

BRIDGELAND-RIVERSIDE Area Redevelopment Plan



THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY

24-0042879-CRV-33538

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".

24-0042879-CRV-33538

BRIDGELAND-RIVERSIDE

Area Redevelopment Plan and Supporting Information

Part 2, Section 9. The Bridges: *The Bow Valley Centre Concept Plan*
is under separate cover



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NOTE: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Date	Amendment	Bylaw	Date
1	3P87	1987 March 09	24	46P2017	2017 August 1
2	16P91	1992 January 27	25	48P2017	2017 September 11
3	1P92	1992 February 10	26	3P2018	2018 January 23
4	12P92	1992 September 14	27	65P2018	2018 September 10
5	17P93	1993 November 15	28	66P2018	2018 September 10
6	17P95	1995 May 23	29	79P2018	2018 November 12
7	20P96	1996 November 18	30	85P2018	2018 December 10
8	4P97	1997 March 10	31	52P2019	2019 July 22
9	25P2000	2002 June 21	32	86P2019	2019 December 16
10	19P2002	2002 November 04	33	88P2019	2019 December 16
11	13P2004	Abandoned	34	89P2019	2019 December 16
12	32P2007	2007 November 12	35	41P2021	2021 July 27
13	25P2008	2008 June 01	36	4P2022	2022 January 11
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15	17P2012	2012 July 16	38	36P2023	2023 July 26
16	18P2012	2012 July 27	39	3P2024	2024 January 16
17	7P2013	2013 March 04	40	20P2024	2024 April 09
18	22P2013	2013 June 10	41	82P2024	2024 November 12
19	43P2013	2013 September 10			
20	2P2015	2015 January 12			
21	25P2016	2016 July 4			
22	36P2016	2016 September 13			
		<i>Signed: 2017 September 22</i>			
23	25P2017	2017 May 9			

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

TABLE OF CONTENTS

	Page		Page
Part 1 Preamble		5. Open Space.....	28
1. Introduction	2	Policies	29
2. General Description and Location.....	2	Implementation.....	29
3. Introduction to the Area.....	4	6. Public Facilities, Services, Activities	30
Redevelopment Plan		Implementation.....	31
Part 2 Bridgeland-Riverside Area Redevelopment Plan		7. Transportation.....	31
1. Area of Applicability.....	6	Policies	31
2. Goals of the Bridgeland-Riverside ARP	6	Implementation.....	31
3. Residential	9	8. Social Issues.....	34
Policies	10	Policy.....	35
Implementation.....	10	Implementation.....	35
4. <i>Main Streets 46P2017</i>	25	9. The Bridges: <i>The Bow Valley Centre Concept Plan</i> , under separate cover is Part 2, Section 9 of this ARP 85P2018	
<i>Objective</i>	25		
<i>Context</i>	25		
<i>4 Street/Edmonton Trail NE</i>	25		
<i>Policies</i>	26		
<i>1 Avenue NE</i>	26		
<i>Policies</i>	28		

Continued...

BRIDGELAND-RIVERSIDE AREA REDEVELOPMENT PLAN

TABLE OF CONTENTS

List of Figures

Page

List of Figures

1.	General Description and Location	3
2.	Study Area	7
3.	Generalized Land Use	11
4.	<i>Deleted and replaced with Figure 17.....</i>	16P91
4.	Existing Design of Fences	15
5.	1905-1920 Cottage Dwelling Style.....	17
6.	1930-1940 Bungalow Dwelling Style.....	19
7.	1950-1960 Bungalow Dwelling Style.....	23
8.	Open Space (Sites for implementstion) 46P2017...	27
9.	Transportation System 46P2017	33

Note: Figures were renumbered and references to them changed as a result of figures being deleted when Section 4 was replaced.

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.

*The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The **Bridgeland-Riverside Area Redevelopment Plan** is a*

*statutory document that designates an area within the city for redevelopment. The **Bridgeland-Riverside Area Redevelopment Plan** (referred to as ‘this Plan’) must be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2 Part 2: The Developed Areas Guidebook (see Map 1 for the area that is subject to the Guidebook), the Calgary Transportation Plan (CTP) and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between the this Plan and the Developed Areas Guidebook, the policy of this Plan will prevail.*

Bylaw 46P2017

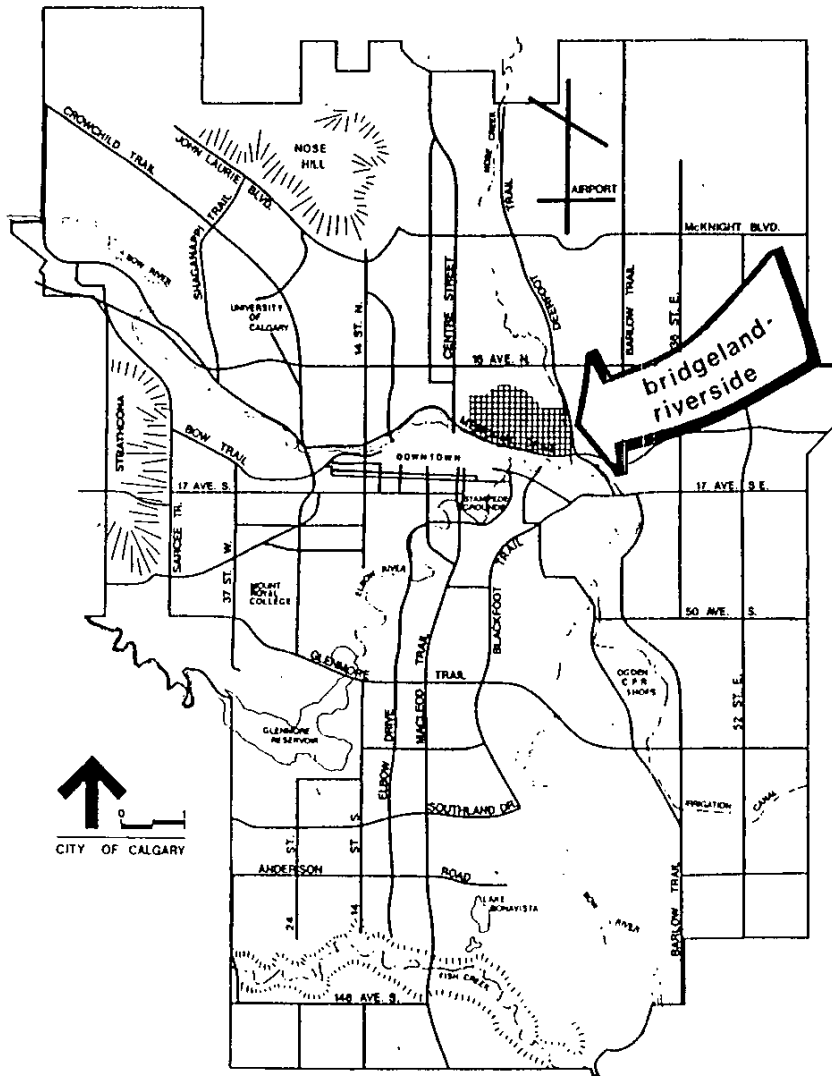
2. General Description and Location

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

FIGURE 1 - GENERAL DESCRIPTION AND LOCATION



redevelopment of family housing types, this end can be attained.

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.
3. *This Area Redevelopment Plan ("ARP") was adopted by Council when the City of Calgary Land Use Bylaw 2P80 ("2P80") was in effect. As a result, the ARP references land use districts both in its text and its maps which are no longer current. New land use districts have been applied to all parcels in the City, pursuant to the City of Calgary Land Use Bylaw 1P2007 ("1P2007"), effective June 1, 2008, which transitioned 2P80 districts to the most similar 1P2007 district. Therefore, it is important for the user of this ARP to consult the new land use maps associated with 1P2007 to determine what the actual land use designation of a general area or specific site would be. Any development permit applications will be processed pursuant to the districts and development rules set out in 1P2007.*

Notwithstanding the foregoing, the user should be aware that where the ARP guidelines and policies reference a 2P80 district in the ARP, the same guidelines and policies will be applicable to those lands identified by the district on an ongoing basis and must be considered by the approving authority in its decision making, notwithstanding that the 2P80 districts, strictly speaking have no further force and effect.

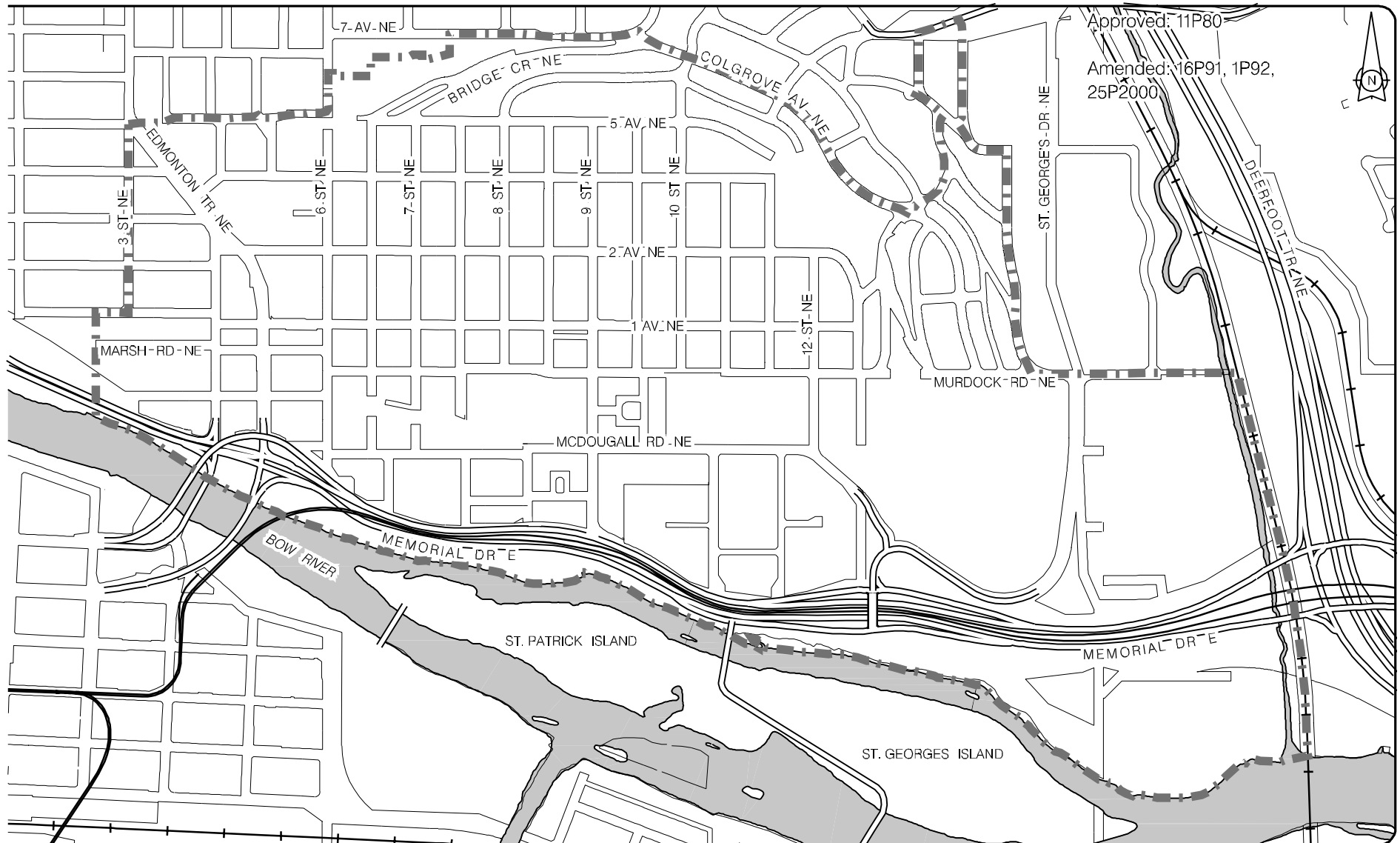
Bylaw 25P2008

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

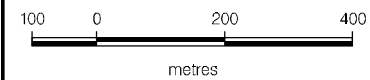
Bridgeland – Riverside

Figure 2

STUDY AREA

25P2000

■■■■ STUDY AREA BOUNDARY



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.
5. *Residential development in areas designated with the Neighbourhood-Limited building block is intended to:*
 - a) *include grade-oriented residential development including single, semi-detached, duplex, cottage cluster, and rowhouse forms of housing; and*
 - b) *encourage the retention of character homes through increased accommodations for multi-residential and grade-oriented residential development where Character Homes are being retained.*

Bylaw 46P2017

- c) *include multi-residential development for the land located at 230 - 7 A Street NE.*

Bylaw 66P2018

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, with exception to lands located at: 420 and 424 Edmonton Trail NE and 609, 611 and 617 - 4 Avenue NE; 512, 516, 520 Edmonton Trail NE and 502, 510, 512 - 4 Avenue NE; 515 - 4A Street NE; 647 - 4 Avenue NE.*

Bylaw 82P2024

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 with the exception of lands located at 438 – 8 Street NE, 523 – 8 Street NE, 525 – 9 Street*

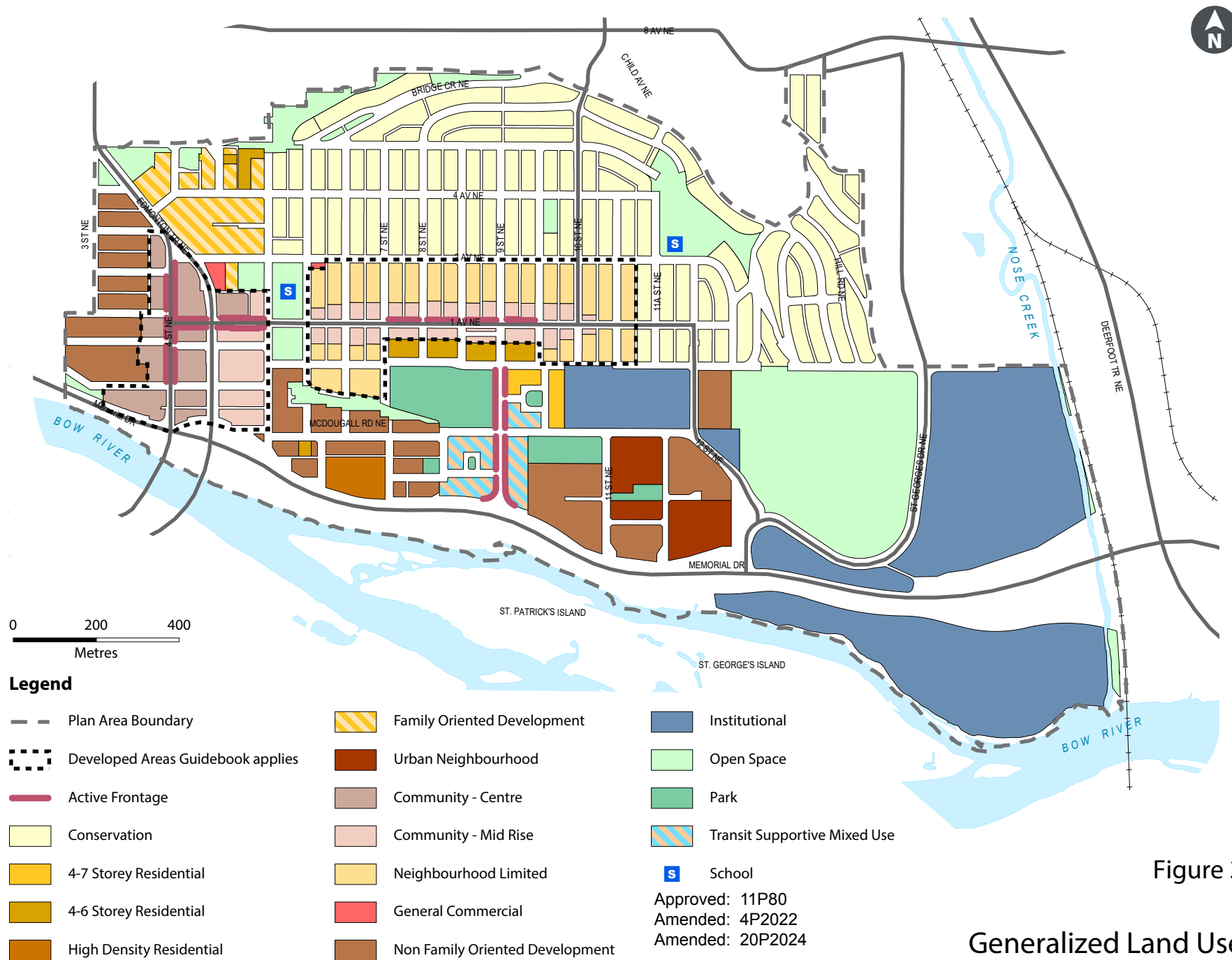


Figure 3

Generalized Land Use

NE, and 502 – 9A Street NE which are suitable for low density multi-residential development in the form of rowhouses, townhouses and stacked townhouses.

Bylaw 65P2018, 79P2018, 32P2022, 36P2023

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, *with exception to lands located at 420, 424, 512, 516 and 520 Edmonton Trail NE and 502, 510, 512, 609, 611 and 617 4 Avenue NE and 515 4A Street NE.*

Bylaws 18P2008, 22P2013, 25P2017
7. *Due to unique site conditions, proposals for 512, 516 and 520 Edmonton Trail NE and 502, 510 and 512 4 Avenue NE should address issues of*

compatibility with surrounding lands by ensuring appropriate transition of built form on the subject site. Any supporting information that the Development Authority considers necessary to evaluate an application for conformity to this policy shall be required.

Bylaw 22P2013

8. That within the Family Oriented Redevelopment Area, if the development comprises of three or more units, parking shall be 1.25 spaces per unit with the exception of lands located at: 420 - 4 Street NE and 609 and 617- 4 Avenue NE; 512, 516, 520 Edmonton Trail NE and 502, 510, 512 - 4 Avenue NE; 515 - 4A Street NE; 647 - 4 Avenue NE.

Bylaws 22P2013 & 43P2013, 25P2017, 82P2024
deleted

Bylaw 46P2017
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 with the exception of lands located at 123 - 4 Street NE (**Bylaw 3P2024**) and 69 - 6A Street NE (**Bylaw 3P2024**)
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 located within the Conservation Area, or where a development is retaining a character home within the Neighbourhood Limited building block, the following development guidelines and decorative features in addition to the rules of the Land Use Bylaw and the Low Density Residential Housing Guidelines for Established Communities, should be considered by the Approving Authority when reviewing discretionary use permits for either new residential development or additions to existing dwellings. In other cases it is hoped the developer will take advantage of these guidelines to the mutual benefit of himself and the community. 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:*

Bylaws 16P91, 25P2008

17.1 Compatibility with the existing streetscape:

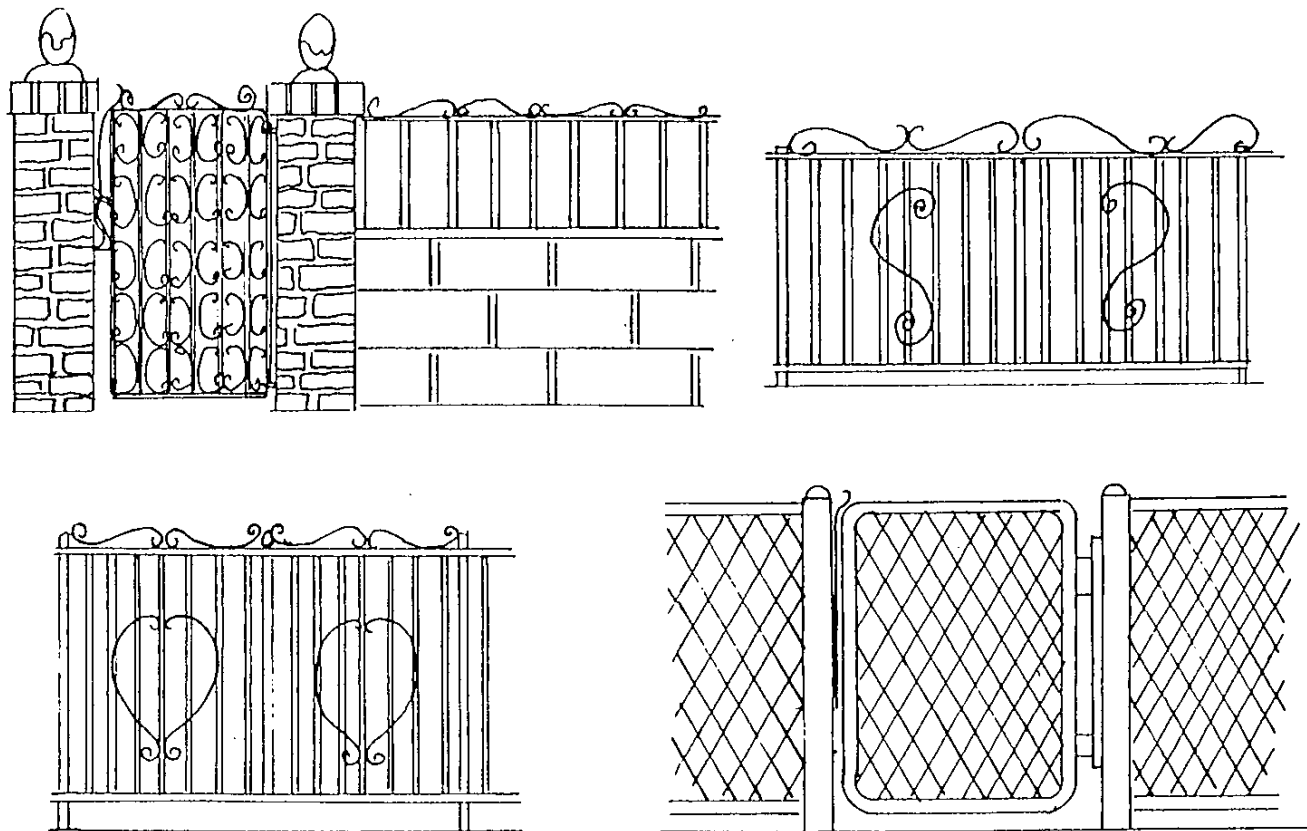
- a) New residential developments should be compatible with the general pattern of the streetscape in terms of building height, building form, and architectural massing. (Note: it may be necessary for the developer of new residential units to reduce the proposed floor area, particularly on the second 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.*

FIGURE 4
EXISTING DESIGN OF FENCES



(Bylaw 16P91)

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)

18. Historic Building Styles:

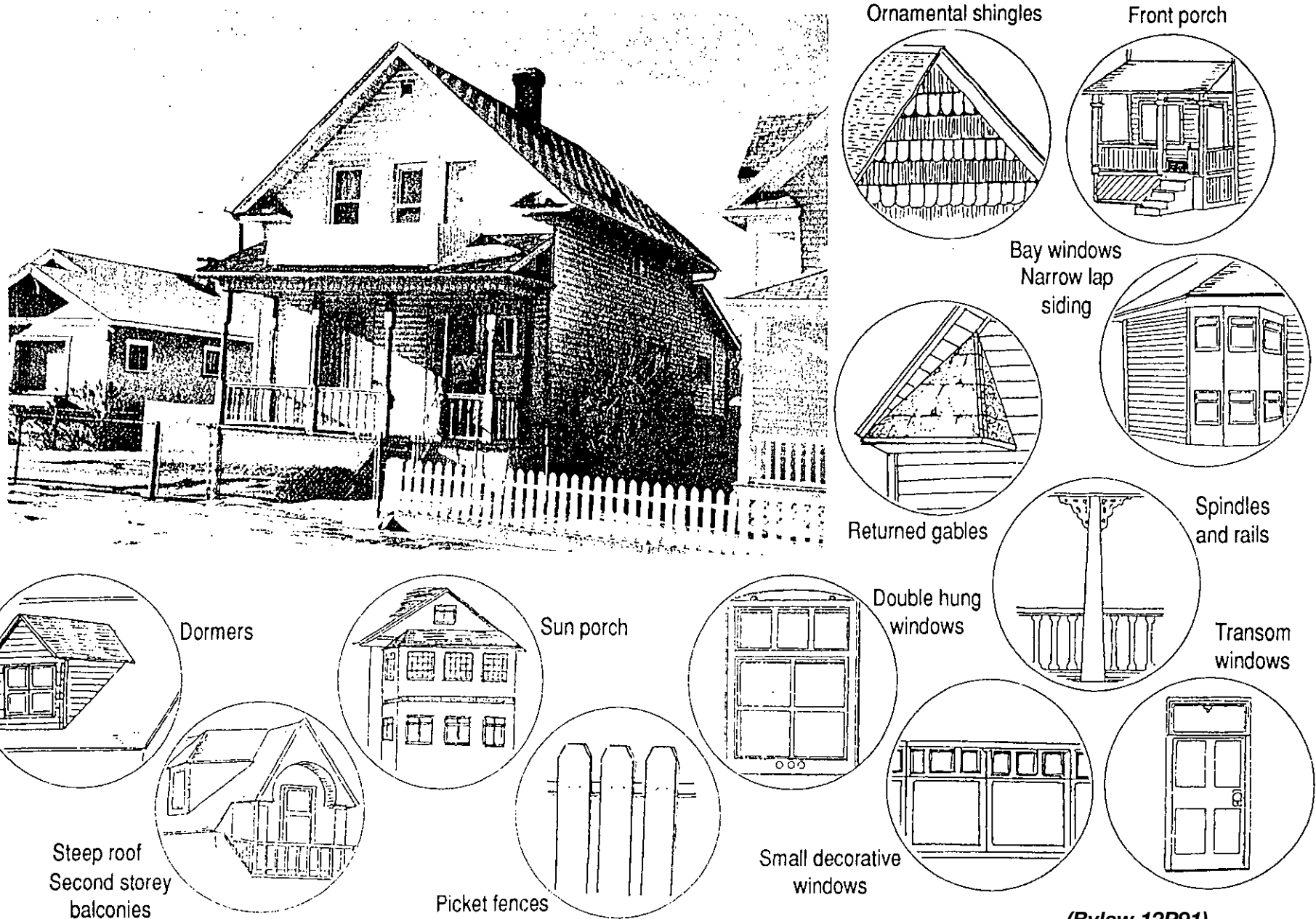
Of the many historic dwellings in the Conservation Area, east of 6 Street N.E., there are three basic building types or styles of historical value. New residential developments should be designed to be sympathetic to and reflect, where possible, one of these historic building styles. In addition to these 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:

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



(Bylaw 12P91)

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)

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.*

**(Bylaws 16P91, 22P2013)
Bylaw 46P2017**

20. East Riverside:

In undertaking planning work for the East Riverside area in 2017, The City along with community members, area landowners and planning consultants created a reference document entitled the East Riverside Master Plan. While this document has no official status it does represent the goals and aspirations of the community and landowners for redevelopment in this area. The Master Plan provides a vision for the area to sensitively integrate new housing and services that will improve quality of life for existing residents as well as incorporate new development that takes advantage of the area's proximity to amenities, including the Bridgeland-Memorial LRT station.

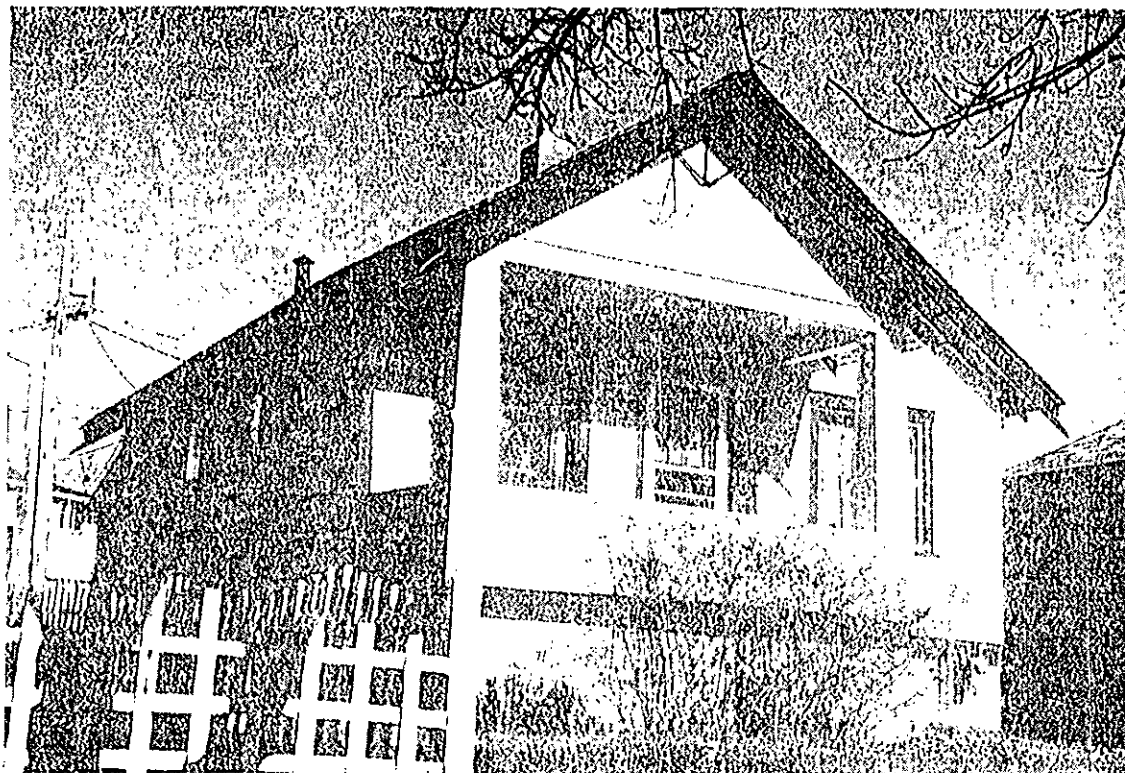
Development in the East Riverside area is intended to facilitate:

- *urban neighbourhood development, including mixed-use development in strategic locations, within a park-like setting;*
- *enhanced mobility and connectivity for all users, including seniors; and*
- *carefully designed building massing and sensitive interfaces with adjacent spaces to facilitate appropriate transitions.*

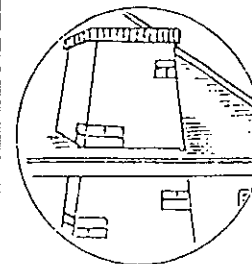
The following policies were built from the vision, core ideas, and key urban design principles from the East Riverside Master Plan.

Bylaw 41P2021

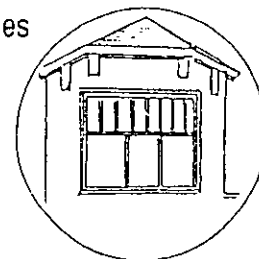
FIGURE 6
1930 - 1940 BUNGALOW DWELLING STYLE



Enclosed chimney
chase

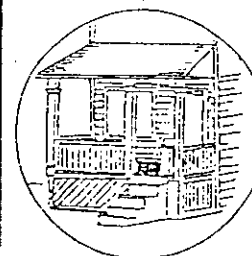


Sculptured rafter
ends

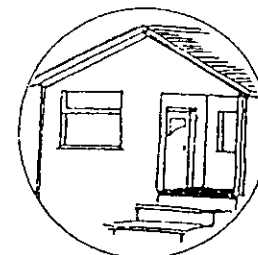


Hipped gables

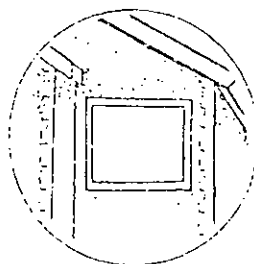
Front porch



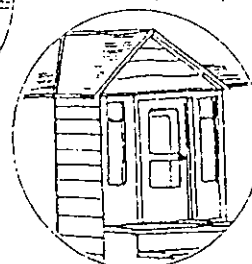
Inset entry



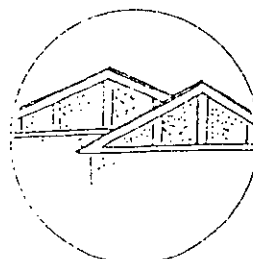
Quoined stucco
detail



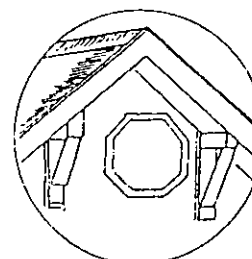
Extended vestibules
(storm porch)



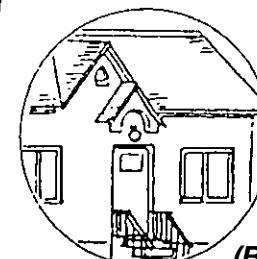
Batton stucco
decoration



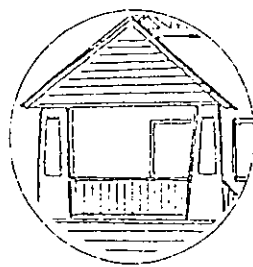
Soffitt brackets



Door hoods



Over sized
buttressed columns



(Bylaw 16P91)

20.1 Urban Neighbourhood (15 - 11A Street NE)

This site, identified as Urban Neighbourhood, is intended for higher density development with an activity node at the southwest corner of the site and a new Municipal Reserve space internal to the site. This Municipal Reserve space is intended to provide a new park and new active mobility connection to improve connectivity for existing and future residents in the area.

Land Uses

- a) *Development on the site should be primarily residential with at grade commercial uses and may include a mix of senior's housing and market housing.*
- b) *Active commercial uses are encouraged on the ground floor of development throughout the site. Less active commercial uses, such as offices, are discouraged along the ground floor of development and as standalone development.*
- c) *New development at the western edge of the site, near the intersection of 11 Street NE and Bow Valley Drive NE, should incorporate street-oriented commercial uses on the ground floor. These uses are encouraged to provide direct access to the new park/east-west connection to facilitate an urban environment.*
- d) *Street-oriented commercial uses along McDougall Road NE are encouraged.*

Building Height and Massing

- e) *Developments should not exceed 50 metres (approximately 15 storeys).*

- f) *Building design should minimize the effects of massing by implementing a podium and "point-tower" design with breaks between buildings, and with building step backs after the fourth storey to reduce building bulk along the majority of the streetscape.*
- g) *The "point-towers" should be primarily located at the street corners away from the new park such that building heights are generally tallest on the street corners, with building heights stepping down for the majority of the blockface to reduce shadow impacts on the new park.*

At-Grade Building Interfaces

- h) *New development that interfaces with internal portions of the site should incorporate at-grade entrances, lighting, and landscaping to facilitate a safe, active, and pedestrian oriented urban environment between buildings.*
- i) *At-grade amenity space should be designed to integrate with the park, and, where possible, provide maximum ground level space for landscaping.* **Bylaw 41P2021**
- j) *Where feasible, parking should be provided underground. Any surface parking stalls adjacent to the streetscape should be minimized and be designed with screening, soft landscaping, or other strategies in order to minimize the impact on the streetscape or the park.*

- k) *Where a surface parking lot is provided, consideration should be given to allow this space to be used by the general public for temporary markets, festivals or other uses during non-peak hours.*

Mobility

- l) *A new pedestrian and cycling connection shall be established through the site, within the Municipal Reserve space, to provide an east-west connection that generally connects Bow Valley Drive NE to Colonel Baker Place NE.*
- m) *At the Development Permit stage, a north-south pedestrian connection should be established through the site that provides connectivity from McDougall Road NE to Bow Valley Lane NE.*
- n) *Where feasible, new developments should include a minimum 2.0 metre wide pathway along all sidewalks to enhance mobility for all users.*
- o) *Vehicular driveways should be located strategically to minimize interruptions along the public sidewalk and potential conflicts between vehicles and non-motorists.*
- p) *Sidewalks, pathways, and building entrances should be designed to be highly visible and free and clear of obstruction, with appropriate placement of street furniture to improve mobility for all users, including the visually impaired.*

Interface with Park Space

- q) *New development adjacent to the Municipal Reserve park space should:*
 - i. *provide a shadow study and perspective renderings at the Development Permit stage to demonstrate building massing does not create significant shadowing impacts on the park;*
 - ii. *minimize shadowing impacts on the park space by using setbacks and stepbacks, along with other building design strategies; and*
 - iii. *incorporate active uses at-grade along with the provision of design elements such as at-grade entrances, transparent glazing, street furniture, landscaping, overhead canopies, and lighting to enhance surveillance and safety of the park.*
- Bylaw 41P2021**
- r) *Shadowing of adjacent development, particularly the Canadian National Institute for the Blind Scent Garden, is strongly discouraged.*
 - s) *The Municipal Reserve park space should be designed to provide opportunities for temporary markets, festivals or other activities in all seasons, and in consideration of its use during the winter months.*
- Bylaw 41P2021**

20.2 Urban Neighbourhood (10 – 11A Street NE)

This site, identified as Urban Neighbourhood, is intended for higher-density development to accommodate primarily residential uses as well as a revitalized facility and offices for the Canadian National Institute for the Blind (CNIB). The site will provide for public spaces and pedestrian connections through the site to improve connectivity for existing and future residents in the area and connect to the existing fabric of open spaces and pathways adjacent to the site. **Bylaw 20P2024**

Land Uses

- a) Development on the site should contain a mix of uses including residential, office, and commercial/institutional uses. Development on the eastern half of the site should be primarily residential with active uses at grade including commercial/institutional uses and may include a mix of market and affordable housing. Development on the western half of the site should be a mix of office/commercial and residential uses.
- b) A minimum density of 150 units per hectare should be achieved on the overall development site.
- c) Active uses are encouraged on the ground floor of development throughout the site. Less active commercial uses, such as offices, should be discouraged along the ground floor of development facing a public street.

- d) New development along the northern edge of the site should be designed to provide an active edge to the adjacent open spaces.
- e) Street-oriented uses along 11A Street NE are encouraged. This can be a combination of active commercial uses and street oriented residential development.

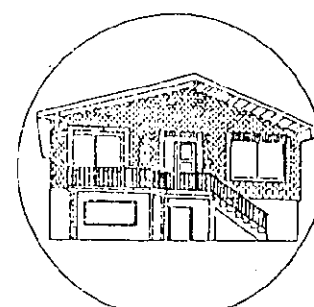
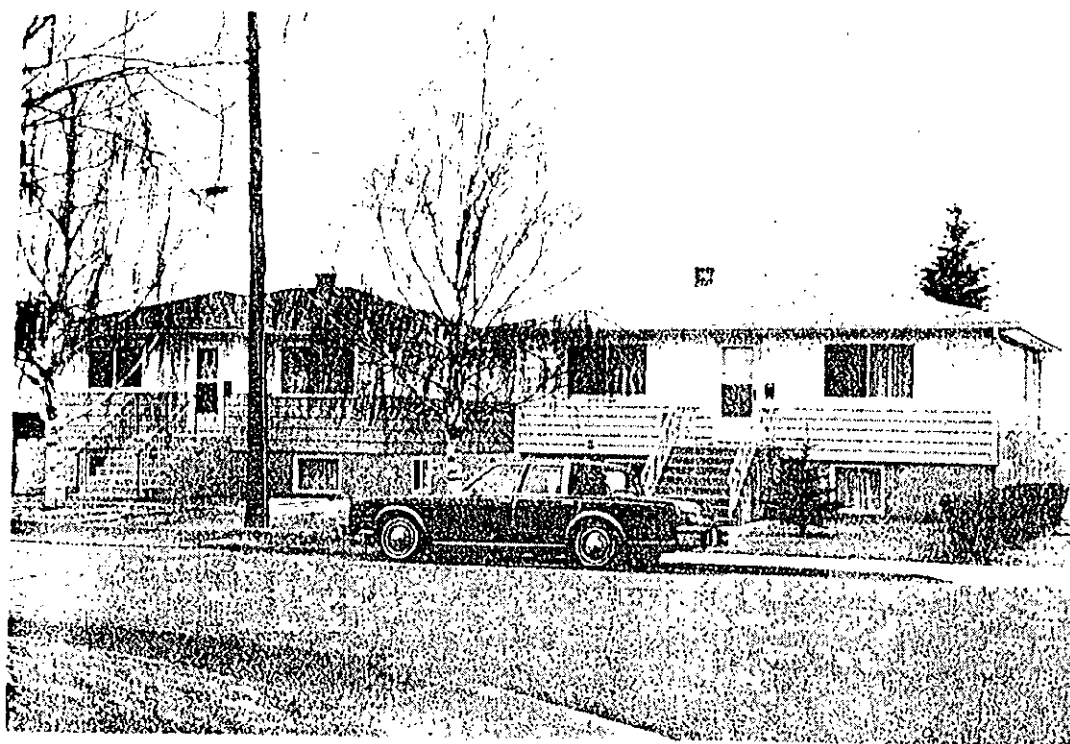
Building Height and Massing

- f) The tallest buildings on the site should be concentrated to the southeastern portion of the site and have a maximum height of approximately 27 storeys.
- g) Buildings should taper down in height to a maximum of 17 storeys on the northern edge of the site and 12 storeys along the western edge of the site.
- h) Building design above 12 storeys should minimize the impacts of height by implementing a podium and “point-tower” design with breaks between buildings, and with building step backs at various locations to reduce building bulk along the majority of the streetscape.
- i) The “point-towers” should be designed to maximize space between buildings and allow for sunlight penetration between buildings.

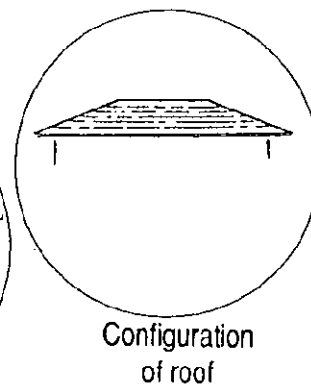
At-Grade Building Interfaces

- j) New development that interfaces with internal portions of the site should incorporate at-grade entrances, lighting, and landscaping to facilitate a safe, active, and pedestrian oriented urban environment between buildings.

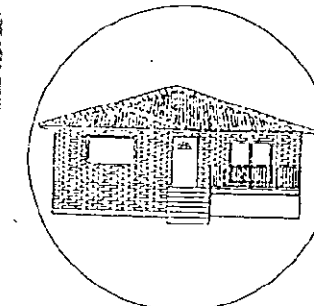
FIGURE 7
1950 - 1960 BUNGALOW DWELLING STYLE



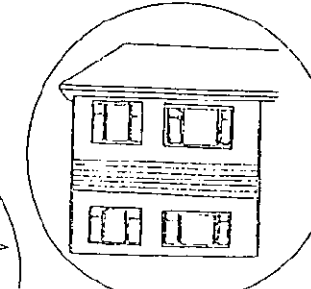
Front brick
facade
Converted structure



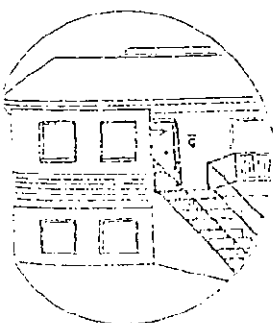
Configuration
of roof



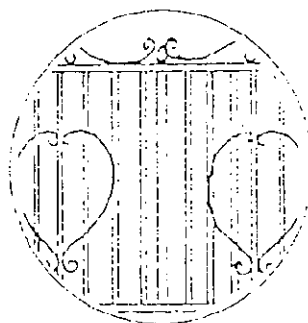
Tile roof/Brick facade



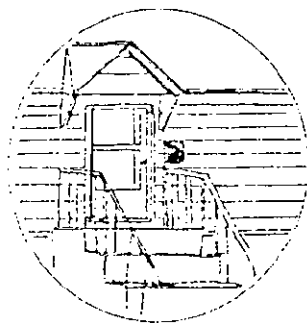
Fixed centre
with opening
Side light windows



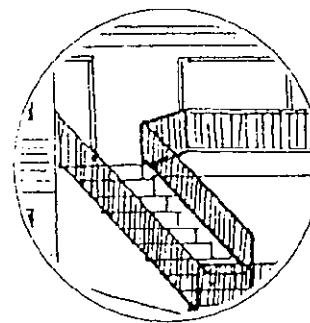
Raised foundations



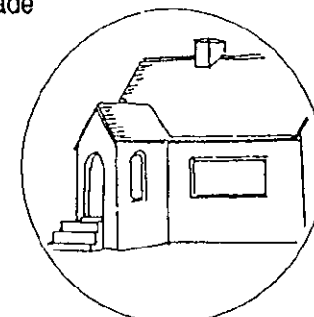
Wrought iron fences



Porticos



Metal railings



Extended vestibules

(Bylaw 16P91)

- k) At-grade amenity space should be located and designed to create linkages and a ribbon of open spaces that complement the public spaces adjacent and across the street from the site.
- l) Where feasible, parking should be provided underground. Any surface parking stalls located between a building and a street should be minimized and be designed with screening, soft landscaping, or other strategies in order to minimize the impact on the streetscape.
- m) Where a surface parking lot is provided, consideration should be given to allow this space to be used by the general public for temporary markets, festivals or other uses during non-peak hours.

Mobility

- n) Pedestrian connections within the site should be provided to connect with the existing and future network that generally connects Bow Valley Drive NE to Colonel Baker Place NE and the existing pathway along the southern edge of the property to the Bridgeland/Memorial LRT Station.
- o) Cycling connections within and/or adjacent to the site should facilitate connections to the Always Available for All Ages and Abilities (5A) Network, including upgrades and construction of missing links to service the site.

- p) At the development permit stage, a north-south pedestrian connection should be established through the site that provides connectivity from Nina Gardens NE to the pathway adjacent to Memorial Drive NE.
- q) New developments should include a minimum 2.0 metre wide throughway along all sidewalks to enhance mobility for all users.
- r) Vehicular access should be located strategically to minimize interruptions along the public sidewalk and potential conflicts between vehicles and non-motorists.
- s) Sidewalks, pathways, and building entrances should be designed to be highly visible and free and clear of obstruction, with appropriate placement of street furniture to improve mobility for all users, including the visually impaired.

Interface with Adjacent Open Spaces

- t) New development should minimize shadowing impacts by using setbacks and stepbacks, along with other building design strategies.
- u) New development should provide a shadow study and perspective renderings at the Development Permit stage to demonstrate building massing does not create significant shadowing impacts on the Municipal Reserve parcel located northwest of the site and to demonstrate that shadowing impacts on Tom Campbell's Hill will not have major impacts to the usability of the site.

Climate

- v) New development is encouraged to incorporate climate mitigation building features, technologies, and operational approaches that reduce energy consumption beyond minimum energy code requirements.
- w) New development should consider establishing or connecting to a district energy system, where available.

4. Main Streets

46P2017

Objective

The vision of Calgary's long term growth includes a more connected and compact city where people have more choices to live and work and on how they travel. Key to this concept is concentrating growth in jobs and population along transportation networks and providing adequate transitions from higher intensity land uses, to lower intensity land uses. The higher intensity areas have more flexibility to provide a range of commercial businesses, recreational services and housing types, while transitions to lower built forms provide more housing options for Calgarians. Overall this pattern supports complete communities and spurs local innovation and character.

Context

4 Street/Edmonton Trail NE

The area surrounding 4 Street NE has a long history as the southern foot of the trail leading to Edmonton and an important destination as the landing of the Reconciliation (former Langevin] Bridge. The commercial area has changed over the decades, particularly as a result of increased vehicle traffic volumes, the creation of a couplet of one-way streets when Edmonton Trail NE was cut through the middle of the residential blocks from Memorial Drive to 2 Avenue NE, and the increased footprint of the Memorial Drive NE intersection including the 4 Avenue flyover.

4 Street/Edmonton Trail NE are designated as Urban Main Streets in the Municipal Development Plan and included in the Community Centre building block in the Developed Areas Guidebook. The Community Centre building block will consist of mixed use mid-rise building types that accommodate a range of retail, services, office, and residential uses that may be arranged vertically within a building or horizontally across an area in multiple buildings along 4 Street and Edmonton Trail NE. A high quality living environment with transit, amenities, and infrastructure capacity will support residential and employment uses and strategic intensification through a variety of building forms and heights.

Policies

1. *Buildings in the Community Centre building block should not exceed 34 metres in height, providing for taller first storeys in buildings where vertical mixed use is desired.*

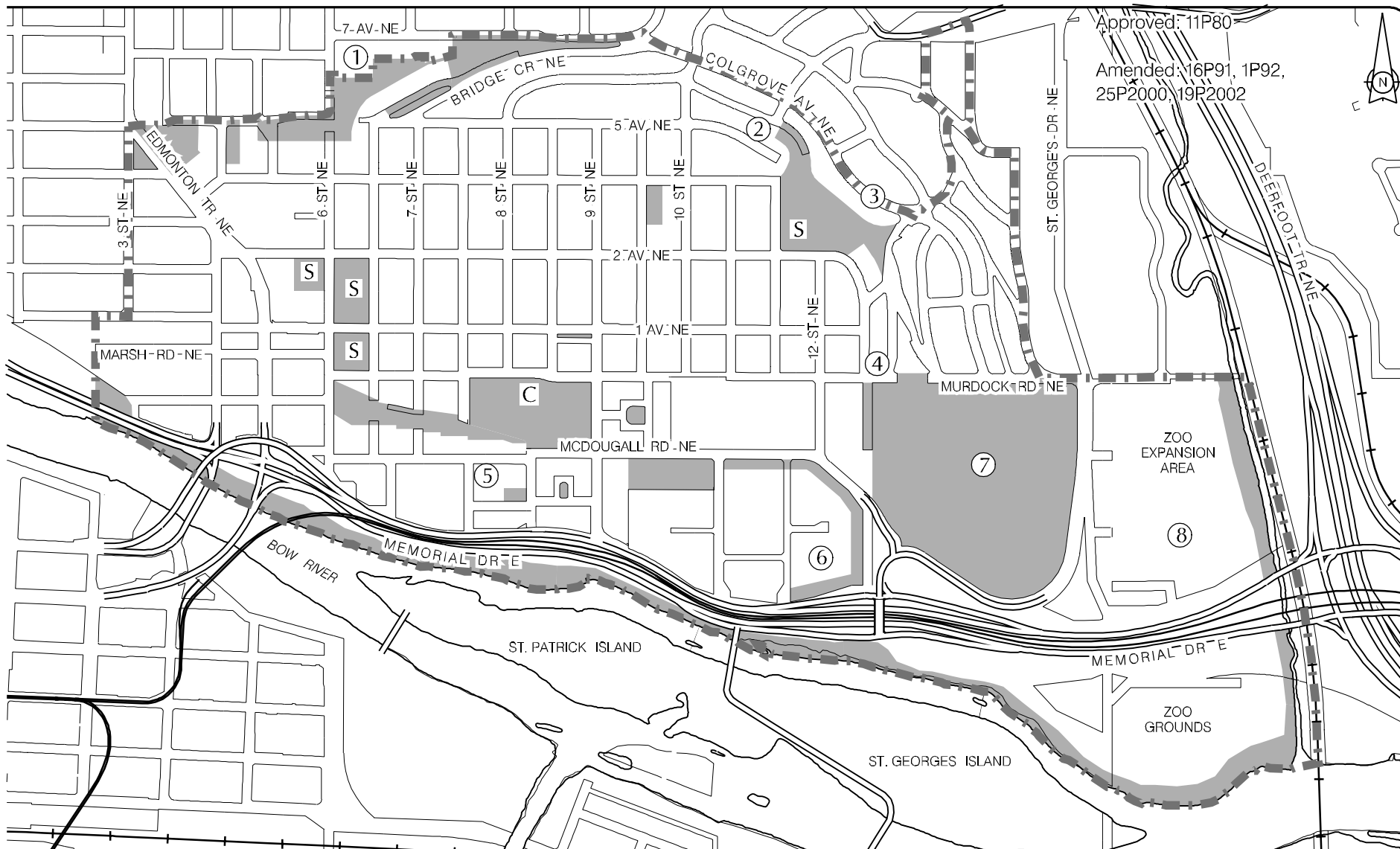
2. *Active frontages are required for developments along 4 Street NE from 2 Avenue to Meredith Road NE as indicated in Figure 3.*
3. *Within the area identified as the Community Centre building block, applications for higher levels of intensity and height may be supported subject to further analysis, engagement, and approvals process, including a land use redesignation as part of a comprehensive plan submission that may include consideration of community infrastructure improvements and heritage resource conservation.*
4. *New development or redevelopment along the 4 Street/Edmonton Trail NE couplet should be of a commercial or mixed use nature and accommodate uses of both local and regional importance, with an emphasis on providing active retail uses along 4 Street and 1 Avenue NE.*
5. *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.*

1 Avenue NE

1 Avenue NE has been a commercial and social focal point of the community of Bridgeland/Riverside for over one hundred years. This commercial area has evolved and changed over the decades, particularly with the redevelopment of the Calgary General Hospital Bow Valley Centre site and continues to be an important community asset.

1 Avenue NE is designated as a Neighbourhood Main Street and included in the Community Midrise building block in the Developed Areas Guidebook. This building block, along with the adjacent Neighbourhood Limited building block are intended to allow for an urban fabric that provides an appropriate transition between the more intense Main Street and the surrounding residential area and support the goal of creating a complete community.

These building blocks provide a range and mix of housing choices and enable the densities needed to support quality transit, local commercial vitality, and a greater variety of employment opportunities, allowing more residents to meet their daily needs within walking distance. A high quality living environment with transit, amenities, and infrastructure capacity will support residential and employment uses and strategic intensification through a variety of building forms and heights.



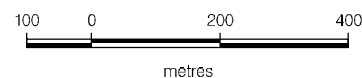
Approved: 11P80
Amended: 16P91, 1P92,
25P2000, 19P2002

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

Bridgeland - Riverside

Figure **8**

OPEN SPACE (Sites for implementation)
19P2002



THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY
\\work\plan\plan\plans\arp\bridgeland\open_space.dgn
DATE PLOTTED: 07-MAR-2003

Policies

1. *Private amenity space should provide adequate privacy for new and existing residents with building features and materials, such as solid walls, planters and/or opaque glass panels.*
2. *Buildings in the Community Midrise building block west of 6 Street NE should not exceed 22 metres in height, providing for taller first storeys in buildings where vertical mixed use is desired.*
3. *Buildings in the Community Midrise building block east of 6 Street NE should not exceed 16 metres in height, providing for taller first storeys in buildings where vertical mixed use is desired.*
4. *Active frontages are required for developments along 1 Avenue as specified below:*
 - a) *between 4 and 6 Streets NE and between 7A and 9A Streets NE all development shall provide active frontages along 1 Avenue NE; and*
 - b) *between 6A and 7A Streets NE, development may include residential uses at street level along 1 Avenue, but must include a main/ground floor of at least 4.0 metres in height and be designed to facilitate potential conversion to accommodate non-residential uses at street level.*
5. *That the bylawed setback of 2.134 metres (7 feet) for 1 Avenue NE continue to be encroached upon.*
6. *Applications are encouraged to revise the present lane configuration with an L or T shaped lane to allow continuous building frontage along 1 Avenue NE.*
7. *Applications for outdoor cafés are 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.*

5. Open Space (Figure 8) 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)

**Figure 4 was deleted by 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)*

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.*
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:*

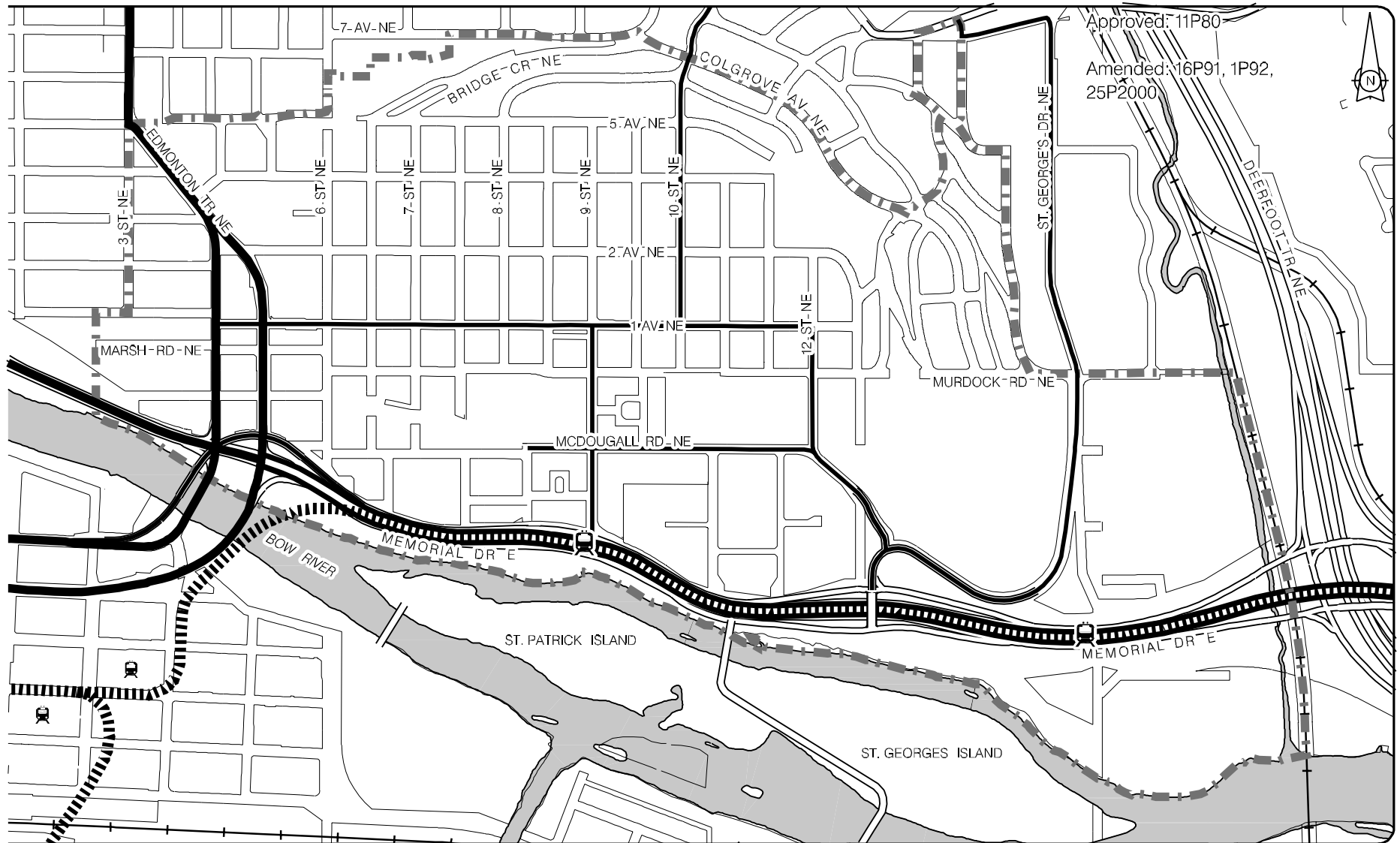
Expressways

- Memorial Drive N.E.

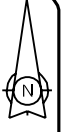
Major Roads

- 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*



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



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

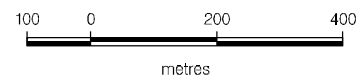
Approved:
11P80
Amended:
16P91
1P92
25P2000

Bridgeland – Riverside

Figure **9**

TRANSPORTATION SYSTEM

25P2000



THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY
\\work\work\plan\plans\arp\bridgeland\transportation.dgn
DATE PLOTTED: 07-MAR-2003

local roads:

Collector Roads

- 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)

BACKGROUND INFORMATION

Bridgeland-Riverside ARP Background Information - Part 3, 4 and 5, 1980 and 1992

BRIDGELAND-RIVERSIDE AREA REDEVELOPMENT PLAN

TABLE OF CONTENTS

Background Information

	Page		Page
Part 3 Background Information		Part 4 Background Information to 1992 Amendment	
1. Geographic Setting	2	1. Introduction	50
2. Historical Development	2	A. Boundary Adjustments	53
3. Demographic, Social and Economic Factors	5	B. Residential Land Use Issues	54
4. Community Services	9	C. Commercial Land Use Issues	64
5. Land Use	10	D. Open Space Issues	72
A. Existing Land Use Pattern	10	E. Transportation	80
B. Residential	12	Part 5 Special Features	
C. Commercial	15	Introduction	88
D. Industrial	16	Natural Features	88
E. Institutional	17	Residential Areas	90
F. Transportation	20	Commercial Areas	94
G. Parks & Open Space	23	Part 6 Background Information for Bow Valley Centre Concept Plan 2002 (under separate cover)	
6. Land Use Constraints	30		
- River Bank Management	30		
- Airport Noise	32		
7. Community Planning Process	32		
8. Community Point of View	34		

BRIDGELAND-RIVERSIDE AREA REDEVELOPMENT PLAN

TABLE OF CONTENTS Background Information

	Page		Page
Maps		Figures	
1. Existing Land Use.....	11	1. List of Major Issues.....	51
2. Transportation Corridors.....	19	2. North Study Area Boundary Adjustment.....	53
3. Open Space.....	25	3. Small Lot Subdivision	56
4. Public Open Space.....	29	4. Development of the Escarpment (1).....	58
5. River Bank Area.....	31	5. Development of the Escarpment (2).....	59
6. Airport Noise Contours	33	6. Commercial/Residential Boundary	
7. Schematic: Natural Features	89	(West of 6 Street N.E.).....	64
Tables		7. Commercial/Residential Boundary	
1. Population by Number of Households.....	7	(East of 7 Street N.E.)	65
2. Average Total Family Income (1971).....	8	8. Commercial Overshadowing Residential.....	68
3. Social Assistance Recipients.....	8	9. Public Improvements on 1 Avenue (1).....	70
4. Land Use: Bridgeland-Riverside.....	10	10. Public Improvements on 1 Avenue (2).....	71
5. Age of Existing Residential Buildings	12	11. Open Space (Sites for Implementation)	73
6. Bridgeland/Riverside Land Use Classification		12. Escarpment Lands (City-Owned)	76
by Hectares**	14	13. Escarpment Lands (Site #1)	77
7. Existing Parks and Recreation Land	23	14. Escarpment Lands (Sites #2 & #3).....	78
8. School Enrolments	27	15. Open Space (Site 6)	79
9. N.E.F. Contours Bridgeland/Riverside	32	16. Road Statistics.....	81
Charts		17. Intersection Plan Without Bulbs.....	81
1. Population Change 1964-78.....	5	18. Traffic Shortcutting Routes	83
2. Bridgeland-Riverside Male/Female Age Structure..	6	19. Intersection Plan with Bulbs	84
3. Population of Bridgeland Riverside by		20. Road Statistics.....	86
Age Groups by Percent	7		
4. Dwelling Units by Type	12		

PART 3

BACKGROUND INFORMATION

PART 3 - BACKGROUND INFORMATION

1. Geographic Setting

The community of Bridgeland-Riverside is located to the northeast of downtown Calgary within easy walking distance. The area encompasses about 275 hectares (680 acres), and its main boundary is defined by a steep escarpment that contains the community on the west, north, and east, thereby separating it from its neighbouring residential communities of Crescent Heights - Regal Terrace to the northwest, and Renfrew to the north. The escarpment rises about 30 metres and is penetrated occasionally by steeply sloping streets. To the south is the Bow River, Memorial Drive and the Calgary Zoo.

2. Historical Development

(Primary Source: The Historical Development of the Downtown and Inner City, City of Calgary Planning Department, February 1978) During the late 1800's, little emphasis was placed on development north of the Bow River due, largely, to a scheme within the development community itself to promote southwest development over that in the north.

However, some activity was evident. As early as 1883, the desirability of having access to the northeast prompted the Calgary community to investigate ways to cross the Bow River. It was decided that a ferry service would be in order and a rate schedule was established.

By 1885, Calgary had progressed to the point where a more permanent means of crossing the Bow was warranted. A petition was sent to Sir Hector Langevin, then Minister of the Interior, to keep his promise to build a bridge over the Bow River. His promise was honoured that same year and the bridge, appropriately, bore his name.

By 1905, the land to the west of Langevin Bridge, known as Mount Pleasant, was annexed to the City of Calgary. Within one year, the Bridgeland-Riverside Community Association, which represented the area to the east of the bridge, was organized and with it came the first signs of structured community activity in the northeast. Even though both social and physical development were well

under way at this time, it was not until 1910, that the area officially fell within municipal jurisdiction.

The Bridgeland-Riverside districts were of particular significance in the development of Calgary due to their association with a number of ethnic groups who occupied the communities through the years.

From the late 1880's to the turn of the century, the area was used as a camp by members of the Blackfoot Indian tribe who, from their vantage point on the north bank of the Bow River, were able to follow the early development of the town of Calgary to the south. As the building 'boom' grew near, these Indian families gave way to new immigrant families. They were attracted by the general settlement pattern stimulated by the Homestead Act and expedited by the completion of a trans-continental railroad.

They were the new Canadians for whom the Bridgeland-Riverside area became the stop-off point in their Canadian crossing and, for many, their first home.

Of particular prominence were the German immigrants who concentrated in the district of Riverside. Bridgeland, on the other hand, housed a large Italian community. The influence of both nationalities in the development of the residential and retail fabric of the communities was significant. By 1911-1912, two distinct 'boom' communities had evolved, with the added feature that they were 'cosmopolitan' in nature.

Another colourful group in Bridgeland-Riverside history were the gypsies, whose caravans bordered the north bank of the Bow River until 1927.

It is reported that the district of Bridgeland was another C.P.R. subdivision but, unlike Mount Royal or Scarboro, became a lower income community due to the ethnic origins of its residents and its proximity to the Nose Creek brothel area. The boom period ended in Calgary with the outbreak of World War 1, which ended immigration, and the opening of the Panama Canal which diminished the importance of the trans-continental rail system. When the pre-war boom ended in 1913, the Nose Creek brothels could not survive with their downtown competition which catered to the new army barracks on 11 Street S.W. Gradually, they were either torn or burned down.

Near the end of this year, two important events occurred; the opening of the third General Hospital, this time locating at its present location at 841 Centre Avenue N.E. in 1910, and the introduction of streetcars from the southside to Bridgeland-Riverside in 1912.

As a result of streetcar access, increased population and development occurred. At this time, the community was further subdivided for residential development. The present street pattern and lot configurations were formed at this time. The area's growth has been highlighted by the following events:

- 1918 - The Calgary Zoo began development.
- 1920 - Riverside Bungalow School was constructed at 2 Avenue and 6 Street N.E.
- 1921 - Bridgeland Elementary School was constructed at 2 Avenue and 11A Street N.E.
- 1922 - The Calgary Fire Department moved from 106 - 6A Street N.E. to a building north of the General Hospital and the Y.M.C.A. assumed the vacated premises.
- 1929 - Calgary Zoological Society was formed.
- 1945 - The community was fully developed with little vacant land available for housing.
- 1950 - The Community Association building was

relocated from a location now occupied by the Bow Valley Lodges to its present location at 912 McDougall Road N.E.

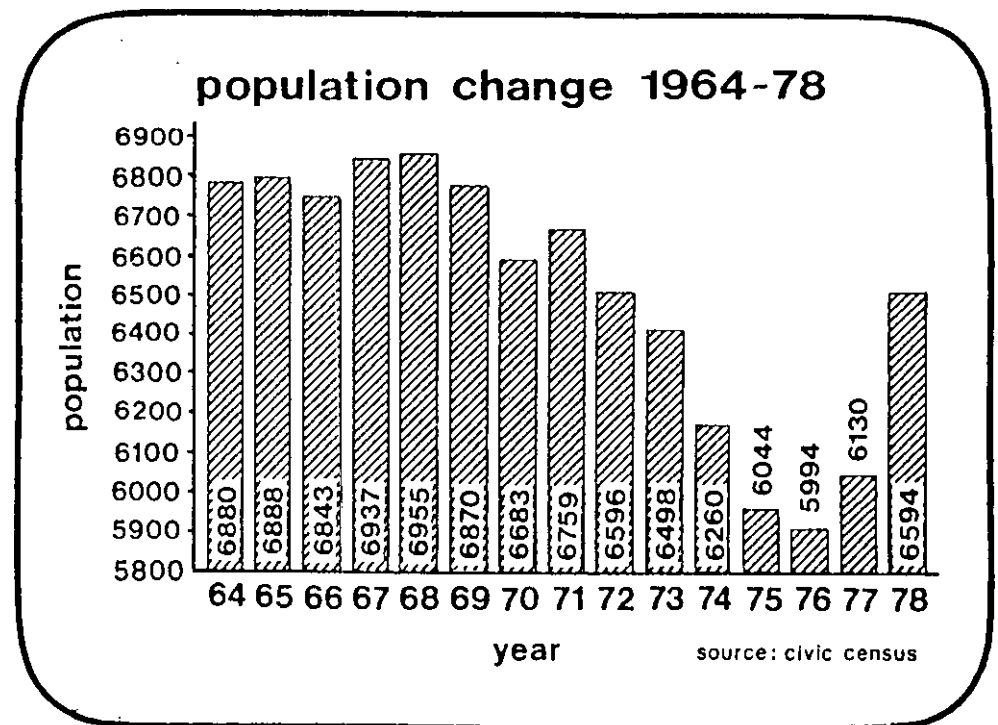
- 1966 - Fire destroyed the original Langevin School. The existing elementary and junior high school was opened in 1968.
- 1971 - Fire partially destroyed the relocated Community Association Building which was replaced by the current facility in 1974.
- 1972 - The bridge system was changed again with the existing Langevin Bridge becoming a one-way southbound and a new, four-lane concrete bridge providing the northbound portion of the couplet.
- 1976 - The Bridgeland-Riverside Planning Committee was formed for the purpose of assisting area residents to more effectively deal with problems associated with its location in the inner city.

3. Demographic, Social and Economic Factors

Population

The current population of Bridgeland-Riverside is 6,594 (1978 Civic Census), however between 1964 and 1976, the population decreased 13% from 6773 to 5994. (By comparison, during the same period, Calgary had a 48% population increase.)

It should be noted that in 1978 the population of the area increased by 7.6% over the previous year.



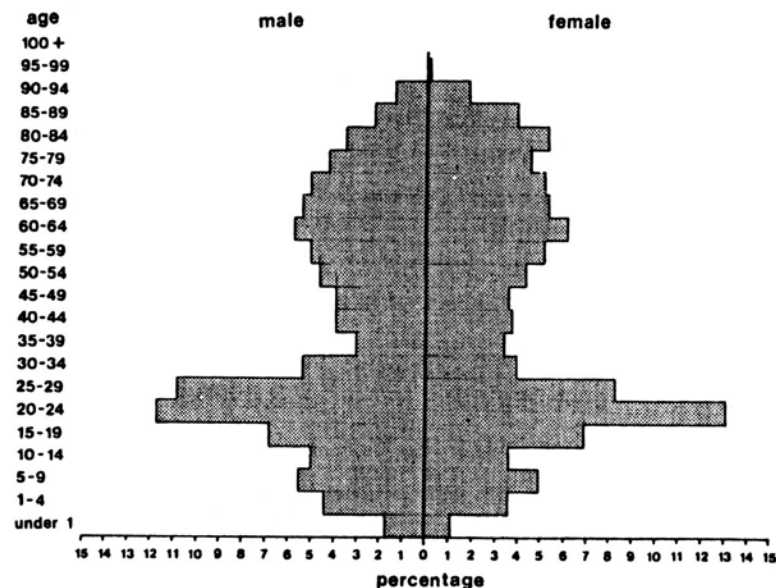
Age Structure

The decline in population within the community has not affected all age groups equally. These changes are highlighted by:

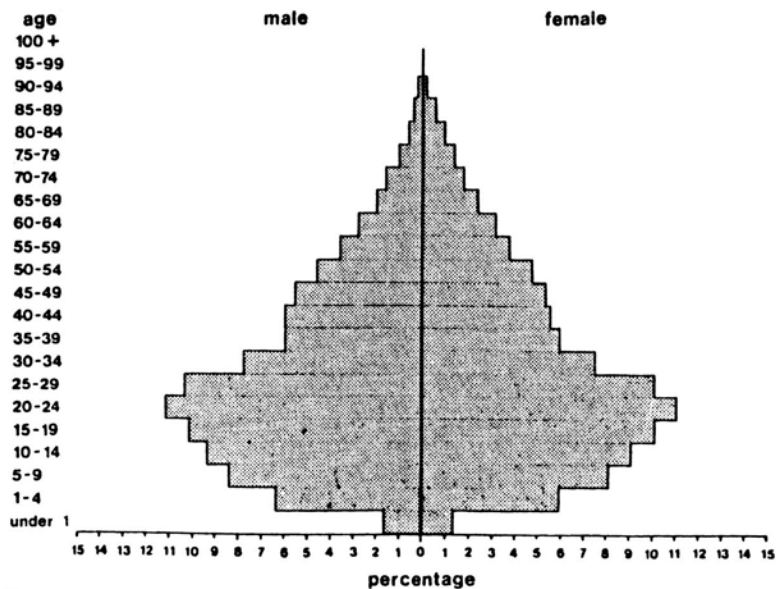
- a) a decrease in the proportion of children and teenagers;
- b) an increase in the proportion of senior citizens, in part caused by the construction of senior citizen housing units in the area; and
- c) an increase in the 20-29 year old age group, this factor likely reflecting the introduction of apartment development in the community.

The following graphs demonstrate the comparison to Calgary as a whole.

bridgeland-riverside



city of calgary



Family and Household Data

The status of Bridgeland-Riverside, as a family neighbourhood, is confirmed by the 1976 Federal Census information which indicates that 79% of the households were families, as opposed to single individuals. This represents a 10% increase over 1971 when the percentage of family households was 69%.

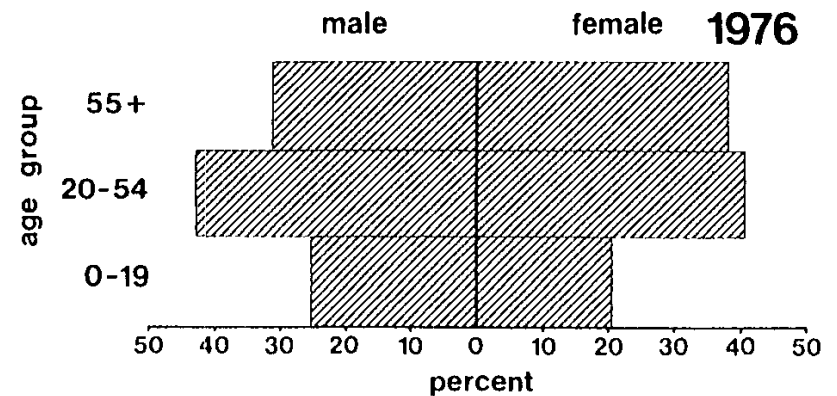
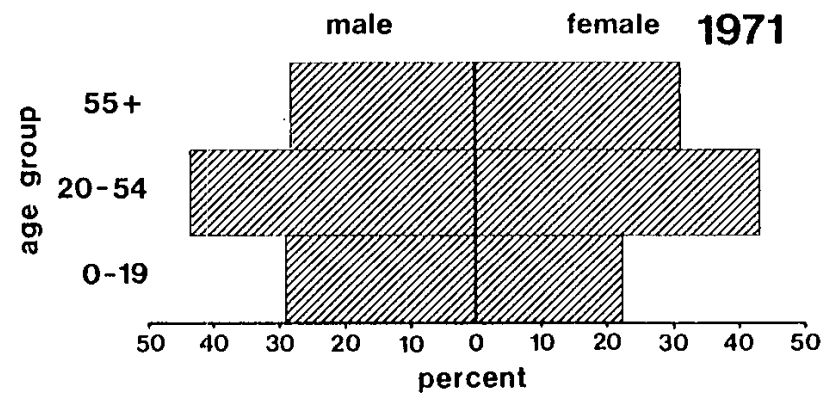
Population by Number of Households

Total Family Households	3,370	79%
Total Non-family Households	865	21%
Total Households	4,240	100%

Source: Federal Census (1976)

Socio-Economic Data

population of bridgeland-riverside by age groups by percent



Bridgeland-Riverside has traditionally been the home of lower income working families. The average total family income in Bridgeland was \$7,653.00 in 1971 compared to \$10,943.00 for Calgary. 46% of the families in Bridgeland-Riverside had a family income of less than \$7,000.00 while in Calgary only 26% had a similar income. In absolute terms, this information is obviously too antiquated to be relevant. It is believed however that incomes in the area remain in an inferior position to the Calgary average.

Average Total Family Income (1971)

Bridgeland-Riverside	\$ 7,653.00
Victoria Park	\$ 4,939.00
Bowmont	\$ 8,432.00
Inglewood-Ramsay	\$ 7,576.00
Calgary	\$ 10,943.00

Families in receipt of social assistance frequently are part of the low income communities. In 1974, 7.1% of families in the area were receiving social assistance. The following data compares Bridgeland-Riverside to the Inner City, and the City of Calgary in general.

Social Assistance Recipients

(% of Population)	1974
Bridgeland-Riverside	7.1%
Inner-City	5.7%
Calgary	3.5%

Population Density

The population density in Bridgeland as of 1978 was 42 persons per hectare. This calculation is based on a land area of 157 hectares, which excludes the Zoo and the Zoo Extension (51.6 hectares), a 20.1 ha parcel presently designated urban reserve and the Calgary General Hospital Site (19.6 ha).

This figure is considered comparable to other established communities, for example:

Montgomery	17.8 p.p.ha
Bowness	25.9 p.p.ha
Renfrew	40.1 p.p.ha
Hillhurst-Sunnyside	42.9 p.p.ha
Crescent Heights	43.0 p.p.ha
Victoria Park	49.4 p.p.ha

If the existing residential land were to be developed to its total capacity, this would result in a total population of 27,100 persons or a density of 173 p.p.ha.

R-2	=	7800. persons
RM-4	=	1300. persons
RM-5	=	<u>18000. persons</u>
		27100. persons

While the present designations have existed for 25 years, the decreasing population in recent years demonstrates that significant redevelopment has not yet occurred in the area. The major influence on the area remains the maturing population and family characteristic that this is now changing.

4. Community Services

Bridgeland-Riverside offers a variety of social and recreation programs that cater to all groups in the area. This system of social services and community amenities is highly developed and organized. The following exemplify the services provided.

Bridgeland Place Day Care Centre

This centre, located on the main floor of Bridgeland Place, operates a City subsidized day care program. It provides day care services to 60 children and is also providing a latch-key program for children attending school in the community.

Langevin Community School

This program, under the direction of the Calgary Board of Education, aims to foster community organization and program development for children, teens, and adults after school hours. The activities range from house league sports, arts and crafts, dancing, to cooking and a lunch room program for children who eat their lunches at school. It coordinates existing programs to avoid duplication of services and assists in the development of programs

where they are currently lacking. These programs are open to all members of the area.

Bridgeland-Riverside Community Association

The Community Association offers a variety of programs, particularly for the school age members of the community. These programs include hockey, figure skating, soccer and teen dances for younger age groups.

The association's function extends into areas of community planning. This is accomplished by means of neighbourhood citizen feedback, through the establishment of strong working committees, which assists the main association in the realization of goals and benefits for the entire community. As a representative body of the residents the association performs the widest possible functions which will reflect the aims, desires, and concerns of the citizenry.

"We Care" Drop-in Centre

Bridgeland has a large number of Senior Citizens living either in government housing or in their own homes.

While most of the senior citizen institutions provide their own programs for their residents, the "We Care" Drop-in Centre, operating in Bridgeland Place caters primarily for those seniors living on their own. This program operates five days a week.

Church Groups

Bridgeland-Riverside has 12 churches within its community boundaries; which cater to both local, and city-wide population. These groups provide social-recreational programs for their membership.

Parks and Recreational Department

This City Department provides cultural and recreational programs for the area. These programs operate out of the existing schools, and cater to all age groups.

5. Land Use

A) Existing Land Uses

The Bridgeland land use pattern is similar to many inner city neighbourhoods modified by the added features of a major health care complex including the city's largest acute care hospital, an auxiliary hospital, and a nursing home, as well as considerable government sponsored housing.

Land Use: Bridgeland-Riverside

Land Use Type	Hectares and Percent of Total Land	
RESIDENTIAL	56.9 ha	24.2%
- one and two family	48.3	20.6
- apartments	8.6	3.6
COMMERCIAL	2.4	1.0
INDUSTRIAL	.3	0.1
PARK SPACE	88.3	37.6
- Calgary Zoo	71.0	30.2
- Community Parks	14.0	5.9
- Schools	3.3	1.4
INSTITUTIONAL	21.2	9.0
- Churches	1.3	0.5
- Hospital	19.6	8.3
- Clubs	.3	0.1
VACANT	3.5	1.4
STREETS AND LANES	62.1	26.4
TOTAL	234.7 ha	100.0%











BRIDGELAND RIVERSIDE

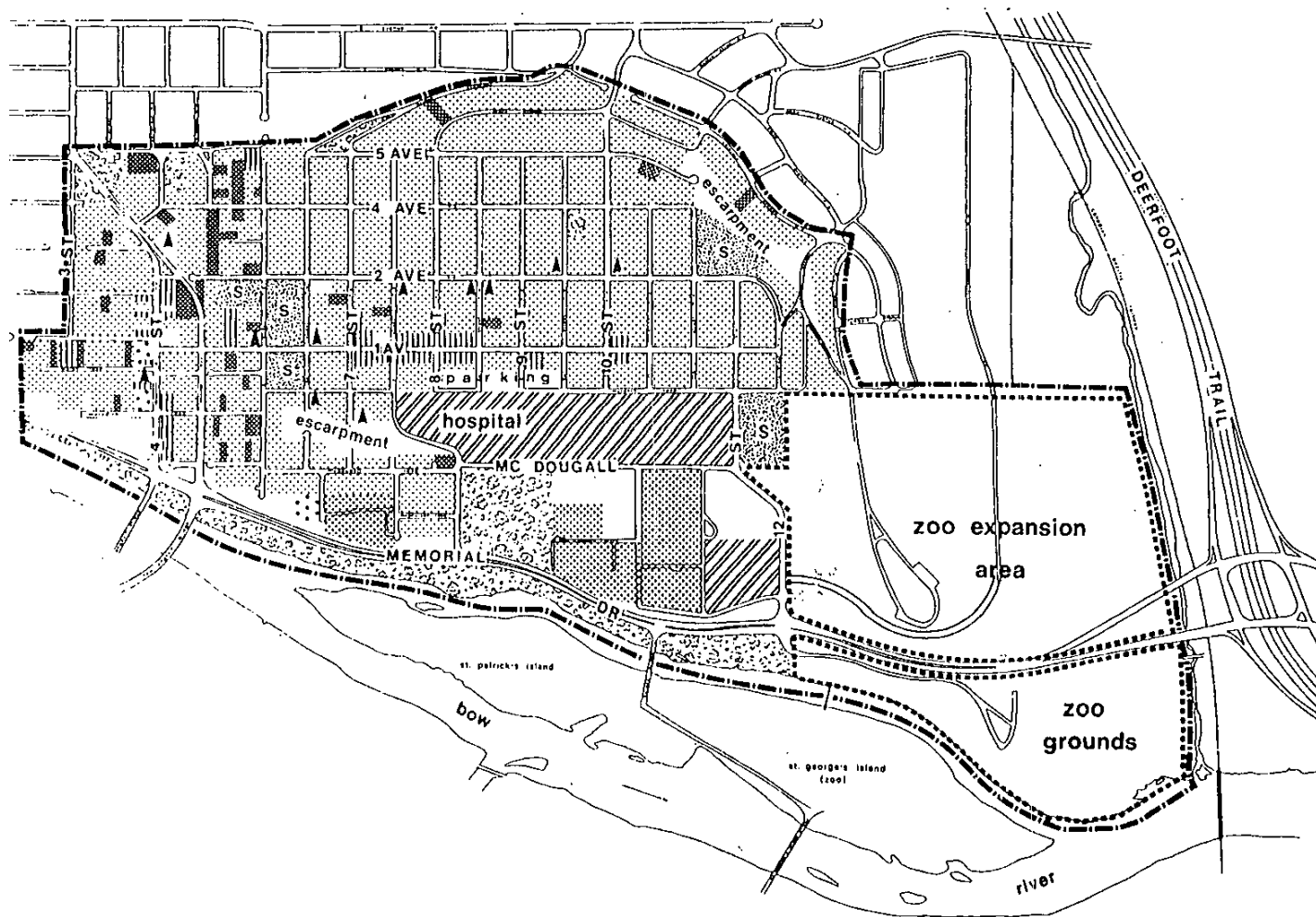
MAP
No
1

TITLE

existing land use

LEGEND

-  single family & duplex
-  apartment
-  public & senior citizen housing
-  hospital & institutional
-  commercial
-  industrial
-  open space
-  vacant
-  school
-  church



DATE:

SEPTEMBER 1980



THE CITY OF CALGARY
PLANNING DEPARTMENT



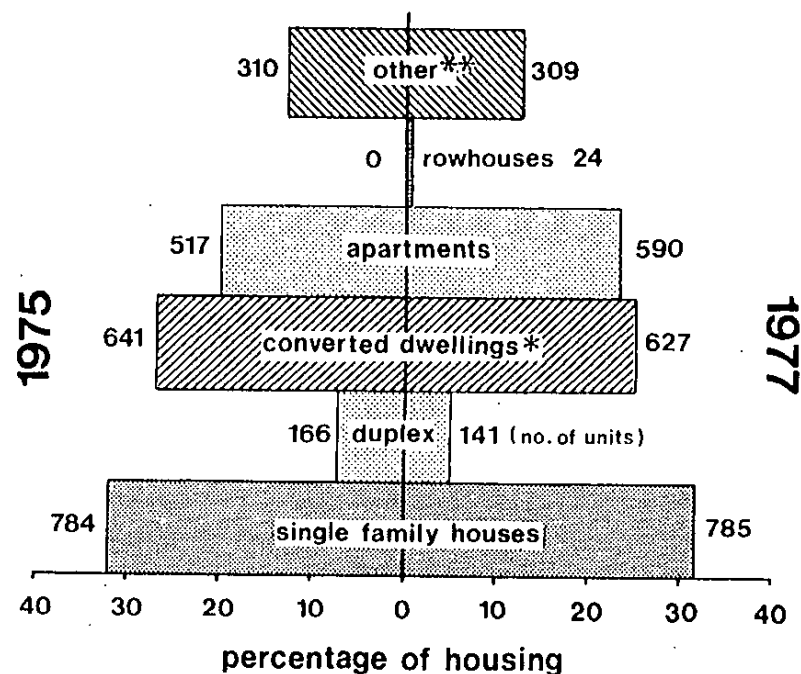
B) Residential Land Use

In the Bridgeland-Riverside community, excluding the land occupied by the Calgary Zoo, land utilized for residential purposes represents over 50% of existing land. This established community contains a high proportion of older homes. City assessment records indicate that 40% of existing residential buildings are at least 60 years old, while 31% of the existing housing stock has been built since World War II.

Age of Existing Residential Buildings

	Number	%
Pre-1914	463	41
1914-1945	331	29
1946-1960	291	26
1961+	55	5
TOTAL	1,140	100.0%

dwelling units by type



* structure originally built as a single family house and now containing more than one dwelling unit

** includes institutional or communal dwellings such as senior citizens' homes and nursing homes, rooming or boarding houses; hotel or motel units used as customary residences; and dwelling units attached to commercial or industrial buildings.

source : civic census

One and two-storey detached housing predominates in the area, with many containing more than one unit. The housing types are distributed as follows:

Most of the housing in Bridgeland-Riverside is in sound structural condition, and shows evidence of care and attention on the part of its occupants. Since 40% of these residential structures are more than 60 years old, they predate the modern building standards now in existence. As a result, it can be expected that many components, such as electrical wiring, heating and plumbing, are likely to warrant replacement or alteration. This is confirmed by City Minimum Maintenance Bylaw inspectors who judge that at least 50% of the dwellings could benefit from assistance through the Residential Rehabilitation Assistance Program.

Calgary's first Zoning Bylaw in 1934 established Bridgeland-Riverside as an area for two-family housing (the equivalent of R-2). In the 1958 Zoning Bylaw, an R-3 district and two R-4 districts were established. The intent of this action was to attract higher density residential developments to an area in close proximity to the downtown and Calgary General Hospital.

6 Street N.E. from 5 Avenue to the Bow River forms a clear cut division between that part of the community that has maintained its original character as a low density residential area (R-2) and that part which is presently undergoing redevelopment as a medium density residential area (RM-5). Detailing the present character of selected areas indicates that:

- a) The area west of 6 Street is characterized by 7.7m x 34m lots and bisected by the Edmonton Trail and 4 Street N.E. couplet. This part of the community has undergone the most redevelopment, with the older housing being replaced by three-storey walk-up apartments. At present, the area is classified as RM-5 permitting increased densities. The remaining structures, although having undergone some deterioration, are not yet beyond repair.
- b) The area east of 6 Street N.E. on the other hand has experienced very little redevelopment. It has maintained its original one and two family residence housing on lots that are generally 14m x 34m. The lack of redevelopment pressure can be partially explained by the fact that the existing land use classification is R-2. Lot sizes too small for semi-detached development have prevented the type of redevelopment that has occurred in other older communities.

- c) Within this R-2 part of the community, there exist three pockets (8.6 ha) of residential land classified as RM-4. Of these, a large parcel of 6.8 ha adjacent to the General Hospital has undergone no apartment redevelopment. The other two sites of 0.1 and 1.7 ha respectively each have one small apartment of recent vintage.

In these latter two portions of the community, the housing is predominantly wood frame construction, interspersed with some brick structures.

**Bridgeland/Riverside Land Use
Classification
by Hectares****

	Hectares	%
Residential	133.7	58.9
R-2	69.6	
RM-4	8.8	
RM-5	55.3	
Commercial	9.1	4.0
Local	.1	
Regional (C-3)	9.0	
Other	79.4	34.9
D-C*	5.0	2.2
TOTAL	227.2 ha	100%

* includes industrial

** includes streets and lanes

C) Commercial

Bridgeland-Riverside has two commercial areas occupying 1.0% of the land in the community. The first area, located on both sides of 1 Avenue N.E. between 7 Street and 9 Street, contains 28 businesses that are interspersed with houses and vacant parcels. This strip is primarily local in nature and caters to pedestrian traffic. The second area, on 4 Street N.E. from Memorial Drive to 2 Avenue, contains 31 businesses, also interspersed with residential development and vacant parcels. This strip is still primarily local but caters more to the automobile shopper rather than the pedestrian.

Some businesses, such as the Italian food stores, the City Bakery, and the Meat Shop, do business on a regional scale. Most of the shops are small and are located in older one and two-storey buildings, with the exception of the Toronto-Dominion Bank and the Bridgeland Savings and Credit Union, both of which are in new buildings. At present, there are 6 ha classified for commercial development while less than 50% (2.8 ha) is actually being utilized for such purposes.

Both areas have individual problems associated with them, in addition to one common problem. The present classification of C-3 allows regionally orientated facilities that can be built to 46 metres high. It is felt that both the scale of use and structure is inappropriate for inner city local commercial development.

Perhaps the biggest challenge facing the 1 Avenue strip is the continued viability in the face of the General Hospital expansion plans. These expansion plans call for the utilization of the south side of 1 Avenue N.E. from 7A to 9A Street for hospital purposes. In order to maintain the viability of the local commercial area, the remaining north side will have to be developed in such a manner as to continue to attract the pedestrian.

Sensitive infill projects that excel in design, especially at the street level will have to be encouraged. The street level uses should be conducive to the window shopper and browser and therefore be retail in nature. Upper levels could contain professional offices or residential units. It is suggested that the Local Commercial District (C-1) would provide the variety of uses at the scale appropriate for a local commercial area.

However, two permitted use rules should be examined carefully by the Development Officer at the time of application to consider relaxation. The height requirement could conceivably be relaxed enough to allow a three-storey structure, while the front yard setback would be eliminated. These relaxations should only occur if the design of the project is likely to be successful in achieving the type of atmosphere desirable for a viable local commercial development.

The second commercial area, in the vicinity of the Edmonton Trail couplet, has as its major constraint, access and egress problems. Most of the present commercial classification is located on the western portion of the couplet. However, the eastern portion (Edmonton Trail) has excellent potential for commercial utilization, whereas the increasing traffic volumes (through noise, dust and visual unattractiveness) make at least the ground level areas unappealing for residential development which is presently allowed. Redesignation of this area to General Commercial (C-2) should be looked upon favourably if the proposed development, through parcel consolidation and careful planning, can eliminate access problems from the couplet.

In the remaining area, presently designated as General Commercial (C-3), it is felt that the height allowance of 46 metres is inappropriate due primarily to the scale of existing development. The C-2 designation allows basically the same usage but only 1/2 the height and therefore is recommended. As this area caters primarily to the automobile shopper, signage and other design considerations should acknowledge this.

Three other commercial considerations also need re-examination. There are presently two corner grocery stores located on opposite corners at 10 Street and 1 Avenue N.E. These sites are presently designated as low density residential (R-2) and should be designated to convenience commercial (CC).

In 1971, a Direct Control District was approved by Council for the construction of two 46-metre medical towers on the west side of 4 Street N.E. This development never occurred and therefore should be designated to General Commercial (C-2), in keeping with the remainder of the commercial development.

The last item deals with the provision of convenience commercial facilities in the area to the southwest of the escarpment. This area is proposed to be reclassified to RM-4. As such no convenience commercial will likely be built nor is there any presently in the area. This would mean residents would have to walk a minimum of 10-15 blocks in order to satisfy this requirement. It is suggested that such a use be viewed favourably at ground level in some of the new residential structures in order to provide a useful service. Secondly, this would result in a more efficient use of the land as a one-storey convenience commercial use occupying a corner lot would not be as efficient as locating such a use in a four-storey residential structure.

D) Industrial

Only one industrial activity (the Alberta Ice Co. Ltd.) remains in Bridgeland, and is the residue of a former area of light industry along Memorial Drive. This activity generates truck and other vehicular traffic on residential streets and is therefore considered incompatible with other land uses in the area. However, the site has been acquired by the City

of Calgary and possession of this is anticipated on or before the Spring of 1981. The Alberta Ice plant will be relocating outside of the community at this time hence the incompatible nature of this site will be removed. Therefore a redesignation to allow medium density residential development to occur would be more compatible with the surrounding proposed land uses, and the natural site attributes with regard to location.

E) Institutional

The area occupied by institutional uses in Bridgeland-Riverside is 10.5% of the total land area and is located in the southeast part of the community along Memorial Drive.

The statistical analysis of institutional land use is:

Hospital (Calgary General and other extended care facilities)	10.1 ha
Senior Citizen Housing	
Metropolitan Calgary Foundation	6.3 ha
Schools (Provincial Government)	
Christine Meikle School	1.1 ha
Churches	1.4 ha
Clubs	.3 ha
Vacant Land (associated with Institutions)	1.6 ha
Other	.5 ha
TOTAL	21.3 ha

Hospital Uses

The Calgary General Hospital, Cross Bow Auxiliary Hospital, and the George Boyack Nursing Home, all of which face onto Centre Avenue N.E., occupy 10 ha of land in Bridgeland-Riverside. These facilities serve the hospital needs of the northeast sector of Calgary and provide a convenient source of employment to community residents (the General Hospital alone has a staff of 2,000 employees). The hospital complex generates considerable traffic and residents living within walking distance of the hospital complain that they cannot park in front of their homes because visitors and staff from the hospital make use of residential streets.

Since 1972, the 1000 bed Calgary General Hospital has been involved in the replacement of outdated facilities, the addition of regional medical and health care facilities, and the planning for regional support services.

The master plan for the Calgary General Hospital has recently been approved by its Board and is presently awaiting Provincial endorsement. In a document entitled "The Calgary General Hospital forward to 100", a summary of the proposed expansion is provided. There are 12 phases to the proposal which is slated to start in 1980 and continue until 1986, with a total estimated expenditure of \$73.4 million. The 12 phases are:

1. Central Laundry
2. Parking and Site Development (north site)
3. Ambulatory Care Facility
4. Convalescent Rehabilitation Renovations
5. Chiller Plant Expansion (Phase I)
6. North Bed Tower
7. Boiler Plant Extension
8. Old Laundry Building Renovations
9. Services Wing Extension
10. Chiller Plant Extension (Phase II)
11. Main Building Renovations
12. Services Wing Renovations

The Community Association Hall facility is located on lands presently under caveat reserved for "Hospital Purposes only". Before these lands (south of the General Hospital) can be dedicated as Community Reserve this caveat must be removed.

Indications are, at the present time, that the hospital will not oppose the removal of the caveat on the Community Association Hall lands once plans are finalized for hospital expansion on land to the north of the present hospital site. The City of Calgary Council, on January 22, 1980 approved necessary measures to acquire the lands to the north of the hospital and, at present, are starting acquisition of those parcels fronting on the south side of 1 Avenue NE from 7A Street NE to 9A Street NE.

Metropolitan Calgary Foundation lodges and units are located adjacent to Memorial Drive. These lodges provide a total of 62 double units and 26 single units.

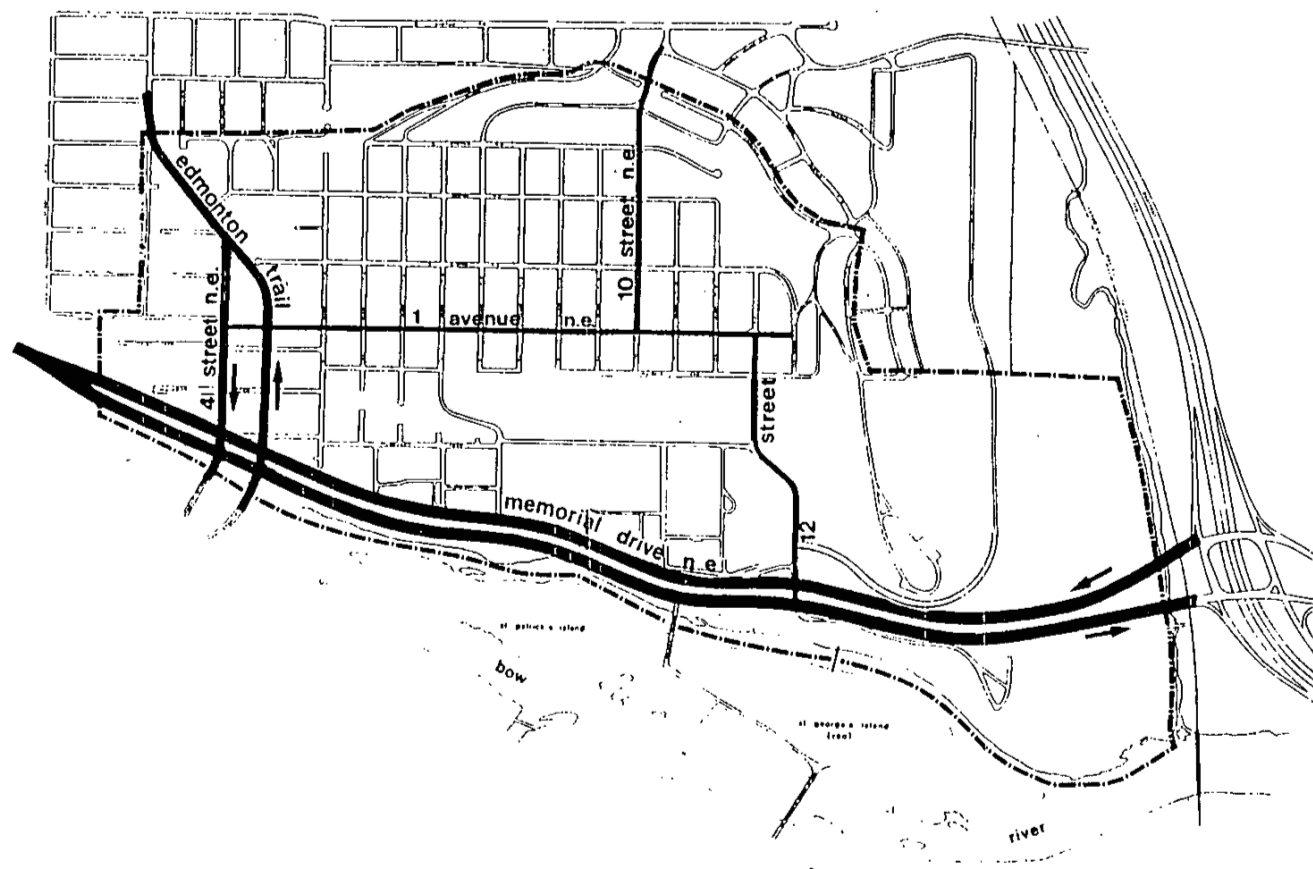
The Christine Meikle School for Retarded Children occupies 1.6 ha of land on 12 Street N.E. between Memorial Drive and McDougall Road. It provides educational instruction and training for the students in attendance.

The Rehabilitation Society of Calgary for the handicapped, which offers vocational rehabilitation services, occupies .5 ha.

The Canadian National Institute for the Blind is located adjacent to Memorial Drive and contains accommodation for about 25 permanent residents, in addition to training and recreation facilities. Staff at the Institute indicated that the 25 residents, most of them senior citizens, will likely be relocated within the next year and the facilities will then focus more on training, education and recreation. The Institute occupies about 4.5 ha of land.

Private Clubs

There are two private clubs in Bridgeland-Riverside catering to ethnic groups: the Italian Canadian Club and the Polish Canadian Club.






BRIDGELAND
RIVERSIDE

MAP
No
2

TITLE transportation
corridors

LEGEND

-  expressway
-  major street
-  collector

DATE:
SEPTEMBER 1980



Summary

Many of the above uses are located adjacent to Memorial Drive. As many of the uses will be impacted by the upgrading of the road system in the area (primarily Memorial Drive), this area was given special consideration by the City Planning Department. Specific site and redevelopment proposals have been drawn up in order to minimize the impact of the transportation improvements, while at the same time utilize the area more efficiently. Development or redevelopment should follow this plan as closely as possible.

F) Transportation

The primary transportation facilities serving the Bridgeland-Riverside area are:

1. Memorial Drive, which is an expressway standard facility east of Langevin Bridge and a major standard west of Langevin.
2. Edmonton Trail/4 Street N.E. are major standard facilities. Existing right-of-way for Edmonton Trail is 20.117 metres with a 2.134 metre setback on each side.
3. 1 Avenue N.E. (between Edmonton Trail and 12 Street N.E.) is a collector standard facility with an existing right-of-way of 20.117 metres. Existing bylawed setbacks of 2.134 metres

on each side give it a potential right-of-way of 24.385 metres.

4. 12 Street N.E. (between 1 Avenue N. and Memorial Drive) is a collector standard facility with an existing right-of-way of 20.117 metres. Existing bylawed setbacks of 2.134 metres on each side give it a potential right-of-way of 24.385 metres.
5. 10 Street N.E. is a collector standard facility with a right-of-way of 20.117 metres.

The remaining streets are of a residential standard serving more of a local function.

The predominant transportation concerns in Bridgeland are:

- (a) The upgrading of Memorial Drive
- (b) Shortcutting traffic through the community
- (c) Parking in the vicinity of the General Hospital
- (d) The 1 Avenue/Edmonton Trail intersection
 - (a) The upgrading of Memorial Drive

During the past ten years, the population of the communities of Calgary's northeast

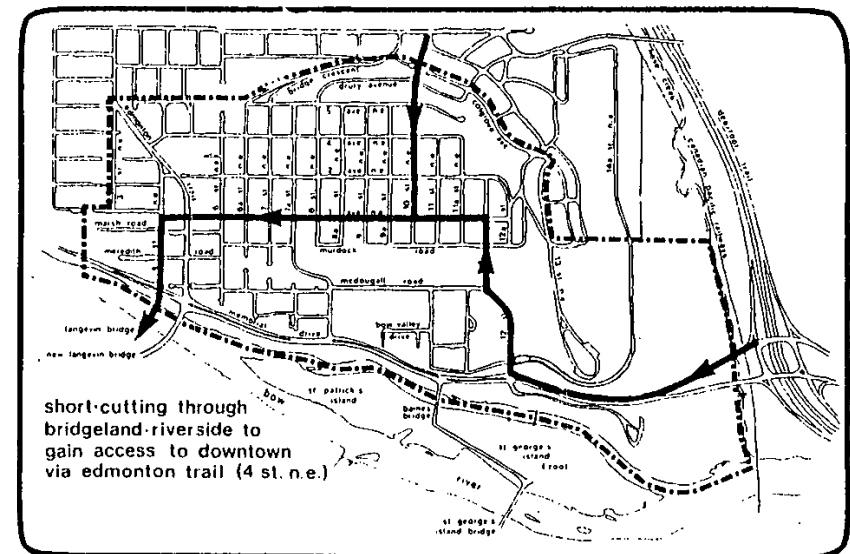
quadrant has tripled. Employment growth has been concentrated in the downtown area. Travelling between the downtown and these new suburban neighbourhoods has contributed to a tripling of vehicle trips on Memorial Drive since 1966. The result is that extreme congestion occurs at peak periods during the day.

Current volumes on Memorial Drive range from approximately 49,000 vehicle trips per day at Deerfoot Trail to 46,000 vehicle trips per day at Langevin Bridge. Projected volumes are expected to increase to approximately 75,000 vehicle trips per day by 1989. These expected volumes cannot be accommodated on the existing roadway nor on other roadways in the transportation network. The upgrading of Memorial Drive between the Langevin Bridge and Barlow Trail will ensure future mobility in this corridor. In addition, City Council approved the upgrading of Memorial Drive to four lanes from the Langevin Bridge intersection to the Centre Street bridge location in 1980/1981.

(b) Shortcutting through the Community

It is suggested that two major shortcutting routes exist through the Bridgeland-Riverside area.

- (i) This shortcutting concern relates to westbound traffic on 8 Avenue passing through Bridgeland via 10 Street to access the downtown. Given the community's concern that shortcutting is occurring and in order to reduce the potential for shortcutting, the Transportation Department is reviewing options to redirect and redistribute traffic in this area.



- (ii) This shortcutting concern relates to vehicular traffic westbound on Memorial Drive using 12 Street and 1 Avenue to Edmonton Trail to avoid the left turn movement at Memorial Drive and Edmonton Trail.

It is proposed that improvements to Memorial Drive between Deerfoot Trail and Langevin Bridge will alleviate any shortcutting that may be occurring in this area. It is proposed that the situation be monitored after improvements are made to Memorial Drive.

(c) Parking at the General Hospital

The Calgary General Hospital occupies a dominant portion of the centre of the community. Traffic counts taken in 1975 indicate that there were, at that time, 15,900 vehicle trips per day going to and from the hospital through the community. Parking at the hospital occurs within a three-block radius of the hospital, thereby preventing residents from parking near their homes. This problem is compounded by the fact that there are no driveways at either the front or back of residential lots to accommodate

off-street parking. Pursuant to Calgary Traffic Bylaw No. 145/75, residents are able to request and receive windshield stickers from the City, exempting them from the one-hour parking limit that exists on some streets adjacent to the hospital. In the recent expansion plan for the hospital, parking was acknowledged as a problem and detailed studies were carried out. As a result, the existing 816 spaces will be increased by 389 spaces to a total of 1205 spaces. Within the next 3-5 years, an additional 205 spaces will be required for a total of 1410 spaces and will be accommodated in the plan.

(d) 1 Avenue and Edmonton Trail Intersection

The realignment of 1 Avenue N.E., as recommended in the Memorial Drive East Functional Planning Study, will facilitate through traffic on 1 Avenue N.E. This plan will be implemented as and when the City is able to acquire the necessary lands.

Northeast Light Rail Transit System

The approved Memorial Drive East Functional Planning Study has made provision for a wide median in Memorial Drive to accommodate a Light Rail Transit System (LRT) at some future date. As well, there is a possibility of a station being located in the vicinity of 8 Street N.E. The Northeast Light Rail Transit Study (Downtown Section) has established the right-of-way for the N.E. LRT from the City Hall area (3 Street and 7 Avenue S.E.) to Memorial Drive, east of Edmonton Trail. Timing and functional design of the remainder of the N.E. LRT is subject to further study by the Transportation Department.

(G) Parks & Open Space

Bridgeland-Riverside contains 87.5 ha of park or park-related land, representing 38% of the land within the existing community boundaries. This amount includes all lands suitable for recreational activities whether local parks, regional parks, or school sites. However, only 20% of this open space is considered local parks or used exclusively by local residents. The remaining 70 ha is occupied by the Calgary Zoo.

Existing Parks and Recreation Land

	<u>Hectares</u>	<u>Percentage of Total Park & Recreation Land</u>
Community Parks	14.0	15.8
Regional Parks	71.0	80.5
School Sites	3.3	3.7
TOTAL	88.3	100.0%

The Calgary General Plan (1973) adopted a 2.22 ha per 1000 persons standard for parks and open space in a community. As mentioned previously, Bridgeland-Riverside at that time was in need of an additional 4 ha of open space to meet this minimum requirement.

Recreation-Regional Facilities

The Calgary Zoo

The Calgary Zoo, or as it is formally known, Calgary Zoological Gardens and Natural History Park, is a regional facility open to city wide use. While it is located within the community boundaries and is a benefit to area residents, it is not included as part of Bridgeland-Riverside's community park space.

The "Zoo" comprises 24.3 ha of land currently in use south of Memorial Drive and 45.9 ha 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.

Riverbank Land

There are 8.8 ha of riverbank land that are considered public open space. This strip of open space of 30 metres wide in the west extends to the Calgary Zoo where it is about 90 metres in width. It is isolated from the community by Memorial Drive and has only two points of access from the community, Edmonton Trail and 12 Street N.E. It is considered more regional than local as many persons from the downtown use it for biking, jogging, and walking. Pursuant to the expansion of Memorial Drive N.E., as outlined in the Memorial Drive East Functional Planning Study, the width of this riverbank land will be greatly reduced and the use of it will undoubtedly be affected due to a greater degree of difficulty to cross Memorial Drive. A pedestrian overpass, however, will be provided at 8 Street N.E. as well as a pedestrian sidewalk on the 12 Street N.E. bridge (crossing Memorial Drive).

Recreation-Community Facilities

The Community Association building and grounds are located to the south of the General Hospital. They provide 3.3 ha comprising an outdoor pool, the community building, one major soccer field, three baseball diamonds, and one permanent skating rink. The Community Association provides sports programs such as hockey, soccer, baseball, and their facility serves a variety of functions, such as meetings, bingo, and social events for all age groups in the community. The current facility, while

only four years old, is considered by the community to be poorly designed and in need of expansion for additional recreational and community functions. This expansion will occur in 1980, utilizing NIP funds.

The Bridgeland-Riverside swimming pool, operated and maintained by the Parks and Recreation Department provides swimming only during the months of July and August. While residents have considered having the pool enclosed for year-round use, the Parks Department has discouraged this due to the fact that the pool was never constructed to be enclosed, is under-utilized, and the indoor pool in Renfrew serves a “drawing area” of 45,000 required by City policy for an indoor or enclosed pool.








Recreational programs provided by the community and the Parks Department are supplemented by programs operating under the direction of the Langevin Community School. This program is discussed as part of the community services.

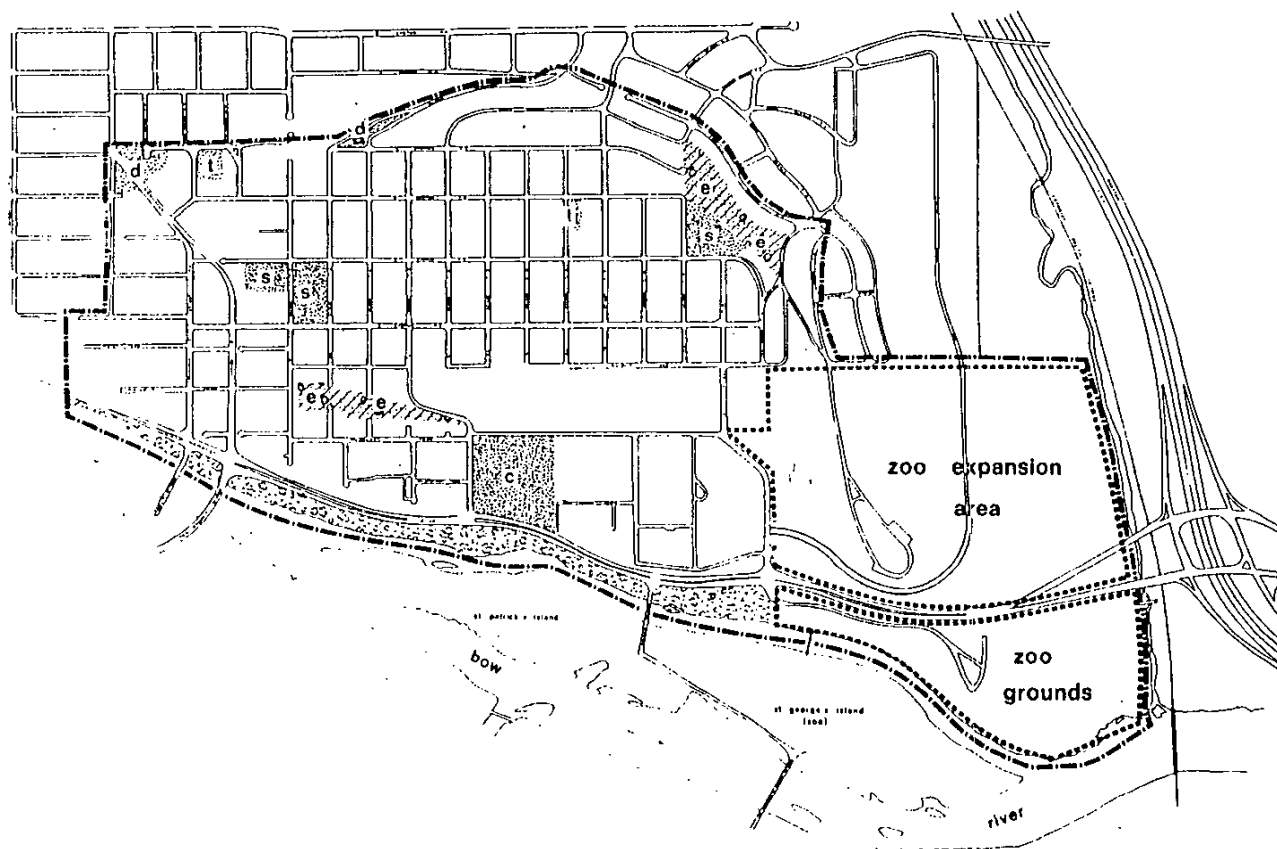
The land for the Community Association grounds is owned by the City of Calgary. A caveat on the title imposes a “For Hospital Use Only” purpose to the property. The hospital, while having control of the 3.3 ha to the south known as Villa Lots 14 and 15 (Calgary Plan 2518 B.G.), granted permission by Provincial Order-in-Council (July 3, 1949) to allow the Bridgeland-Riverside Community Association to occupy lots 14 and 15. This means that the

TITLE

open space

LEGEND

-  local open space
-  s-school grounds
-  t-tot lot
-  c-community centre grounds
-  d-decorative
-  regional open space
-  escarpment



DATE:

SEPTEMBER 1980



THE CITY OF CALGARY
PLANNING DEPARTMENT



0 $\frac{1}{4}$ mile

Bridgeland-Riverside Community Association has permission to use this land for recreational purposes, subject to the Order-in-Council from the Provincial Government. With the relocation and construction of the new community building in 1974, a five-year lease was signed with the City of Calgary. An exchange of land (i.e. 7A-9A Streets N.E. and north of present property to 1 Avenue N.E.) with the Calgary General Hospital for Villa Lots 1 and 2 would suit the requirements of both the hospital and the community and should be undertaken. The Board of Commissioners had recommended the restriction "For Hospital Use Only," which exists on the grounds where the Community Hall is located, be either deleted or amended to read "For Hospital and Recreational Purposes Only." City Council, on January 22, 1980, have initiated steps to ensure this will occur in the near future.

The Parks and Recreation Department provides a number of recreational activities in the schools in the area. From the Riverside Bungalow School, Langevin Elementary and Junior High, and Bridgeland Elementary, this Department operates programs in the evenings, during the school year, and in the day during the summer months. These programs include informal sports activities, as well as arts and crafts, and instructions on camping.

Joint Use Sites

The Joint Use Sites concept has been implemented in several Calgary communities. This concept encourages multiple use of school facilities for educational and recreational purposes. Joint Use Sites serve an educational as well as a recreational and community resource function. School facilities are used by the community for sports, adult education and evening classes.

Schools-Joint Use Sites

There are four school sites in the community occupying a total of 4.5 acres or 1.4% of the land area in Bridgeland-Riverside.

These are:

Langevin Elementary and Junior High	.6 ha
Bridgeland Elementary	1.4 ha
St. Angela's Elementary	.4 ha
The "Riverside Bungalow" School	1.0 ha
<hr/>	
Total	3.4 ha

The enrolment at some of the schools in the community is under-capacity, thereby causing some concern among residents that one of them will be closed. However, there are no official indications contained in the Calgary School Board's Consolidation Report that this will occur. For information purposes, the school enrolments are as outlined.

The Riverside Bungalow School, while not utilized for traditional educational classes for children, is used as a centre of English instruction for new Canadians.

School Enrolments

<u>School</u>	<u>Capacity</u>	<u>67-68</u>	<u>68-69</u>	<u>72-73</u>	<u>77-78</u>
St. Angela's	385	385*			170
Bridgeland	200	161		123	144**
Langevin	630		611		477***

* This figure included elementary and junior high students.

** This figure included two classes of special education students, however, the school is twenty students under capacity.

*** Although actual enrolment figures have declined since 1969, the school is filled to capacity due to the following:

- a. English Second Language Classes - 47 students
- b. Mentally Handicapped:
 - (1) Junior Class - 8 students
 - (2) Senior Class - 25 students

Kindergarten enrolment has increased:

1971 - 15 students
1977 - 48 students

Junior High enrolment has decreased:

1969 - 390 students
1977 - 150 students

Open Space-Joint Use

Community park space consisting of 8.5 ha is made up of:

- School grounds: 3.3 ha
- Community Association grounds: 3.5 ha*
- Play grounds:
 - (9A Street and 4 Avenue) .2 ha
 - (4A Street and 5 Avenue) .2 ha
- Decorative parks: 1.3 ha

Decorative parks make up 1.3 ha. Due to their location on the north and east edges of the community, their slopes and boulevard characteristics, they cannot be considered more than passive in nature.

* Under caveat "For Hospital Purposes Only".

In Bridgeland-Riverside, there are at present two tot lots located north of 1 Avenue N.E., a gymnasium, and a community park.

The two playgrounds, along with the Community Association grounds, play a significant part in the open space of the Bridgeland area. The 9A Street - 4 Avenue N.E. park is well located in the area but could be improved by upgrading the equipment and landscaping. The 4A Street - 5 Avenue park is located in the northwest corner of the community, and therefore has reduced accessibility for area residents. The area has slopes between 10-15%

thus preventing it from being designated as an active park. These two parks have had NIP funds allocated to improve them and work is expected to start in 1980.

The new standard as recommended by the Parks Department is presented below.

Minimum Size

1. Tot lot 464 metres sq. 400 m radius
2. Passive Park .2 ha - 4 blocks (low density)
.4 ha - for 4 blocks (high density)

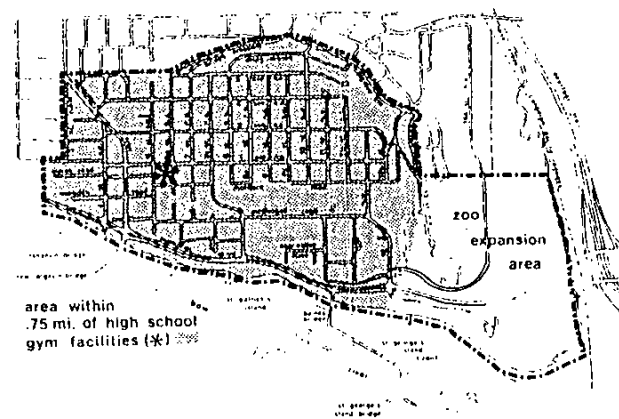
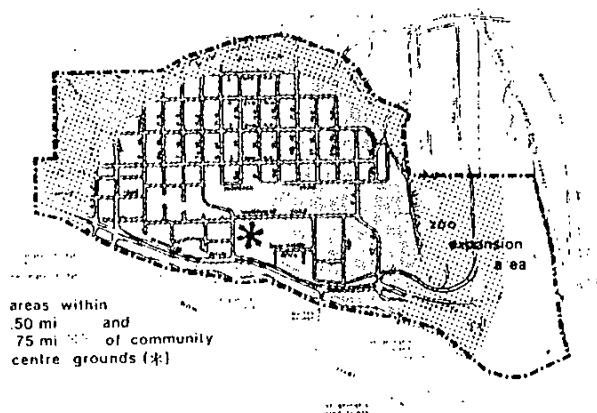
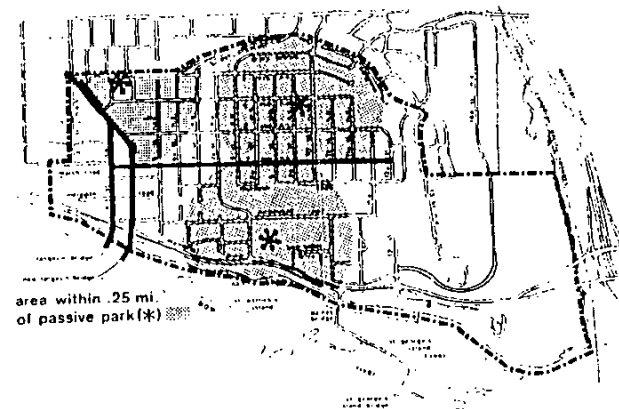
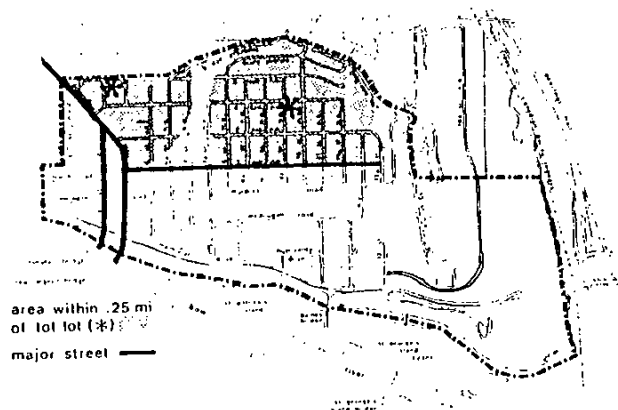
Note: 1 & 2 should be accessible without having to cross a major street.

Gymnasium	"High School" size	1200 m
Community Park	1.4 ha	1200 m
Tennis Courts	4 courts	1600 m
Playfields	.4 ha	800 m

The following figures demonstrate the deficiencies which exist with regard to public open space and facilities pursuant to the Parks Department standards cited above. The existence of a major street will, insofar as tot lots and passive park areas are concerned, bar the flow of users to these sites causing certain areas to be entirely deficient in this regard.

TITLE
public open space

LEGEND



DATE:
SEPTEMBER 1980



THE CITY OF CALGARY
PLANNING DEPARTMENT



0 1/4 mile

The need is greatest for tot lots and passive parks in the community. The areas west of Edmonton Trail and south of 1 Avenue N.E. are completely without tot lot amenity space as per the above standard. In addition, the area west of Edmonton Trail and a major portion of the area south of 1 Avenue are without passive park space. It is apparent that to correct these deficiencies mini-parks, either tot lots and/or passive park areas, must be established.

These figures also demonstrate that the new standard is met for categories 3, 4, and 5 (Gymnasium, Community Park, and Tennis Courts), the sole exception being playfields. The playfield located at the community association grounds does not provide adequate coverage to residents in the area west of Edmonton Trail, nor to those in the northern most areas of the community. Due to lack of any area which is sufficiently large enough to accommodate such a category (Playfields), it is not likely that this deficiency will be resolved.

6. Land Use Constraints

River Bank Management

Bridgeland, situated at the confluence of the Bow and Elbow Rivers, is susceptible to periodic flooding. While the last serious flooding of the Bow River occurred in 1932, the possibility of future flooding does exist.

While little land area of the Bridgeland-Riverside community lies within the confines of the floodway, 44.48 ha lie within the floodplain.

The floodplain, as shown on the accompanying map extends from the floodway north to the escarpment near the Calgary General Hospital.

In Bridgeland-Riverside, floodplain management relates to two areas:

- a. The area south and west of the General Hospital that is occupied by one and two-storey dwellings constructed before 1914. While these homes exhibit adequate maintenance and care, they are provided with only minimal protection in the event of a flood.
- b. The area south and east of the General Hospital and occupied by a number of institutions providing accommodation and services to senior citizens, the handicapped, and the blind. This part contains 3.7 ha of vacant land in title to the Provincial Government.

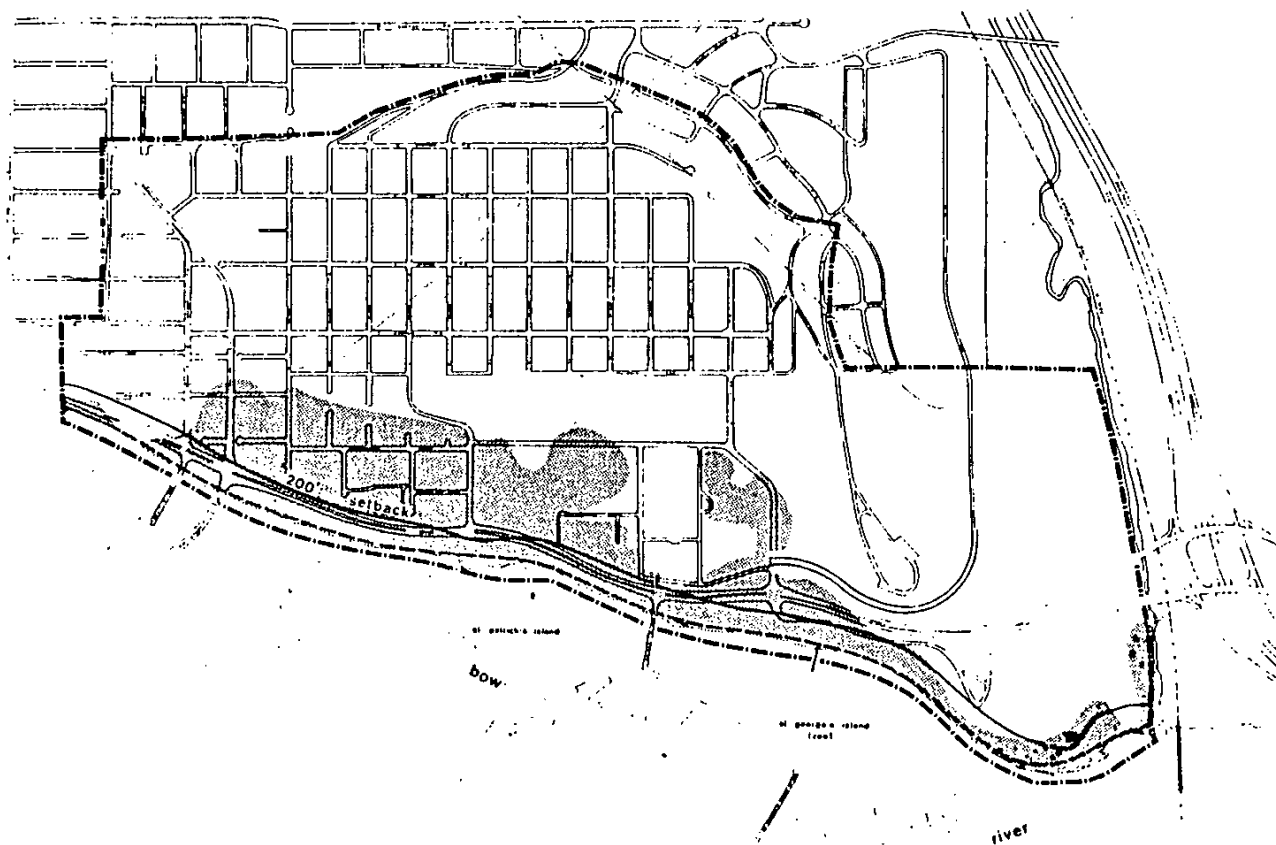
BRIDGELAND
RIVERSIDE

MAP
No
5

TITLE
river bank area

LEGEND

floodplain ———
floodway limit - - - -



DATE:
SEPTEMBER 1980

 THE CITY OF CALGARY
PLANNING DEPARTMENT



In the first area, it is felt that the area should be redesignated from low density residential (R-2) to a higher density residential (RM-5), thereby providing an incentive to property owners to redevelop their properties. It is proposed that apartment redevelopment in this area be required to follow the floodplain management guidelines.

Airport Noise

Portions of the Bridgeland-Riverside community are within the Noise Exposure Forecast (N.E.F.) area of the Calgary International Airport. The accompanying figure outlines the N.E.F. contours and their relationship to the community.

N.E.F. Contours Bridgeland-Riverside	
Acres within 35 N.E.F.	24.4 ha
Acres within 30 N.E.F.	43.7 ha
Acres within 28 N.E.F.	63.0 ha
Acres within 25 N.E.F.	96.7 ha

The figures noted above are cumulative. While approximately 97 ha of the community lie within these N.E.F. contours, only 72.4 ha lie within the 25 - 30 N.E.F. area that permits residential developments, and that part of the community above the 30 N.E.F. range has been designated for zoo expansion.

Those parts of the Bridgeland-Riverside community located between the 25 and 30 N.E.F. should be made aware of new technological innovations that would mitigate the effect of noise on residents. It is also suggested that all new residential development within the 25 - 30 N.E.F. area comply with the sound proofing standards as outlined in the "New Housing and Airport Noise" as prepared by Central Mortgage and Housing Corporation.

7. Community Planning Process

The planning process began in the Bridgeland-Riverside area in 1974 when the community was identified by City Council as a priority area for the Neighbourhood Improvement Program (NIP) and the Residential Rehabilitation Assistance Program (RRAP). Planning activity was formalized in May 1976, with the organization of a Community Association Planning Committee to work with the Planning Department in the preparation of a design brief. The following organizations participated in this process:

The Planning Committee worked with the Planning Department in the preparation of a design brief (and subsequent ARP). The following organizations participated in this process:

- The Bridgeland Community Association
- The Langevin Home and School Association
- The Langevin Community School Association
- "We Care" Senior Citizens Centre
- Bridgeland Place Social Club



BRIDGELAND
RIVERSIDE

MAP
No
6

TITLE
airport noise
contours

LEGEND

DATE:
SEPTEMBER 1980



THE CITY OF CALGARY
PLANNING DEPARTMENT



0 1/4 mile

- St. Angela Home and School Association
- Bridgeland Home and School Association
- 4 Street Businessmen's Association

With the Council's selection of the community on November 28, 1977 for the NIP program, planning gained momentum. Since then, a site office has opened at 825 A - 1 Avenue N.E. The community has developed an organization structure (shown on the accompanying chart) designed to meet the current needs of the community.

The Community Association is now the anchor organization for the community. It has an appointed Planning Committee that coordinates community planning concerns in the area. Sub-committees function as follows: the Transportation Committee monitors concerns about transportation matters and has prepared a community response to the Transportation Department's proposals; the Budget Committee is responsible for the NIP monies allocated for the community.

Throughout this process, constant communication is maintained with the residents at large by means of a community newsletter and regular monthly meetings of the Community Association which are open to the public. Hence, residents can provide input into the planning of their own community.

Due to a large increase in development applications for the area, a special committee called the Planning and Development Committee has been organized to review these applications and to recommend to both the developers and the Planning Department how each application could be tailored to correspond to the concerns of the residents.

The community, through this organizational structure believes it can effectively deal with its perceived needs and provide stable leadership for residents.

8. Community Point of View

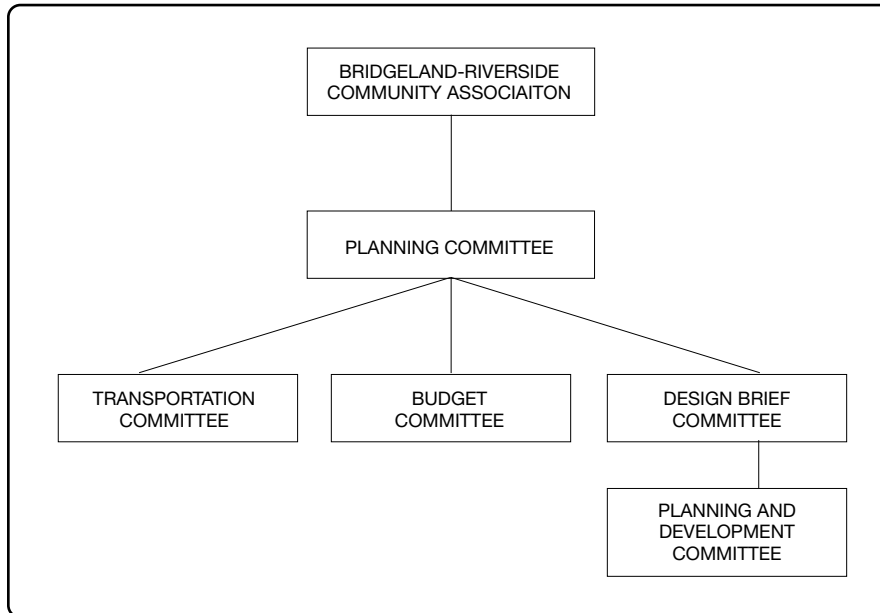
The Bridgeland-Riverside community, working with the City of Calgary Planning Department over the last three years, has defined existing conditions and areas of concern. Residents of the community have made certain recommendations for the direction of future development of Bridgeland-Riverside.

The following comments will identify those problems which the community views as critical to the achievement of a well-planned, stable, inner city neighbourhood.

The present designation of land use in Bridgeland-Riverside, as shown in the Land Use Bylaw, April 1980, does not, in all areas, accurately reflect actual use, nor does it make allowance for improvement and stabilization of land uses in accordance with the Inner City Plan and the community's NIP program.

Residential

Due to increasing pressure in the area for development of higher residential density, there is need for land use designation changes and retentions as described below.



Conservation District

This area contains the largest concentration of single family housing in Bridgeland-Riverside. Most of the existing houses in the conservation area have been well maintained. With RRAP funds available, there will be further improvements in single-family housing. The greatest number of applications for RRAP funds has come from residents in this area, indicating that most of the home improvements are occurring here. In addition, during the last two years many houses in this area have been completely renovated, without the benefit of RRAP funds.

There are some houses in the conservation area which could be rehabilitated but are in poor condition. In most cases, these are not owner-occupied.

This area is currently designated low-density residential (R-2) but contains three small parcels of land which are classified medium density residential RM-4. These parcels have not been developed beyond the limitations of R-2 guidelines. RM-4 development is not desired by the residents in this area and is not compatible with the establishment of the conservation district.

In the proposed conservation district, residents are concerned that there will be an increasing number of duplexes built on narrow lots (less than 15 m or 50 feet), where deficient side-yards will encroach upon neighbouring properties, and will increase the use of on-street parking.

Residents are also concerned about the increasing number of illegal four-plex developments in the proposed conservation district.

Proposal

1. The community supports the establishment of the R-2 conservation district, as shown in Figure 3.
2. The City Minimum Maintenance Bylaw should be applied to ensure that houses in the conservation district are kept up to standard. The City should contact all non-resident landlords and advise them that the Minimum Maintenance Bylaw will be enforced.
3. Relaxation of the 15 m lot width required in the Land Use Bylaw is not to be allowed for duplex developments.
4. Existing illegal four-plexes in the proposed conservation district are to be identified by the City and eliminated.

Family Oriented Redevelopment District

The existing land use in this area is composed of single family dwellings and low to medium density apartment buildings built to the old R-3 and R-4 specifications.

The area is in close proximity to three schools. Residents of the community support the maintenance of family-oriented dwellings in the area because of this proximity to schools.

The area has traffic problems related to the somewhat difficult access to 4 Avenue N.E. from Edmonton Trail. There is concern for the safety of school children walking in the area, due to heavy traffic on 4 Avenue.

There is also a problem with excessive parking on 4 Avenue. Therefore, redevelopment should provide adequate on-site parking and non-disruptive access onto and off streets.

Proposals

1. The RM-3 designation, with 1.25 parking spaces per unit, is appropriate for this district.

Non-Family Oriented Redevelopment Area

Development of apartments and condominiums in these two areas is welcomed by the community. However, Bridgeland-Riverside already lacks adequate open space for the present population. As the population

increases, shortages of open space, on-street parking, and other community services will become more severe. These amenities are most lacking in the area west of the Edmonton Trail couplet due to isolation of this area from the schools, park, and community facilities by heavily-travelled streets.

The parking space provided for such developments is seldom adequate since many residents of apartments or condominiums own more than one vehicle and entertain guests who bring vehicles into the area.

The residents of Bridgeland-Riverside are concerned that future developments may decrease the visual pleasure of these neighbourhoods by way of obtrusive design or poor maintenance of property.

The dangers, especially to children, of vacant buildings on sites awaiting development are also primary concerns of community residents.

(a) West Area (West of Edmonton Trail)

This area has been approximately 30% redeveloped from houses to the old R-4 designation. This was in accordance with the wishes of the Community Association which was using the draft Design Brief as a basis.

The area has been isolated from the remainder of the community and its services, such as schools and parks, by the Edmonton Trail - 4 Street N.E. couplet. Therefore, it is no longer a viable area for family-oriented housing.

Transportation problems in the area are severe. Traffic circulation within the area is poor and the existing alleyways carry a heavy load of this traffic. Access to and exit from the area via Edmonton Trail and 4 Street is poor due to the heavy traffic load on these major arteries. They presently carry 27,000 cars per day, with a projected increase to 35,000 cars per day in 3 years. The access and traffic circulation problems are compounded by high density development above the area on the Bow Valley escarpment. Access to this new high density development is afforded mainly through the proposed west Non-Family Oriented Redevelopment district in Bridgeland-Riverside.

The community has made a formal request to the City Transportation and Planning Departments to conduct a traffic circulation study in this district. This has not been done.

The community favours an RM-4 designation of this district. This would allow for a 135 person per acre (based on an occupancy ratio of 2.25 persons per unit). The proposed RM-5 would allow approximately 190 persons per acre (based on 50% 1 bedroom and 50% two bedroom units at occupancy ratio of 1.7 and 2.8 respectively.)

(b) South Area (Riverside)

The single-family housing in this area is, for the most part, in poor repair although recently there has been some renovation of houses. Medium density redevelopment built to the old R-3 designation has already begun with several small apartment buildings. Bridgeland Place, the only high density residential building in the community, is located in this area. Proximity to public transit corridors make this area attractive for those seeking apartment housing.

The encroachment of the widened Memorial Drive and new overhead ramp onto Edmonton Trail south will tend to discourage single-family house owners from maintaining their houses. Thus, medium density multi-family housing would be more compatible with this area.

However, the community is concerned that overly high density redevelopment in this area will compound already serious traffic problems in the neighbourhood. (See Transportation section of Community Point of View). With the creation of a controlled-access expressway on Memorial Drive, access to and exit from Riverside will be severely restricted. Traffic would have to go up into the community onto 1 Avenue N.E., which is already at capacity, or along McDougall Road by the hospital and the institutional residences.

The community is opposed to RM-5 development in the area because of the transportation problems stated above and because community services, such as parks, are not adequate to handle the large number of people an RM-5 designation would allow.

Proposals

1. The west section of the Non-Family Oriented Redevelopment District (west of Edmonton Trail) is to be designated RM-4.
2. The south section of the Non-Family Oriented Redevelopment District is to be designated RM-4.
3. In RM-4 areas, substantial amenity should be provided for all apartments to compensate for the low amount of open space in the community. Balconies of useable size, roof decks, inside recreation areas, and enclosed sun rooms are recommended.
4. Parking requirements for all RM-4 development must be 1.25 spaces per unit.
5. New development in the RM-4 districts should incorporate brick and wood siding to achieve compatibility with neighbouring structures.

6. Abandoned houses, which are awaiting demolition for redevelopment, are to be taken down at the property owners expense within 90 days, even if a development permit has not been issued.

Commercial

Local Commercial

The area along 1 Avenue N.E. in the vicinity of 8 Street is very important to the community as a pedestrian-oriented local commercial area. This has been recognized by the Inner City Plan. Community residents believe that this commercial area is a vital component in maintaining the stable family-oriented housing of the neighbourhood.

The community is also concerned that the increasing traffic along 1 Avenue, which is caused by shortcutting through the community and by increasing densities in some areas of the community, may threaten 1 Avenue as a viable pedestrian-oriented shopping district.

Proposals

1. The local Commercial District along 1 Avenue is to be designated C-1 in order that the scale and the pedestrian-oriented character of existing commercial developments be preserved and encouraged for new developments. A height restriction of 40 feet should be enforced to preserve the scale of commercial developments in these

areas. Medical and dental facilities should be permitted in these areas due to their proximity to Calgary General Hospital.

2. Should the hospital not proceed with its expansion to the south side of 1 Avenue, this area is to revert to C-1 designation.
3. No relaxation from the C-1 District rules in the Land Use Bylaw should be allowed.
4. The appearance of 1 Avenue should be improved by planting of trees and relocation of power-lines to the adjacent alley. This will make the street more pleasant and amenable to pedestrian shoppers. This can be done as redevelopment occurs.

General Commercial

The Edmonton Trail couplet carries heavy traffic. This restricts the desirability of the commercial areas along Edmonton Trail and 4 Street N.E. At the same time, it makes access to the couplet from commercial establishments difficult.

The community favours the mixed-use C-2 designation which will allow for both automobile-oriented and pedestrian-oriented commercial activities.

The community is concerned with the lack of existing parking on Edmonton Trail and 4 Street N.E. It is essential that all commercial redevelopment provides adequate parking to prevent traffic problems on the couplet, and to prevent spill-over parking in the west Non-Family Oriented Residential District.

It is important that C-2 redevelopment does not encroach upon the multi-family residential districts to the east and west of the couplet. To this end, rear yard setbacks must be maintained. In addition, the appearance of these commercial areas must be compatible with the surrounding residential areas. Sensitive design and appropriate materials should be used.

Proposals

1. The C-2 designation is to be applied to the General Commercial district.
2. Height relaxation from the stipulated 23 m is not to be allowed, as this would be incompatible with the surrounding residential areas.
3. Relaxation of rear yard setback from the designated 5 m should not be allowed.
4. Building materials for new commercial developments should be compatible with the surrounding residential area.

5. Front yard setbacks and arcades are to be encouraged to enable the C-2 commercial district to be as amenable as possible to pedestrians.
6. The discretionary uses of automotive sales and rentals, amusement arcades, auto body and paint shops and billiard parlours, as stated in the Land Use Bylaw, are to be deleted for this C-2 district.
7. All retail facilities must provide 1 parking stall per 15 m² floor area.
8. Much care must be taken in designing suitable vehicle access from commercial establishments in the C-2 district to Edmonton Trail and 4 Street N.E.
9. Since Edmonton Trail and 4 Street N.E. are not very desirable for residential living due to heavy traffic, consideration should be given to changing the proposed Non-Family Oriented Residential Districts on these two roads to C-2. A desirable compromise may be mixed use buildings with ground floor commercial and upper floor residential.

Institutional

The hospital, schools, churches, and other institutions are well integrated into Bridgeland-Riverside. The area residents provide many volunteers for these institutions; as well, these institutions provide employment for many area residents. Sensitive planning should be used for those sites as yet undeveloped.

Parks and Open Space

(a) Community Reserve Lands

Bridgeland-Riverside contains community grounds (8.6 acres), and a 0.5 acre park at 9A Street. The remaining 3.7 acres are located on the steep face of the escarpment or in decorative patches too small to be of any recreational value.

The 8.6 acres, now occupied by the Bridgeland-Riverside Community Association (BRCA) Hall, hockey rink, pool and ball fields have recently had a caveat removed which previously allowed the Calgary General Hospital the right to use the land. The land is now to be designated for community use.

The proposed plan to upgrade Memorial Drive will involve loss of land along Memorial Drive. This would include the aforementioned BRCA grounds.

Proposals

1. To alleviate the critical shortage, or total lack, of park space in areas where redevelopment pressure is great, community residents propose the establishment of a redevelopment levy upon new developments to provide funds which would be administered by the City and held in reserve for the purchase of lands suitable for community park space.

2. Any loss of recreational land to the community due to construction of, or alterations to, roadways should be justly compensated by the City with other useable land for recreation.
3. The lands for which the caveat was recently lifted by the Calgary General Hospital must be designated as Permanent Community Reserve.

(b) Escarpments

These steep lands impose barriers to pedestrians and bikers within the community. Poor maintenance and damage to soil and vegetational stability cause these lands to be unsightly and hazardous.

Proposals

1. Improved walkways and staircases should be built to better link communities together.
2. Maintenance of these lands should be improved in order that NIP funds used for landscaping in other parts of the community will not be spent in vain.

(c) Joint Use Sites

Much of the open-space and building facilities now available to the community in School Board lands could be lost by way of the closure and sale of any of these lands.

Proposals

1. The present status of joint use sites should be made secure by way of redesignation of these lands to school and community reserve.

(d) Riverbank Lands

Due to the increasing traffic along Memorial Drive, the riverbank land has become more inaccessible to community residents. Pedestrian and bicycle access to this land is quite poor, consisting of crosswalks at the 12 Street and Edmonton Trail intersections, where turning cars make crossing dangerous, and a pedestrian right-of-way at 8 Street which is often ignored by drivers.

Proposals

1. Pedestrian overpasses and bikeways are needed to safely link the communities with the riverbank.

Public Facilities, Services and Activities

There is a trend in the community toward more and more young couples and families moving into the neighbourhood. In addition to parks and open space as described in the previous section, there is a need in the community for good schools, recreational facilities and a day care centre.

The use of schools in the community is on the increase. The schools in the community are viable. They are an important element in attracting young families to the community and in stabilizing the residential nature of the community.

Transportation

Bridgeland-Riverside, like most Inner City Communities, is facing strong transportation pressures from suburban areas. The need to move people to the downtown work area results in heavy traffic along several of Bridgeland-Riverside's major and secondary roads. The introduction of the Edmonton Trail - 4 Street couplet in 1972 was intended to increase traffic flow to and from downtown. It divided the community and has caused a drastic change in the character and land use of that portion of the community to the west of 4 Street. Present traffic problems and proposed solutions by the City threaten to cause further disruption to the community.

There are several transportation issues which are important to the residents of Bridgeland-Riverside.

1. Proposed Upgrading of Memorial Drive

Memorial Drive provides the southern border of the community of Bridgeland-Riverside. The Drive presently abuts onto the only sports park in the area. It is also a city-wide resource providing a scenic drive along the riverside.

The proposed upgrading of Memorial Drive to an expressway will have serious impacts, both upon the neighbourhood and upon the city at large. The initial stage of upgrading will involve a free-flow ramp taking westbound traffic over the Langevin Bridge to the downtown. The ramp will rise up at the bottom of the community, intruding into low and medium-density housing. The physical intrusion caused by the ramp, along with increased air pollution and noise levels, will result in poor living conditions in the western portion of Riverside.

The ultimate stages of the widening of Memorial Drive will have much more severe consequences. The loss of open space in the community will be a major impact if the City does not replace the land in an area adjacent to the community grounds. The proposed expressway, with high steel fence, additional air and noise pollution caused by higher speed traffic, and significantly greater volumes of traffic, will abut directly onto the remaining green space and onto institutional housing in the southeastern portion of the community.

The wide right-of-way required will cause further deterioration of the riverbank which is utilized by bicycles and joggers.

Proposals

1. The riverside area of the community must be protected from future road projects.
2. Improved access to the riverbank.

2. 1 Avenue N.E.

This road is classified as a collector and, at present, is above capacity for a pedestrian-oriented secondary road, with traffic flow in excess of 5000 cars per day. The road passes through the community's main commercial area, through a school zone, and abuts onto two schools. Additional traffic onto 1 Avenue, or upgrading of 1 Avenue, would threaten the pedestrian-oriented local commercial areas from 10 Street to Edmonton Trail, both existing and proposed. There is concern for the safety of children attending Langevin and St. Angela's schools since present traffic volume, particularly at morning and evening rush hours, already makes crossing of 1 Avenue dangerous to children.

Proposals

1. That 1 Avenue maintain its present status as a collector road and that no future upgrading for traffic purposes be allowed. All measures possible should be taken by the City Transportation and Engineering Departments to ensure that traffic not exceed 5000 cars per day.

3. Shortcutting

Two major shortcutting routes through the community are presently used by cars heading to and from downtown.

- i) From Memorial Drive westbound onto 12 Street northbound, and westbound along 1 Avenue during morning rush hour. The route is reversed during evening rush hour.
- ii) From the community of Renfrew southbound along 10 Street and westbound along 1 Avenue to Edmonton Trail during the morning rush hour. The route is reversed during evening rush hour. North-south shortcutting occurs along 7 Street onto Bridge Crescent and along 8 Street onto Drury Avenue.

The shortcutting causes high traffic volumes and intrusion upon the school and shopping uses of 1 Avenue. It also causes disturbance, by increased

traffic volumes and noise, to the northeastern residential portion of the community.

Proposals

1. Shortcutting through Bridgeland via 12 Street and 1 Avenue is to be reduced by restricting a right-hand turn from Memorial Drive westbound onto 12 Street N.E. during morning rush hour, and by restricting a left turn onto Memorial Drive eastbound from 12 Street during evening rush hour. Buses and emergency vehicles would be exempt from the restrictions.
2. Shortcutting through the community from Renfrew is to be prevented by street closures at Bridge Crescent and 7 Avenue N.E., and Drury Avenue and 10 Street N.E.

An alternative street closure scheme would have closures at 5 Avenue and 6A Street, 7 Street, 8 Street and 10 Street N.E.

4. General Hospital Traffic and Parking

Overflow parking onto residential streets and the heavy volume of traffic through areas adjacent to the hospital cause a serious intrusion into Bridgeland-Riverside.

The closing of 8 Street to Memorial Drive eastbound and Memorial Drive eastbound to 8 Street will further increase traffic through the community. In particular, traffic will increase along McDougall Road to 12 Street and along 1 Avenue to Edmonton Trail, as entrances and exits to and from the community.

Proposals

1. The one-hour parking restriction on streets is to be maintained and better enforced. Local residents are to remain exempt from the restriction by the use of windshield stickers.
5. Access Road from St. George's Industrial Park/Zoo Parking

The new industrial park to the east of Tom Campbell Hill, along with the new zoo parking lot southeast of the Hill, will generate an estimated 12,000 cars per day. A four lane access road is being constructed to connect these facilities with 12 Street N.E., north of Memorial Drive.

The community is very concerned with the threat of industrial park and zoo traffic shortcutting through the community. The proposed design of the access road/12 Street interchange would allow drivers the choice as to whether they turn onto Memorial Drive or turn into the community. 12 Street N.E., 10 Street N.E., and 1 Avenue N.E.

all carry more than the 5000 cars per day capacity recommended for pedestrian-oriented secondary streets. The community is concerned for the safety of its residents, as these cars would pass the CNIB, the George Boyack Nursing Home, Christine Meikle School, and the future Senior Citizens' Residence.

Proposals

1. The Transportation Department design an overhead ramp system at the access road and 12 Street to ensure that all traffic to and from the industrial park and the zoo parking lot uses Memorial Drive and cannot pass through the community.
6. Overall Traffic Concerns

There are many redevelopment and transportation plan proposals which will result in the community facing a very serious problem with heavy traffic in the near future.

 1. The new sources of traffic will be:
 - a. A portion of the 12,000 cars per day from the industrial park and the zoo parking lot, unless corrective measures are taken at the design stages of this access road.

- b. An increasing portion of cars going to and from the hospital will travel through the community if access is restricted at 8 Street and Memorial Drive.
 - c. The designation of the Non-Family Oriented Residential (Riverside area) District to RM-4 from the present mix of houses and R-3 apartments will result in more cars passing through the community. This will be aggravated by restriction of access onto Memorial Drive, if it is upgraded to an expressway.
 - d. The designation of the west Non-Family Oriented Residential District to RM-4 will result in more cars in the portion of the community west of Edmonton Trail. Access problems are already severe in this part of the community.
2. Baines Bridge is used by residents to reach downtown or Inglewood via the Zoo Bridge or Footpath.

Proposals

- 1. A full traffic circulation and transportation study should be conducted for the entire community by the City to provide a basis for evaluating transportation problems.

- 2. An assessment must be made by the City of the implications of the new sources of traffic to the community in terms of traffic patterns, safety, and social disruption.
- 3. Methods should be developed by the City for alleviating these problems. One such means would be the institution of road closures.
- 4. Truck traffic should be controlled through increased signage and patrolling.
- 5. That Baines Bridge be made more accessible to bike and pedestrian traffic.
- 6. That one-hour parking restrictions be instituted along 1 Avenue N.E.

7. Public Transit

Since Bridgeland-Riverside is an inner city community, good bus service is needed to prevent short car trips downtown. The General Hospital and numerous other institutions in the community require bus service for their staff. Such transit would greatly alleviate those parking and traffic problems associated with increased use of these institutions and increasing staff. The large number of senior citizens, both in institutions and in private homes, also have a need for good bus service to downtown and linking with other city routes.

The Northeast L.R.T. is built along Memorial Drive, the hospital and institutions will be serviced by this form of rapid transit. A proposed station at 8 Street must be built such that good access is provided to pedestrians, handicapped, and blind.

The South Non-Family Oriented Redevelopment District will also be serviced by L.R.T., as will the community as a whole.

Proposals

1. Bus service is to be maintained and increased in frequency as needed along the present route to service Bridgeland-Riverside residents and the numerous institutions.
2. A separate bus route between Bridgeland and downtown should be provided to replace the present Number 9 route, until such time as L.R.T. is built.
3. Frequent bus service matched to hospital staff shift times be provided. This may require a shuttle service to downtown during shift change times.

PART 4

BACKGROUND INFORMATION TO 1992 AMENDMENT

PART 4 BACKGROUND INFORMATION - ARP REVIEW 1992 AMENDMENT

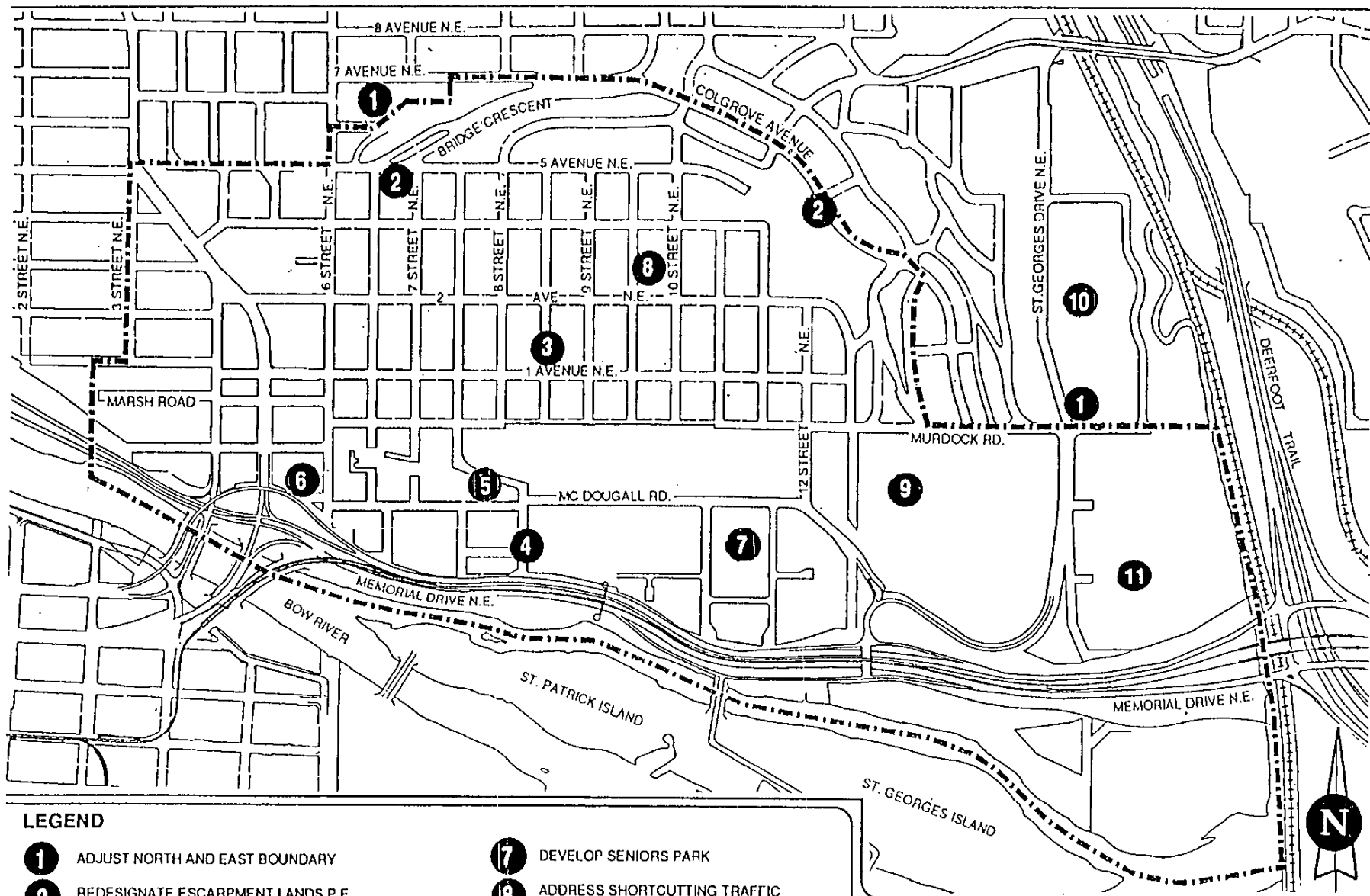
Introduction

On 1988 September 12, City Council approved the Calgary Planning Commission Report M-4 (1988 June 29) which recommended that Phase II of the Review of the Bridgeland-Riverside Area Redevelopment Plan (ARP) be carried out. The main issues that were to be addressed are shown on Figure 1 and are outlined below:

1. Establish a land use policy for Tom Campbell's Hill.
2. Redesignate to PE lands purchased for open space.
3. Revise the transportation map.
4. Establish a commercial/residential boundary on the north and south sides of 1 Avenue N.E.
5. Revise the floodplain guideline in the ARP.
6. Review the land use policies for the residential area between 6 and 8 Streets N.E., south of the Bow Valley Centre (General Hospital).
7. Prepare development guidelines for the commercial and residential areas which reflect the heritage features of the community.
8. Address the sale of publicly-owned escarpment lands.
9. Prepare a revitalization plan for the commercial areas on 1 Avenue N.E. and on the Edmonton Trail couplet.
10. Address the problem of shortcutting traffic on 1 Avenue N.E. and 10 Street N.E.
11. Prepare a land use policy for the Trojan lands (these lands are currently outside the ARP boundaries).

During the course of the ARP review, a number of other policy issues were raised and have resulted in proposed amendments to the Bridgeland-Riverside ARP. These issues are outlined below and some of them are shown on Figure 1.

12. Develop a plan for a "seniors' park" in the southeast part of the community.
13. Adjust the north and east boundaries of the ARP.



LEGEND

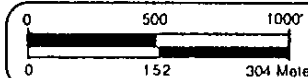
- | | |
|---|---|
| 1 ADJUST NORTH AND EAST BOUNDARY | 7 DEVELOP SENIORS PARK |
| 2 REDESIGNATE ESCARPMENT LANDS P.E. | 8 ADDRESS SHORTCUTTING TRAFFIC |
| 3 ESTABLISH COMMERCIAL/RESIDENTIAL BOUNDARY | 9 REVIEW LAND USE FOR TOM CAMPBELL'S HILL |
| 4 REVISE FLOODPLAIN BOUNDARY | 10 REVIEW LAND USE FOR TROJAN LANDS |
| 5 REVIEW RESIDENTIAL LAND USE POLICY | 11 ADDRESS ZONING CONCERNS ON CALGARY ZOO LANDS |
| 6 ADDRESS NOISE PROBLEMS IN VICINITY OF 4 AVENUE S.E. FLYOVER | --- STUDY AREA BOUNDARY |

BRIDGELAND-RIVERSIDE

FIG. 1

TITLE: LIST OF MAJOR ISSUES

DATE: JULY 1991



14. Address the noise problems associated with residential apartments built to their maximum height, located adjacent to the 4th Avenue N.E. fly-over.
15. Address the concern that the City-owned land on which the Calgary Zoo is located is inappropriately designated.
16. Address the concern of some residents that redevelopment guidelines for the residential area will discourage new residential infill developments.
17. Address the concern over new residential developments that are considered to be incompatible with existing residential dwellings.

The issues addressed by the ARP review are presented in the following order:

- A. Boundary adjustments
- B. Residential land use issues
- C. Commercial land use issues
- D. Open space issues
- E. Transportation issues

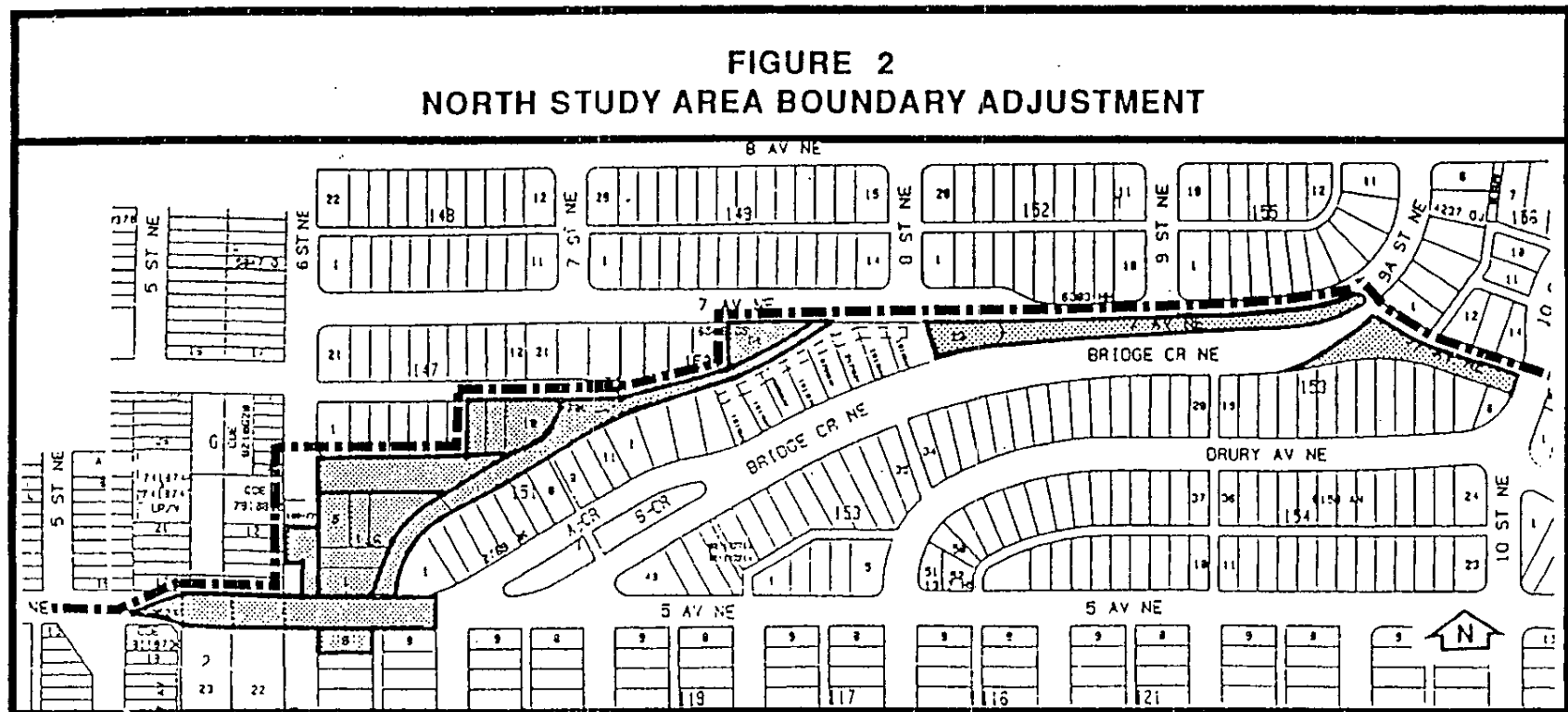
A. Boundary Adjustments

Issue 1: Adjustment to the north boundary of the ARP

Background Information

During the course of the ARP review, the location of the north boundary was discussed and a revision is recommended.

The purpose of this boundary change is to incorporate all of the escarpment lands surrounded by 6 Street N.E., 7 Avenue N.E., and Bridge Crescent N.E. into one parcel of open space (Figure 2). Currently some of the lands are outside the boundaries of the ARP. Having all the lands in one parcel would permit it to be redesignated PE and developed as linear open space.



Issue 2: Adjustment to the east boundary of the ARP

Background Information

City Council, in approving Phase II of the ARP review, requested that the Administration prepare a land use policy for the Trojan lands. This site is immediately outside the existing east ARP boundary. To incorporate a land use policy for this site into the ARP, a boundary adjustment and an amendment to the ARP would be required.

The Trojan site is in the Nose Creek Valley Park and comprises approximately 10.6 hectares/26 acres. It is immediately south of the “Barnieh” land, a parcel in private ownership, and also within the Nose Creek Valley Park. Both sites comprise 16.6 hectares/41 acres of land. Both sites do not have open space policies and were not included in the Nose Creek Valley Park when it was approved by Council in 1979.

After careful consideration, the preparation of a land use policy for the Trojan site is judged inopportune at this time. Given the size of this site and its proximity to the Barnieh site, a more intensive land use review of the Trojan site is needed than is available under this ARP review. Consequently, this site is removed from this ARP review.

B. Residential Land Use Issues

Issue 3: Revise the floodplain guideline

Background Information

There is an inconsistency between the treatment of the floodplain in the Bridgeland-Riverside ARP in comparison to the Calgary River Valleys Plan.

When the Bridgeland-Riverside ARP was approved in 1980, certain lands below the Bow Valley Centre (Calgary General Hospital) were identified as being within the floodplain of the Bow River. The Background Information of the ARP outlines guidelines that specify how development in the floodplain should be managed and includes a map of the floodplain area (Section 6, Map 5).

In 1984, City Council approved the Calgary River Valleys Plan and, in 1985, accompanying amendments to the Land Use Bylaw were approved which identified the north edge of the floodplain as the existing north edge of the Bow River in the Bridgeland-Riverside area. This decision removed the floodplain from Bridgeland-Riverside; however, the ARP was not amended to reflect this change.

Issue 4: Review the land use policies for the residential area between 6 and 8 Streets N.E., south of the Bow Valley Centre (Calgary General Hospital)

Background Information

When City Council approved the Bridgeland-Riverside ARP, reductions in residential densities in some parts of the community were balanced with increased residential densities allocated to other parts of the community. One area approved for increased densities is located between 6 and 8 Streets N.E. and south of the Bow Valley Centre. The area was redesignated from R-2 to RM-4 to accommodate higher densities for the following reasons:

1. It is within walking distance of employment opportunities at Bow Valley Centre and Carewest.
2. It is within walking distance of downtown.
3. It is within walking distance of the Bridgeland/Memorial LRT station which in turn provides easy access to all parts of the city.
4. It is within walking distance of the commercial area on 1 Avenue.

5. The RM-4 district meets the policy guidelines of the Inner City Plan and the ARP for increasing population densities in the inner city.

The Planning Committee of the Bridgeland-Riverside Community Association has requested a review of the RM-4 designation for these lands. The committee suggested that the Calgary River Valleys Plan (Bylaw 5P85) revised the floodplain boundary in 1985 and removed the Bridgeland-Riverside community from the floodplain. Since 1980, there has been virtually no redevelopment from the existing low density dwellings to apartments, with the exception of one seven unit apartment development. The Planning Committee suggested that a land-use redesignation from RM-4 to R-2, or RM-2, would support the existing, well-maintained, low density residential and encourage families to move into this part of Bridgeland-Riverside. The area is close to existing parks, schools, and the community hall.

The Administration is of the view, however, that the area should remain an RM-4 area, suitable for redevelopment to three-storey walk-up apartments because the reasons that supported increased densities at RM-4 in 1980 are still valid.

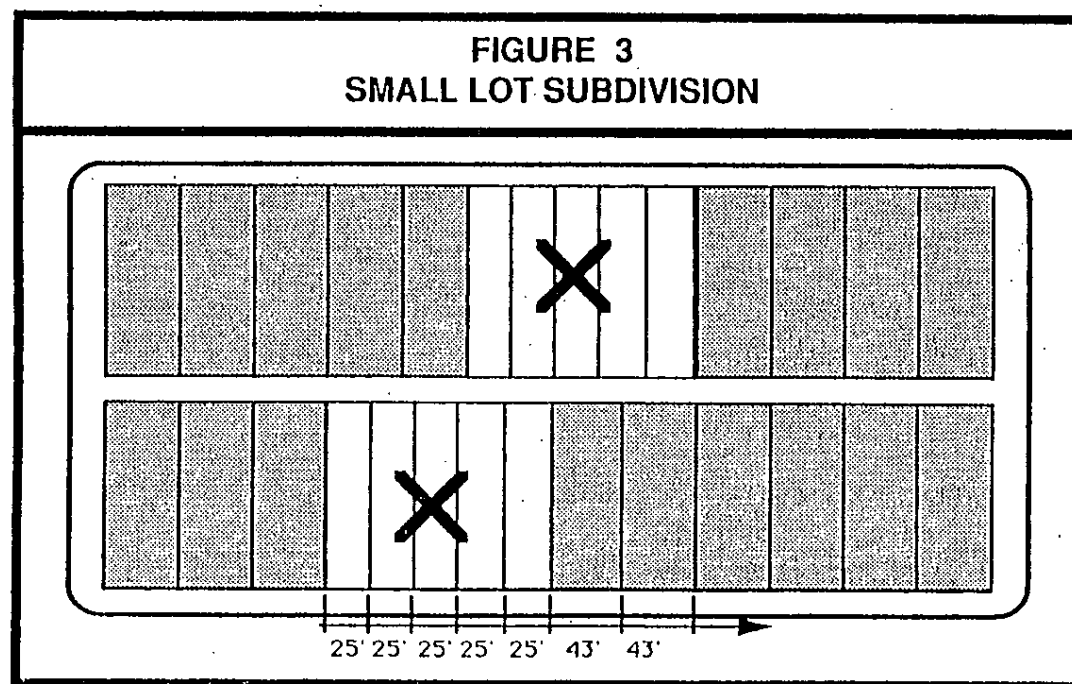
Issue 5: The construction of new residential developments that are incompatible in the low-density conservation area of the community

Background Information

During the course of the ARP review, some community residents expressed the need for guidelines for new residential dwellings and additions in the conservation area. Other community residents, however, expressed concerns that development guidelines would discourage the replacement of residential dwellings not suitable for upgrading.

Other problems raised were:

1. Small lot infill developments have redevelopment guidelines but standard/large lots do not.
2. The subdivision of residential lots into small 7.6 metre/25 foot lots while the balance of the lots on the block range from 12 metres/40 feet to 14 metres/46 feet (Figure 3).



3. Development on the escarpments:
 - a) residential development that is not slope-adaptive and is visible from all parts of the community (Figures 4 and 5);
 - b) second storey development on garages which interferes with the views, sunlight and rear yard privacy space of neighbours.
4. Developments that do not reflect the heritage features of the community.
5. The location of two and three front drive garages on the street where the majority of garages are located off the lane.

A discussion of these issues follows below:

1. New Residential Developments on Small Lots

To address new residential developments, either infill or additions to existing buildings, on small lots less than 12 metres/40 feet, City Council in March 1988 approved the Single-Detached Infill Housing Guidelines for Established Communities for a number of inner-city communities, including Bridgeland-Riverside. This decision acknowledges that these communities may undergo redevelopment and during this transition period, new developments should respect the existing neighbourhood character and scale of adjacent homes.

In summary, these guidelines address the following:

- Street character (the established patterns of front yards, roof profiles, and existing building styles should be maintained).
- Setbacks (consistent building spacing, front and rear yard setbacks should be approximated).
- Rooflines (rooflines on the block should be incorporated into the design of the infill dwelling).

FIGURE 4
DEVELOPMENT OF THE ESCARPMENT (1)

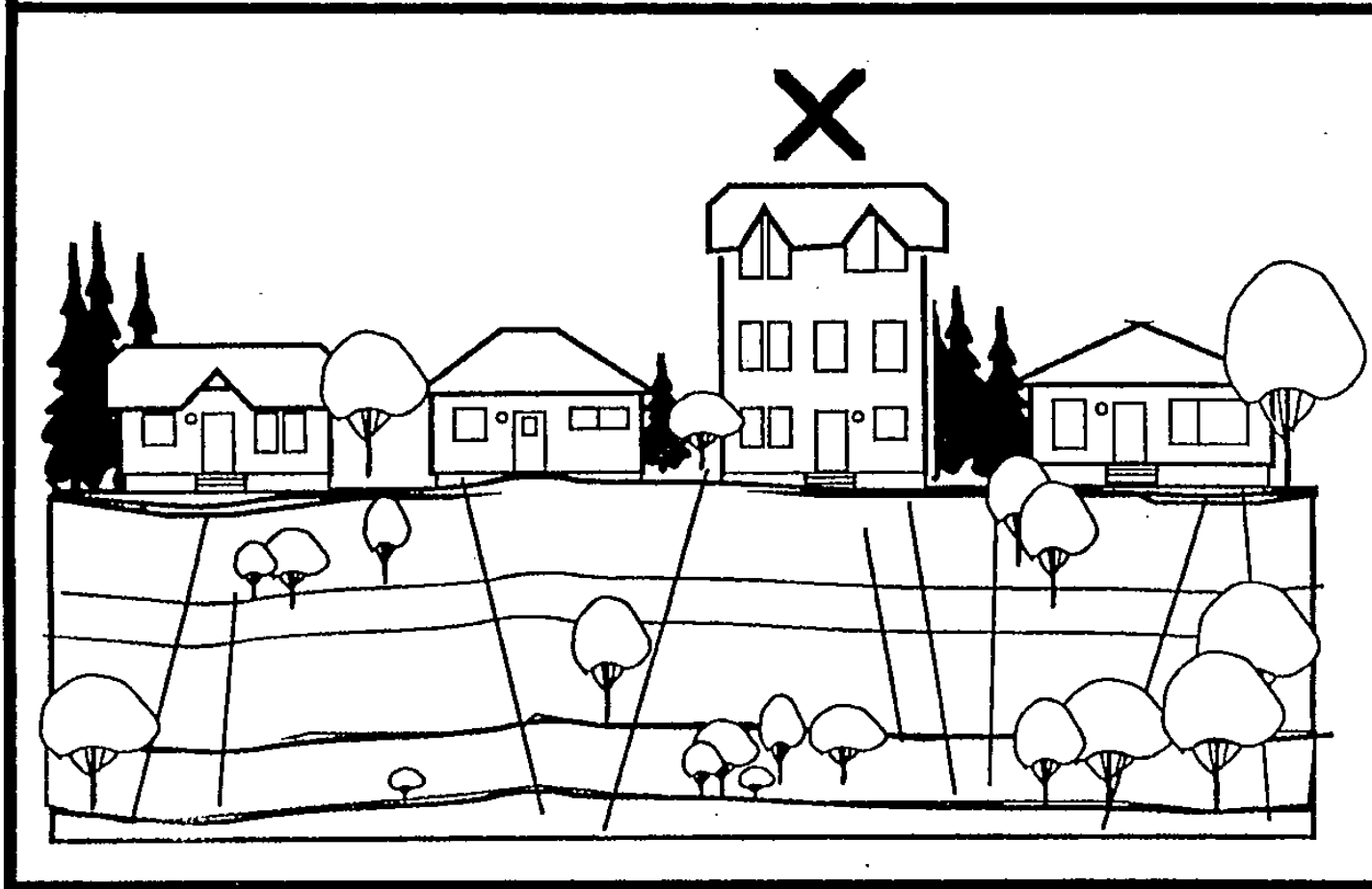
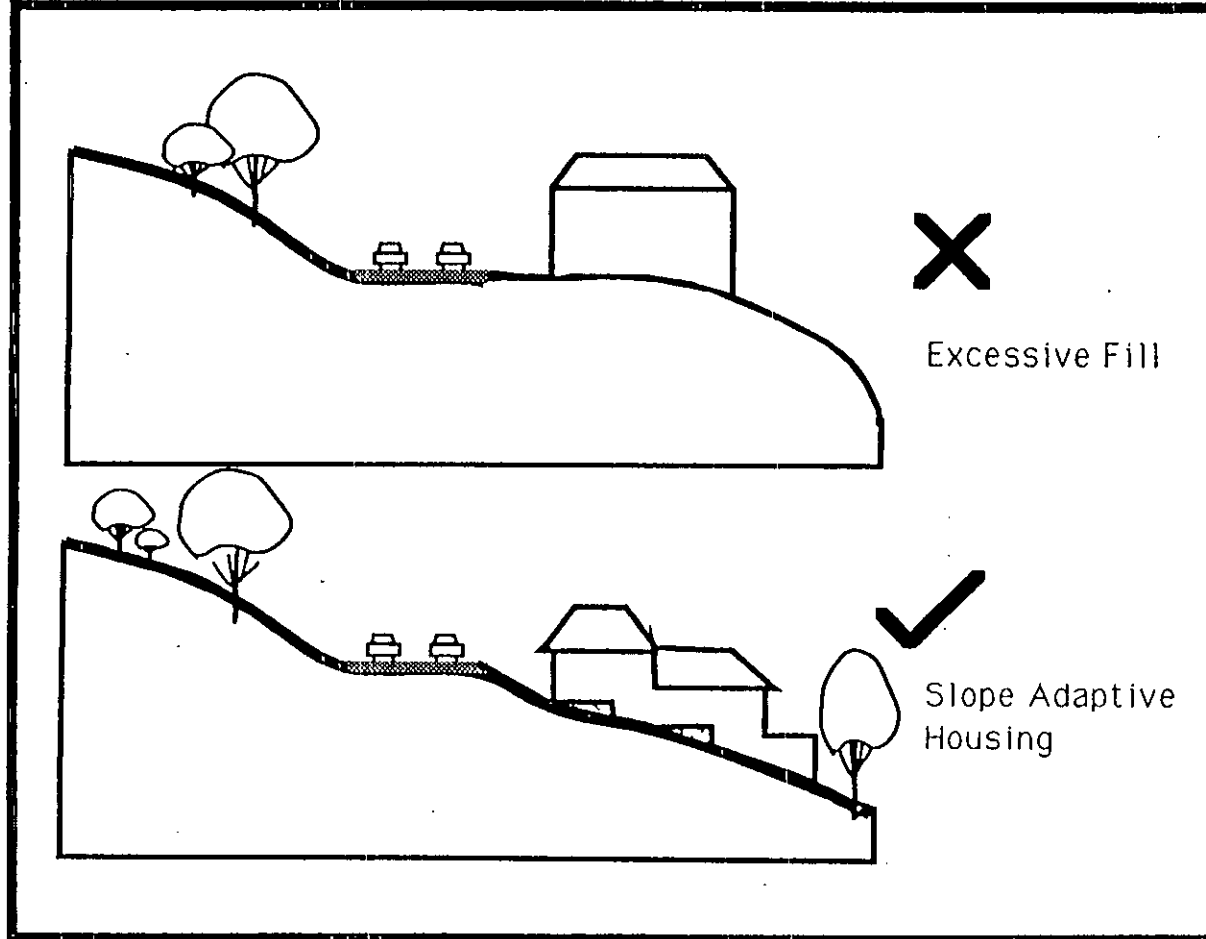


FIGURE 5
DEVELOPMENT OF THE ESCARPMENT (2)



- Windows (window forms and styles should complement those found on existing houses on the block).
- Entrances (the principal entrance should be visible from the street).
- Building materials, colour, and landscaping (exterior finishes of buildings and yards should be compatible with those found in the area).
- Public consultation (informal discussion and review with neighbours and the community association) is encouraged.

Given Council's approval of the infill guidelines, no policy change to the ARP is necessary to address this issue.

2. New Residential Development on Large Lots

The Single-Detached Infill Housing Guidelines for Established Communities were not designed to address the development on large lots which, in Bridgeland-Riverside, are predominantly 12.8 metres/42 feet or 14 metres/46 feet in width. Consequently, community specific redevelopment guidelines for large lots are needed if this issue is to be addressed.

The focus of these proposed guidelines (Amendment #3), as with the small lot infill guidelines, is on how new developments fit into the existing streetscape

and neighbourhood context. This refers to the established patterns of front yards, roof profiles, existing building styles, existing front, side and rear yard setbacks, and window treatments. The guidelines also address particular concerns specific to Bridgeland-Riverside such as development on the escarpments, location of garages, and historic building styles which are outlined in detail further on in this report.

The purpose of the development guidelines for large lots is two-fold:

- a) to make the development permit approval process equitable for both small and large lot property owners; and
- b) to ensure that all developments recognize the unique qualities of the existing Bridgeland-Riverside housing.

Underlying these development guidelines are two principles:

- a) new developments should blend into the streetscape and the neighbourhood context; and
- b) new developments should be neighbourly by respecting the views, the sunlight, and the back yard privacy of neighbours.

To address the concerns of residents that

these guidelines will be restrictive, a monitoring period of one year is proposed to assess their impact.

The existing policies in the ARP do not address this issue. Consequently, an amendment to the ARP is required.

3. Other Development Issues

a) New Residential Dwellings Constructed on the Escarpment

Bridgeland-Riverside is fortunate to have a portion of the Bow River Valley escarpment within its boundaries. This escarpment has slopes that range from 15% to 42%. Many parts of it have been developed for residential uses over the years; these residential dwellings have spectacular views of the downtown and the Rocky Mountains.

Some recent developments have been built with high rear or front facades overlooking the escarpments to capture as much view as possible. They do not, however, conform to the escarpment and are visible from outside the community. A development guideline to encourage a more slope adaptive design is recommended.

An amendment to the ARP is required to address this concern.

b) Location of Garages

Two and three car garages are design features of new suburban residential developments. Most garages in Bridgeland-Riverside are accessed from the lane. It is recommended that this practice of locating garages off the lane be maintained to preserve the existing character of the community. This rule does not apply on those streets with no lanes or if the majority of the dwellings on a block already have front drive garages.

An amendment to the ARP is required to address this issue.

c) Second Storey Development Over Detached Garages

Bridgeland-Riverside has many examples of second storey developments over detached garages, particularly overlooking the escarpments. There are concerns that these second storey developments are not slope adaptive and that they may interfere with the views, privacy, and sunlight of neighbouring properties.

The Land Use Bylaw (2P80) prohibits garages in rear yards from having either a second storey, or a deck or exceeding 4.6 metres (15 feet) in height. Consequently, no policy change is proposed to address this issue.

- d) Residential Developments that Reflect the Heritage Features of the Community

Bridgeland-Riverside has many homes of heritage value. It is recommended that the heritage decorative details be incorporated, where feasible into the design of new infill developments and additions. This issue is addressed in detail in issue #6.

- e) Small Lot Subdivision

The subdivision of lots into 7.6 metre/25 foot lots in Bridgeland-Riverside is considered out of character with the predominant lot pattern of 13 metres/42 feet to 14 metres/46 feet. A recent addition to the Land Use Bylaw (2P80) of section 20(8) now requires that the area dimensions of a new subdivided lot be consistent with the lot area and dimensions of the surrounding area and that the design of the building shall be appropriate for the area.

No policy change is required to address this issue.

- f) Noise Problems Associated with the 4th Avenue S.E. Flyover Built Up Against Apartment Buildings

During the course of the A.R.P. Review, a development permit application for a 11 unit apartment on McDougall road N.E. adjacent

to the 4 Avenue S.E. flyover was refused by the Calgary Planning Commission. The reason given was that the outside noise for the amenity space was above the city standard of 60 dB(A).

The site is designated RM-5 which allows for a four storey apartment. The third storey of the proposed apartment would be 1 1/2 storeys above the 4 Avenue S.E. flyover and the amenity space of the south units would be directly affected by the noise and traffic.

The current City noise policy permits a maximum noise of 60 dB(A) for outside amenity areas. New residential developments in the vicinity of the 4 Avenue flyover will need to address the current City outside noise standards.

The A.R.P. utilizes an indoor noise standard for new development which is not in conformity with current outside amenity noise standards. A policy change and an amendment to the A.R.P. is therefore recommended.

Issue 6: Prepare development guidelines for the residential areas which reflect the heritage features of the community

Background Information

The area to the east of 6 Street N.E. was identified in the ARP as a low density conservation policy area (R-2

Residential Low Density District) which permits single family, duplex and semi-detached residential dwellings. The purpose of this low density conservation policy was to stabilize this part of the community and encourage the maintenance of the existing residential dwellings.

The residential dwellings in this area were catalogued by age and building style. The community can be characterized by three basic styles considered to be of heritage value and important for an understanding of the area's existing context. They are as follows:

- a) 1905 - 1920 Cottage style
- b) 1930 - 1940 Bungalow style
- c) 1950 - 1960 Bungalow style

Alberta Culture considers buildings fifty years old and older to be of heritage significance, which indicates that residential dwellings in Bridgeland-Riverside built prior to 1941 may be of heritage value. Consequently, the 1905-1920 and 1930-1940 styles are considered of historical interest.

Heritage Canada also considers that in addition to the age factor, a community itself should determine what is of heritage value within its own boundaries. Since the community has requested the inclusion of the 1950-60 Bungalow style into its heritage category, Heritage Canada's principle of community context would allow the inclusion of this residential dwelling style, particularly with its Mediterranean elements, on its list of historically significant dwelling styles.

Based on the principles and practices of both Alberta Culture and Heritage Canada, the predominant residential

dwelling styles of 1905-1920, 1930-1940, and 1950-1960 are recommended to be of heritage value and elements of these styles, where possible, should be incorporated into the design of new residential dwellings, and in additions to existing dwellings.

Issue 7: Noise problems associated with the 4th Avenue S.E. flyover built up against apartment buildings

Background Information

During the course of the ARP Review, a development permit application for a 11 unit apartment on McDougall Road N.E. adjacent to the 4 Avenue S.E. flyover was refused by the Calgary Planning Commission. The reason given was that the outside noise for the amenity space was above the city standard of 60 dB(A).

The site is designated RM-5 which allows for a four storey apartment. The third storey of the proposed apartment would be 1 1/2 storeys above the 4 Avenue S.E. flyover and the amenity space of the south units would be directly affected by the noise and traffic.

The current City noise policy permits a maximum noise of 60 dB(A) for outside amenity areas. New residential developments in the vicinity of the 4 Avenue flyover will need to address the current City outside noise standards.

The ARP (page 18) utilizes an indoor noise standard for new development which is not in conformity with current outside amenity noise standards. A policy change and an amendment to the ARP is therefore recommended.

C. Commercial Land Use Issues

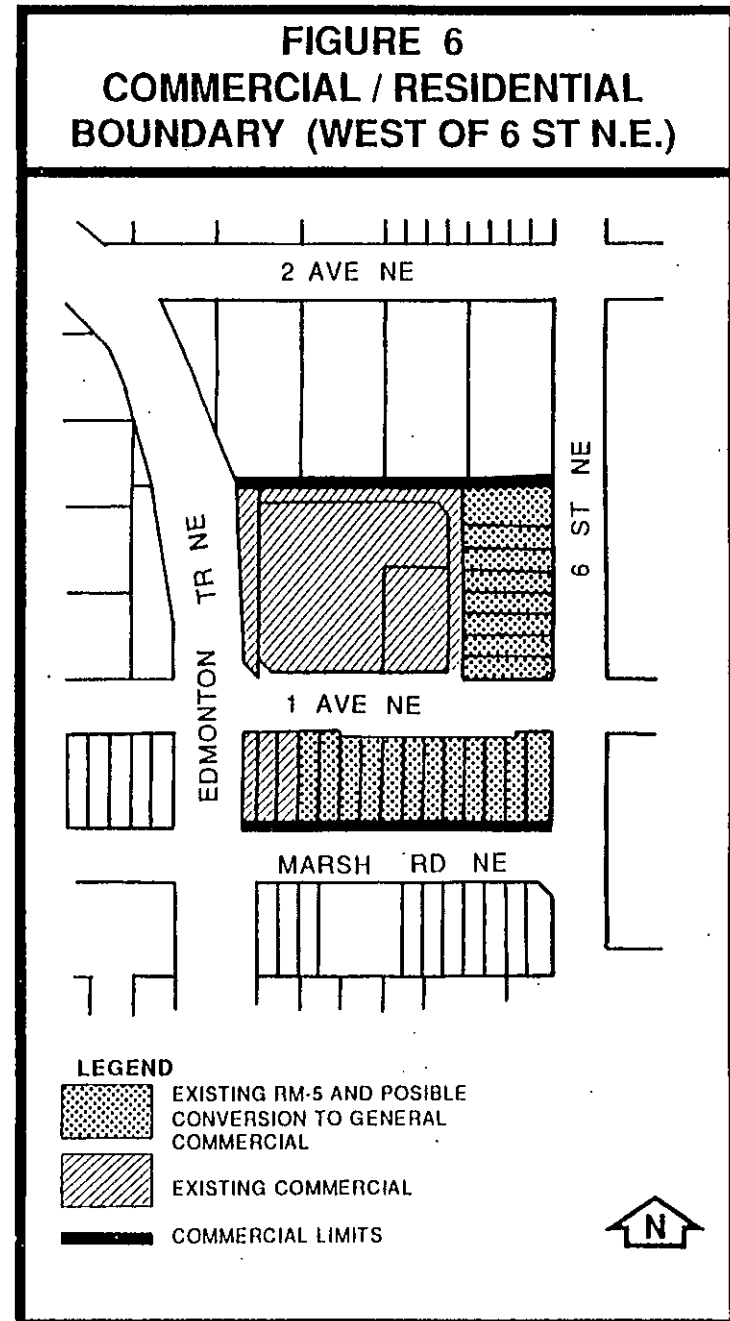
Issue 8: Establish a commercial/residential boundary on the north and south sides of 1 Avenue N.E.

Background Information

The purpose of the commercial/residential boundary is to determine the north/south commercial limits on 1 Avenue N.E. and eliminate commercial intrusions into the stable residential part of the community. During the course of this review, the issue of the west/east commercial limits was included for similar planning reasons.

Since the approval of the ARP in 1980, City Council has approved three land use redesignations from residential to commercial to permit the development of two medical buildings and a restaurant on 1 Avenue N.E. These redesignations have extended the commercial/residential boundary to the west on the north and south sides to 7 Street, and to the east on the north side to the lane between 9 Street and 9A Street N.E. The ARP does not address how far commercial uses can extend both west and east and north and south on 1 Avenue, and commercial intrusions into the stable residential area are a potential concern.

The land use on 1 Avenue N.E. between Edmonton Trail and 10 Street, primarily containing general commercial (C-2) and local commercial (C-1) designations, includes a variety of residential and institutional uses. The residential uses include a number of single-detached dwellings and apartments. The institutional uses include a public

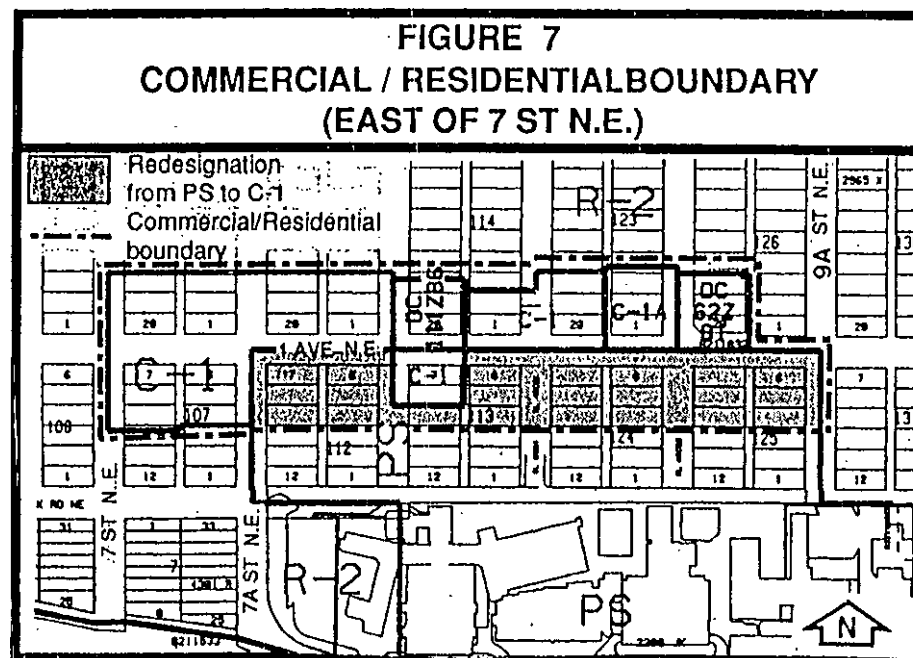


elementary and junior high school, two churches, and a hospital.

The commercial/residential boundary is not an issue on 1 Avenue N.E. between Edmonton Trail and 6 Street. Figure 6 shows the existing commercial/residential boundary in this area and there are no plans to change it.

The area to the east of 7 Street is where the commercial limit is of primary concern. This area is a mix of regional and local commercial uses such as medical offices, restaurants, a bakery, a hospital parking lot, and some single-detached dwellings. The residential dwellings in this area flank 1 Avenue.

Commercial uses on the south side of 1 Avenue between 7A Street and 8 Street were replaced by surface parking for the hospital so that the hospital parking lot now extends from 7A Street to 9A Street. This parking lot extension removed commercial uses such as the popular hardware store and co-operative grocery store. It has also undermined the pedestrian-oriented nature of the business area. The existing business owners strongly recommend the return of commercial uses on the north edge of this parking lot. The parking lot is designated C-1 and PS and should be redesignated to permit commercial uses adjacent to 1 Avenue and a parking lot behind this future commercial site (Figure 7).



Since 1980, the commercial land use designation on both sides of 1 Avenue has remained at approximately 3 lots (38.4 metres/126 feet in depth). Within this three-lot commercial district, commercial and residential uses compatibly co-exist. The commercial uses front on 1 Avenue and the residential uses front on the streets. The residential dwellings are well maintained. Consequently, the current three lot depth is proposed as the commercial/residential boundary. This commercial depth is consistent with other similar commercial areas in Calgary.

In conclusion, the existing commercial depth north and south of 1 Avenue consisting of three lots (38.4 metres/126 feet), should remain. This depth adequately allows for commercial expansion within the framework of the local commercial district (C-1).

The west-east commercial limit of 7 Street in the west and 9 Street on the south side of 1 Avenue and the lane between 9 and 9A Streets on the north side of 1 Avenue should remain at this time. Within these limits, new retail development can occur on both the hospital parking lot and sites on the north side of 1 Avenue currently occupied by residential dwellings.

Issue 9: Prepare development guidelines for the commercial area which reflect the heritage features of 1 Avenue N.E.

Background Information

During the course of the ARP review, a number of concerns related to the redevelopment of the 1 Avenue commercial area were identified. These concerns are summarized below:

- a) The preparation of heritage redevelopment guidelines.
- b) The relaxation of parking for new retail developments or additions to existing retail operations that would aggravate the existing parking problem on residential streets.
- c) Commercial buildings on 1 Avenue overshadow and/or reduce the sunlight and backyard privacy of adjoining residential dwellings.
- d) Signage that is either inappropriate to the proposed European Village theme or is auto-oriented when it should be pedestrian in character.
- e) The implementation of the bylawed property setback of 2.134 metres/7 feet on 1 Avenue.

A detailed discussion of the above concerns follows:

1. Heritage Theme on 1 Avenue

A series of meetings were held with a group of business owners on 1 Avenue to address the issue of heritage redevelopment guidelines. Since there are few commercial buildings in existence with any heritage content, a “European Village” theme was selected in order to establish a “special character area” on 1 Avenue. It was also agreed that this theme would be compatible with the heritage redevelopment guidelines proposed for the residential area to the east of 6 Street N.E.

A theme/character of a “European Village” was selected as many existing businesses reflect a variety of ethnic backgrounds and cultures in their businesses. Key elements that this European Village theme should include: small specialty retail shops with residential/office uses on the second and third floors; continuous retail frontage at grade; European cultural elements such as flags, painted murals and vegetation, and a strong pedestrian orientation.

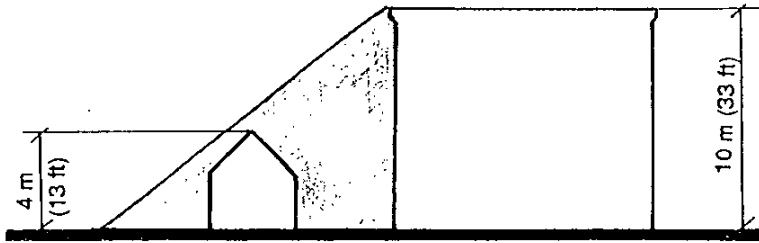
2. Parking Relaxations for Commercial Developments

Residents are concerned about retail shoppers parking on already congested residential streets. Residents feel that many of the existing, older retail uses had their parking requirements approved under outdated parking bylaws and would not meet the current, more stringent parking requirements. Moreover, if the existing retail uses were to expand their operations, site constraints may require them to provide the required parking off-site.

Current retail parking options include either on-site parking or leased off-site parking, or two hour on-street parking or paid parking on the Bow Valley Centre parking lot.

In reviewing the availability of parking spaces for the existing retail uses, there seems, at present, to be an overall adequate supply on 1 Avenue. While no increase in parking standards is warranted, a modification of current rules to improve the utility of existing parking is proposed. Consequently, it is recommended that a portion of the current on-site parking requirements be permitted to be provided off-site.

FIGURE 8
COMMERCIAL OVERSHADOWING RESIDENTIAL



3. Commercial Buildings Overshadow and Reduce the Sunlight and Privacy of Adjoining Residential Dwellings

The 5 metre/16.4 feet bylawed setback between commercial and residential uses [Land Use Bylaw 35(3)c] has not been implemented on 1 Avenue N.E. As a result, commercial buildings built to their maximum height (three storeys) overshadow and reduce the backyard privacy of the adjoining residential dwellings. This is a particular problem on the north side of 1 Avenue where the commercial buildings reduce the sunlight on the adjoining residential uses (Figure 8).

It is recommended that this problem be addressed through the commercial redevelopment guidelines.

4. Signage that is either inappropriate for the European Village Theme or is Auto-Oriented

The current sign bylaw, in providing city-wide sign guidelines, does not address the particular needs of the European Village theme on 1 Avenue in Bridgeland-Riverside. To encourage signage that is pedestrian in scale and that addresses this theme, community-specific sign guidelines are proposed.

It is recommended that this problem be addressed through the commercial redevelopment guidelines.

5. The Implementation of the Bylawed Property Setback of 2.134 Metres/7 feet on 1 Avenue

A bylawed property setback of 2.134 metres/7 feet (Land Use Bylaw 2P80, Section 17, Table 1) exists on 1 Avenue for future public facilities and a satisfactory pedestrian right-of-way. Concern has been raised by business owners about the problems associated with implementing this bylaw when additions are made to existing commercial buildings. The implementation would result in an uneven commercial development edge. In addition, the implementation of this bylaw could handicap existing or new businesses. Furthermore, there are no plans to widen the existing 1 Avenue carriageway.

This concern should be addressed through the redevelopment guidelines.

Issue 10: Prepare a revitalization plan for the commercial areas on 1 Avenue and 4 Street N.E.

Background Information

Meetings with business owners on 1 Avenue have taken place over the last year and considerable progress has been made in preparing a revitalization plan. Many business owners agree that the commercial area is run down and needs improvement, particularly the overhead wiring and the sidewalks. This plan proposes a public improvement program to be paid for under a local improvement bylaw and includes the following elements as illustrated in Figures 9 and 10:

- relocate the existing overhead electrical wiring underground and replace existing sidewalk, curb and gutter;

- install special overhead ornamental electric light fixtures that reflect a "European Village" theme;
- plant trees;
- install special bus shelters;
- bulbing of certain intersections to increase pedestrian safety;
- construct a sculpture or piece of artwork in the middle of the intersection at 1 Avenue and 8 Street N.E.

Regarding 4 Street N.E., only the issue identification phase has occurred with these business owners. Meetings to discuss their concerns and to advise them on the revitalization plans for 1 Avenue are planned as follow-up work to this review of the ARP

FIGURE 9
PUBLIC IMPROVEMENTS ON 1 AVENUE (1)

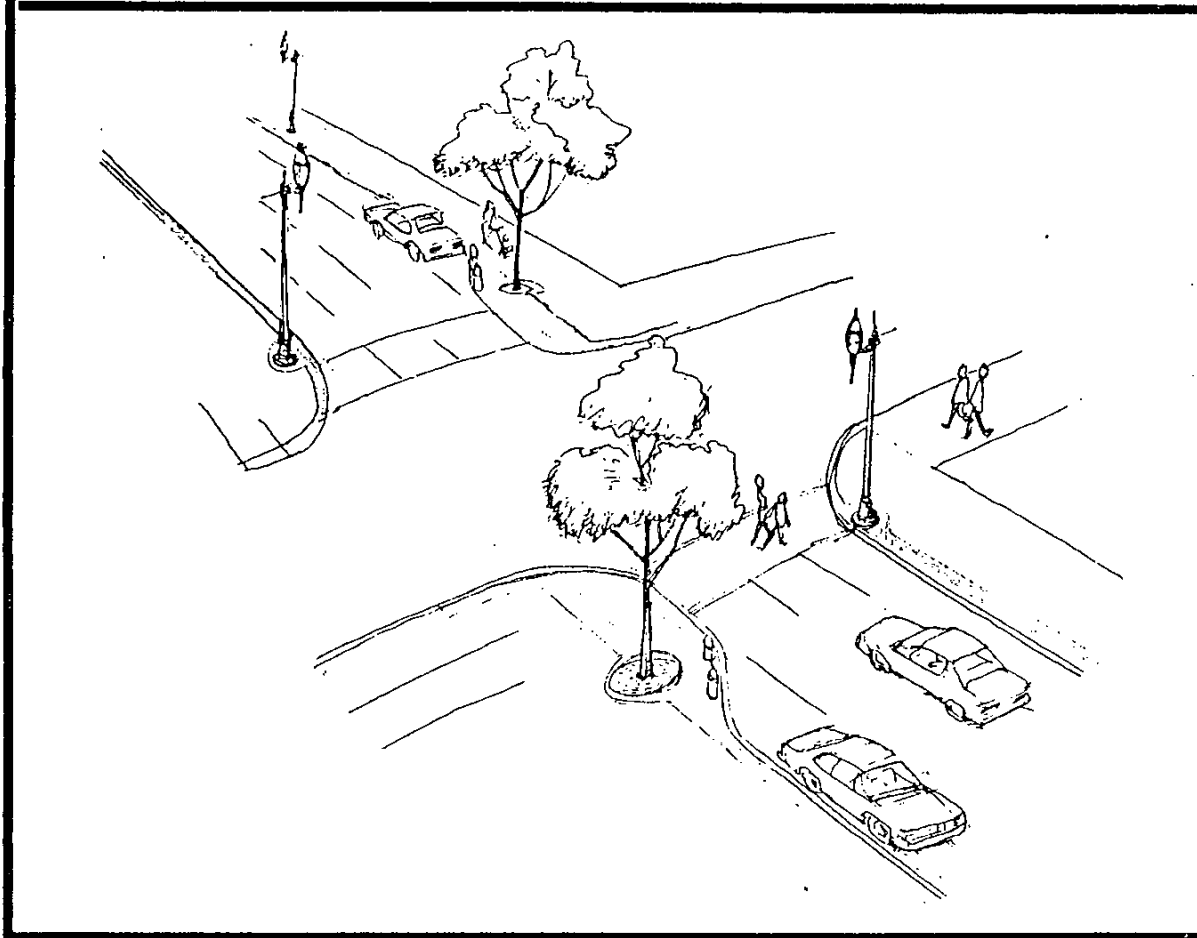
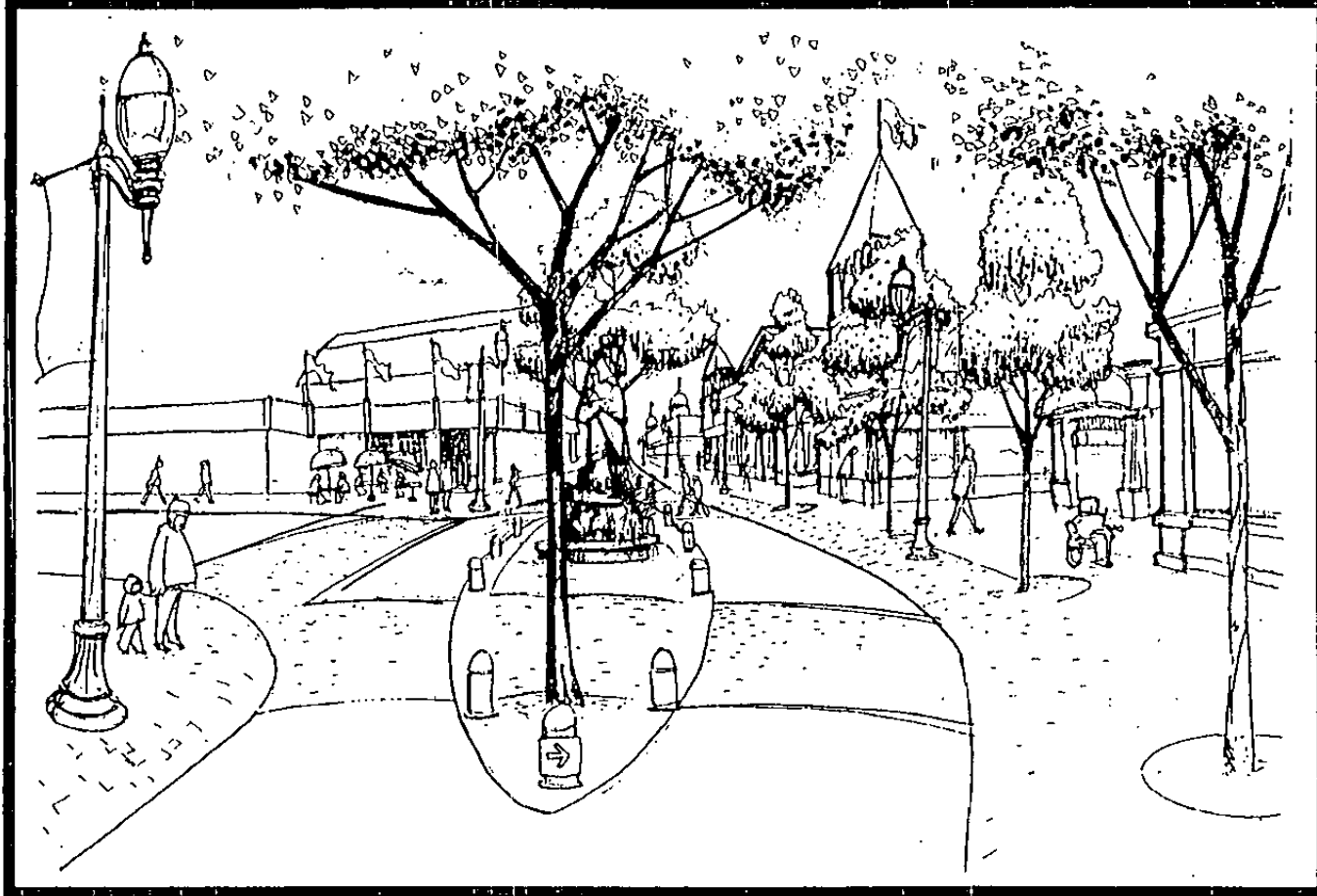


FIGURE 10
PUBLIC IMPROVEMENTS ON 1 AVENUE (2)



D. Open Space Issues

Issue 11: Establish a land use policy for Tom Campbell's Hill

Background Information

Since the approval of the ARP in 1980, a renewed interest was demonstrated in developing Tom Campbell's Hill. This site is shown as #7 on the open space map (Figure 11). Due to its size and the potential impact that new development could have on the community, a land use review was requested.

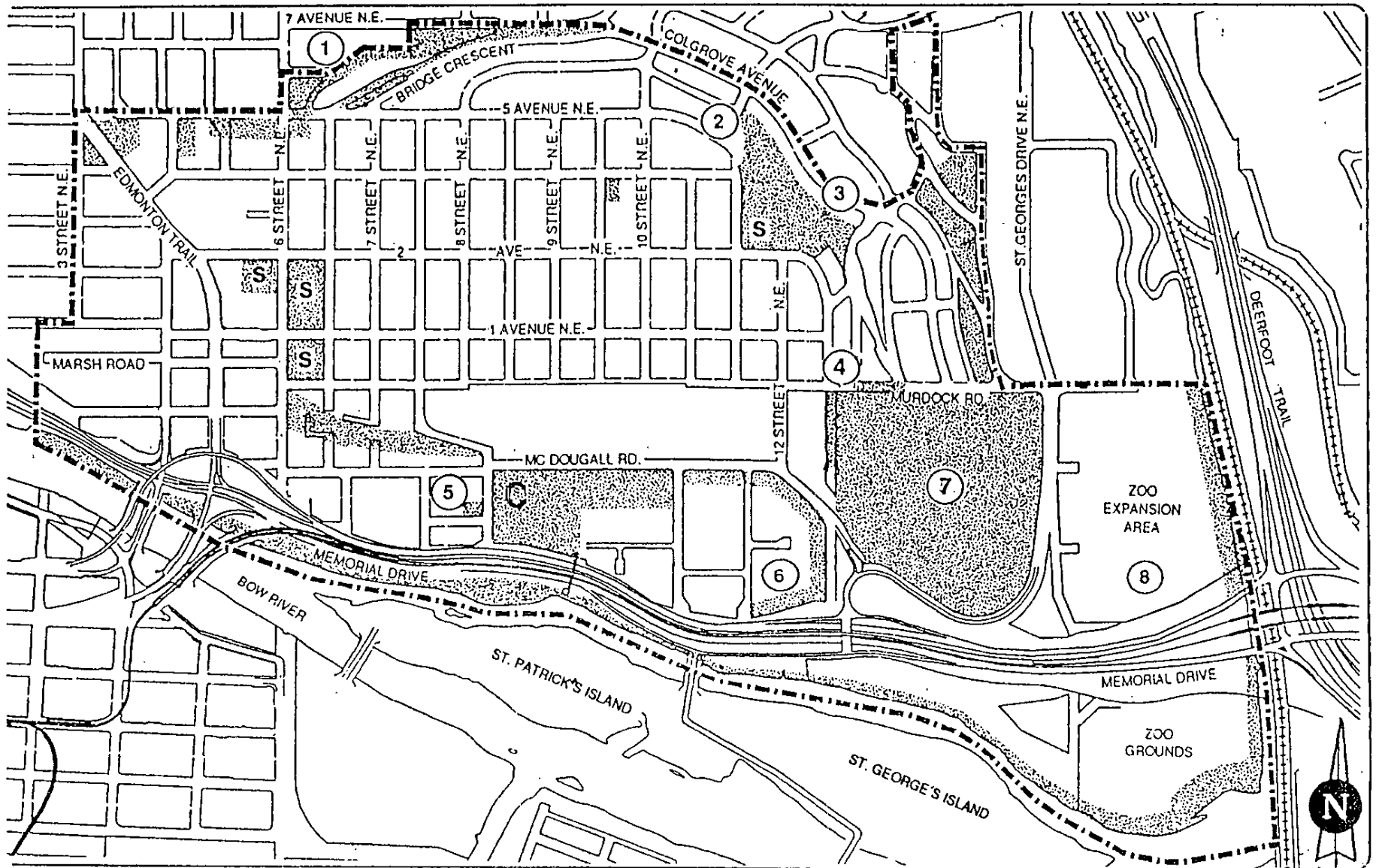
City Council on 1990 September 10 approved the Calgary Planning Commission recommendation (Item M-90-029) that this site be preserved as open space.

Issue 12: Prepare a land use policy for the "Trojan" land

Background Information

City Council, in approving Phase II of this review of the Bridgeland-Riverside ARP, requested that a land use policy for the "Trojan" land be established.

This site, after careful consideration, has been deleted from the ARP review. The discussion and recommendation relative to this decision is included under Section A, Issue #2.



Issue 13: Redesignate lands purchased for open space to PE

Background Information

Since the ARP was approved in 1980, a number of lots, designated residential in the vicinity of 8 Street and McPherson Road N.E., have been acquired for open space in exchange for community association lands required to widen Memorial Drive for the Northeast LRT. Tennis courts have been developed on a lot at the corner of 8 Street and McPherson Road while the remainder of the lots were part of a land swap involving Tom Campbell's Hill. Since the tennis courts are part of the community local open space, they should be designated PE.

Issue 14: Prepare an open space policy for the proposed "seniors' park"

Discussion

To address the needs of senior citizens and handicapped persons living both in the community and nearby institutions, a "seniors' park" is being developed. The location of the proposed park is south of the Bow Valley Centre and bounded by 8 Street, McDougall Road, 12 Street and Memorial Drive. The park is shown as site #6 in the open space map (Figure 11).

This park is to consist of walkways both on the edge and throughout this parcel. The park will also include activity nodes and signage.

Issue 15: Address the sale of publicly-owned escarpment lands

Background Information

During the course of a review of publicly-owned escarpment lands, a number of parcels used as open space but designated R-2 for low density residential development were identified. Residents inquired if some of these parcels could be sold for residential development while others could be preserved as open space. These parcels are identified below in Figure 12, Escarpment Lands.

Sites 1 and 3 are road rights-of-way and are undevelopable because of unstable slopes. Therefore, these lands should be transferred to the Calgary Parks & Recreation inventory for inclusion in gross or functional open space complement, as may be appropriate. The roads should be then closed and redesignated PE (see Figure 13 and 14). Site 1 is suitable for a linear park. This park could include a suitably surfaced path with benches, shade trees, garbage receptacles, and signage outlining historical elements of the community.

Site 2 is recommended for both residential development and open space. Lots 16-18 have stable slopes and are considered developable for residential purposes. They could be marketed for low density residential development (R-2). This future residential development should meet the Bridgeland-Riverside ARP guidelines for new residential dwellings on escarpments. Should soil stability tests indicate, however, that these lots are not suitable for development, they should then remain as open space and be redesignated PE.

Lots 19-21 on Jamieson Avenue (Site 2) are considered developable but form a logical extension of the escarpment to the east of the site. These lots should become part of the community's open space system in conjunction with the closure of Thomson Avenue (between 11A Street to Cardell Street) and redesignated PE (see Figure 14).

Site 4, because it is undevelopable, should be established as open space and redesignated PE.

Site 5, Tom Campbell's Hill, is to be redesignated PE and become part of the Nose Creek Valley Park.

FIGURE 12
ESCARPMENT LANDS (CITY OWNED)

Site	Address	Legal Description	Developability	Figure
1.	612, 615 - 5 Avenue N.E.	Plan D Bk2, Lot 23, S38' of N68' Bk 2, Lot 23, N30'	Undevelopable	13
	528 - 6 Street N.E.	Plan 4647V Bk 120, Lot 9	Undevelopable	
	608, 702 - 6 Street N.E.	Plan 8150 AN Bk 145, Lots 1-5 Roadway Between Bks 120, 147 and 151	Undevelopable	
	823, 826 - 7 Avenue N.E.	Plan 6548 GS Bk 150, Lots 14	Undevelopable	
	864 Bridge Crescent N.E.	Plan 6548 GS Bk 150, Lot 13	Undevelopable	
2.	1212 Jamieson Avenue N.E.	Plan 8150 AN Bk 160, Lots 16-18	Developable	14
	1224 Jamieson Avenue N.E.	Plan 8150 AN Bk 160, Lots 19-21	Developable	14
3.	Thomson Avenue N.E.	Road ROW from 11A Street to Cardell Streets N.E.	Undevelopable	14
4.	Murdock Road N.E.	Road ROW from Townsend St. to Thomson Avenue N.E. (Site 4)	Undevelopable	11
5.	Tom Campbell's Hill	Plan 6440 AM, Bk 2	Undevelopable	11

FIGURE 13
ESCARPMENT LANDS (SITE #1)

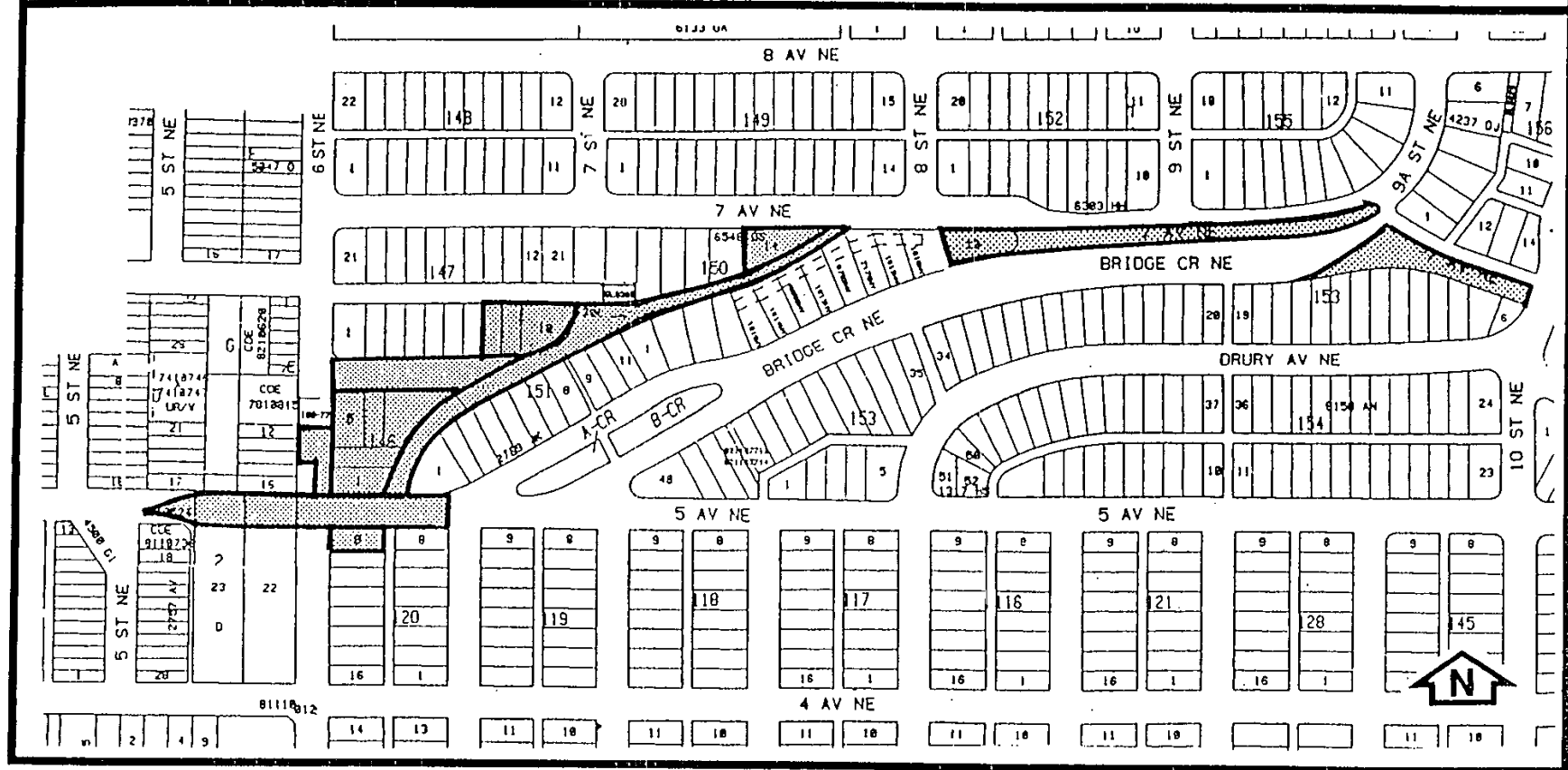
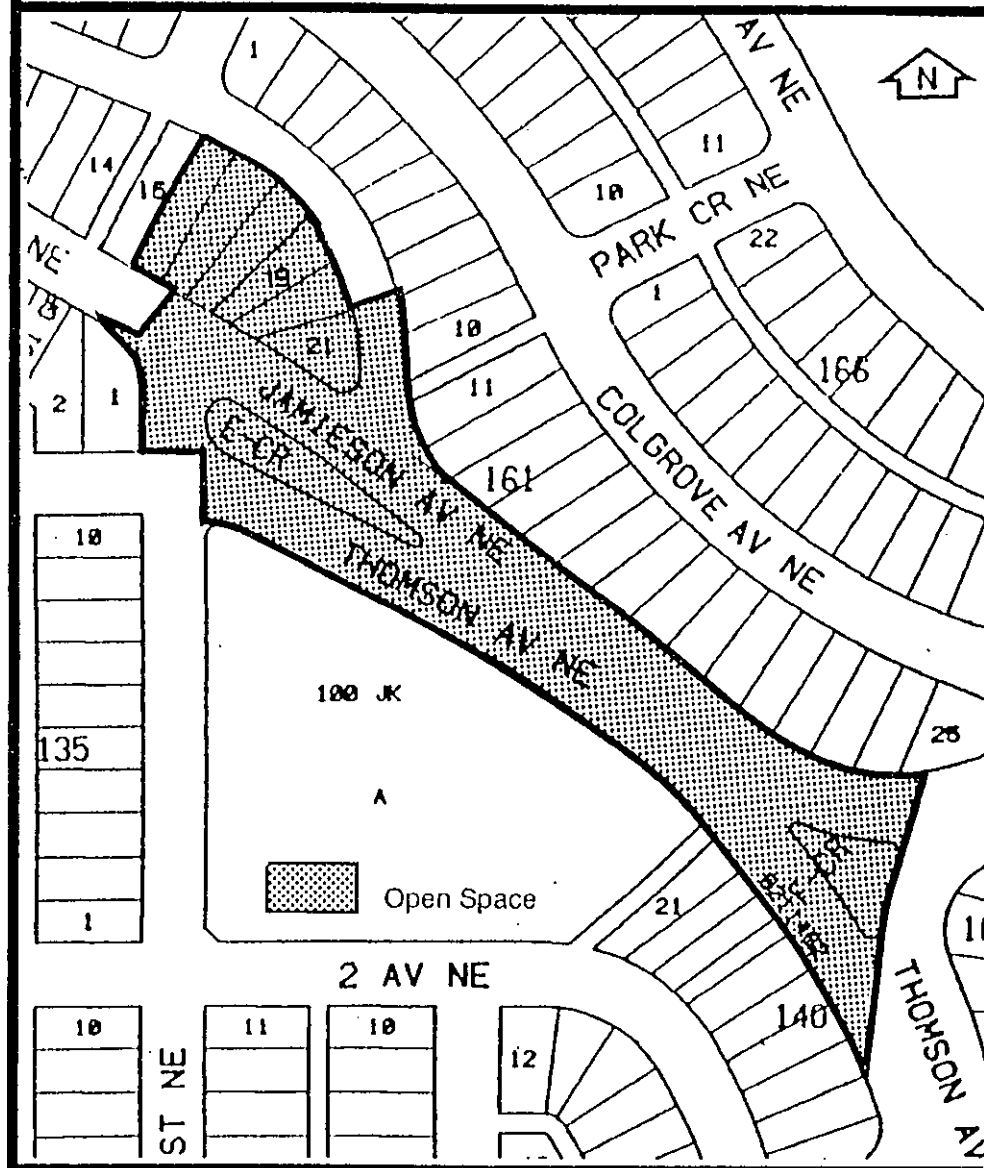
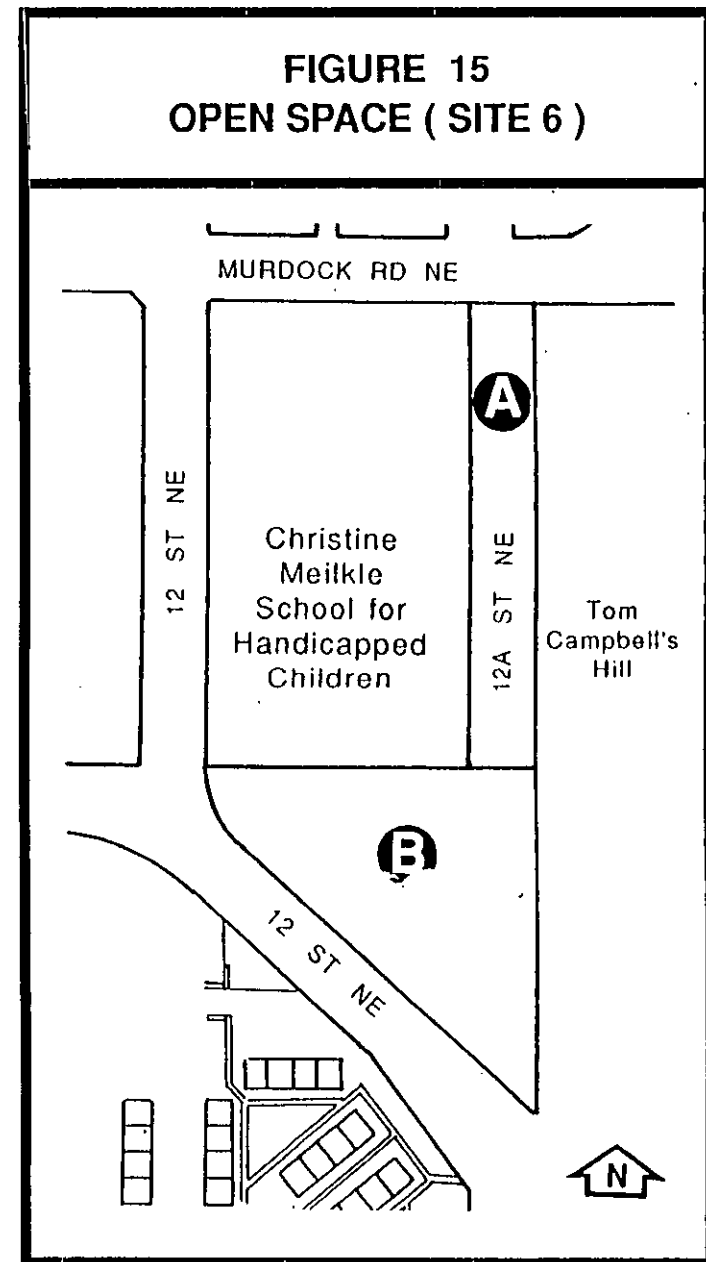


FIGURE 14
ESCARPMENT LANDS (SITES #2 & 3)



Site 6, Parcel A - the closed roadway 12A Street N.E. (By-law 6222) should remain in City ownership and incorporated either into the school site to the west (in existing city ownership) or into the Tom Campbell's Hill Site (Figure 15). Parcel B, on Site 6 was designated DC for a comprehensive design church and parsonage use. Given the increased amount of open space in the Bridgeland/Riverside Community that has resulted from this review, the City was permitted by the Community to sell this open space site for church use.

In conclusion, a review of escarpment lands was carried out and their developability assessed. As a result, lots 16-18 on Jamieson Avenue (Site 2) while considered developable, were approved by City Council as open space. The balance of the parcels are proposed for open space because they are undevelopable due to unstable slopes, or have excessive slopes like Tom Campbell's Hill, or their development at this time could conflict with more immediate developments proposed for the area.



Issue 16: The Calgary Zoo

Background Information:

The Calgary Zoological Society leases City of Calgary lands within the ARP study area. The leased area, however, contains a number of open roadways, and these open roadways should be closed and the land contained therein incorporated into the Zoo. The Calgary Zoo is shown as Site 8 on the Open Space Map (Figure 11).

A portion of the leased lands is zoned A (Agricultural and Open Space District) and a portion is zoned UR (Urban Reserve). The UR designation is inappropriate as its primary purpose is to protect land from premature subdivision and development. A uniform designation of A should be applied to all Zoo lands. Accordingly, the lands currently zoned UR within the area leased to the Zoo should be redesignated to A, which is considered to be the appropriate designation for the Zoological Society.

E. Transportation Issues

Issue 17: Revise the Transportation Map (Figure 4) to include the Northeast LRT on Memorial Drive N.E.

Background Information

Since the ARP was approved, the Northeast LRT system has been approved by Council and constructed. This action has rendered the Transportation Map on page 24 of the ARP out-of-date.

Issue 18: Address the problem of shortcutting traffic on 1 Avenue and 10 Street N.E.

Background Information

The main street of the Bridgeland-Riverside Community is 1 Avenue. Commercial frontage on this street extends from Edmonton Trail to 10 Street. There is, however, some residential frontage interspersed. In addition, 1 Avenue has a church, a public elementary and junior high school, two three-storey medical clinics, and a hospital fronting on it. It connects local traffic to the major traffic corridors of Memorial Drive and the 4th Street - Edmonton Trail couplet. In summary, it functions both as a collector road and a pedestrian-oriented main street.

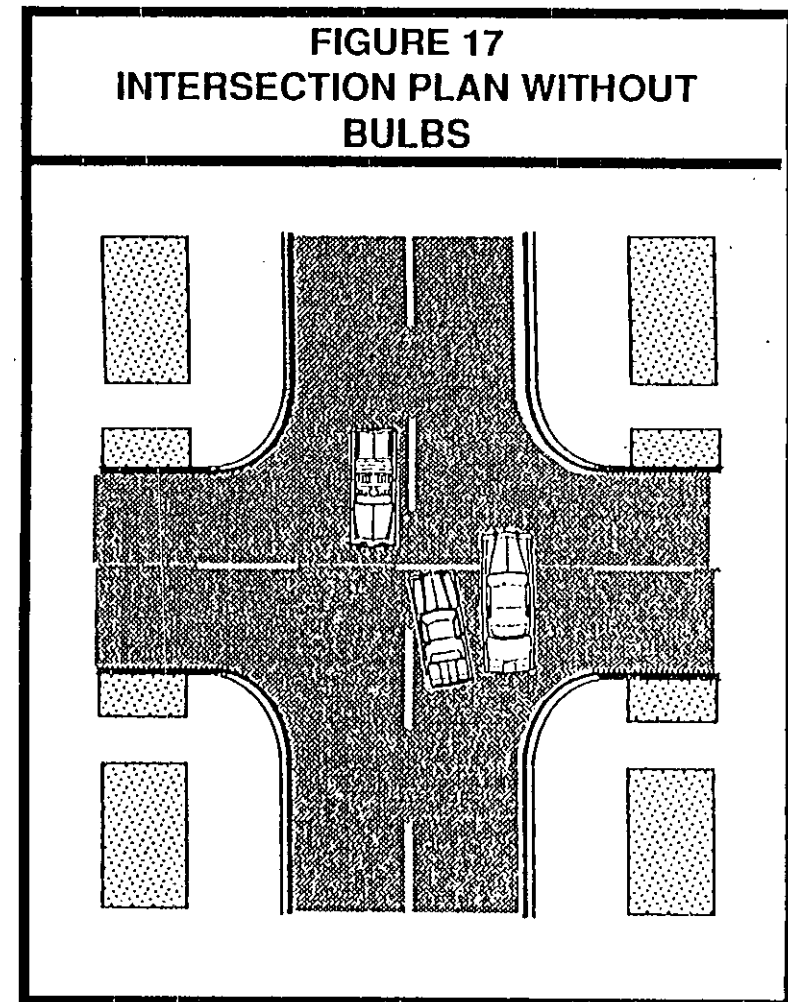
FIGURE 16: ROAD STATISTICS

Road	Road Classification	Environmental Design Guideline (vpd)	Traffic Volumes *(vpd)
1 Avenue	Collector	5000 x	6,000 and 12,000
10 Street	Collector	5000	4,000
* vpd = Vehicle Trips Per Day x = A Range of Volumes			

From a policy point of view, the existing Bridgeland-Riverside ARP (Section 7, #10) specifies that 1 Avenue is a 5000 vehicle trips per day (vpd) collector, that no upgrading of it should be allowed and every effort should be made by the Transportation and Engineering Departments to maintain its daily volumes at the 5000 vpd environmental design guideline.

The Transportation Department indicates that 1 Avenue is currently carrying volumes that range from 4,000 at 12 Street on the east to 6,000 vpd at 10 Street to 12,000 vpd at Edmonton Trail on the west.

This existing non-local traffic, especially on 1 Avenue, causes this shopping area to be seen as an unfriendly pedestrian environment because of the volume of traffic and vehicles travelling double width (Figure 17).



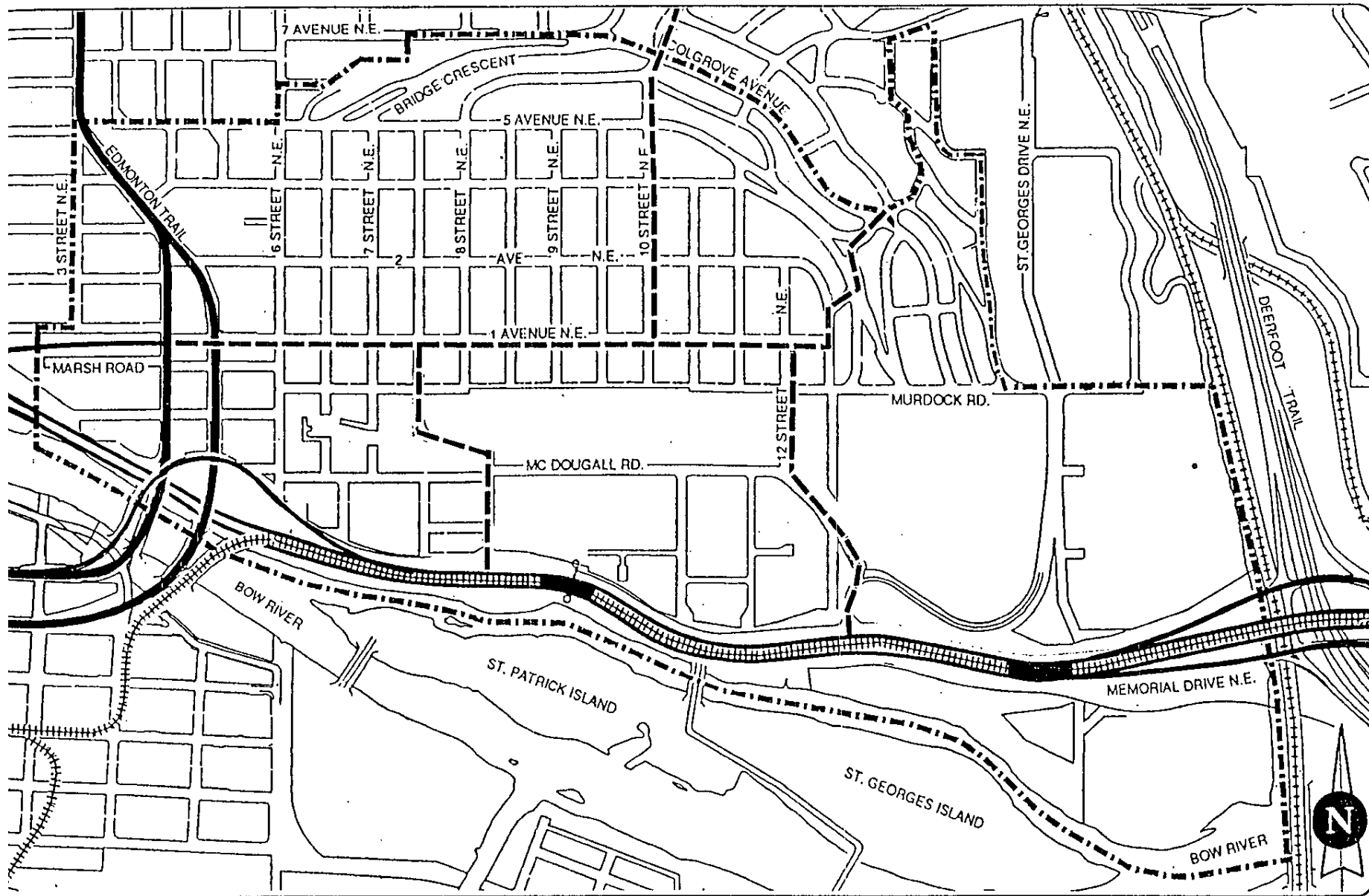
Community residents have identified safety, traffic volume, and traffic speed as priority issues on 1 Avenue N.E. Many seniors, children and people with special needs must cross this street to access the Bow Valley Centre and Langevin School. The current volumes make crossing very difficult.

10 Street is designated in the Transportation Bylaw (3M82) as a collector and has only residential frontage. Its environmental design guideline is 5,000 vpd but is now only carrying in the order of 4,000 vpd.

Residents on 10 Street have identified traffic speed, pedestrian safety, and traffic volumes as major issues.

After reviewing these concerns, the Transportation Department has concluded that:

- a) the 1 Avenue - 10 Street route is a definite shortcutting route from the downtown to the northeast area for motorists in the morning and evening peak periods (see Figure 18). A licence plate study traced traffic on 1 Avenue east of Edmonton Trail and indicated that the amount of shortcutting traffic can be as high as 21 percent of the A.M. peak period.
- b) the Bow Valley Centre (Calgary General Hospital) traffic accounts for approximately 25% of the vehicle trips on 1 Avenue west of 7A Street N.E. Due to its location in the centre of the community, however, it means that 1 Avenue will continue to carry traffic volumes above its 5,000 vpd environmental design guidelines.



LEGEND

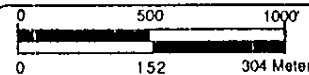
- EXPRESS WAY
- SHORT CUTTING ROUTES
- MAJOR STREET
- L.R.T. LINE
- STUDY AREA BOUNDARY

BRIDGELAND- RIVERSIDE

FIG.
18

TITLE: TRAFFIC SHORTCUTTING ROUTES

DATE: JULY 1991



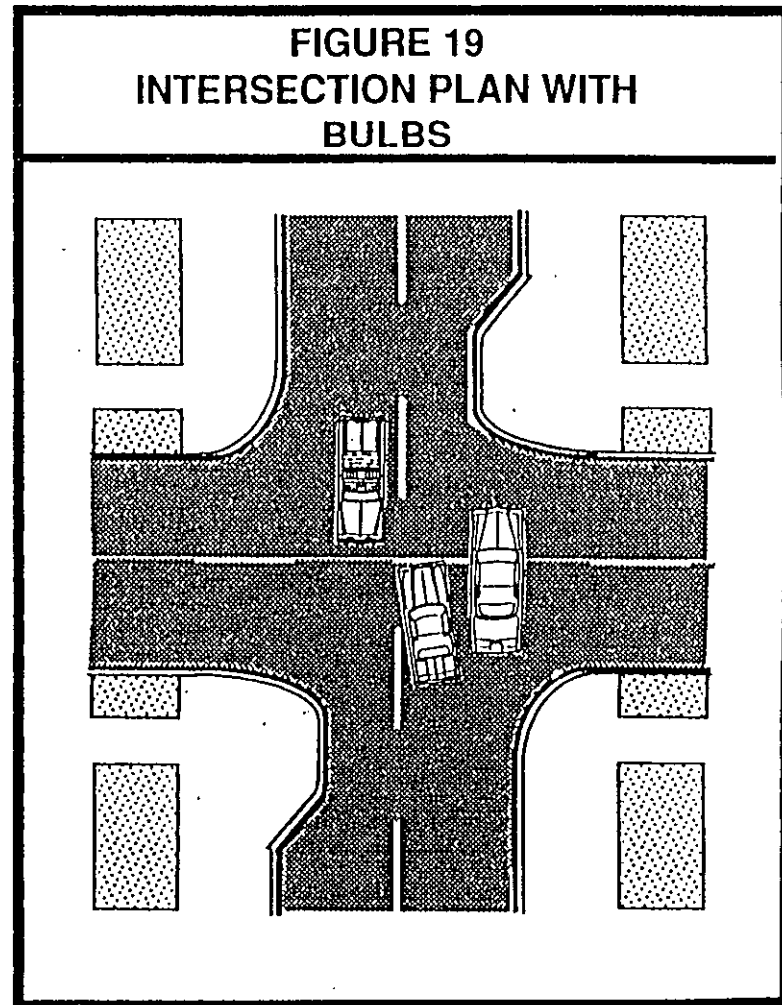
The volume of traffic on 1 Avenue is a problem for the existing businesses. The installation of traffic reduction measures to reduce non-local traffic on 1 Avenue, however, could discourage shoppers from outside the community utilizing the 1 Avenue retail shops. At present, many of these retail shops are dependent on shoppers from outside the community to operate their businesses. Consequently, there is a growing consensus that slowing down the speed of the existing traffic, rather than reducing the volume of traffic, may meet the objectives of both residents and business people. The bulbing of intersections is proposed to increase pedestrian safety without necessarily reducing traffic volumes. This bulbing scheme is shown on Figure 19.

While shortcutting traffic has been identified on 10 Street, it is difficult to reduce the volume of traffic without it moving to another local street in the vicinity.

Issue 19: Additional transportation related issues.

During the course of the ARP review, residents identified other transportation related concerns which are outlined below:

- Traffic from the Bow Valley Centre (Calgary General Hospital) and Carewest impacts the community.
- Visitors and staff from the Bow Valley Centre and Carewest park on residential streets.
- Danloe Street - Child Avenue - Cardell Street - 1 Avenue have been identified as a major shortcutting traffic route.



- 7A/8 Street and 12 Street are carrying traffic volumes above their environmental design guidelines.
- Improved access to transit services and safe access to the Bridgeland/Memorial LRT Station is needed.

A discussion of these issues follows:

1. Bow Valley Centre (Calgary General Hospital) and Carewest Traffic:

These facilities are situated south of 1 Avenue between 7A/8 Street, McDougall Road and 12 Street. Existing hospital and Carewest traffic uses 1 Avenue, 10 Street, 12 Street and 7A/8 Street to access these facilities. The Bridgeland-Riverside community hall, major community playfields, and many senior citizen residential facilities are also located on McDougall Road.

Hospital-oriented vehicle trips make up approximately 25% of the existing vehicle trips on 1 Avenue and 10 Street. To reduce this volume on 1 Avenue, and encourage access and egress to the hospital and Carewest from Memorial Drive, the reclassifying of 7A/8 Street between McDougall Road and Memorial Drive, and McDougall Road between 8 Street and 12 Street is recommended. 8 Street should also be reclassified to a collector road.

Due to the proximity of the senior citizen residential facilities and the community playfields on McDougall Road and 8 Street, both streets may require measures such as bulbing at selected locations and pedestrian crossings to slow down the traffic and ensure that seniors and children can cross these streets safely.

2. Visitors and Staff of Bow Valley Centre and Carewest park on Residential Streets:

The concern about visitors and staff from the Bow Valley Centre and Carewest parking on residential streets has been an ongoing problem for a number of years. Both institutions recognize this problem in spite of ample on-site parking available for staff and visitors at reasonable rates. According to the Transportation Department, many residential streets have either one to two-hour parking restrictions or are in residential parking zone "G". Residents may modify these parking restrictions. Future expansion plans for both institutions will be monitored to ensure that adequate on-site parking will be provided.

3. Danloe Street - Child Avenue - Cardell Street:

This is another shortcutting route where traffic volumes exceed the environmental design guidelines for these roads. While Cardell Street is within the boundaries of the study area, Danloe Street and Child Avenue are immediately outside the community study area. Child Avenue and Cardell Street are both local roads with an environmental capacity of 1000 vpd but are carrying in the order of 1850 vpd. In addition, Cardell Street is built on severe slopes (between 15 and 40%) which preclude its reclassification to a collector standard road. By contrast, Danloe Street is a collector road and a bus route.

FIGURE 20: ROAD STATISTICS

Road	Road Classification	Environmental Design Guideline (vpd)	Traffic Volumes *(vpd)
Cardell Street	Local	1000	1,800 to
12 Street	Collector	5000	x 4,000 7,800
8 Street	Local	1000	x 2,700 to 3,600
McDougall Rd.	Local	1000	5,200
* vpd = Vehicle Trips Per Day x = A Range of Volumes			

Traffic volumes are a concern on this shortcutting route and a series of turn restrictions are to be implemented on a trial basis to resolve this problem.

4. 7A/8 Street and 12 Street N.E.

7A/8 Street is a local residential road with traffic volumes ranging from 2,700 vpd at Memorial Drive to 3,600 vpd near Murdock Road. These volumes are above its environmental design guideline of 1000 vpd. 12 Street is designated as a collector from Memorial Drive to 1 Avenue N.E. and traffic volumes range from 4,000 vpd at 1 Avenue to 7,800 vpd at Memorial Drive. At the Memorial Drive location, this road is carrying volumes above its environmental design guideline of 5000 vpd. In addition, both of these streets carry a large number of trips to and from the Bow Valley Centre and Carewest facilities (as discussed above) and may require either bulbing at certain locations or pedestrian crossings.

5. Improved Transit Coverage

During the course of the review of the Bridgeland-Riverside ARP, community residents identified a concern related to the inadequacy of current transit services associated with the Bow Valley Centre, the Carewest facility, Bridgeland Place, and the institutional uses south of McDougall Road. Staff from these facilities are afraid to use the pathway accessing the Bridgeland-Memorial L.R.T. station during daylight and evening hours. Transit patrons who live south of McDougall Road and west of 11 Street are required to walk to either 1 Avenue, Edmonton Trail, 11 Street or the Bridgeland-Memorial L.R.T. station to access transit services.

The community has suggested that Route #9 be modified to:

- provide direct linkage between the current route and the Bridgeland-Memorial L.R.T. station,
- to extend the existing Route #9 to include 8 Street to better provide transit service to the special needs patrons in this part of the community, and
- to extend this route along McDougall Road between 8 and 12 Streets to improve the transit service for staff working at the Bow Valley Centre, Carewest and other institutions in the vicinity.

These improvements to the transit service may also provide an alternative to the automobile for visitors coming to these facilities which would reduce both non-local traffic utilizing community streets and parking on adjacent roadways.

PART 5

SPECIAL FEATURES

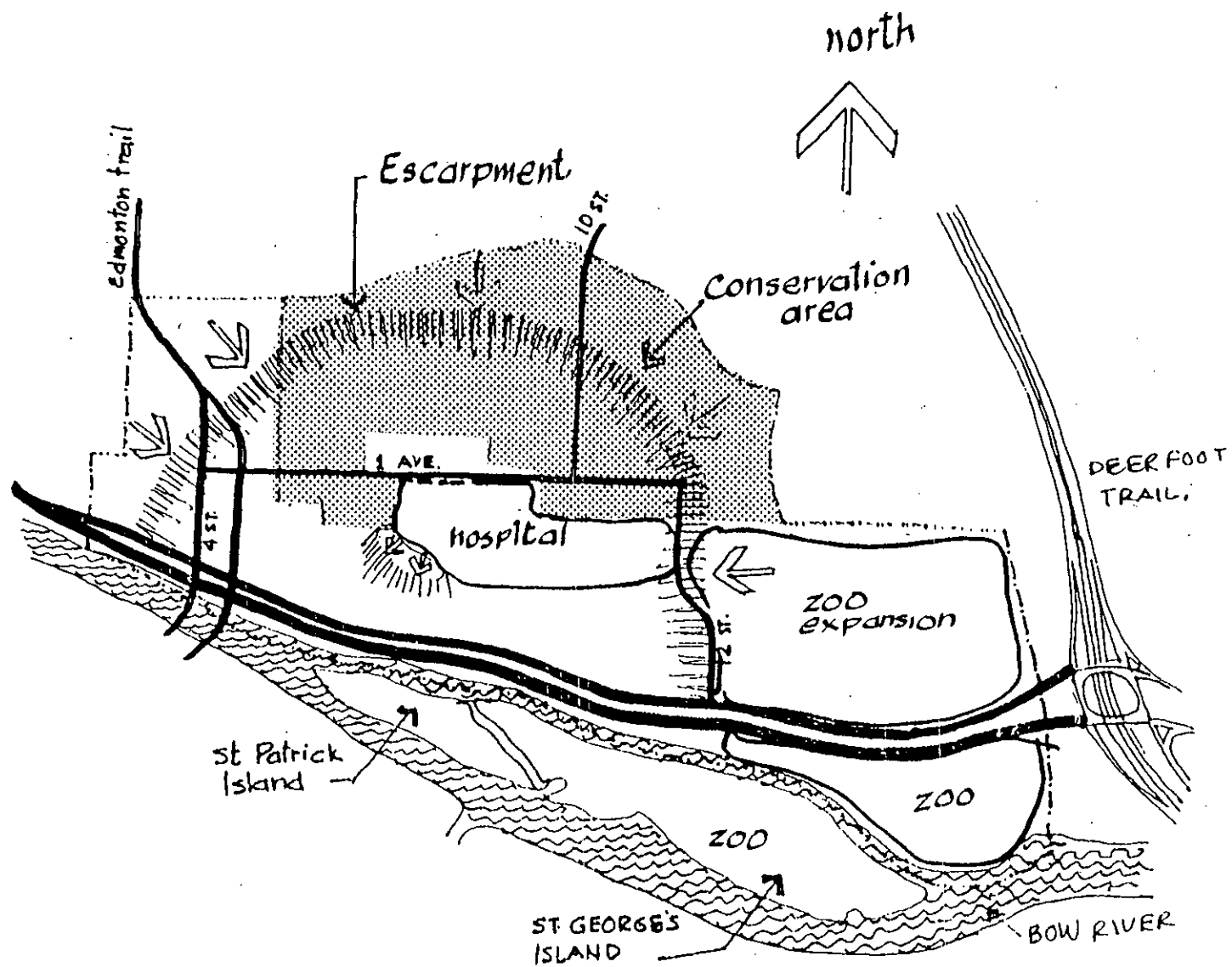
PART 5 - SPECIAL FEATURES

Introduction

On May 21, 1980, Calgary Planning Commission reviewed the Bridgeland-Riverside Area Redevelopment Plan. The attached visual material is provided to illustrate the potential of the Bridgeland-Riverside Area Redevelopment Plan recommendations. This appendix is divided into three sections. The first section contains a schematic map highlighting the natural features of the area, the second depicts the character of the residential areas, and the third contains suggestions for redevelopment of various commercial sections of this ARP. These will provide guidance to the City, the developer, and the Community in realizing the opportunities which can be exploited in different parts of Bridgeland-Riverside because of location, topography and character of existing area, etc.

Natural Features

The most prominent natural feature of the area is the escarpment system which runs in an east-west direction and attains heights of about 30m. A secondary escarpment of a lesser magnitude is in the southwest portion of the Community. Both areas provide excellent views of the City and the River and south-facing slopes which could be used for solar energy gain. The Bow River in the south provides further potential for recreational use.



Map 7. Schematic: Natural Features

Residential Areas

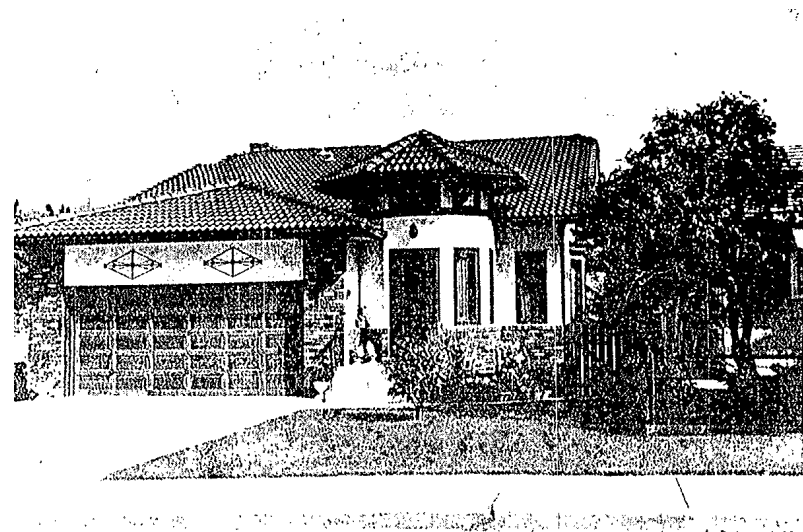
The following material illustrates the character of the existing housing and streetscape and its potential for infill development in both the Conservation and the Non-Family areas defined in the ARP.

On 1992 January 27, as part of the approval of Bylaw 16P91, Council instructed,

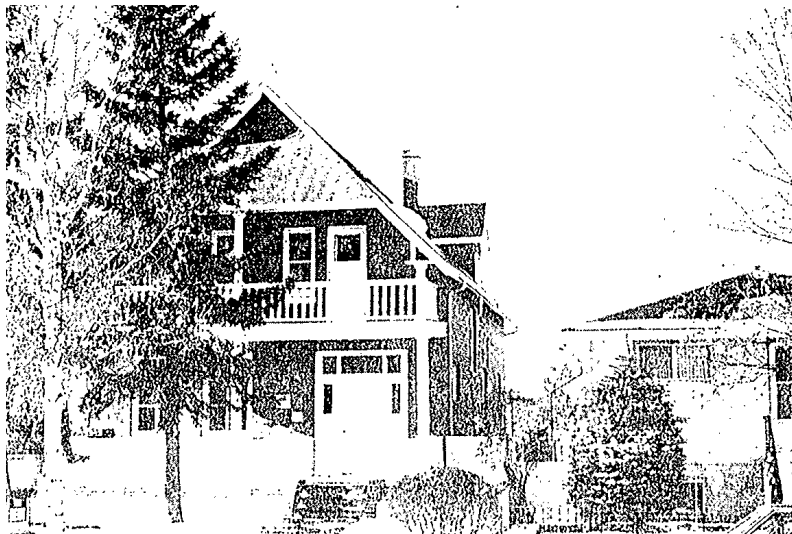
"that the Administration be requested to include a wider range of illustrated materials related to the historic building types in the Background Information of the ARP."

The inclusion of the following photos addresses this request.

Modern Dwelling Style



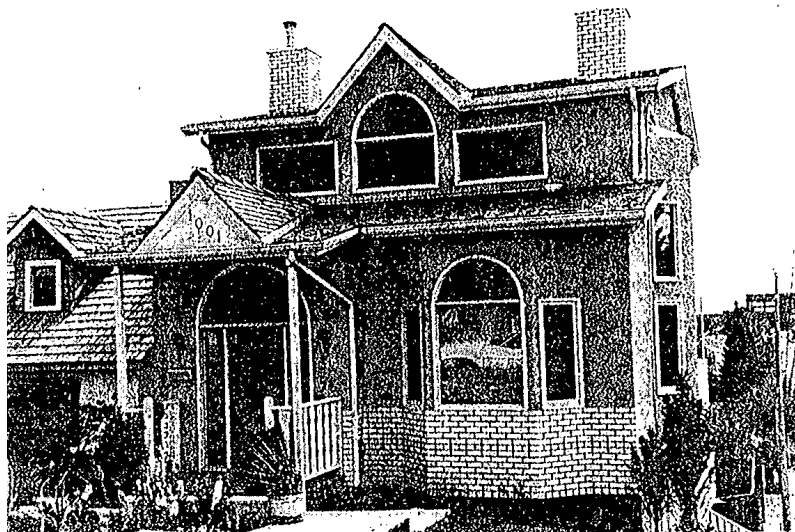
1905 - 1920 Cottage Dwelling Style



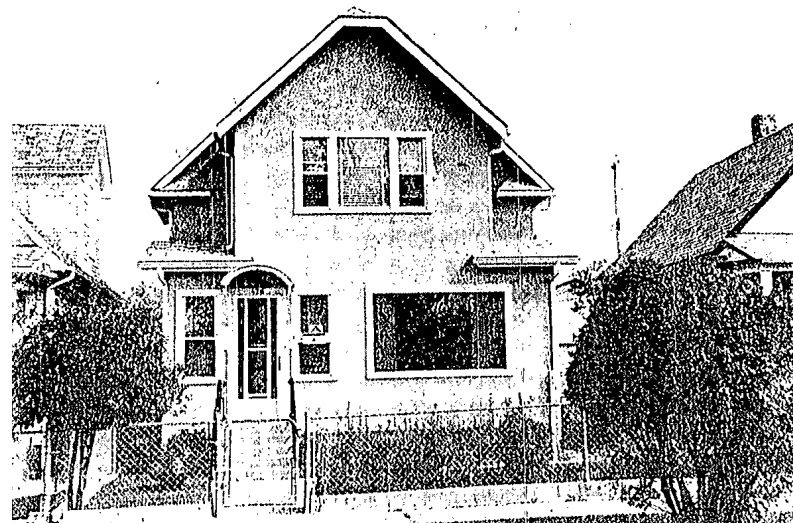
1930 - 1940 Bungalow Dwelling Style



Modern Dwelling Style



1905 - 1920 Cottage Dwelling Style



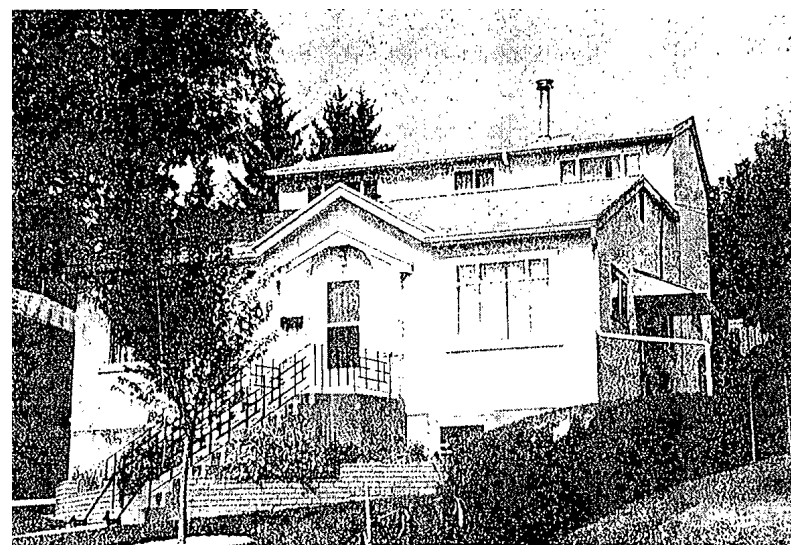
1905 - 1920 Cottage Dwelling Style



Modern Style (Post 70's)

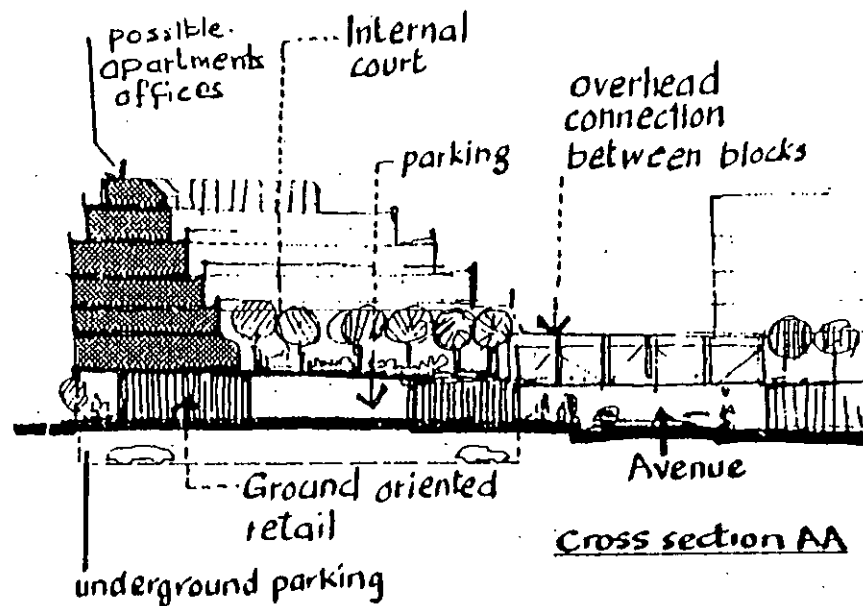
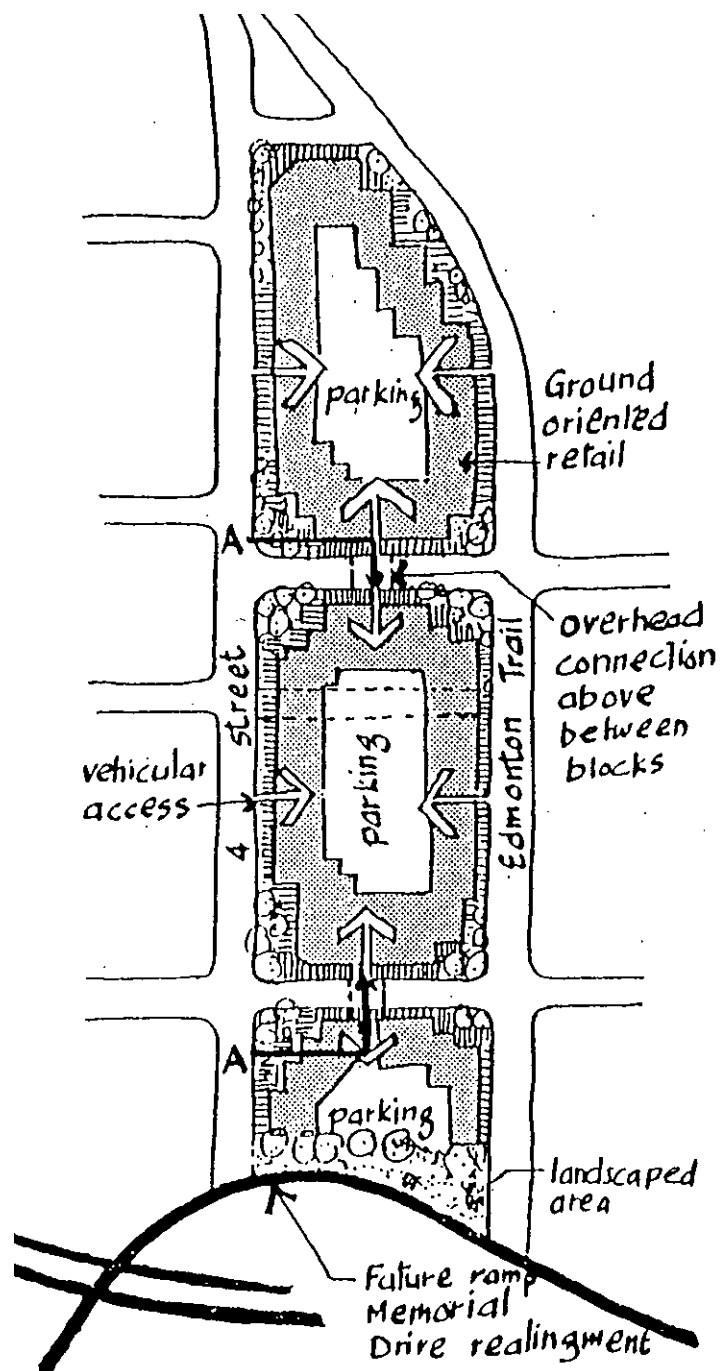


1950 - 1960 Bungalow Style with rear addition



Commercial Areas

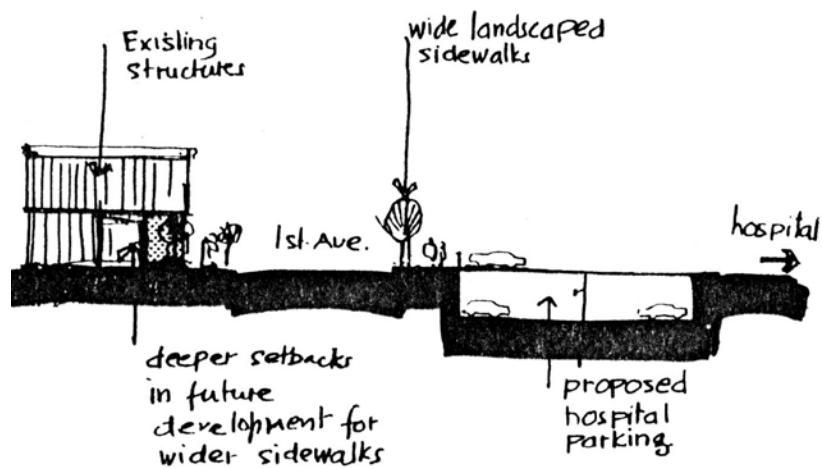
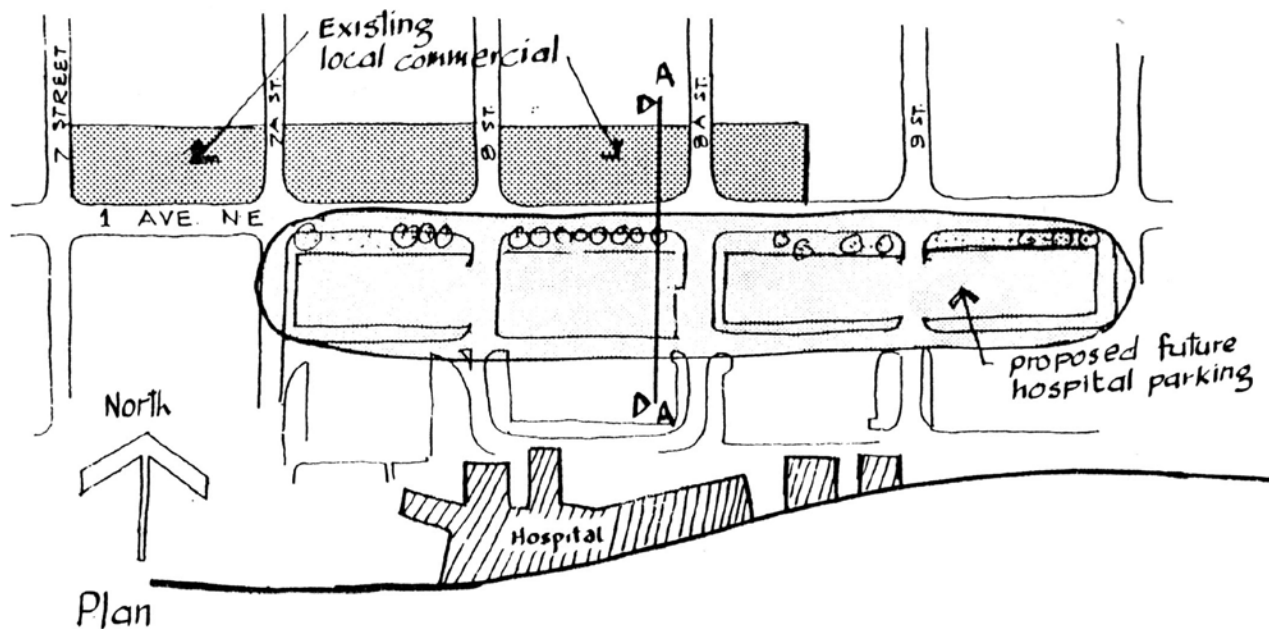
Two types of commercial development are identified in the ARP. The local commercial area along 1 Avenue N.E. primarily caters more to the local pedestrian, while the general commercial along 4 Street N.E. and the Edmonton Trail couplet relies more heavily on car usage.



General Commercial

Objectives of the Plan

- to ease transportation problems
- to provide unique retail spaces
- to provide separation of pedestrians and autos
- to provide required densities



Cross Section AA

Local Commercial

Objectives of the Plan

- to provide more pedestrian space on north side of 1 Ave in future developments