



BRIDGELAND-RIVERSIDE

Area Redevelopment Plan



THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY



The Background Information of this document does not form part of the bylaw.
For the purposes of electronic publications the Background Information is identified by the footer "Bridgeland-Riverside ARP Background Information".

OFFICE CONSOLIDATIONS

December 1992

November 1995

March 1998

April 2003

BRIDGELAND-RIVERSIDE

Area Redevelopment Plan and Supporting Information

Part 2, Chapter 9, Bow Valley Centre Concept Plan is under separate cover



THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY

NOTE:

This office consolidation includes the following amending Bylaws:

| Amendment | Bylaw | Date |
|------------------|--------------|-------------------|
| 1 | 3P87 | 1987 March 09 |
| 2 | 16P91 | 1992 January 27 |
| 3 | 1P92 | 1992 February 10 |
| 4 | 12P92 | 1992 September 14 |
| 5 | 17P93 | 1993 November 15 |
| 6 | 17P95 | 1995 May 23 |
| 7 | 20P96 | 1996 November 18 |
| 8 | 4P97 | 1997 March 10 |
| 9 | 25P2000 | 2002 June 21 |
| 10 | 19P2002 | 2002 November 04 |

Amended portions of the text are printed in italics and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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BRIDGELAND-RIVERSIDE AREA REDEVELOPMENT PLAN

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PART 1

PREAMBLE

BRIDGELAND-RIVERSIDE AREA REDEVELOPMENT PLAN

PART 1 - PREAMBLE

1. Introduction

On November 28, 1977, the inner-city community of Bridgeland-Riverside was selected by City Council to benefit from the joint Federal, Provincial, Municipal Neighbourhood Improvement Program (NIP) and the Residential Rehabilitation Assistance Program (RRAP). In 1974, in a report approved by Council entitled "Established Communities in Calgary, An Evaluation", Bridgeland was considered a priority area for these programs. That report indicated that the community was experiencing many of the problems common to inner-city residential areas. These included a shortage of park and open space, the encroachment of major roadways, and redevelopment without regard for land use planning.

This document, the Bridgeland-Riverside Area Redevelopment Plan, is a community plan outlining conditions in the area; issues, concerns and problems perceived to exist; and recommendations for future growth and revitalization directed at improving the quality of life in Bridgeland-Riverside.

It should be noted that the municipal public facilities and improvements proposed or recommended in this plan are subject to Council's capital budget priorities and approval process.

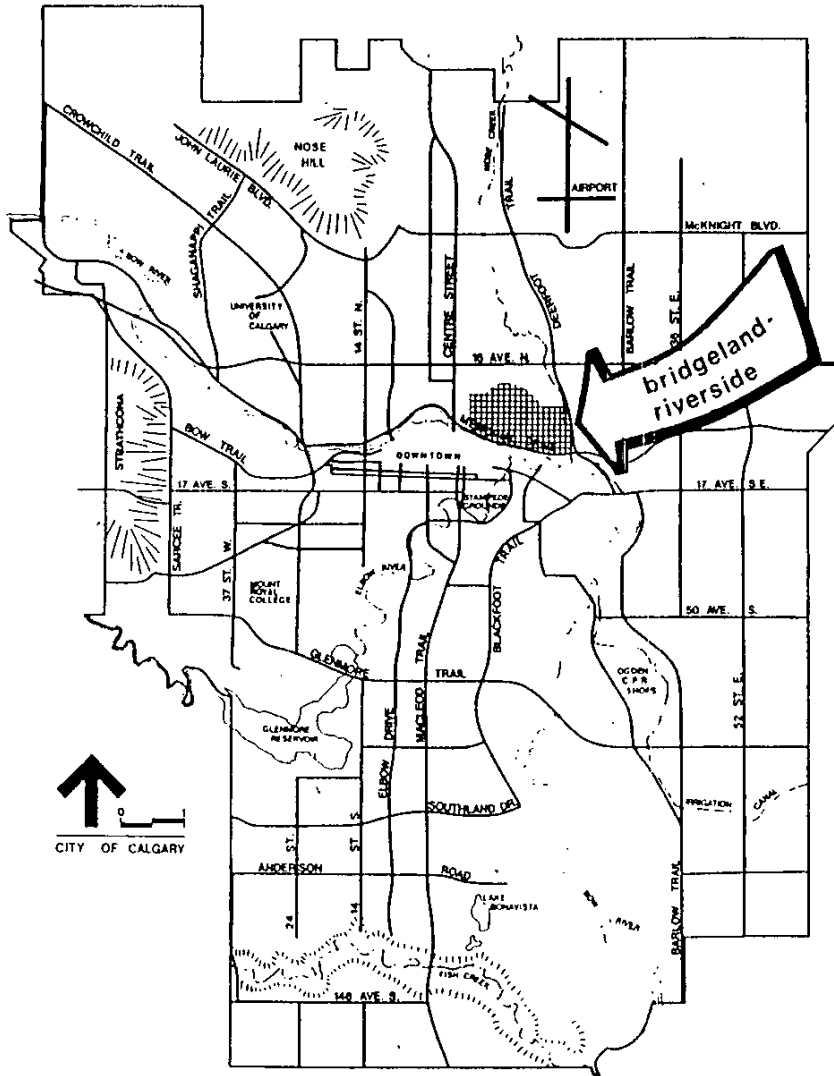
2. General Description and Location

Bridgeland-Riverside is an older inner-city community, located to the immediate northeast of the downtown core, on the north side of the Bow River. Figure 1.

Traditionally, Bridgeland-Riverside has been a stable community long associated as being a reception area in Calgary for new Canadians. However, with the movement of many of the younger people to the suburbs, Bridgeland-Riverside has, until recently, experienced a decline in population. While the young move away to suburban communities, those who remain are, generally speaking, older persons who have resided in the area for many years. However, a trend in younger people and couples moving back to the area is starting to develop.

Residents, however, believe that the community should regain its role as a strong family neighbourhood, and that by means of the improvement programs, and redevelopment of family housing types, this end can be attained.

FIGURE 1 - GENERAL DESCRIPTION AND LOCATION



Bridgeland-Riverside began as a working neighbourhood, and over the years has maintained many of these characteristics. The area, however, has lost population with the competitive attraction of suburban living in Calgary until recently. Many remaining residents are concerned about the future of the community, and hope that more young families will again view the area as a suitable place to raise children, thus reversing the population exodus. They hope that through the implementation of appropriate development policies, expanded social programs and community facilities, the trend toward a more family-oriented community will continue.

Standing at a major point of entry to downtown Calgary and adjacent to a proposed Light Rail Transit (L.R.T.) line, Bridgeland-Riverside will experience increased pressure to absorb more residents. It is proposed to accommodate these people in a fashion which will foster both an increased family component but at the same time allow for an increased downtown oriented apartment sector.

The designation of Bridgeland-Riverside for the Neighbourhood Improvement Program and Residential Rehabilitation Assistance Program will serve as a catalyst for the revitalization of the existing family type housing stock. Such efforts as these will direct the course of the community in achieving its goal of becoming a desirable location for new families. Continued programs of improving community services and activities, expanding area facilities, and the involvement of area residents will further aid this process.

3. Introduction to the Area Redevelopment Plan

This document had its beginnings in the form of a design brief. Such briefs had no statutory basis and served as a general guide for Council, residents and developers. With the advent of the new Provincial Planning Act and new City Land Use Bylaw, Council decided that design briefs would not be undertaken any more, but instead Area Redevelopment Plans (ARP) would be undertaken.

The Bridgeland-Riverside Design Brief was in a preliminary form at the time of the above changes. It had proceeded through the initial circulation of government departments, and had been reviewed by the community at large. In addition, the Community Association and the Planning Department had used the draft Design Brief to evaluate development proposals in the area. As such, the preparation of the present document was undertaken as an Area Redevelopment Plan.

There are some very important differences between the old design briefs and the new Area Redevelopment Plans. The major difference is that the Area Redevelopment Plan is a statutory document, as outlined in the Planning Act, 1977, whereas the design brief was not. This means that ARPs have a legal basis which automatically gives more stature and power to such a document. This also means that such a document must conform to the Provincial legislation that establishes the power of the municipality to undertake and enact ARPs.

With respect to the specific Calgary situation, there is a framework within which any ARP must conform. The most important is the Calgary General Municipal Plan, a statutory document adopted by Council March 14, 1979 and the other is the Inner City Plan. Unlike the General Municipal Plan, the Inner City Plan is not a statutory document. The Inner City Plan recognizes this by stating,

“The plan is to provide a policy framework within which planning, at the neighbourhood level, might better respond to broader city and inner city issues and objectives.”

As such, the Inner City Plan has been utilized more as a guide rather than a rigid framework.

In addition, the community was designated for the Neighbourhood Improvement Program. As a primary emphasis of the program is to upgrade and stabilize inner city communities for residential development (including family type living), a major thrust of the ARP has been to ensure such efforts will have long term success.

Other Council policies, either in the form of adopted studies and plans (e.g. Memorial Drive East Functional Planning Study) or individual resolutions and bylaws (the recent borrowing bylaw for land acquisition for the General Hospital) have also been taken into account. Where such direction has been given, it has been acknowledged in the appropriate places.

PART 2

BRIDGELAND-RIVERSIDE

AREA REDEVELOPMENT PLAN

PART 2 BRIDGELAND-RIVERSIDE AREA REDEVELOPMENT PLAN

Area Structure Plans and Area Redevelopment Plans are planning documents for distinct community areas within the City and are to be considered in conjunction with other statutory plans, bylaws and policy documents that apply to any proposed development of a site. These Plans are the most specific in the hierarchy of statutory planning controls and are intended to supplement the Land Use Bylaw by providing more detailed parameters within which the latitude of discretion of the approving authority under the Land Use Bylaw should be exercised in a particular area of the City in order to achieve the desired aims within the community. Districts under the Land Use Bylaw apply uniformly throughout the City and this Plan is intended to inject a community orientation to the district uses and rules.

This document is not intended to have only one definitive perspective but, in the context of a specific proposal, may bear more than one reasonable interpretation, leading to a variety of solutions of which the best is to be desired.

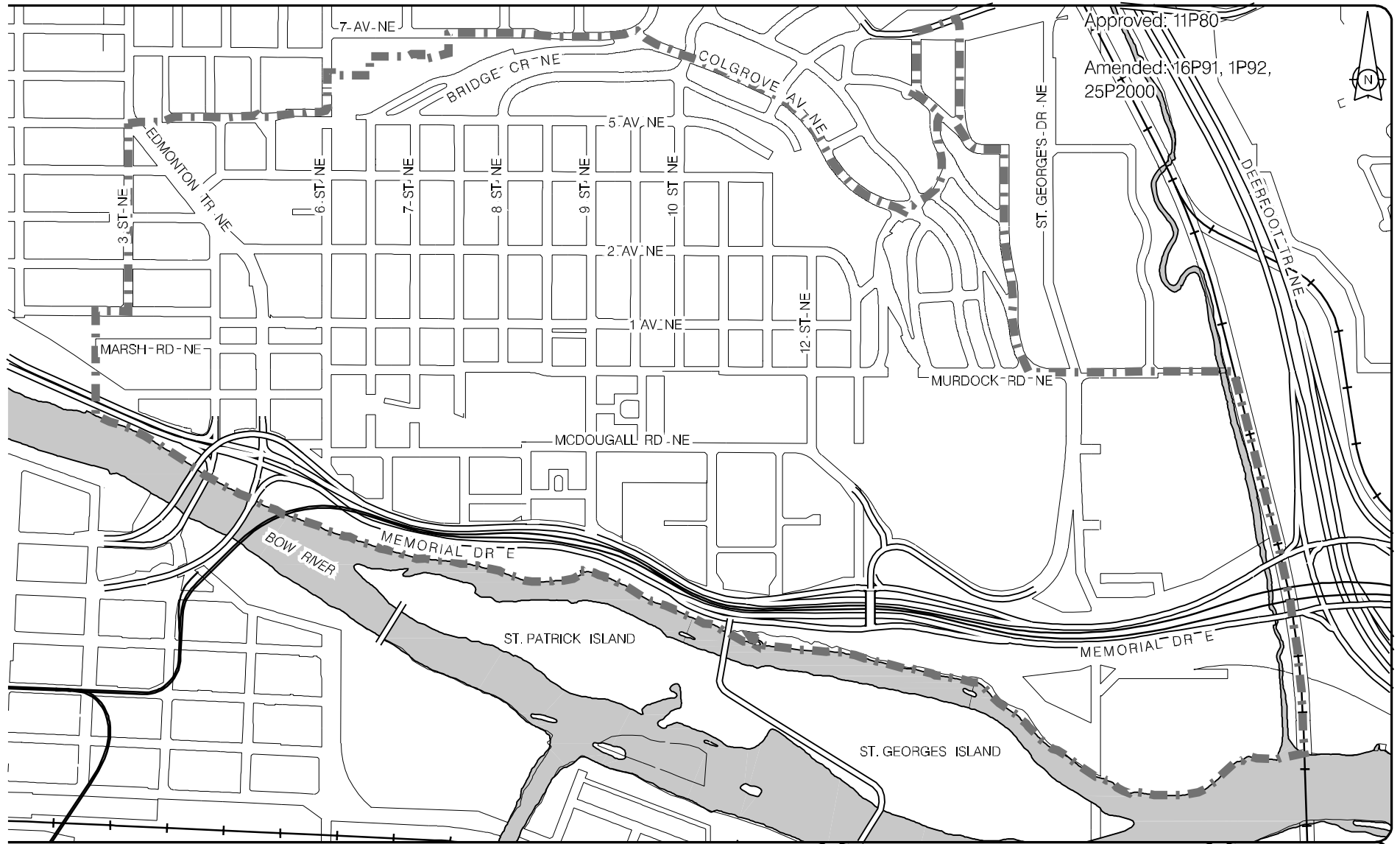
- NOTE:**
1. That redesignation of 635 - 639 - 4 Avenue N.E. from RM-5 to RM-3 is tabled until the Development Permit (80/1318) is concluded and until construction under that Development Permit is commenced by the present owner.
 2. That redesignation of 659 - 4 Avenue N.E. from RM-5 to RM-3 is tabled until the decision of the Development Appeal Board.

1. Area of Applicability

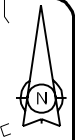
The area that the statutory plan applies to is commonly known as Bridgeland-Riverside. The general boundaries of this area are: 3 Street N.E. in the west, 5 Avenue, 6 Street, the south property line of the existing church and parking lot, the lane, the south property line of residential properties (803 to 819 - 7 Avenue), 7 Avenue, Colgrove Avenue, Cardell Street, Edward Street, Phair Avenue, 13 Street, 8 Avenue in the north, 13A Street, 14 Street, Murdock Road and the C.P.R. tracks by Nose Creek in the east and the Bow River in the South. Figure 2 indicates the precise area of applicability of the Plan. (Bylaws 16P91, 1P92).

2. Goals of the Bridgeland-Riverside Area Redevelopment Plan

The following goals were developed from a variety of sources. The Calgary General Municipal Plan provided the initial framework of city wide goals to which the more specific ARP goals had to respond. The proposed Bridgeland-Riverside Design Brief, although did not explicitly state goals, had implicitly outlined the general direction residents hoped the area would move towards. Finally, discussions with residents and the Community Association provided the rationale to complete the process of establishing appropriate goals.



Approved: 11P80
 Amended: 16P91, 1P92,
 25P2000



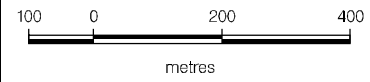
Bridgeland – Riverside

Figure 2

STUDY AREA

25P2000

--- STUDY AREA BOUNDARY



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 DATE PLOTTED: 07-MAR-2003

The goals provide the specific framework for the Area Redevelopment Plan. They are a broad indication of what is to be achieved or pursued and the extent to which they are met will influence the long term livability of the area. A strong relationship therefore exists between these general goals and the specific policies stated for each of the issues addressed in the Plan. Because the goals form the foundation of the plan, their intent requires clarification. For that purpose, the rationale for each follows the goal statement.

1. TO INCREASE RESIDENTIAL DENSITIES IN APPROPRIATE LOCATIONS

The Calgary General Municipal Plan states that residential densities in the inner city should be increased. The primary reasons are that such changes would better utilize the existing infrastructure and that the strategic locations of such neighbourhoods should be recognized. However, the “appropriate locations” portion of the goal is equally important as other locations could effectively destroy the desirable aspects of inner city living.

2. TO IMPLEMENT THE POLICIES OF THE CALGARY GENERAL MUNICIPAL PLAN

The Calgary General Municipal Plan sets out in general terms, where the city as a whole should be heading. By utilizing the Area Redevelopment Plan as one implementing tool, the policies of the General Plan can be fine tuned to ensure the special and

unique characteristics of Bridgeland-Riverside are enhanced, while at the same time, such efforts will contribute to the well being of the city as a whole.

3. TO PROVIDE OPPORTUNITIES FOR A WIDER RANGE OF RESIDENTIAL ALTERNATIVES FOR DIFFERENT AGE AND INCOME LEVELS

This will allow the community to have a more full spectrum of society living there, and as such provide the community with a more complete social composition of population.

4. TO PROVIDE FOR THE DEVELOPMENT OF A LAND USE PATTERN THAT WILL BE BETTER ABLE TO BE SERVED BY PUBLIC TRANSIT

As the city increases in size, public transit will have to play a more important role than it has in the past. By recognizing this condition, it is desirable to ensure that redevelopment in those areas most likely to be serviced by increased public transit service be of the nature that would most benefit from such an increased service. This would generally be in the form of increasing residential densities to a medium range.

5. TO IMPROVE THE PHYSICAL ENVIRONMENT WITHIN THE COMMUNITY

There are areas and or facilities within Bridgeland-Riverside that require upgrading, as in all older communities. By undertaking such programs, the

area will become more attractive and will encourage private initiatives in the same vein. Such examples would be local improvements for streets and the use of the Residential Rehabilitation Assistance Program (RRAP).

6. TO DEVELOP A MORE COMPREHENSIVE STRATEGY DEALING WITH AMENITIES SUCH AS RECREATION AND OPEN SPACE

In order that all actions of such a nature contribute towards an ultimate stage, such a strategy is necessary. This will ensure that city purchased land, recreational improvements and landscaping are not done in an ad hoc manner. It is important to have such actions complement each other. For example, it might be desirable to acquire land for open space so that a continuous pattern of land would lead to the recreational facilities.

7. TO PROVIDE FOR OPPORTUNITIES THAT WOULD ALLOW FOR THE INCREASED VIABILITY OF LOCAL COMMERCIAL DEVELOPMENT CATERING TO RESIDENTS OF THE COMMUNITY

Local commercial development provides one type of focal point for a community. By ensuring that policies and actions are of a nature that recognize the benefits of such a focal point, a healthy local commercial community can grow and prosper, to the benefit of both residents and operators.

8. TO CONSERVE AND STABILIZE THE FAMILY-ORIENTED AREAS OF THE COMMUNITY AND TO ENSURE THEIR LONG-TERM VIABILITY

A primary focus of the Neighbourhood Improvement Program is to ensure that older residential neighbourhoods are improved and stabilized. The Inner City Plan, while calling for increased densities in such areas, also recognizes the need for stabilizing portions of neighbourhoods by conservation so that opportunities for family living remain.

3. Residential

There is a general consensus by the Community Association and area residents that large portions of the community be preserved and enhanced for families with children. This aspiration results from the existence of an elaborate system of social and recreational services in the area, the presence of four local schools, and the growing number of area residents committed to the preservation of the community. In order for this to be achieved, revised land use policies for the area and programs designed to preserve the existing housing stock are required.

However, it is also realized that the strategic location of the community will create pressures for apartment redevelopment. In order to accommodate both forms of residential use, the following policies establish different residential districts and guidelines related to each district.

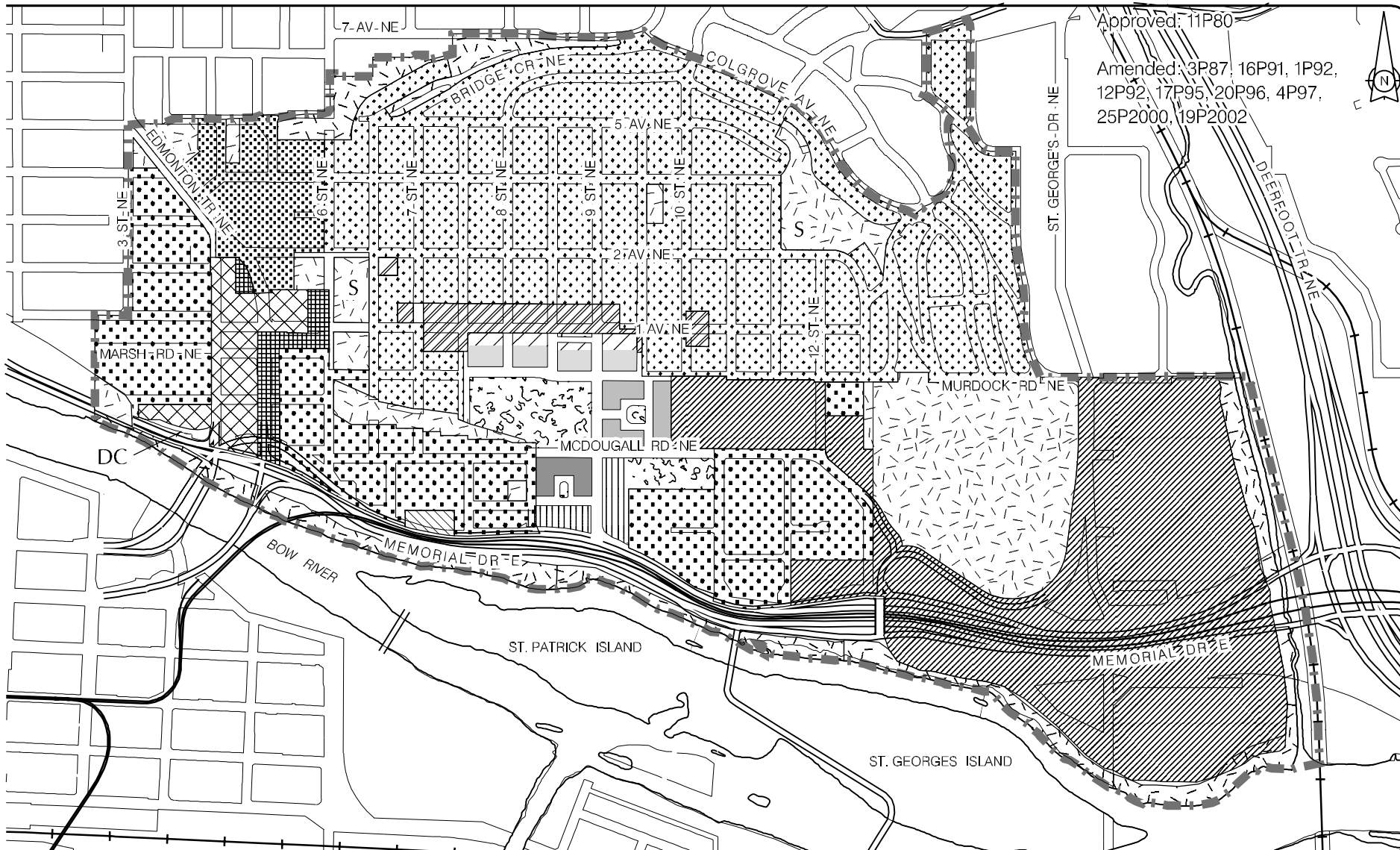
Policies

1. That preservation and enhancement of appropriate portions of the community for families with children be strived for.
2. That areas suitable for higher density development be identified and that such developments minimize impacts on the remainder of the community.
3. That the existing stock of viable low profile housing be protected, maintained and improved.
4. That the development of a mix of housing styles and forms be encouraged so that a diverse population base may be accommodated.

Implementation

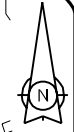
1. That a Conservation Area be designated as indicated on Figure 3, and that such an area would exhibit the following characteristics:
 - a) predominate uses would be single family and duplex residential units,
 - b) that the majority of the existing housing stock be in satisfactory condition, or that can be successfully rehabilitated,
 - c) the location would be amenable to family living.

2. That within the Conservation Area, the appropriate land uses are residential in nature and that the appropriate designation within the Land Use Bylaw would be R-2.
3. That within the Conservation Area, some existing housing needs upgrading, and that preference should be given applications requesting funds for such purposes from the Residential Rehabilitation Assistance Program.
4. That within the Conservation Area, where rehabilitation is not feasible, sensitive infill redevelopment of a residential nature should occur.
5. That a Family Oriented Redevelopment Area be designated as indicated on Figure 3, and that such an area would exhibit the following characteristics:
 - a) the location would be amenable to family living,
 - b) that some apartment redevelopment has already occurred, and remaining housing stock may not be suitable for rehabilitation.
6. That within the Family Oriented Redevelopment Area, the appropriate land uses are residential in nature and that the appropriate designation within the Land Use Bylaw would be RM-3.



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12P92, 17P95, 20P96, 4P97,
25P2000, 19P2002



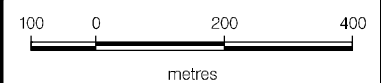
| | | | | | |
|--|---|--|--------------------------|--|--------------------------------|
| | CONSERVATION | | GENERAL COMMERCIAL | | LOCAL COMMERCIAL AND MIXED USE |
| | FAMILY ORIENTED DEVELOPMENT | | LOCAL COMMERCIAL | | TRANSIT SUPPORTIVE MIXED USE |
| | NON FAMILY ORIENTED DEVELOPMENT | | HIGH DENSITY RESIDENTIAL | | PARK |
| | NON FAMILY ORIENTED DEVELOPMENT (Possible Conversion to General Commercial) | | SCHOOL | | 4 - 6 STOREY RESIDENTIAL |
| | STUDY AREA BOUNDARY | | INSTITUTIONAL | | 4 - 7 STOREY RESIDENTIAL |
| | | | OPEN SPACE | | 4 - 8 STOREY RESIDENTIAL |

Bridgeland - Riverside

Figure 3

GENERALIZED LAND USE

19P2002



THE CITY OF CALGARY

 PLANNING & TRANSPORTATION POLICY

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 DATE PLOTTED: 07-MAR-2003

7. That within the Family Oriented Redevelopment Area, if the development comprises of three or more units, parking shall be 1.25 spaces per unit.
8. That a Non-Family Oriented Redevelopment Area be designated as indicated on Figure 3, and that such an area exhibit the following characteristics:
 - a) the predominate use is already apartments, or that existing housing stock is not suitable for rehabilitation,
 - b) that access to major roads and public transit routes does not require short-cutting through the Conservation Area.
9. That within the Non-Family Oriented Redevelopment Area, the appropriate land uses are residential in nature and that two appropriate designations within the Land Use Bylaw exist.
 - a) Where substantial redevelopment has already taken place, and that the transportation network can properly handle increased traffic, the appropriate designation would be RM-5.
 - b) If the above conditions cannot be met, or other major planning considerations warrant limiting the density of development, the appropriate designation shall not be higher than RM-4.
- c) *That the existing 17 storey apartment building located at 736 McDougall Road N.E. be recognized with the addition of convenience retail. (Bylaw 12P92)*
10. That within the Non-Family Oriented Redevelopment Area, if the development comprises of three or more units of non-senior citizen housing, parking shall be 1.25 spaces per unit.
11. *That within the Non-Family Oriented Redevelopment Area, new developments located within the Bow River floodplain shall adhere to the floodplain management guidelines contained in the Calgary River Valleys Plan and the regulations in the Land Use Bylaw. (Bylaw 16P91)*
12. That within the Non-Family Oriented Redevelopment Area, new developments in the vicinity of either Memorial Drive or the Edmonton Trail couplet be designed *in such a manner as to meet the Council approved 60 dB(A) noise guideline for outdoor amenity space. (Bylaw 16P91)*
13. That within any of the designated areas, when demolition of existing structures is undertaken, it shall be completed within 90 days of obtaining relevant permits. In addition, abandoned structures must be securely boarded up within 30 days and that they be maintained in this manner until demolition occurs.

14. That all new residential development that falls within the 25-30 N.E.F. (Noise Exposure Forecast) area shall conform to the soundproofing standards as outlined in “New Housing and Airport Noise” as prepared by Canada Mortgage and Housing Corporation.
15. Where redevelopment is proposed on south facing slopes, consideration should be given to designs that would utilize passive solar energy systems and utilize other benefits associated with such locations.
16. In the Family and Non-Family Oriented Redevelopment Areas, proposals containing 3 or more dwelling units shall include landscaping plans that help overcome the lack of vegetation and tree cover presently exhibited by those areas.
17. *For that part of the community within the Conservation Area, the following development guidelines and decorative features in addition to the rules of the Land Use Bylaw (2P80) and the Single-Detached Infill Housing Guidelines for Established Communities, should be incorporated, where appropriate, into the design of new residential developments or additions to existing dwellings. These guidelines are not intended to restrict the development of new residential dwellings or additions. They are intended, rather, to provide some examples of existing historical elements that could be retained in new developments, to enable*

such developments to be compatible with the existing character of the community. These development guidelines are outlined below:

17.1. Compatibility with the existing streetscape:

- a) *New residential developments should be compatible with the general pattern of the streetscape in terms of building height, building form, and architectural massing. (Note: it may be necessary for the developer of new residential units to reduce the proposed floor area, particularly on the second storey, in order to achieve a building mass that fits into the context of the street.)*
- b) *Front and side yard setbacks of new residential developments should approximate the established pattern on the block. (Note: to reduce overlooking and overshadowing of neighbouring properties, a proposed development should step down in height to be not more than one storey higher than the adjacent structure or rear of existing adjacent buildings. Where the new infill building extends beyond the rear of existing adjacent buildings, windows, and second storey balconies should be carefully placed and oriented to face away from neighbouring yards to preserve their privacy.)*

- c) *The roof shape of new residential developments should relate to the roof shapes of the existing streetscape.*
- d) *Chimneys visible from the street should be boxed in by a brick or stucco chase or other complementary materials.*
- e) *Window arrangements and form should complement the housing in the area. Windows should not be positioned directly opposite neighbouring windows.*

17.2. Development on the escarpments:

- a) *Residential developments on the escarpments should be slope adaptive or stepped back to conform to the natural contours.*
- b) *New dwellings or additions to existing dwellings on the escarpment or the ridge of the escarpment should respect the views of properties above and on each side.*
- c) *Special consideration should be given to allow rear yard balconies on the escarpments.*

17.3. Location of Garages:

- a) *Front garages or driveways are discouraged except if there are neither lanes nor other*

vehicle access. Front drive garages or driveways may be acceptable where the majority of dwellings on the block have front drive garages and driveways and the placement of a rear garage is unsafe.

- b) *If a front drive garage is permitted, the garage width should be the lesser of either a two vehicle garage or 50% of the width of the front facade of the house.*

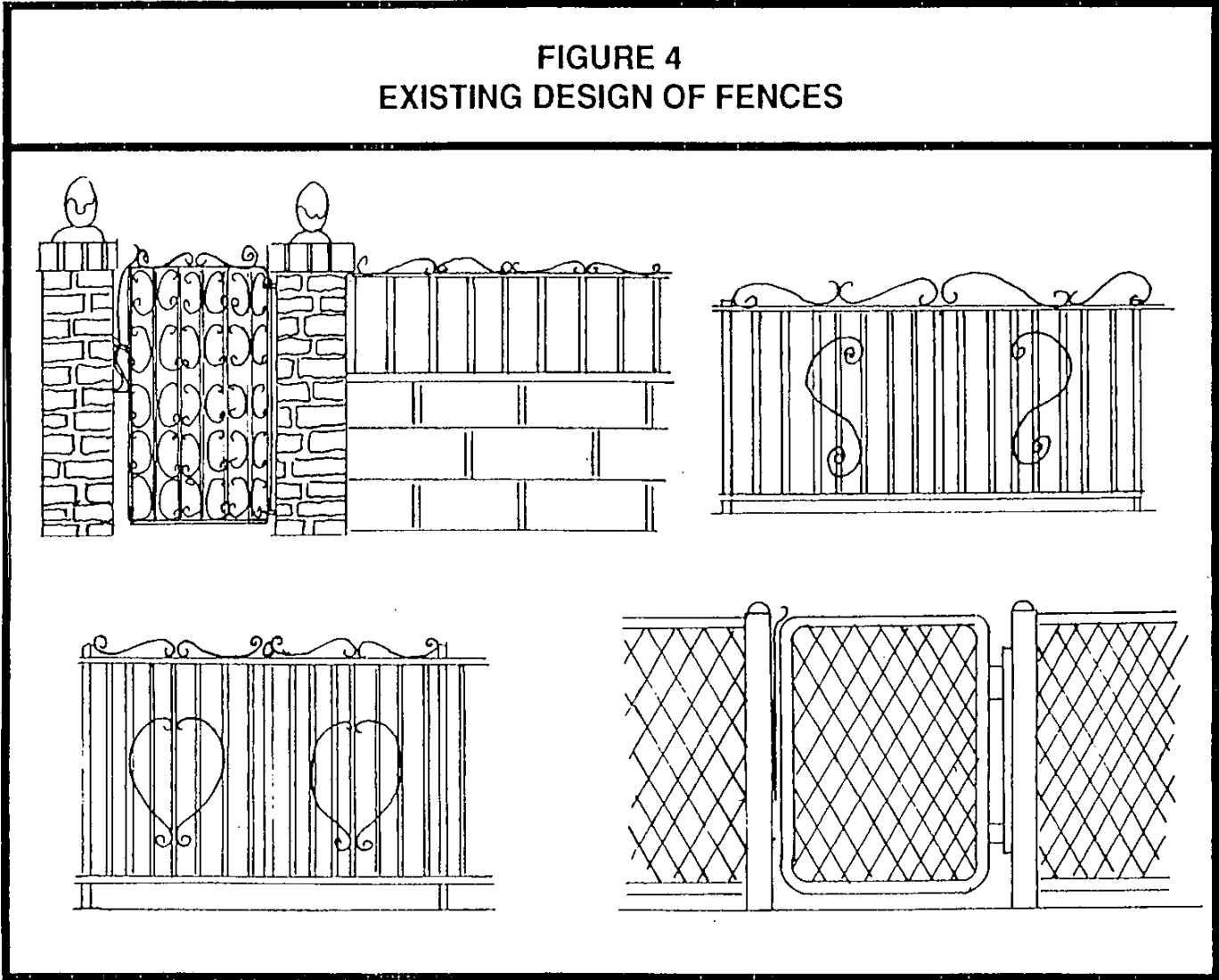
17.4. Additions:

Greenhouses, cold frames or attached conservatories and sun rooms are encouraged, provided they do not interfere with privacy and sunlight of neighbouring properties, or result in overhead glazing that dominates the roof or changes the character of the front facade.

17.5. Fences:

*Fences are common front, side and rear yard decorative elements that should be encouraged where they are common on a particular block. Materials for fences found in the area include wood, wrought iron, brick, scroll and chain link. (See Figure 4.) Hedges include cotoneaster and caragana. These are important as they enhance the streetscape. Gravelled or hard surfaced front yards are discouraged and soft landscaping is encouraged. **(Bylaw 16P91)***

FIGURE 4
EXISTING DESIGN OF FENCES



(Bylaw 16P91)

18. *Historic Building Styles:*

Of the many historic dwellings in the Conservation Area, east of 6 Street N.E., there are three basic building types or styles of historical value. New residential developments should be designed to be sympathetic to and reflect, where possible, one of these historic building styles. In addition to these historic building styles, innovative and progressive designs that are complementary, are also encouraged. These three styles and their respective decorative elements are outlined and illustrated below:

a) 18.1. 1905 - 1920 Cottage Style (Figure 5)

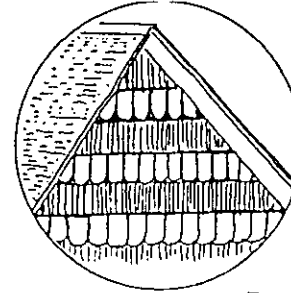
This style is characterized by two-storey dwellings, picturesque wood frame detail, decorative wooden brackets, spindles and rails, returned gable ends, double hung windows, steep roof-lines (12/12), second storey front balconies, transom windows, small decorative windows, bay windows, dormers that complement existing roof styles, sun porches, ornamental shingle siding, brick and shiplap siding, wood picket fences.

(Bylaw 12P91)

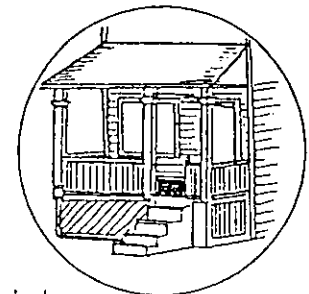
FIGURE 5
1905 - 1920 COTTAGE DWELLING STYLE



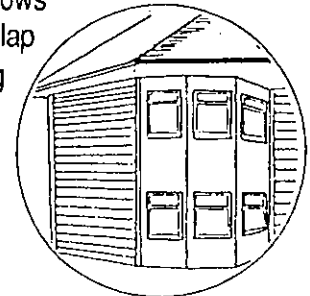
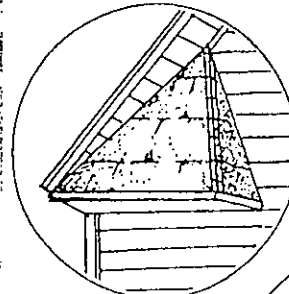
Ornamental shingles



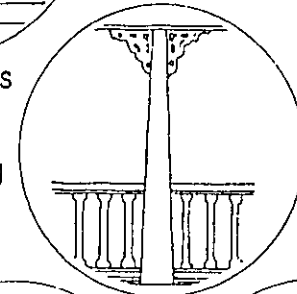
Front porch



Bay windows
 Narrow lap siding

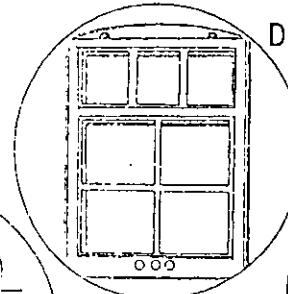


Returned gables

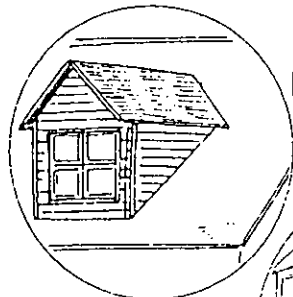
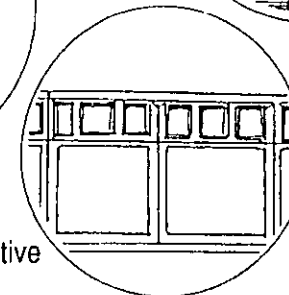


Spindles and rails

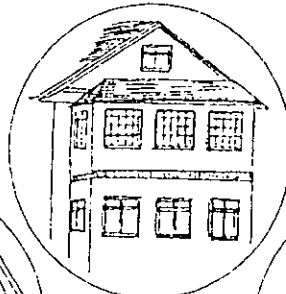
Double hung windows



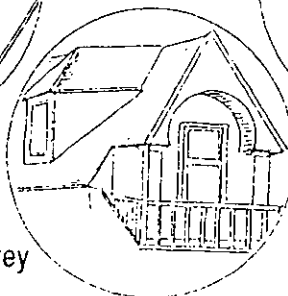
Transom windows



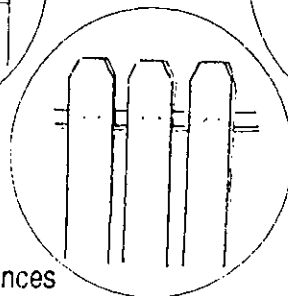
Dormers



Sun porch

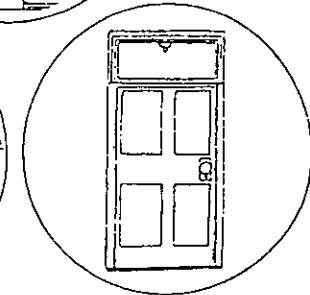


Steep roof
 Second storey balconies



Picket fences

Small decorative windows

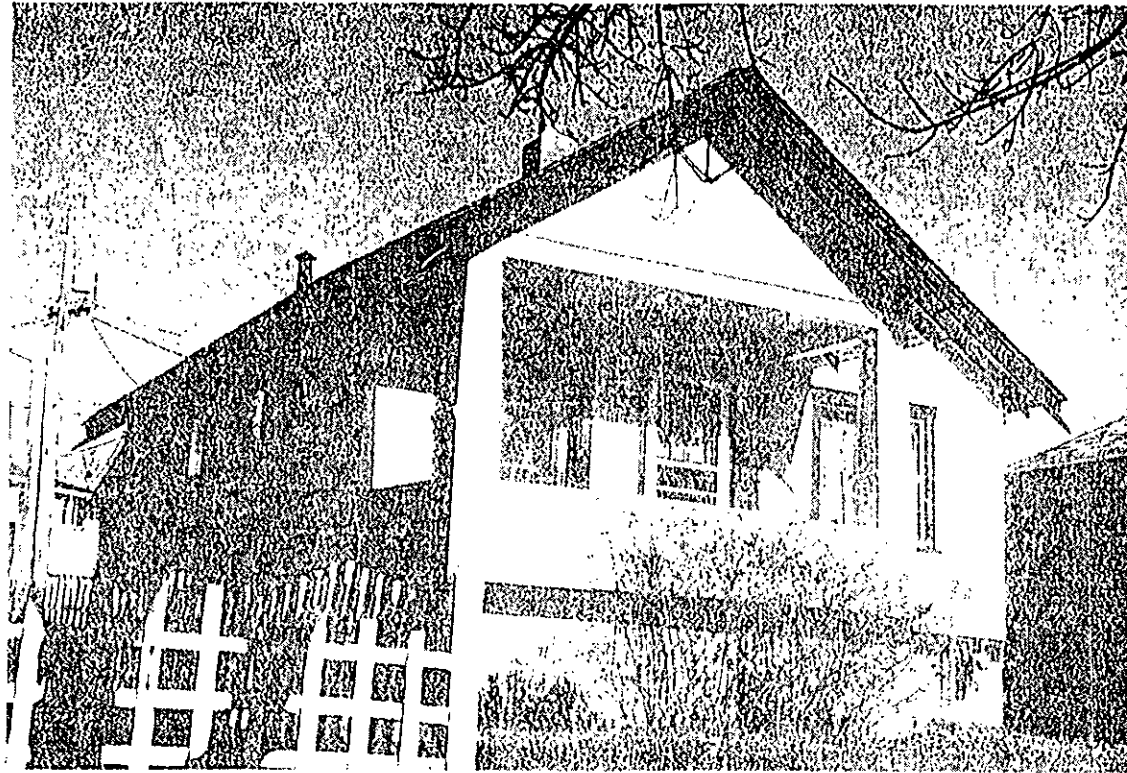


(Bylaw 12P91)

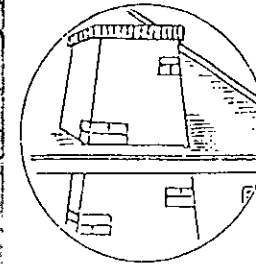
b) 18.2 1930 - 1940 Bungalow Style (Figure 6)

This style is characterized by one storey buildings with front porches, over-sized columns, exposed timber ends and stucco decorations, quoined 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. (Bylaw 16P91)

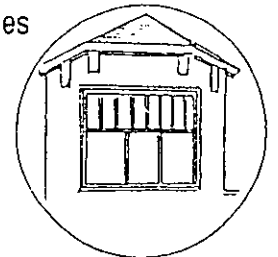
FIGURE 6
1930 - 1940 BUNGALOW DWELLING STYLE



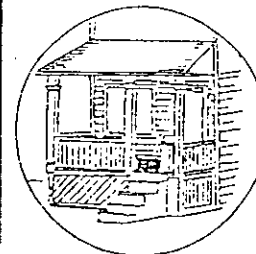
Enclosed chimney
chase



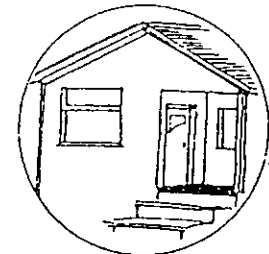
Sculptured rafter
ends



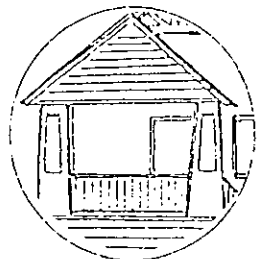
Hipped gables



Front porch

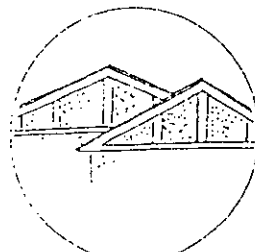
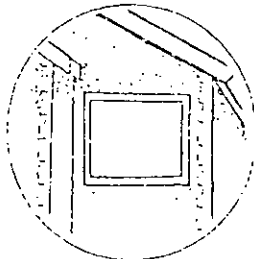


Inset entry



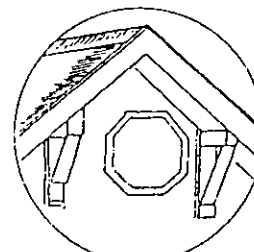
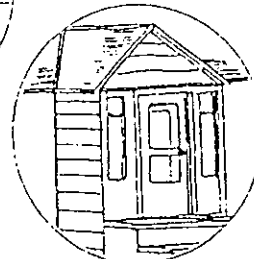
Over sized
buttressed columns

Quoined stucco
detail



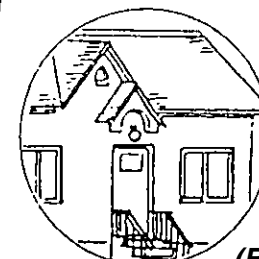
Batton stucco
decoration

Extended vestibules
(storm porch)



Soffitt brackets

Door hoods



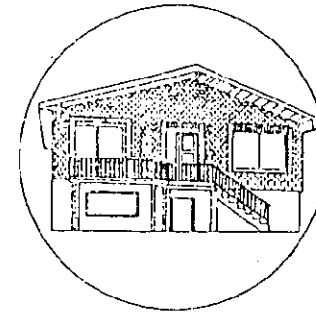
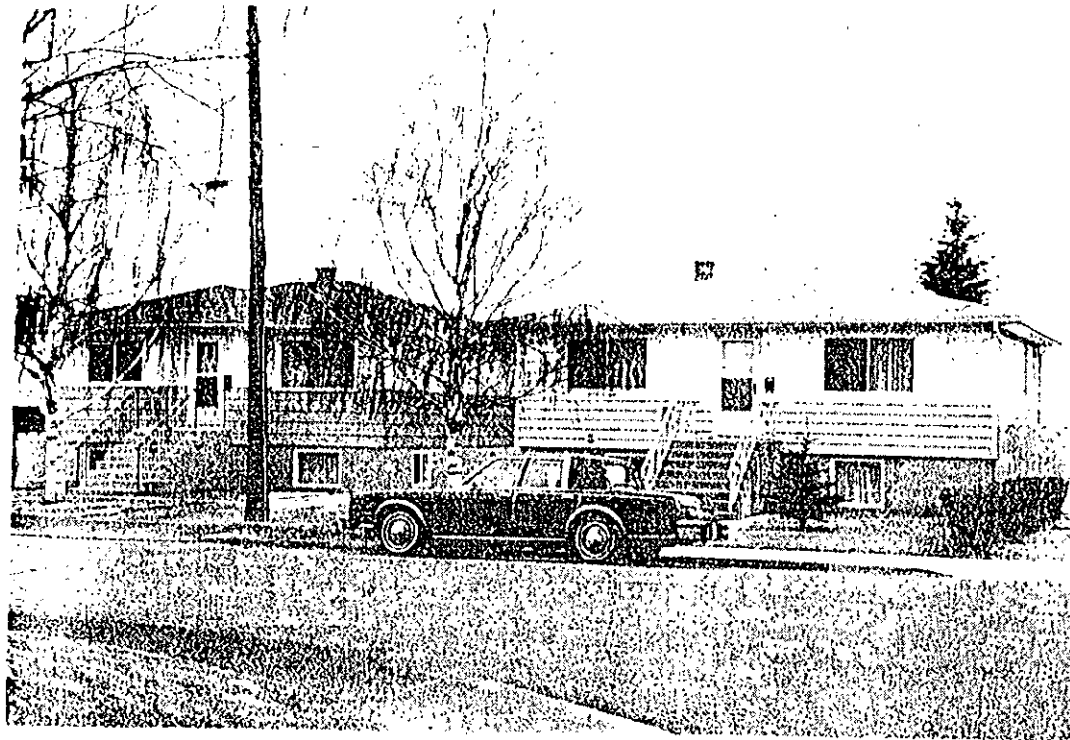
(Bylaw 16P91)

c) 18.3. 1950 - 1960 Bungalow Style (Figure 7)

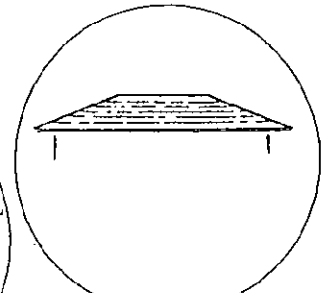
This style is characterized by one storey bungalows with raised foundations, 4/12 sloped and cottage roofs, wide horizontal siding, stucco and brick siding, metal railings, fixed centre with opening side light windows, extended vestibule and portico entries, and wrought iron fences. This building type often includes Mediterranean elements such as wrought iron balconies, tiled roofs, brick facades, and brick and stucco archways on fences and building facades.

19. *To acknowledge the concerns of property owners and residents that the redevelopment guidelines may discourage appropriate new residential development, the impact of these guidelines should be evaluated after one year. It is recommended that a report on this monitoring program be undertaken by the Planning & Building Department. (Bylaw 16P91)*

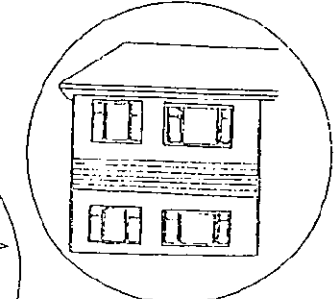
FIGURE 7
1950 - 1960 BUNGALOW DWELLING STYLE



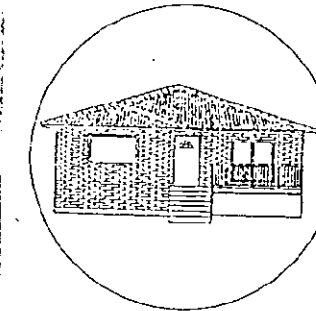
Front brick facade
Converted structure



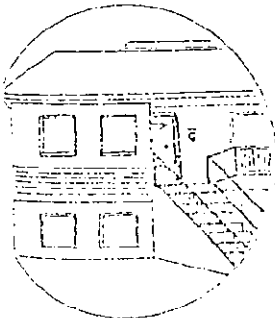
Configuration of roof



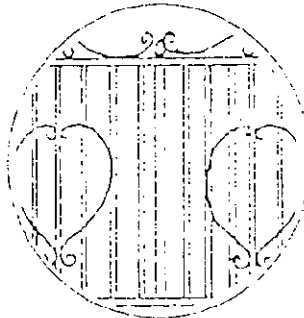
Fixed centre with opening
Side light windows



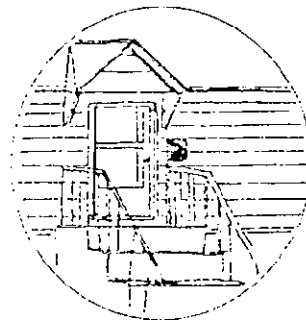
Tile roof/Brick facade



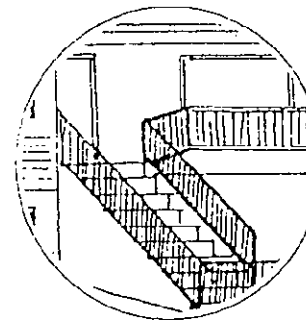
Raised foundations



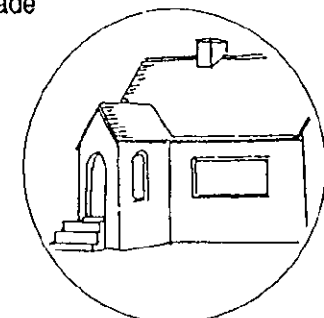
Wrought iron fences



Porticos



Metal railings



Extended vestibules

(Bylaw 16P91)

4. Commercial

The present C-3 designation, as is the case in many of the land use designations adopted during the 1950s, is not at all suited for the present and future needs of established communities such as Bridgeland-Riverside. The present designation has a height restriction of 46 metres, which is generally accepted as being too high when located adjacent to low rise development. In addition, the general commercial range of uses is not thought to be entirely appropriate for local commercial development.

Policies

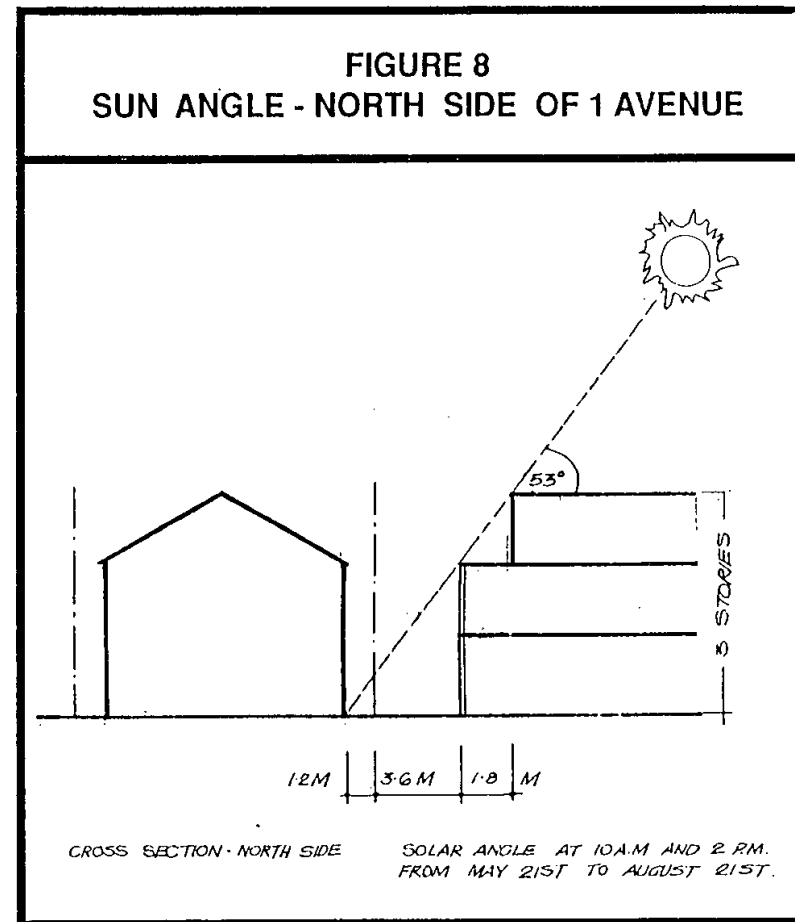
1. Commercial development or redevelopment along 1 Avenue N.E. should be of a nature that is local and pedestrian oriented. To this end, the following guidelines should be applied when evaluating proposals in this area:
 - a) provision of goods and services should cater to the neighbourhood,
 - b) enhancement of a sidewalk atmosphere by appropriate signage, building finishes and scale of structure.
2. Commercial development or redevelopment along the Edmonton Trail couplet area should be of a nature that is more related to the automobile and accommodate uses of both local and regional importance.

Implementation

1. *That Local Commercial Areas be designated as indicated on Figure 3. (Bylaw 3P87)*
2. *That land uses within Local Commercial Areas primarily be local commercial in nature and pedestrian oriented, with the appropriate designations in the Land Use Bylaw being C-1, C-1A, CC, or DC with local commercial guidelines. (Bylaw 3P87)*
3. *That within the Local Commercial Area on 1 Avenue N.E., the Development Officer may waive the front yard setback, or relax the height restriction to a maximum of 3 storeys, should the design of the proposal be likely to achieve the type of atmosphere desirable for a local commercial development, in addition to meeting the requirements of the Land Use Bylaw. (Bylaw 3P87)*
4. That a General Commercial Area be designated as indicated on Figure 3.
5. *That the commercial/residential boundary on the north side of 1 Avenue NE be established at the lane between 6A and 7 Streets in the west and the lane between 9 and 9A Streets in the east. On the south side of 1 Avenue NE, the commercial/residential boundary should be established at 7 Street in the west and 9A Street in the east. (Bylaws 16P91, 17P95)*

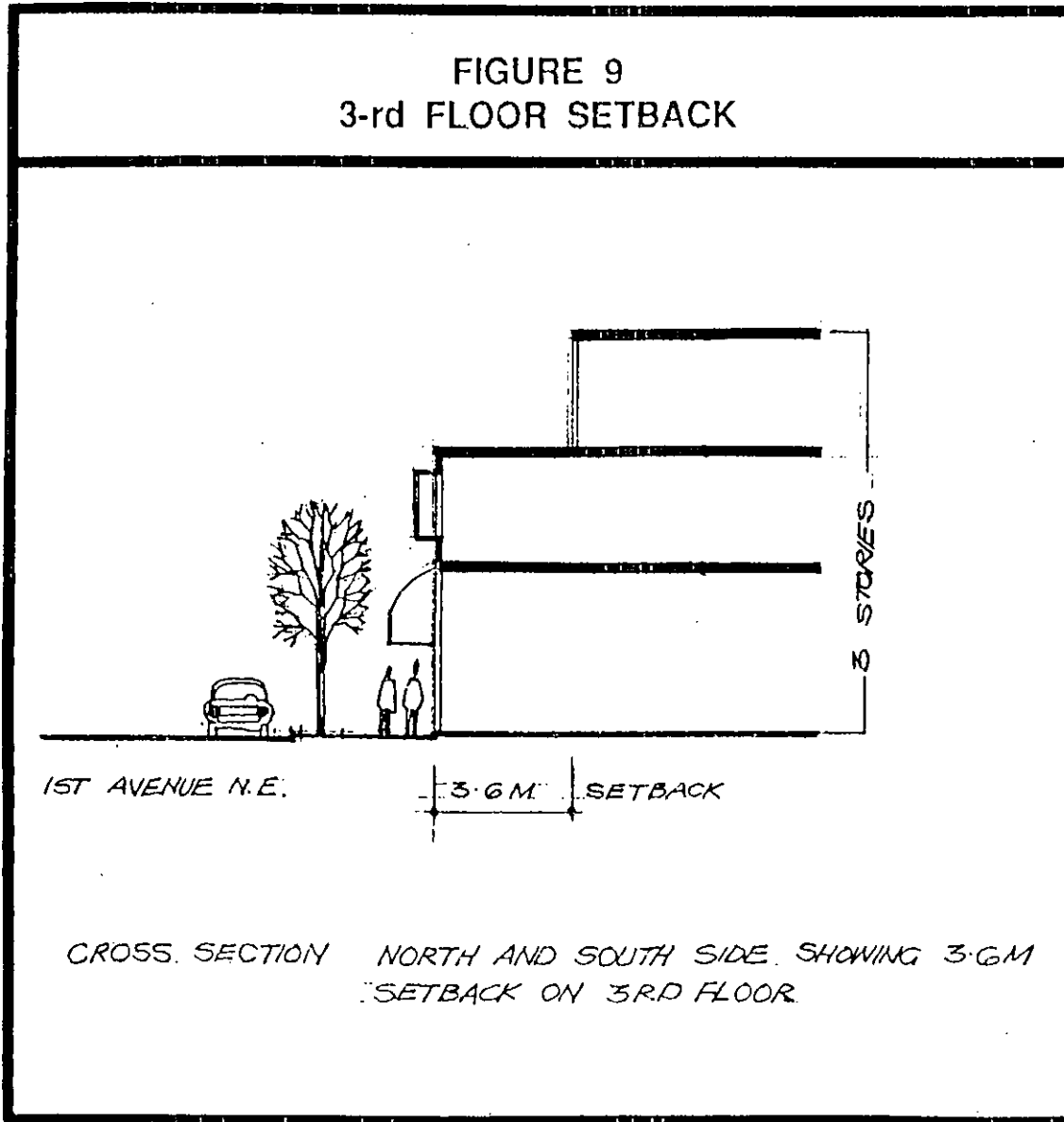
6. *That the north/south commercial residential boundary be established as the greater of either three lots (38.4 metres/126 feet) or the existing commercial boundary at the time of approval of this Bylaw (Bylaw 16P91) except for 906 - 1 Avenue NE where it will be 3 1/2 lots (+/- 43 metres/140 feet 10 inches). (Bylaw 17P93)*
7. *Deleted Bylaws 16P91, 25P2000*
8. *That local commercial (C-1) uses be permitted on the 1104 and 1105 - 1 Avenue N.E. sites. (Bylaw 16P91)*
9. *That land uses within the General Commercial Area be more auto oriented commercial activities with appropriate designation in the Land Use Bylaw being C-2.*
10. *That in the Non-Family Oriented Redevelopment Area indicated on Figure 3, favourable consideration be given to redesignation to General Commercial (C-2) if such proposals can resolve access issues through careful design and parcel consolidation.*
11. *Deleted (Bylaw 25P2000)*
12. *In order to create a distinctive character for the Bridgeland-Riverside portion of the Edmonton Trail area, the City will investigate the possibility of providing landscaping, repaving, introduction of mini-parks and other public initiatives. A financial report shall be presented to Council for its approval before such initiatives are undertaken.*
13. *That the bylawed setback of 2.134 metres (7 feet) for 1 Avenue continue to be encroached upon. (Bylaw 16P91)*
14. *To emphasize the pedestrian-orientation of 1 Avenue N.E. east of Edmonton Trail, the following redevelopment guidelines are proposed:*
 - 14.1 *That the commercial area on 1 Avenue be designated as a special character area to reflect the 'European Village' theme.*

14.2 That all commercial developments, whether new or additions to existing buildings, should be 3.7 metres (12 feet) from the commercial/residential property line for the first and second storeys, and 5.4 metres (18 feet) for the third storey. The 1 Avenue facade should be stepped back 3.6 metres (12 feet) on the third storey (see Figures 8 and 9).



(Bylaw 16P91)

FIGURE 9
3-rd FLOOR SETBACK



(Bylaw 16P91)

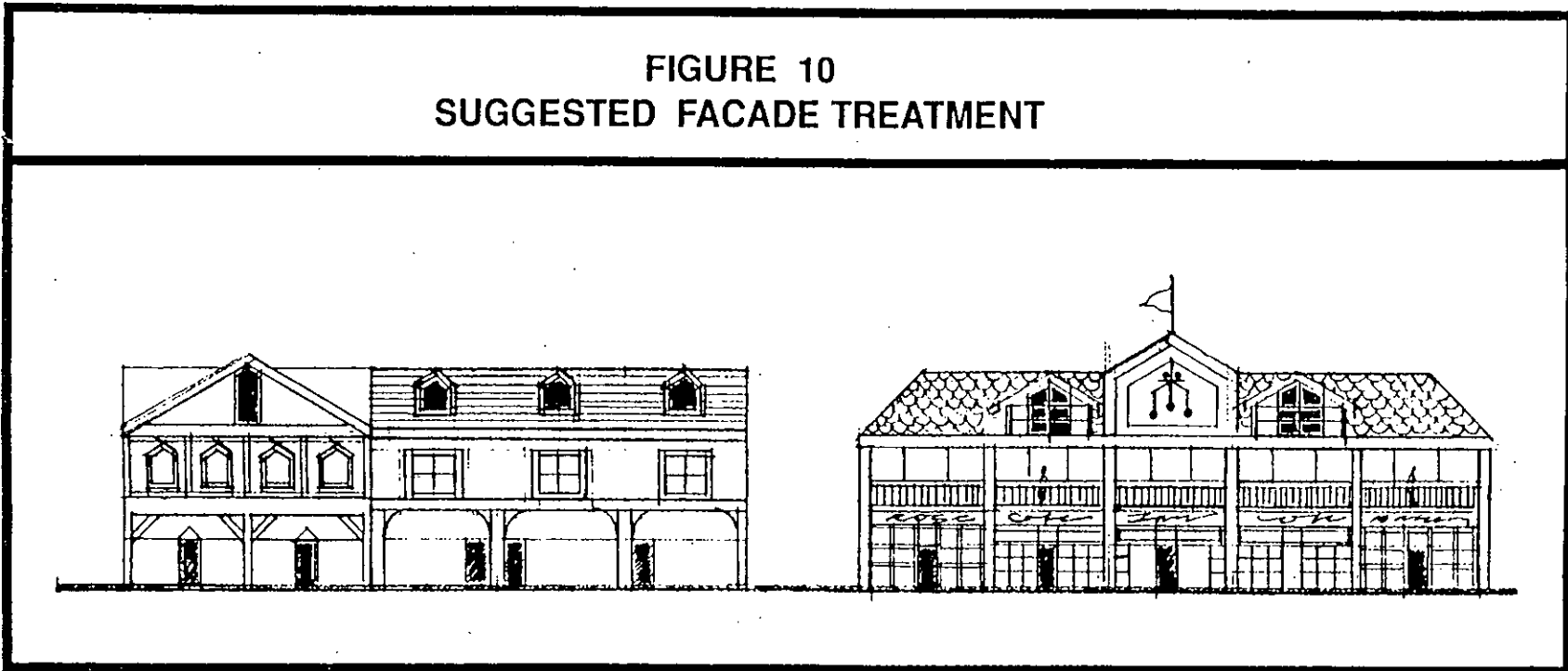
14.3 Buildings that incorporate retail at grade and residential or office on the upper floors are encouraged.

14.4 Uniquely defined store fronts are encouraged (approximately 8.0 metre bays maximum) (see Figure 10).

14.5 Entries should be recessed into the facade to act as a sheltered area in winter and a safe place for the door to open without intruding on the public walkway (Figure 11).

(Bylaw 16P91)

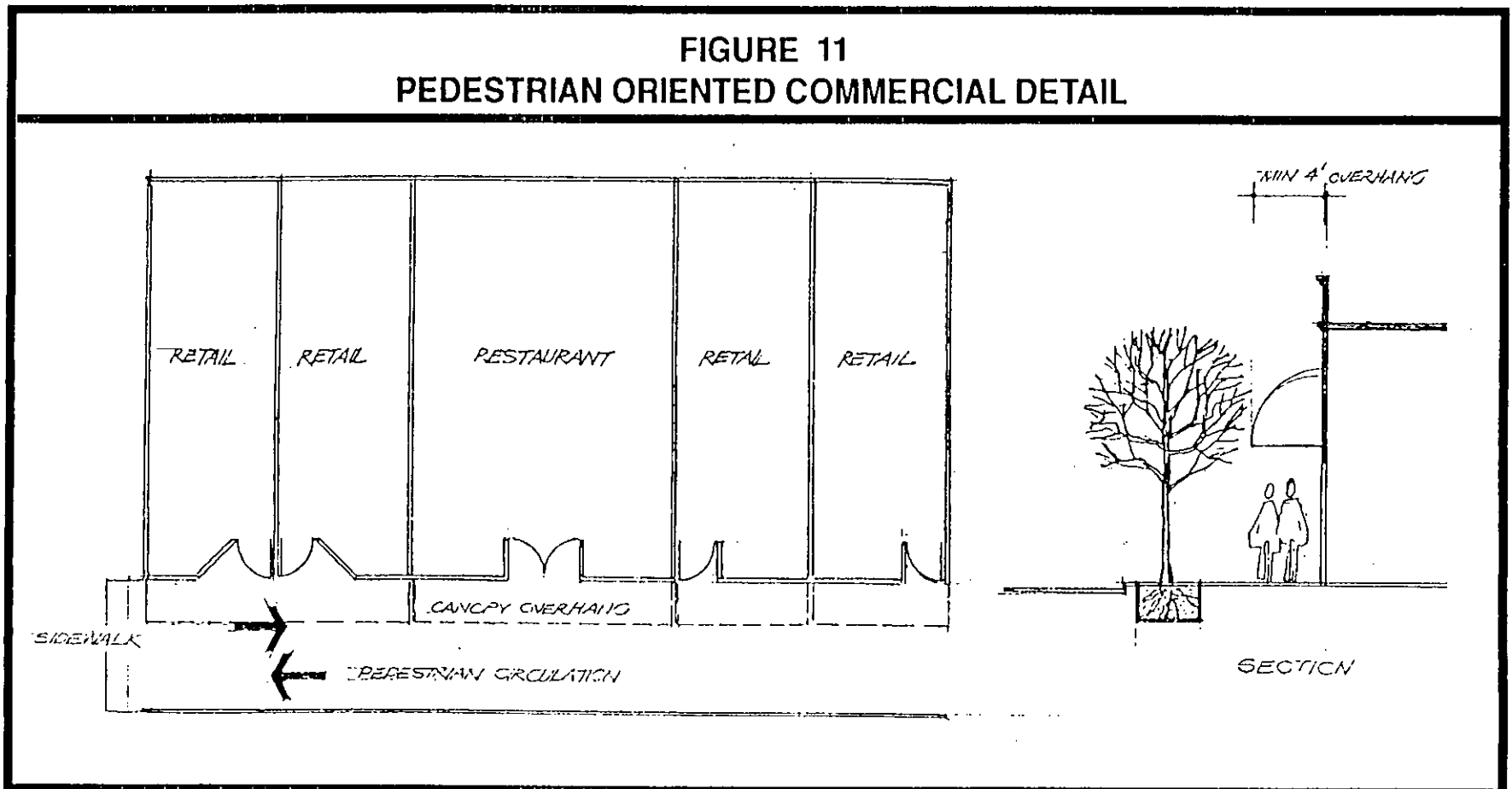
FIGURE 10
SUGGESTED FACADE TREATMENT



14.6 Lane openings should be paved to the depth of the commercial zoning and the building facades that abut the lane should be articulated in such a way as to enhance the lane.

14.7 Canopies and arcades are encouraged for weather protection (see Figure 11).

**FIGURE 11
PEDESTRIAN ORIENTED COMMERCIAL DETAIL**

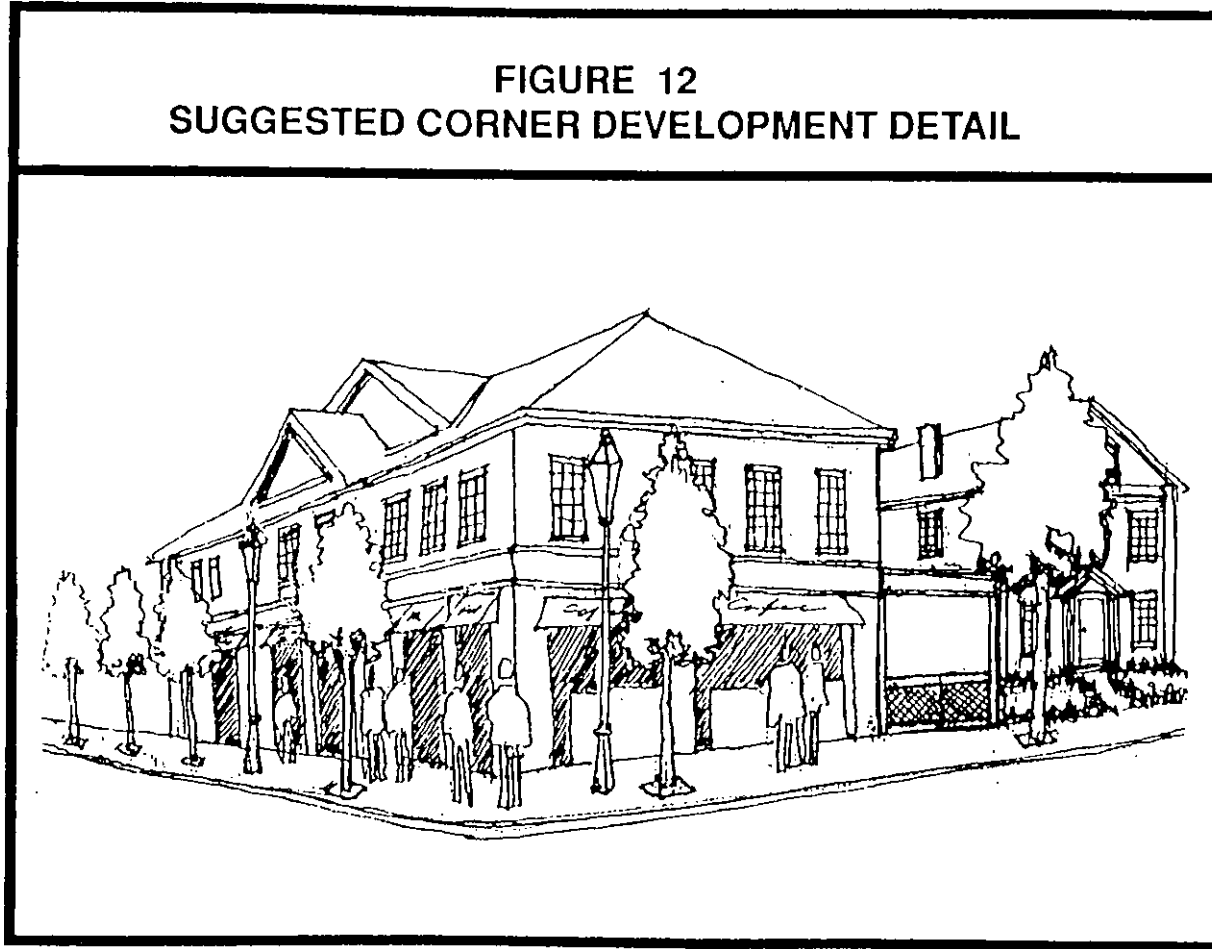


(Bylaw 16P91)

14.8. All commercial developments should front on 1 Avenue.

14.9. All exposed corner developments should have detailed facade treatments on the exposed side (Figure 12).

**FIGURE 12
SUGGESTED CORNER DEVELOPMENT DETAIL**

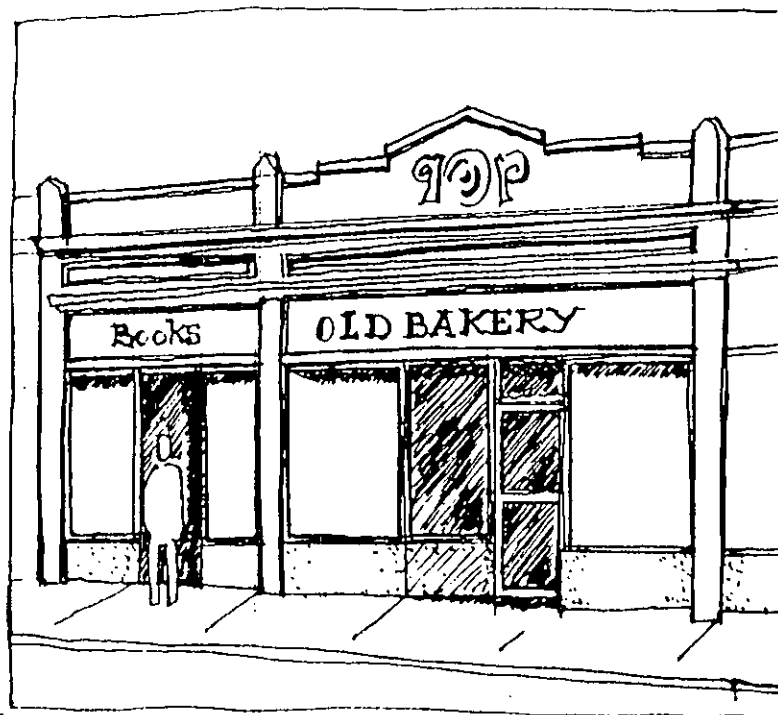


(Bylaw 16P91)

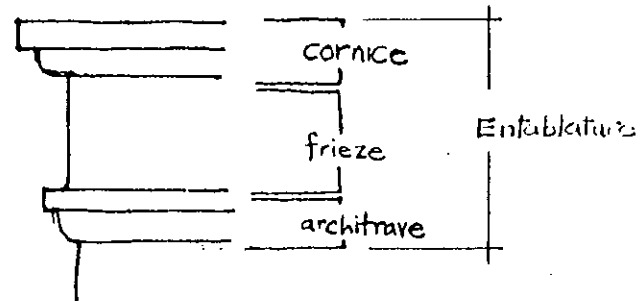
14.10. Windows on upper floors should be surrounded by substantial amounts of solid wall.

14.11. Tops of buildings should have an entablature or strongly detailed eave (Figure 13).

FIGURE 13
SUGGESTED DETAILING-TOPS OF BUILDINGS



Entablature



(Bylaw 16P91)

14.12. Development on the second level over the lane is encouraged providing that the underside exposed to the lane provides a minimum clearance of 4.5 metres and affected loading areas can be relocated to the satisfaction of all affected parties.

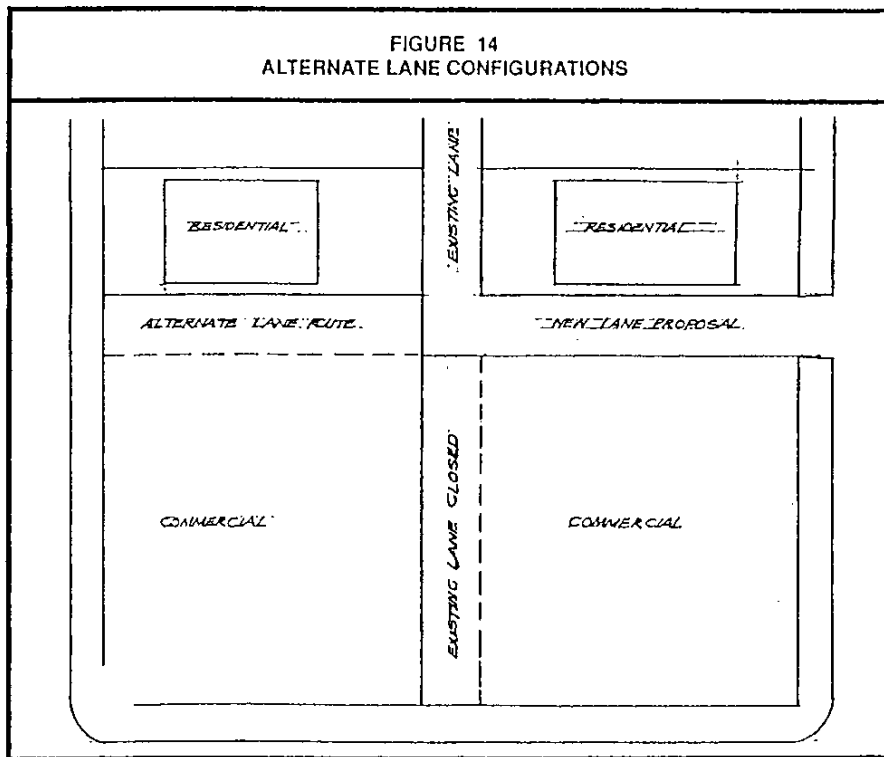
14.13. The present lane configuration can be revised with an L-shaped lane to allow continuous retail frontage (Figure 14).

14.14. Bay and bow windows are encouraged on the second floors. **(Bylaw 16P91)**

15. To support the pedestrian-oriented character on 1 Avenue N.E. east of Edmonton Trail, the following sign guidelines, in addition to those in Bylaw 2P80, are proposed:

15.1. Signs designed to attract automobile traffic such as roof signs, large freestanding signs, inflatable and portable temporary signs and animated signs are discouraged. Large third party advertising signs are also discouraged in favour of smaller, pedestrian scale third party advertising signs designed in conjunction with the "European Village" theme.

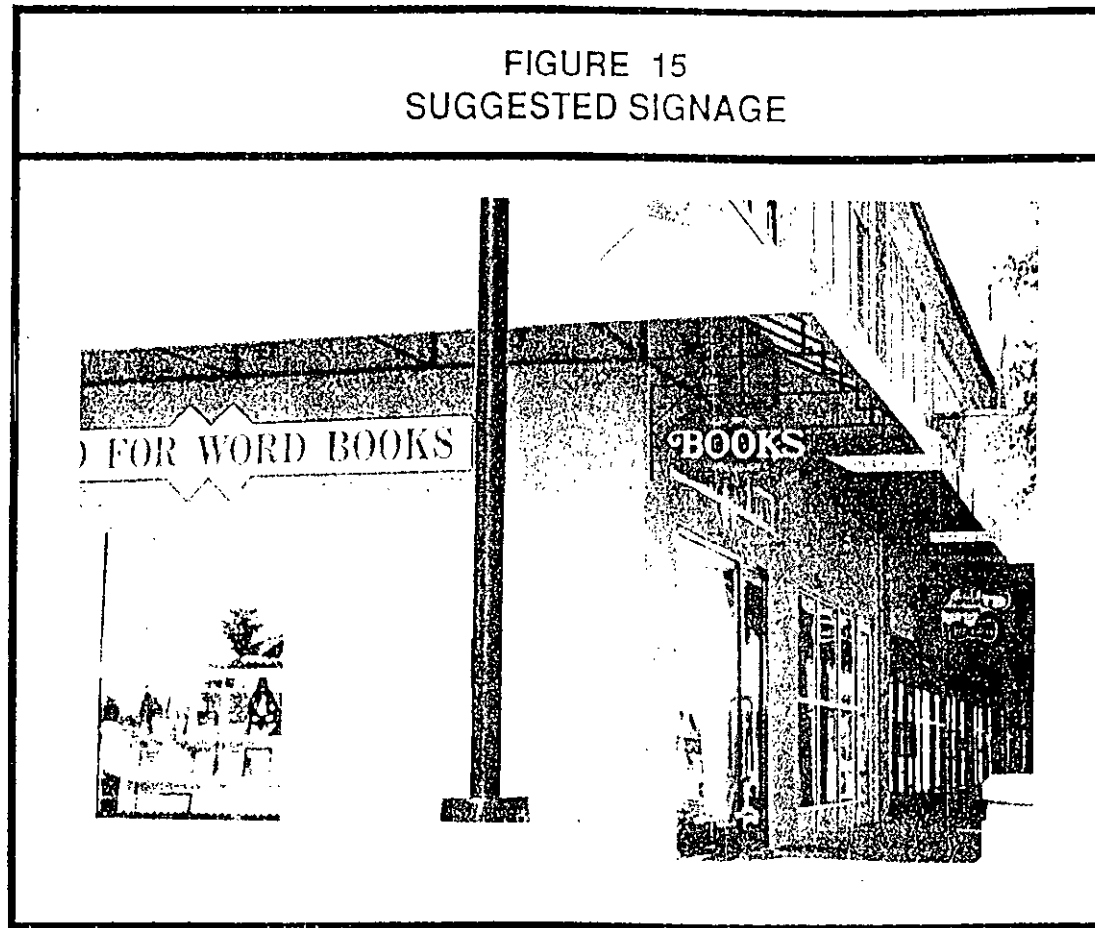
15.2. Awnings and canopies are encouraged and may be backlit.



(Bylaw 16P91)

15.3. Signage should be limited to a maximum of two principal signs for each business (one fascia and one projecting) (Figure 15), provided there is adequate private property but not canopy and projecting signs combined in the same frontage.

15.4. Painted wall signs or murals are encouraged with a low key advertising message and emphasis on an artistic orientation which contributes to the "European Village" theme.



(Bylaw 16P91)

15.5. *Banner signs are not permitted except street pageantry and cultural banners.*

15.6. *Small A-board signs are permitted on private property provided:*

- a) *there is a maximum of one per business frontage,*
- b) *design detail includes a “European Village” theme,*
- c) *they do not exceed dimensions of 600 millimetres width and 900 millimetres height (2 feet by 3 feet).*

15.7. *Small pedestrian-oriented projecting signs are allowed subject to the following:*

- a) *there is a maximum of one per business frontage,*
- b) *design detail includes a “European Village” theme,*
- c) *they do not exceed dimensions of 600 millimetres width and 900 millimetres height (2 feet by 3 feet).*

16. *To address parking issues on 1 Avenue N.E., the following guidelines are proposed:*

16.1. *The Land Use Bylaw parking space requirements shall not be relaxed for any use.*

16.2. *Commercial parking visible to the pedestrian on 1 Avenue should be screened or made attractive.*

17. *The revitalization work mandated by Council for 4 Street N.E. has been delayed while a revitalization plan for 1 Avenue was prepared. Consequently, the Community Association would like the follow-up work to be the subject of a report to Council within one year after City Council has reviewed these ARP amendments. **(Bylaw 16P91)***

5. Open Space (Figure 16) Bylaw 16P91

The Inner City Plan provides guidelines for open space requirements. By comparing these standards with open spaces in Bridgeland-Riverside, it is readily apparent that Bridgeland-Riverside is short of such open space. With the increased residential densities proposed in an earlier section, the problem becomes more critical.

The two playgrounds (located at 9A Street - 4 Avenue N.E., and 4A Street - 5 Avenue N.E.) need upgrading of their equipment and landscaping; it is recommended that this be undertaken using NIP funds.

The present Calgary General Municipal Plan recommends a standard of 5.5 acres per 1000 population. The Parks and Recreation Department believes this standard is suitable for suburban neighbourhoods, but not for inner-city neighbourhoods such as Bridgeland-Riverside. They reason that residents of inner-city communities have many different facilities within a close distance (i.e. the Calgary Zoo, Bow River riverbank area, Planetarium, and the Glenbow Museum) as opposed to residents living in the suburbs.

Policies

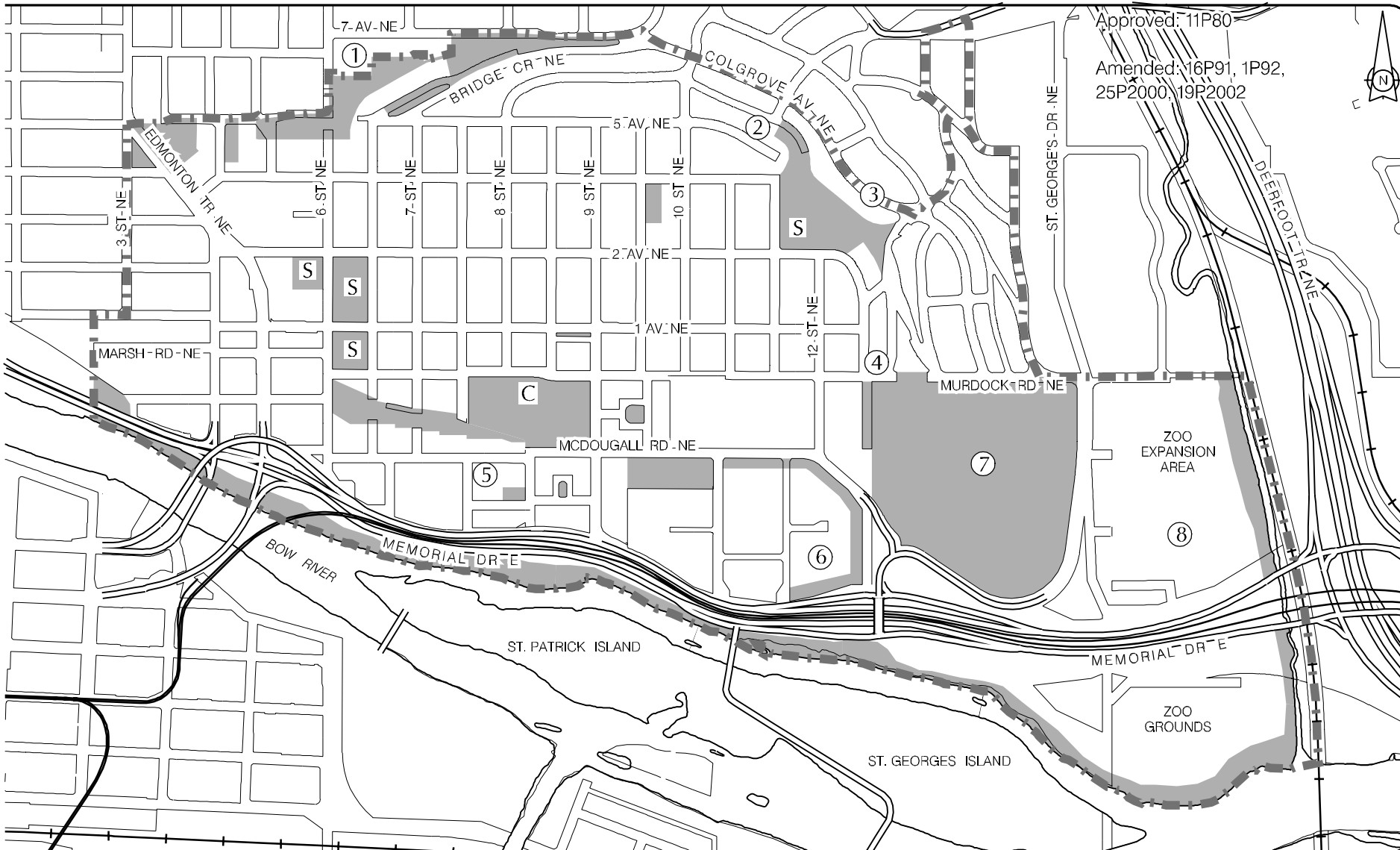
1. That local open space and recreational opportunities be increased to appropriate levels as outlined in the General Municipal Plan and the Inner City Plan.
2. That a strategy be prepared by the City to ensure all public initiatives for improvement of open space and recreational opportunities are maximized in the community.

Implementation

1. That park space taken by widening of Memorial Drive be replaced by purchase of other suitable lands and developed to appropriate standards by the City, in accordance with the strategy outlined in Policy 2.
2. That the strategy outlined in Policy 2 examines the feasibility of establishing safe, pedestrian trail systems up the escarpment to connect with other communities. A bike path/pedestrian system which links to similar systems in adjacent communities should also be examined at the base of the escarpment in Bridgeland-Riverside.

3. That when opportunities arise, mini-parks should be introduced by the City in locations within the community so as to provide much needed recreational space, in accordance with the strategy outlined in Policy 2.
4. That the City's program to landscape and beautify the escarpment and adjacent City-owned lands should be expanded to include those areas presently in need of this improvement.
6. Those Alberta Housing Corporation lands indicated on Figure 4* be acquired by the City for purposes of Community Reserve.
7. *That sites 1, 2, 3, 4, 5 and 7 in Figure 16 be designated PE. (Bylaw 16P91)*
8. *Paragraph 8 deleted following paragraph renumbered. (Bylaw 16P91)*
9. *That the road rights-of-way not required in the future on the Calgary Zoo lands (Site 9, Figure 16) be closed and lands designated UR be redesignated to A. (Bylaw 16P91)*
9. *That a linear pathway be established linking Crescent Heights Community and Sites 1, 3 and 5 in the Bridgeland-Riverside Community and the Nose Creek Valley Park. (Bylaw 16P91)*

**Figure 4 was deleted by Bylaw 16P91*



Approved: 11P80
 Amended: 16P91, 1P92,
 25P2000, 19P2002



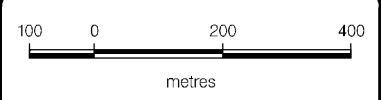
- OPEN SPACE
- S SCHOOLGROUND
- C COMMUNITY CENTRE
- STUDY AREA BOUNDARY

Bridgeland - Riverside

Figure 16

OPEN SPACE (Sites for implementation)

19P2002



THE CITY OF CALGARY
 PLANNING & TRANSPORTATION POLICY
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 DATE PLOTTED: 07-MAR-2003

6. Public Facilities, Services and Activities

The level of community services in Bridgeland-Riverside appears to be adequate at this time. This can be attributed to the fact that the Langevin Community School, the Community Association, and the Parks Department are able to adapt their programming to meet changing needs.

The area adjacent to Memorial Drive where the majority of public facilities such as housing are located will be impacted by the widening of Memorial Drive. Detailed site planning has been undertaken by the City in order to minimize this impact, and at the same time, utilize the area more efficiently.

Implementation

1. *Deleted (Bylaw 25P2000)*
2. That the community's existing schools and their grounds be conserved to assure proper residential services. Their usefulness to the community should be reinforced with expansion of services to include adult education, special education and community recreation and social programs. It is expected that, in future, the land use policy as outlined for the community will encourage an increased student component which will in turn ease pressure to close existing schools.

3. *Deleted (Bylaw 25P2000)*
4. That when the widening of Memorial Drive occurs, it shall follow the site plan prepared by the City. (Figure 4*), which provides for the orderly development of remaining parcels and any housing displaced by the facility be suitably re-established elsewhere.
5. The City of Calgary will assist financially with the re-working of the internal road structure of the above area, as it is a direct result of the widening of Memorial Drive.
6. That the triangular parcel (48 - 12 Street NE) be considered suitable for a church use. **(Bylaw 1P92)**

**Figure 4 was deleted by Bylaw 16P91*

7. Transportation

The Plan recognizes that transportation planning for a community cannot take place in isolation from the transportation planning being undertaken for the City as a whole. However, it will attempt to minimize any negative impacts associated with regional transportation schemes.

Policies

1. That the City will consider all impacts on the community caused by regional transportation schemes, and will attempt to produce solutions that have the minimum impact on the community while achieving realistic solutions for the city at large.
2. That the City will monitor all major transportation schemes that could have impacts on the community, and if negative impacts are identified, work with the community to attempt to eliminate or reduce such impacts.

Implementation

1. That Memorial Drive be upgraded as per the Memorial Drive East Functional Planning Study, approved by City Council on April 25, 1979. The first phase scheduled to commence in summer 1980, will include:

(See Memorial Drive East Functional Planning Study for more detail.)

- a) construction of a 2 lane ramp to accommodate westbound to southbound movements,
- b) construction of 2 lane right turn ramp northbound to eastbound,
- c) necessary improvement to Memorial Drive to tie into the above ramps.

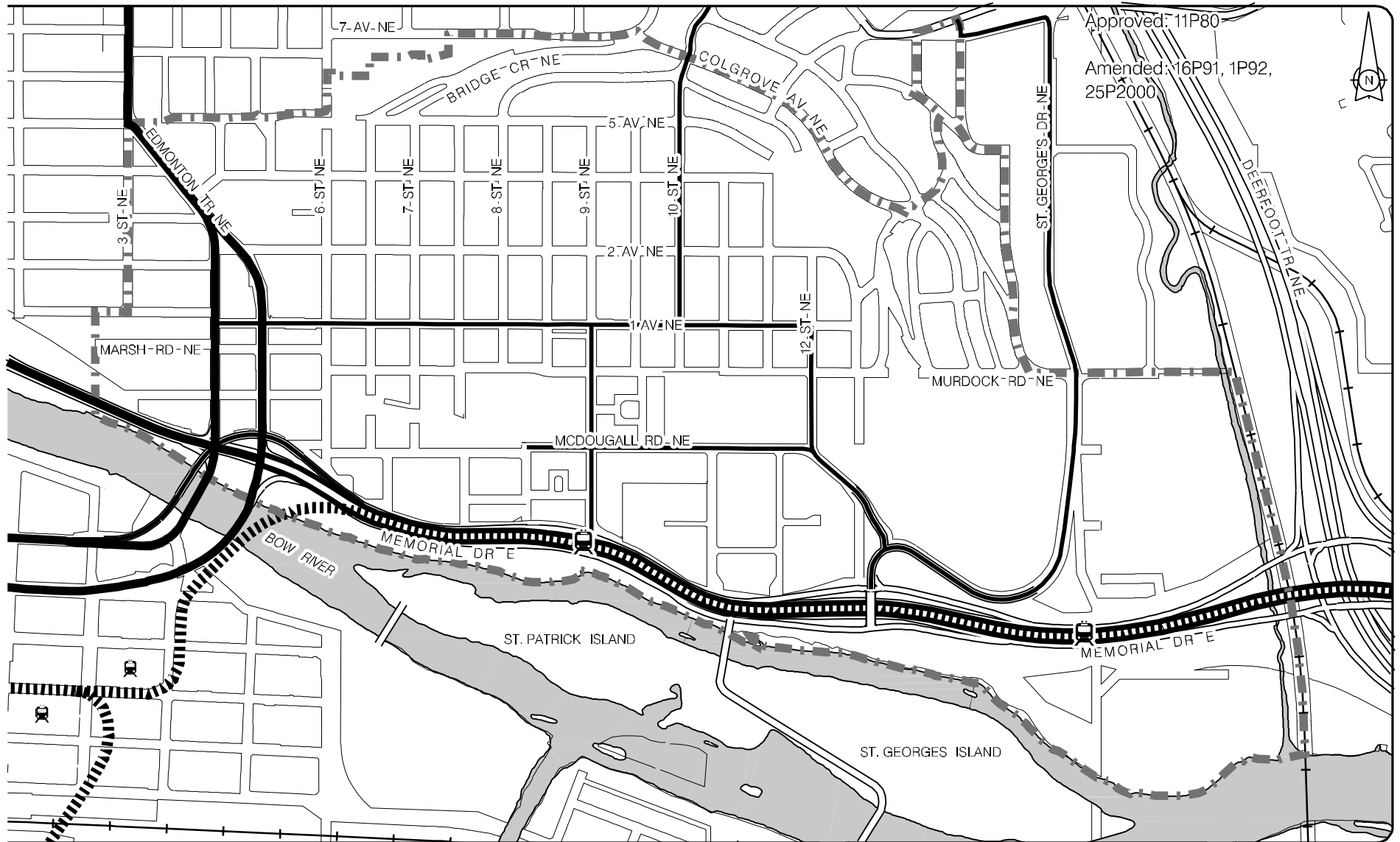
The second phase scheduled in TIPS to commence in the summer of 1981 will include:

- a) upgrading of Memorial Drive to a 6 lane expressway between approximately 6th Street E. and Deerfoot Trail,
- b) construction of an interchange at 12 Street E.,
- c) right turns only at 8 Street E. and Memorial Drive,
- d) right turns only to Baines Bridge,
- e) exclusive bus lanes on Memorial Drive between Deerfoot Trail and Langevin Bridge.

The ultimate design for Memorial Drive includes completion of the Memorial Drive/Deerfoot Trail interchange, third level (scheduled to commence in 1985), grade separation of Barlow Trail and Memorial Drive, and construction of a second bridge structure at Edmonton Trail.

2. That a permanent pedestrian overpass be constructed at 8 Street N.E. and Memorial Drive in conjunction with the widening of Memorial Drive to provide access to the riverbank land for community residents. This will also provide a safe connection for transit, including future L.R.T. Cost of the overpass will be assumed by the City.

3. That the City of Calgary provide an amount of land for park space within the community boundaries equal to the amount of land removed for upgrading of Memorial Drive.
4. That the City of Calgary, in cooperation with the Community, review the shortcutting issues with a view to:
 - a) determining the nature and magnitude of the problem,
 - b) implementing any remedial measures that are feasible and necessary.
5. *That the bulbing of certain intersections on 1 Avenue be carried out for the purpose of maintaining traffic volumes and improving pedestrian safety. Residents living in the vicinity of these streets should be involved in the final decisions with respect to these matters. (Bylaw 16P91)*
6. *Deleted (Bylaw 25P2000)*
7. *A traffic study identifying major traffic impacts on community streets and appropriate mitigating measures will be required prior to any major redevelopments.*



Approved: 11P80
 Amended: 16P91, 1P92,
 25P2000

Approved:
 11P80
 Amended:
 16P91
 1P92
 25P2000

EXPRESSWAY
 MAJOR STREET
 COLLECTOR STREET
 L.R.T. LINE AND STATION
 STUDY AREA BOUNDARY

Bridgeland - Riverside

Figure 17

TRANSPORTATION SYSTEM

25P2000

100 0 200 400
 metres

THE CITY OF CALGARY
 PLANNING & TRANSPORTATION POLICY
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 DATE PLOTTED: 07-MAR-2003

8. That McDougall Road, 1 Avenue and 12 Street be recognized as special needs pedestrian routes to ensure safe pedestrian crossings. The safety of these special needs groups in the community should be given consideration in any discussions on the need and location of crosswalks, signs, pedestrian corridors or corner bulbs on these streets. **(Bylaw 16P2000)**

9. That all other roads in the community should retain their existing designation in accordance with the City of Calgary Transportation Bylaw 3M82, as amended by Bylaw 64M84, and Bylaw 29M90 as follows:

Expressways

- Memorial Drive N.E.

Major Roads

- 4 Street N.E.
- Edmonton Trail N.E.

9. With the exception of those roads noted below as collector roads, all other roads in the community are local roads:

Collector Roads

- 1 Avenue N.E. between 4 Street and 12 Street N.E.
- 10 Street N.E. between 1 Avenue and 8 Avenue N.E.
- 12 Street N.E. between Memorial Drive and 1 Avenue N.E.
- St. George's Drive N.E. between Memorial Drive and Murdock Road N.E.
- 9 Street N.E. between 1 Avenue and Memorial Drive; and
- McDougall Road N.E. between 8 Street and 12 Street. **(Bylaws 16P91, 25P2000)**

8. Social Issues (Bylaw 16P91)

The Bridgeland-Riverside community has recorded a number of statistical indicators of social issues at a higher rate than the Calgary average. These indicators are listed below.

i) Senior Citizens

The community's population was 4,529 in 1989. In 1989, senior citizens (65+) represented 25.6% of the community's population, but only 7.5% of Calgary's population (1989 Civic Census).

ii) Income

In 1986, the proportion of the population living below the poverty line was 34.9% in Bridgeland-Riverside and 16.4% in Calgary (1986 Federal Census).

Nine and one-half percent of the community's population received social assistance in July, 1989 compared to 5.5% of Calgary's population (1989 Alberta Family and Social Services data).

The proportion of senior citizens receiving the Guaranteed Income Supplement in 1987 was 43.2% in Bridgeland-Riverside and 36.5% in Calgary (1987 Health and Welfare Canada data).

iii) Crime

In 1987, the total reported crime rate in the community was 166.6 per 1,000 residents compared to 104.5 per 1,000 residents in Calgary. The rates for specific offenses such as car prowlings, break and enter, and shoplifting were higher than city-wide rates by 50% to 100% (1987 Calgary Police Service data).

iv) Single Parent Families

Single parent families in 1986 comprised 19.6% of families in Bridgeland-Riverside, but only 12.8% of families in Calgary (1986 Federal Census).

Policy

To promote community vitality and stability through the provision of services and programs that address social problems.

Implementation

To achieve the above-noted policy, the Social Services Department will monitor social issues in the community and report to City Council any changing requirements for community social worker support during the annual Family and Community Support Services funding review process.

The community social worker provided by the Social Service Department shall:

- 1. promote and provide support services to seniors in the community;*
- 2. provide community support services to single parent families;*
- 3. promote and provide support services/programs to assist disadvantaged and low income seniors, families and other individuals in the community;*
- 4. provide information/referral services to the residents in the community;*
- 5. provide information and counselling for unemployed individuals in the community;*
- 6. promote the establishment of programs for youth in the community, including educational, recreational and social programs, in conjunction with the Calgary Parks and Recreation Department and Langevin Community School;*
- 7. coordinate with other agencies appropriate support services for individuals or groups in the community; and*
- 8. consult with the schools, local businesses, the Bridgeland-Riverside Community Association, and special community development committees to address community concerns identified by these groups.*

*In addition, the Social Service Department will examine the need for an outreach office located closer to the First Avenue commercial area. City Council will encourage the continuation of the community school programs operated by Langevin Community School. Finally, the Administration will assist an appropriate local Bridgeland-Riverside group to assume responsibility for the direction, management and operation of the Social Services program. **(Bylaw 16P91)***