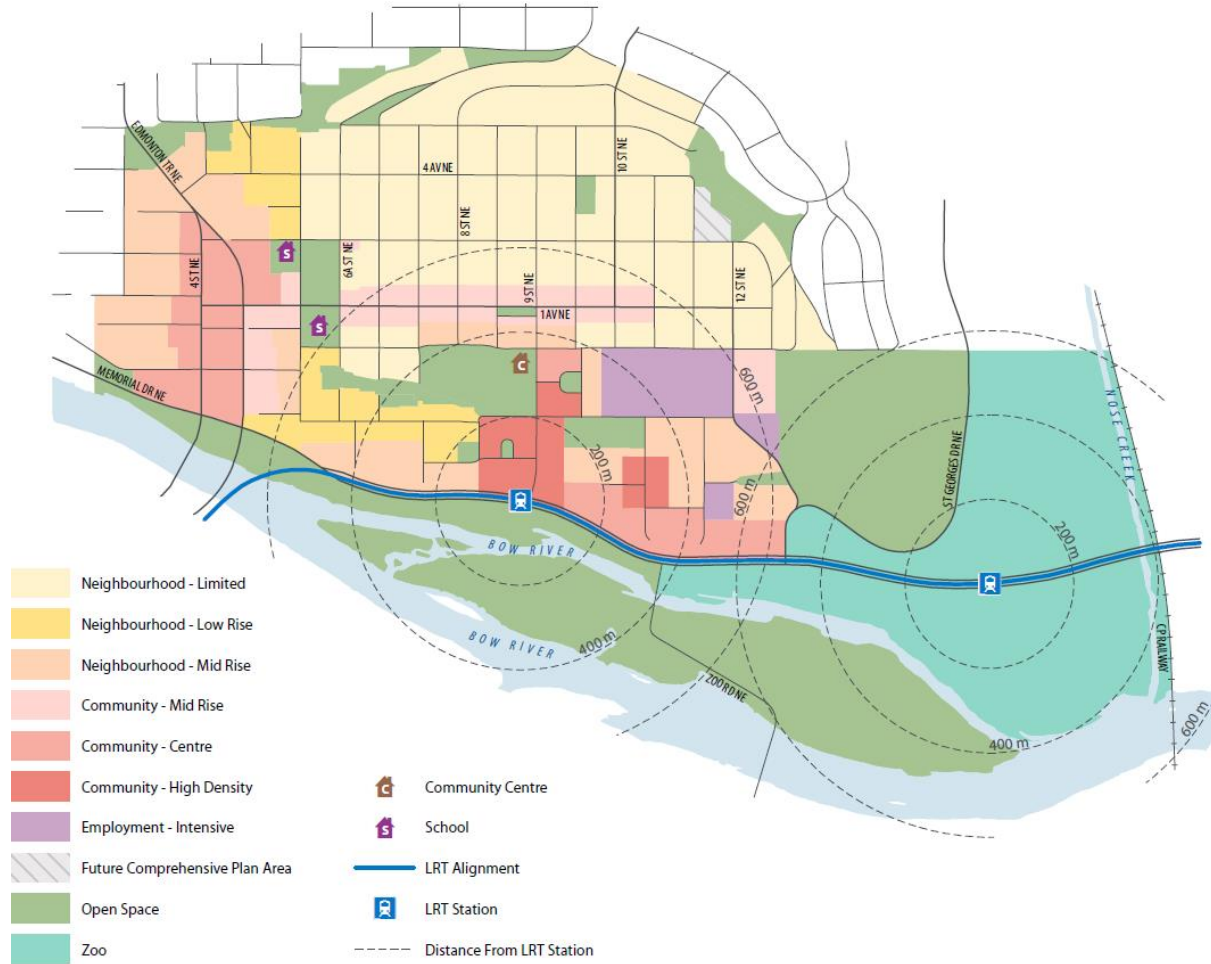
**This map shown is not final. Further changes may be forthcoming.*

Map 2: Character Areas



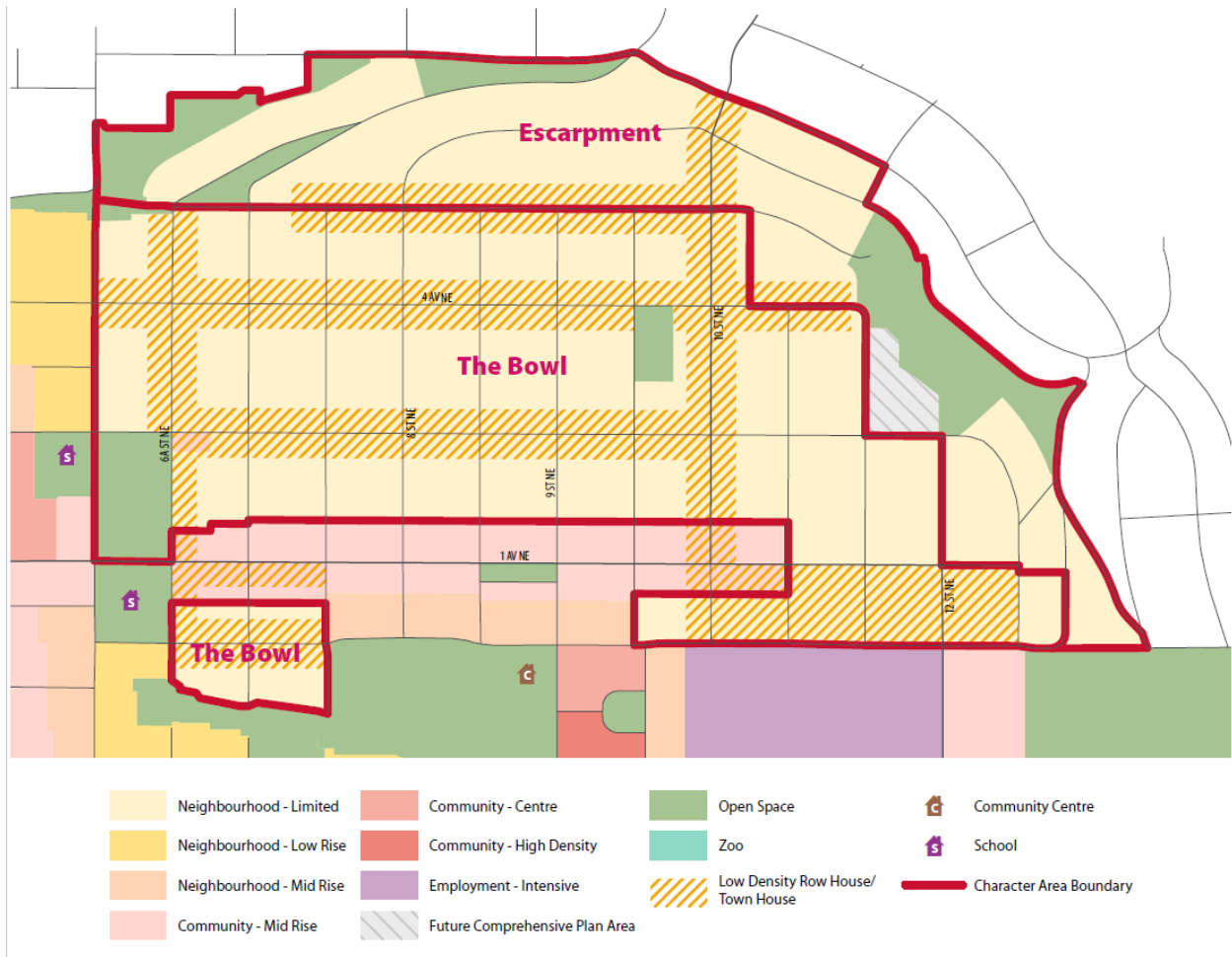
**This map shown is not final. Further changes may be forthcoming.*

Map 3: Land Use Concept



**This map shown is not final. Further changes may be forthcoming.*

Map 4: Low Density Rowhouse/ Townhouse



**This map shown is not final. Further changes may be forthcoming.*

Map 5: Active Frontages



**This map shown is not final. Further changes may be forthcoming.*

Map 6: Open Space Networks and Pathways



**This map shown is not final. Further changes may be forthcoming.*

Map 7: Pedestrian and Cycling Network



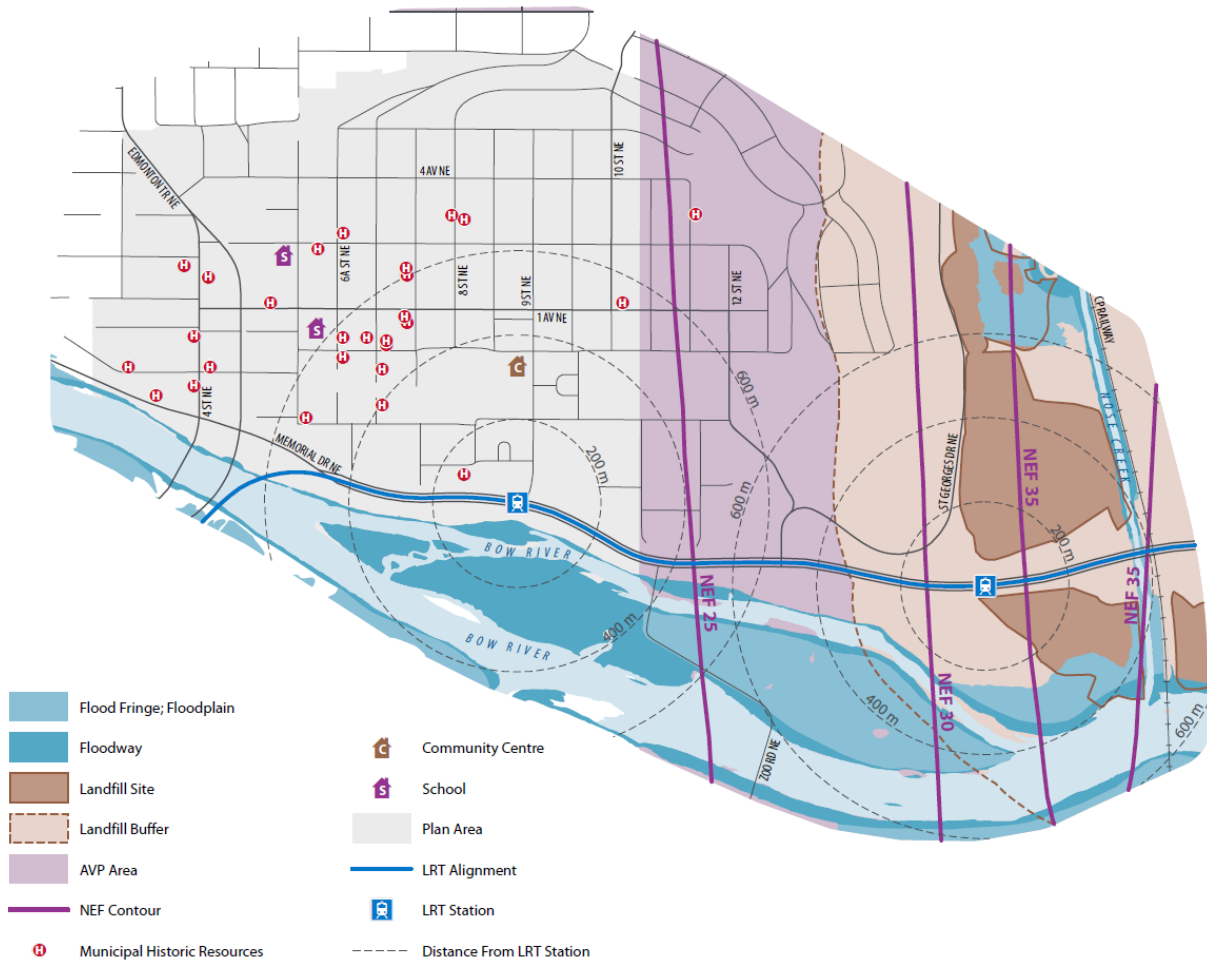
**This map shown is not final. Further changes may be forthcoming.*

Map 9: Street Network



**This map shown is not final. Further changes may be forthcoming.*

Map 10: Attributes



**This map shown is not final. Further changes may be forthcoming.*