

# East Riverside

## Master Plan



**Publishing Information**

**Title**

East Riverside Master Plan

**Author**

The City of Calgary in partnership with B&A Planning Group

**Status**

Final

**Additional Copies**

The City of Calgary

Records & Information Management (RIM)

Inspection & Permit Services

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# 1 Introduction

## 1.1 Purpose

East Riverside is an underdeveloped neighbourhood within a prime inner city location. Development interest is growing for the area and a contemporary plan is needed to guide new development. The East Riverside Master Plan (“the Plan”) sets out a vision for the area and principles to achieve the vision.

## 1.2 Authority

This Plan does not have any legal status and has not been reviewed or approved by Calgary Planning Commission or City Council. However, it is intended to be used by the Community Association, City staff, area landowners, and area residents when evaluating planning applications in East Riverside.

## 1.3 Plan Hierarchy

The Bridgeland-Riverside Area Redevelopment Plan (ARP) from 1980 currently guides development within East Riverside. However, that document is out of date, does not provide contemporary guidance for the area, and is not aligned to The City’s Municipal Development Plan (MDP). This document (the East Riverside Master Plan) should be used to guide development until such time as a new ARP is in place.

This document uses the building blocks and direction provided in the Developed Areas Guidebook, which is part of Volume 2 of the MDP.



## 1.4 Location

East Riverside is located just south of Centre Ave. N.E. and east of 9 Street N.E., within the larger community of Bridgeland-Riverside (see Map 1). The area is bound by Memorial Drive to the south, 9 Street NE to the west, Centre Avenue NE to the north, and Tom Campbell Hill to the east. New development within “The Bridges” is adjacent to East Riverside’s western edge, and “Main Street” development is planned for 1 Ave. N.E., just north of the plan area.

The entire plan area is within a 600 metre radius of the Bridgeland/Memorial LRT station, with the LRT station located at the southwest edge of the area. The Bow River pathways, Calgary Zoo, and St. Patrick’s Island are all south of the plan area across Memorial Drive. The East Village and the Downtown are located a short distance away across the Bow River to the south.



Map 1 | Location



Currently, the plan area features a mix of new and older, low and medium density senior’s housing (with varying levels of care provided) and low-income housing. Most of those buildings are 3-4 storeys in height and have 6.0 metre plus landscaped setbacks that are framed with relatively narrow sidewalks. Most of the buildings are surrounded by large surface parking lots.



A pedestrian access ramp to the Bridgeland/Memorial LRT station defines the southwest corner of the area.

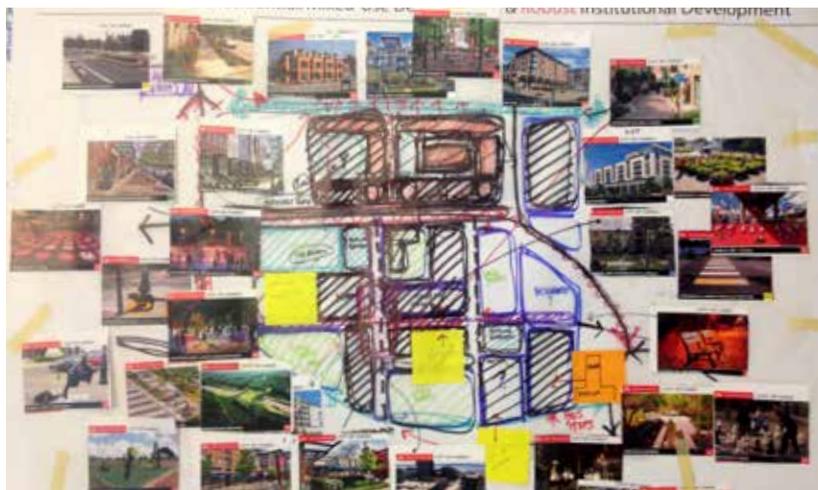


The plan area currently features two unique gardens, one of which is rain garden attached to McDougall Park that serves as a local amenity for residents and visitors.

# 2 Engagement

The East Riverside Master Plan began as a Bridgeland-Riverside Community Association initiative, where students from the University of Calgary's Environmental Design program initially worked with the community to plan the future of the area. In the summer of 2016, The City began the process of creating a Master Plan. Engagement for the plan was primarily targeted to landowners and the Community Association. In addition to regular meetings with City departments, landowners, and the Community Association, the following engagement events helped inform this Plan:

- August 2016 - The City met with representatives of the Community Association to discuss the creation of the East Riverside Master Plan.
- September 2016 - The City and consultant team hosted a design charrette with the Community Association, area landowners, and City staff from relevant departments.





**Scenario 1**  
 Robust Residential/Mixed-Use Development & Robust Institutional Development



**Scenario 2**  
 Robust Residential/Mixed-Use Development & Limited Institutional Development



**Scenario 3A**  
 Limited Residential/Mixed-Use Development & Robust Institutional Development



**Scenario 3B**  
 Limited Residential/Mixed-Use Development & Robust Institutional Development

## 2.2 Open house, October 2016

At an open house on October 17, 2016 community residents were asked about their opinions on the existing conditions in East Riverside and what they would like to see happen in the area over time. The questionnaire was filled out by 27 people. What was learned from the questionnaire included:

### Reasons for visiting Riverside

- Respondents visited East Riverside primarily because they live in the area, or to visit friends, to access the LRT and river pathways, while running and/or walking, for work, as a short-cut, and to visit the recycling depot.

### Perceptions of the East Riverside area revealed that the area is seen as:

- Having poor street connectivity, especially for pedestrians
- Being an area exclusively for senior's housing
- A good area for new development
- Isolated and disconnected
- Underutilized, unsafe, and in need of more people, lighting, and eyes on the street to make it feel more safe, especially at night
- In need of care and attention to make it more attractive

### Development preferences

- Most respondents indicated that of all types of development, they wanted to see residential, commercial, and recreational development in East Riverside.

### Things that respondents liked about East Riverside included:

- Easy access to public transportation (bus and LRT) and downtown
- Relaxing parks and open spaces
- Quietness of the area
- Sense of community in the area

### Things that respondents disliked about East Riverside included:

- Poor integration with the rest of the community
- Poor walkability and biking connections in the area
- Disconnected roads and sidewalks
- Traffic using the area as a shortcut
- The concentration of seniors in an area with no services or entertainment
- The poor interface with Memorial Drive

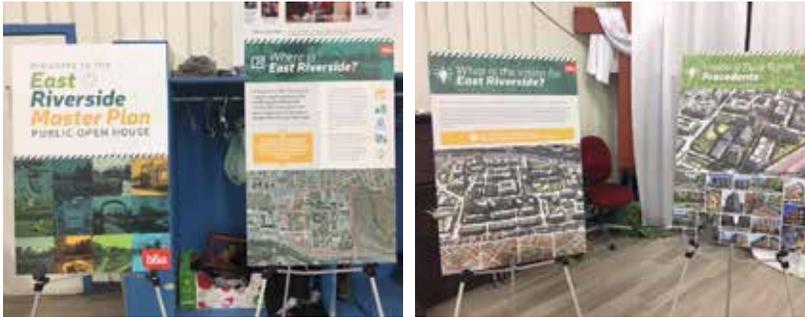
### Building typology preference

- Most respondents indicated a preference for mid-rise buildings as opposed to low or high-rise buildings.

## 2.3 Open house, January 2017

In January 2017, an open house was held for the East Riverside Master Plan in conjunction with other design projects ongoing in the community.

Approximately 100 attendees viewed three concepts for East Riverside, and 48 people filled out a questionnaire, 14 of which were residents of East Riverside. Overwhelmingly, respondents were supportive of high density, mixed-use development in East Riverside that will bring new activity to the area.



Open house boards

## 2.4 Jane's Walk, June 2017

In June 2017, The City of Calgary, Bridgeland Community Association and B&A Planning Group organized a Plan Area walking tour.

The walking tour was part of the nation-wide "2017 Jane's Walk" event. Approximately 30 citizens participated in the discussion about proposed vision for the area.

# 3

## Existing Conditions

### 3.1 Population

The population of East Riverside is approximately 1,050 people (according to the 2014 Civic Census). Over 75% of the residents of East Riverside are over the age of 75, with no residents under the age of 45 living in the neighbourhood. No residents in East Riverside own homes there, with all units being rented and, in many cases, subsidized through an assistance program.

### 3.2 History of the area

The character of East Riverside is partially determined by the legacy of the former General Hospital, previously located in the area. Several health care and health-related facilities are located in East Riverside, including the George Boyack Centre and several outpatient clinics. The Canadian National Institute of the Blind also operates an outpatient facility in the area.

View of Calgary, Riverside district in 1908, Calgary, Alberta.  
Glenbow Archives PA-1004-3

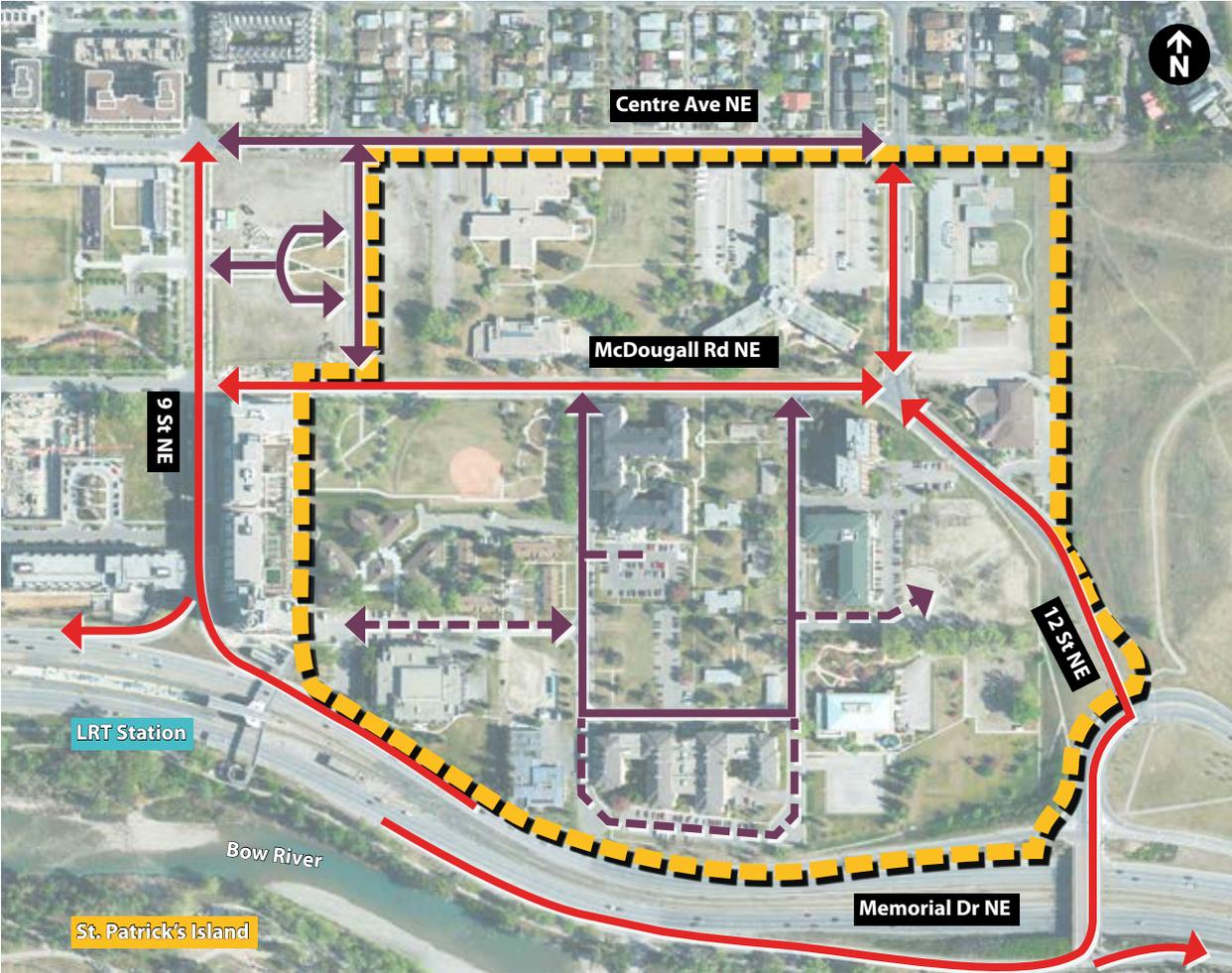


1957 photo showing advanced development of the Riverside neighbourhood, including former Hospital complex and Senior's residences and care facilities.  
Glenbow Archives NA-5093-411



### 3.3 Existing connections

Despite the advantage of having an LRT station right in the neighbourhood, connections to the station are poor and underused. The road network is laid out in a grid, but some large parcels in the area reduce connectivity. It is difficult to get to the 1 Ave. N.E. Main Street and to Tom Campbell Hill from East Riverside, especially for seniors with mobility issues. Generally speaking, the sidewalks in the area could use upgrading, there are formal pathways needed in areas where there are clear pedestrian desire lines, and the pedestrian pathway next to Memorial Drive is poor.



Map 2 | Existing Connections

### 3.4 Activity

Due in part to the underdeveloped nature of the neighbourhood, and to the fact that many residents may have reduced mobility, East Riverside lacks street activity. No shops or services are offered within East Riverside and there are no commercial destinations within the neighbourhood to which residents can walk. There are destinations in the larger Bridgeland-Riverside neighbourhood, but connections to these places from East Riverside are poor and especially challenging. Also, the nature of the area (i.e., the existence of care facilities) does not generate large amounts of street activity. Engagement with residents suggests that there is a perception of crime and a lack of safety in the area. Increasing the amount of activity on the street through the addition of new residential and retail development would likely improve the area's reputation.



Existing streets are not supportive of pedestrian and bike use. Disconnected sidewalks, large surface parking areas and poorly utilized park and garden spaces are result of the underdeveloped nature of the neighbourhood and dominant older demographics that may have reduced mobility.

### 3.5 Landowners and tenants

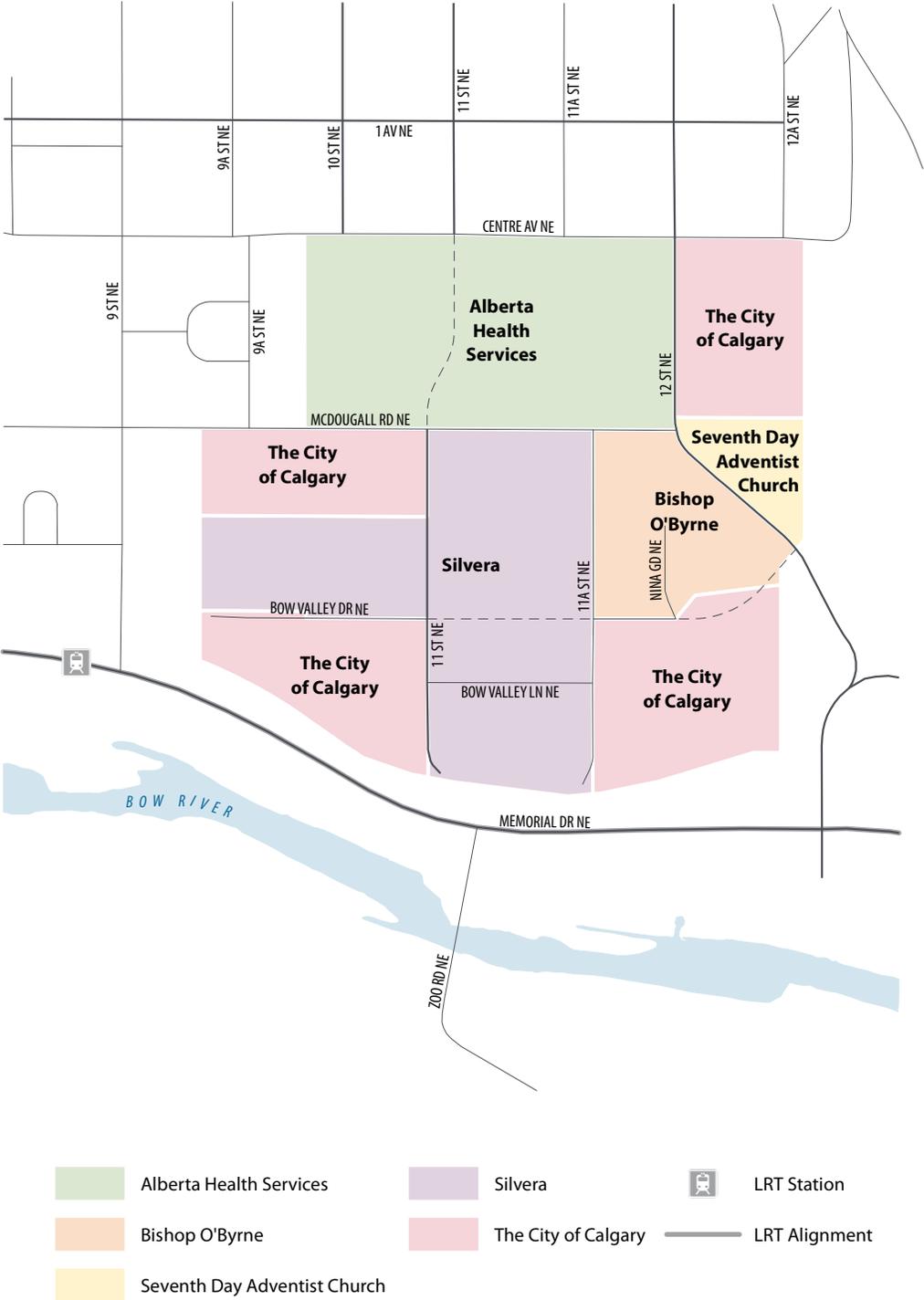
Land within East Riverside is generally underdeveloped and much of it could be considered institutional in nature. Most of the area is home to seniors' care facilities, with the George Boyack Centre located in the northern part of the area and two larger care facilities, offering a mix of independent and assisted living, in the southern portion.

Much of the land within East Riverside is leased by non-profit agencies from The City of Calgary. These agencies include the Canadian National Institute for the Blind and the Calgary Rehab Centre. Silvera, a seniors housing provider, owns large parcels in the center of East Riverside. It currently operates facilities on some of the land but has intentions to redevelop this land to higher intensity uses.

Christine Meikle School, declared surplus by the Calgary Board of Education, is located along the northeast portion of the plan area. This parcel is anticipated to redevelop within the near term (5-10 years).

The Bridgeland Seventh-Day Adventist Church is located along plan area's eastern edge.

Bishop O'Byrne provides housing on the plan area's southeastern edge.



Map 3 | Landowners, 2017

### 3.6 Open space

East Riverside enjoys a large amount of park space, with the combination of McDougall Park located on the plan area's western edge and Tom Campbell Hill located on its eastern boundary.

McDougall Park includes a baseball diamond, pathway system, benches, and a stormwater garden. Much of the other open space in the area can be attributed to the area's underdeveloped parcels, but large regional park spaces are located near the area, including Tom Campbell Hill to the east and the river pathway and St. Patrick's Island to the south.

East Riverside also has two smaller, but unique gardens: Rain Garden located on the east edge of McDougall Park and Fragrant Garden located at Colonel Baker Place N.E. that was designed to stimulate other senses for those dealing with vision loss.



McDougall Park is the flexible neighbourhood park that consists of the three distinctive areas: a baseball diamond; a flexible grass field that can accommodate a variety of active and passive activities; and a rain garden that showcases sustainable practices related to water preservation and stormwater management.



A fragrant garden adjacent to 11A Street NE is a charming oasis with a variety of fragrant flowers, bushes and trees. It provides intimate sitting areas with a water feature and public art. It serves as a green refuge for neighbourhood residents and is a special experiential place for people dealing with vision loss.

# 4

## Vision and core ideas

The vision for the area is as follows:

“East Riverside will evolve into a complete community with an urban character. Additional shops and services will cater to the existing and a diverse future population and increase the level of activity in the neighbourhood, making the area safer and attractive to new residents. New street and pedestrian connections in East Riverside will improve access to the LRT station, the 1 Avenue Main Street, and to Tom Campbell Hill, making it easier for residents and workers to access their destinations. East Riverside will become a new destination within the larger Bridgeland-Riverside community.”

The Core Ideas of the Plan are to:

1. Activate the neighbourhood through increased density and the incorporation of new developments that contribute to creating a more complete community with services and activities for people of all ages.
2. Improve connections to, from, and within the neighbourhood.
3. Facilitate transit-oriented development with multiple alternative transportation options.
4. Establish East Riverside as a destination within the larger Bridgeland-Riverside community.
5. Create a network of unique streetscapes and places that will enhance walkability and sense of place.



# 5

## Land use scenarios

Land use scenarios evolved following the design charrette and initial input from stakeholders, the area Councillor, City staff and the consultant team. A series of initial urban design concepts, including street and block configuration, pedestrian and bike connections, special places and built form were considered and evaluated and subsequently translated into three development scenarios.



## 5.1 Land use preliminary scenarios / Concept A

### Lively inner-city neighbourhood

This concept envisions primarily mid-rise (4-6 storeys) residential development in the East Riverside area. It includes an extension of 11 St. N.E. from Centre Avenue to McDougall Road. It also envisions a mixed-use node at Bow Valley Drive and 11 St. N.E., where local shops and services would locate at the base of residential buildings on all four corners of this intersection. Bow Valley Drive N.E. would also connect to 12 St. N.E., adding an additional access point to the community.

A new east-west pedestrian connection would extend from Bow Valley Drive N.E. east to connect to 12 St. N.E., forming a new pedestrian and cycling connection to connect to the LRT Station. This concept does not presuppose comprehensive redevelopment of the CareWest site as Alberta Health Services' plans for the site are not finalized.



## 5.2 Land use preliminary scenarios / Concept B

### Continuing the success of The Bridges

This concept envisions primarily mid-rise (6-8 storeys) development in the East Riverside area with taller buildings in key locations. It includes a large mixed-use node at Bow Valley Drive and 11 St. N.E., with shops and services located on the ground floor and the option for residential or office above. Bow Valley Drive N.E. would be extended east to connect to 12 St. N.E., providing a new connection for cars, transit, bikes, and pedestrians.

Bow Valley Drive NE would be established as a “green” street intended to prioritize pedestrian and cyclist movement over cars, with wider sidewalks, enhanced landscaping, and bike lanes. A new pedestrian and cycling connection would be provided east of Christine Meikle School just west of Tom Campbell Hill to enhance access to the park space and community to the north. This concept assumes comprehensive residential development of the CareWest site with ground-oriented townhouses facing Centre Ave. N.E.



## 5.3 Land use preliminary scenarios / Concept C

### Vibrant urban destinations

This concept envisions the transformation of East Riverside into a destination within the city. It would include primarily mid-rise development (6-8 storeys) with some high-rise development (9-20 storeys) in some key locations. High rise buildings would be developed next to the LRT station and along the properties adjacent to Memorial Drive. Townhouses would face McDougall Park's southern edge, with a high-density mixed-use node at the intersection of Bow Valley Drive N.E. and 11 St. N.E.

Bow Valley Drive NE would be extended east to connect to 12 St. N.E. It would be a "green" street intended to prioritize pedestrian and cyclist movement over cars, with wider sidewalks, enhanced landscaping, and bike lanes. 12A St. N.E. would be extended south to connect to 12 St. N.E. on the eastern edge of the plan area. A new park would be established north of Bow Valley Lane, and the CareWest site would be comprehensively redeveloped for residential uses with townhouses facing Centre Ave. N.E.



# 6 Development concept

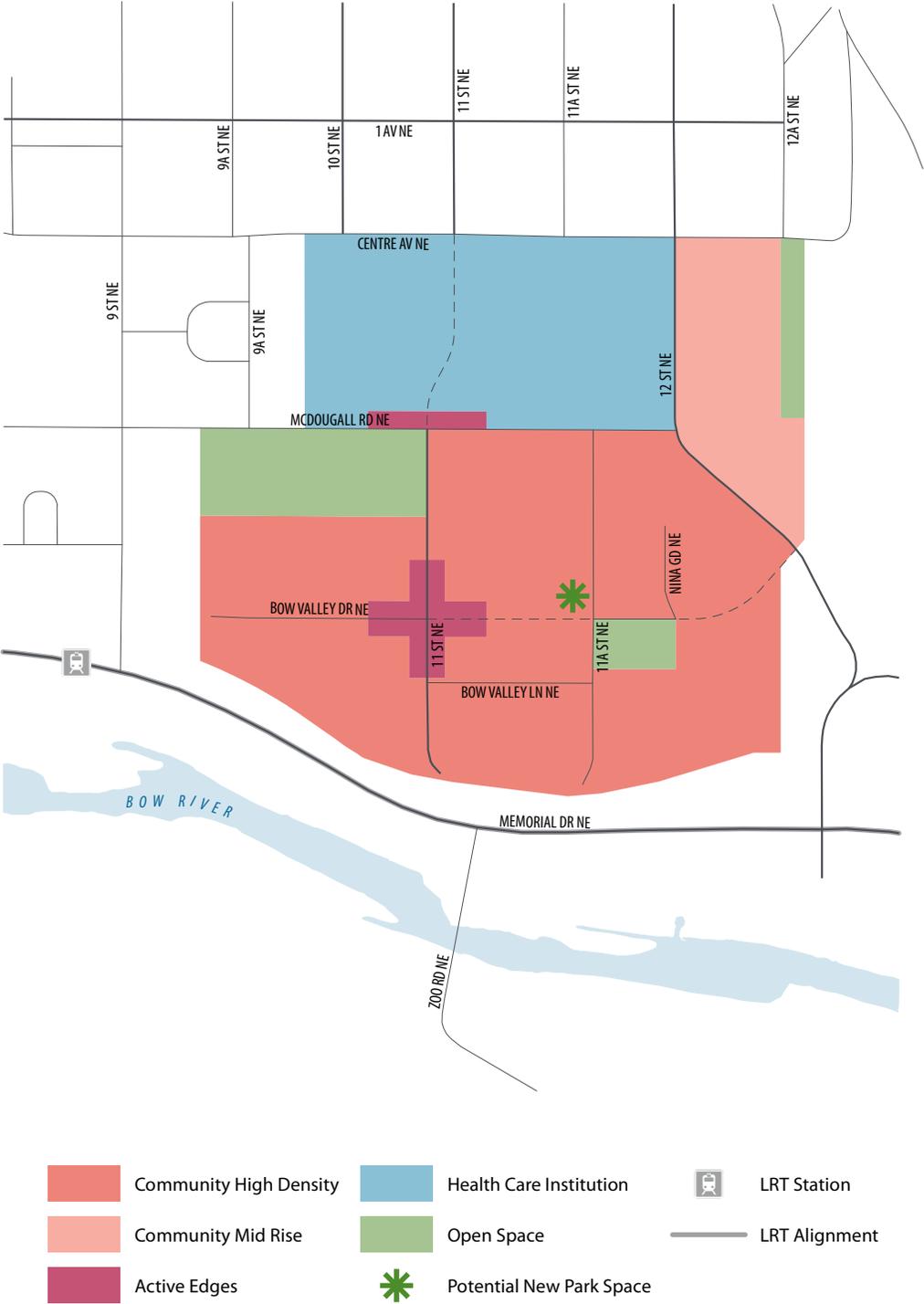
Concept C was selected as the basis to move forward and a final concept was developed that illustrates the best aspects of Concept C with some modifications based on technical constraints.

## 6.1 Building blocks

The following map depicts the building blocks, as outlined in the Developed Areas Guidebook, that should apply to development in East Riverside.

Land use redesignations in East Riverside should facilitate development that is consistent the building blocks shown below in Map 7: Building Blocks.





Map 4 | Building Blocks

## 6.2 Transportation

The future transportation network for East Riverside will better facilitate pedestrian and cycling connections through the neighbourhood and will create a more fine-grained, gridded street pattern. Key ideas regarding the street and pathway network in the area include:

- Extension of Bow Valley Drive N.E. through the area's central parcel to reinforce gridded street network and provide more opportunity for street-fronting future development in this location;
- Transformation of the new Bow Valley Drive N.E. into a green street (where priority is given to active transportation modes) connecting the neighbourhood to the station. This street would prioritize active modes of transportation;
- Improve connections to the Bridgeland Main Street (1 Ave. N.E.) by providing additional connection points through the northern Alberta Health Services parcel. These additional connections should connect through the established grid in the area; and
- Improvements to 12 St. N.E. to slow down traffic and establish an eastern gateway to the neighbourhood.

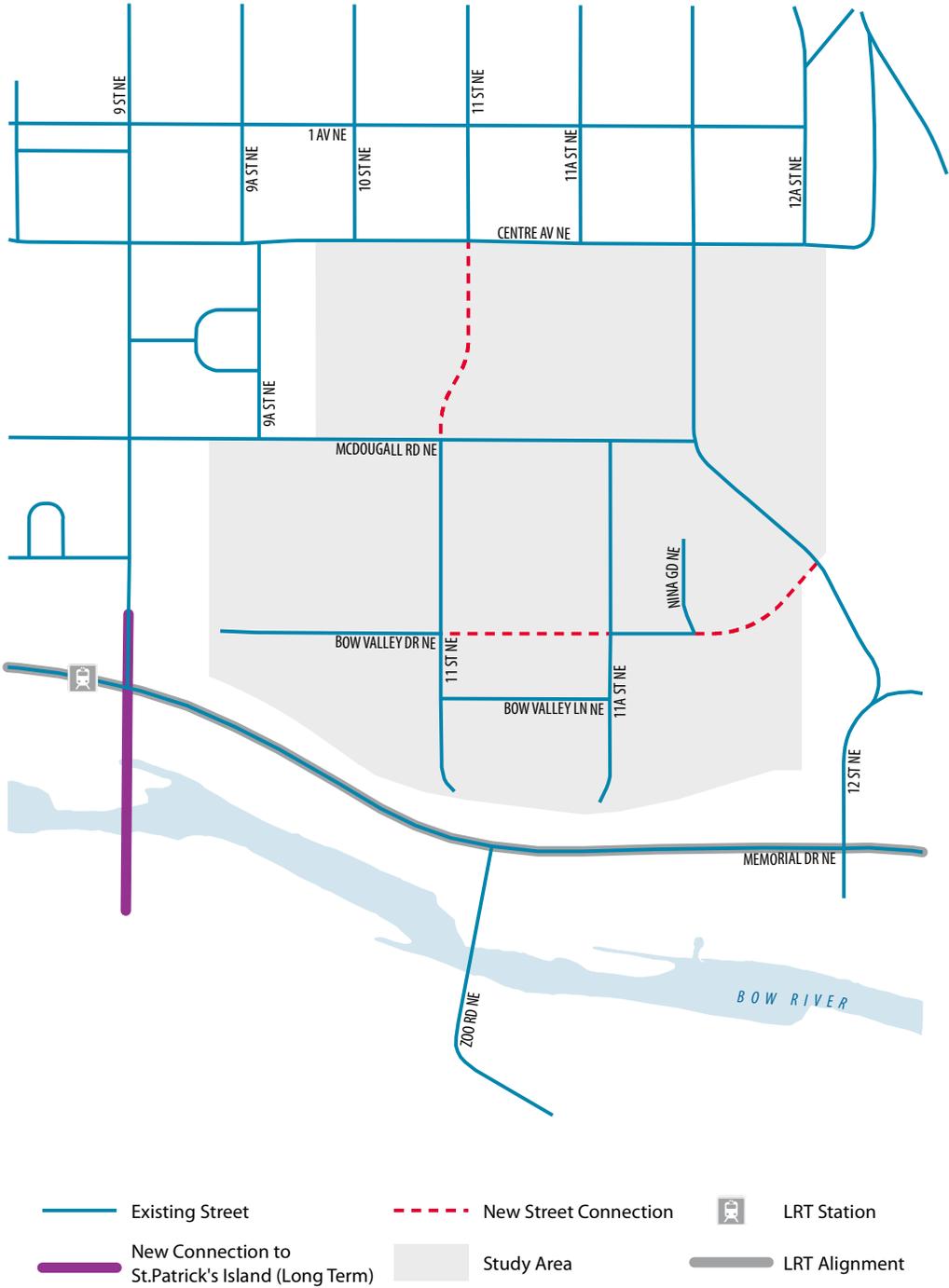
No detailed transportation analysis (e.g., Transportation Impact Assessment, transportation modeling) was completed for this Plan and would be completed as part of the ARP process.

A more long-term idea to connect East Riverside better to its surroundings would include adding a new pedestrian bridge connection from East Riverside across Memorial Drive to St. Patrick's Island.

The City of Calgary should work to determine how to secure key new connections, such as the Bow Valley Lane extension and connection to 12 St. N.E. and the proposed new connection through the AHS site.



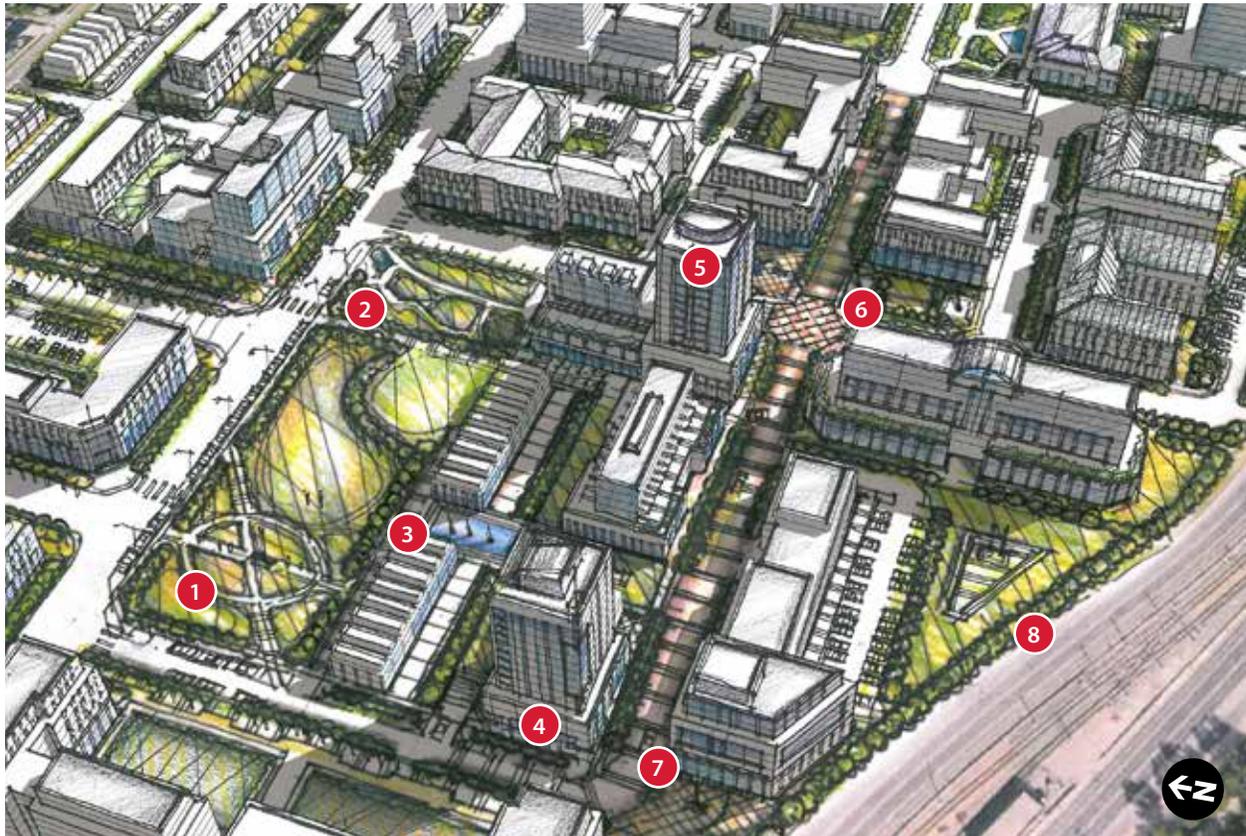
Proposed refinements of the existing street grid and urban block pattern will provide more opportunities for pedestrian and bike connectivity and the creation of the human scale buildings with active residential and retail frontages. A core idea of this plan is to create a network of public and private places with connections between them that would be conducive to walking and cycling year-round.



Map 5 | Mobility plan ,

### 6.3 Development concept

The concept below takes the elements that participants in the engagement process liked best and brings them together in one concept. This concept is loosely based on Concept C from the previous page.



1. Upgraded existing park/ enhanced programming
2. Enhanced rain garden
3. Strengthened park edges/activation with residential use
4. New mixed use developments with active retail at grade
5. Neighbourhood node / mixed use & retail at grade
6. Bow Valley "woonerf"/shared street and pedestrian plaza at LRT station
7. Public square and urban parkette and public art
8. Landscaped buffer to Memorial Drive



- 9. School site adaptive reuse opportunity
- 10. Residential densification and adaptive reuse and new street connections
- 11. Long term health care/office redevelopment opportunities
- 12. Townhouses along Centre Ave N.E. –smooth transition to existing low-density neighbourhood
- 13. Enhancement of ‘tactile garden’
- 14. Short term health -care/office redevelopment opportunities
- 15. Senior housing existing and proposed
- 16. New street connection opportunity

# 7 Urban design

## 7.1 Key urban design moves

### Defining gateways

The east edge of the LRT station access, starting at the Bow Valley Drive N.E., will be treated as a new gateway to the community. Future redevelopment of the existing seniors facilities, north and south from Bow Valley Drive N.E., will include a small public square with street level activation and retail services.

The eastern gateway at Memorial Drive/12 St. N.E. will include improved crosswalks, a street wall, enhanced pedestrian and bike trail, a potential traffic circle, and gateway public art.

### Retrofitting existing streetscapes and exploring opportunities for new connections

Bow Valley Drive N.E. will transform into a major east-west pedestrian/bike connection through the neighbourhood. The Woonerf (shared street typology) will become the new primary greenway, including an urban pedestrian route to the LRT station from East Riverside and will incorporate wider sidewalks, bicycle lanes, and elements to slow-down vehicular traffic. This street will be designed with high-quality public realm elements.

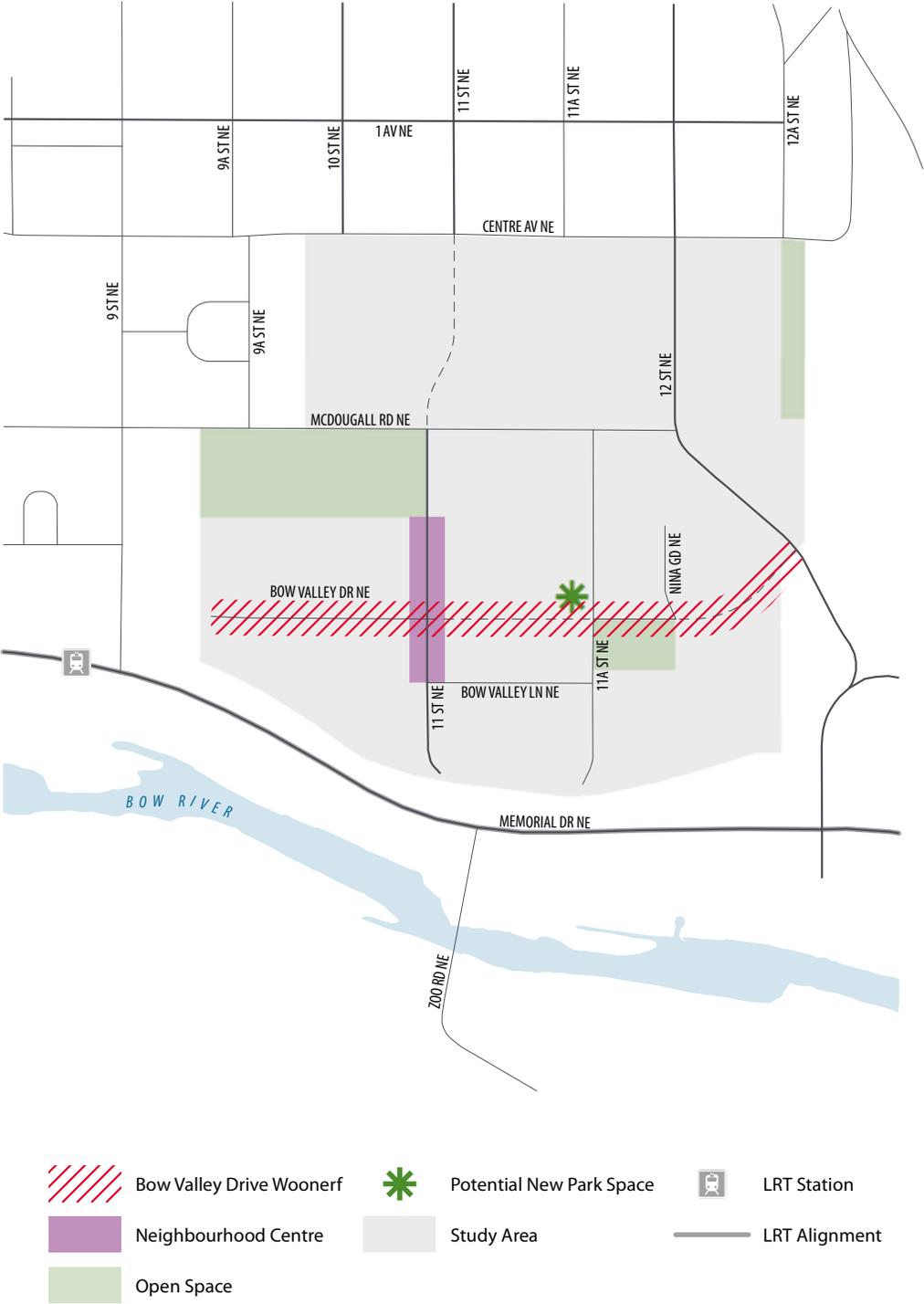
McDougall Road N.E. will serve as a key east-west vehicular route. With future street-oriented developments on the north and south side of the street, McDougall Road N.E. will become an attractive urban boulevard with wide sidewalks, attractive lighting, safe crosswalks, urban trees and on-street parking.

Future planning policy will explore opportunities for stronger north-south connectivity between Riverside and Bridgeland. Depending on future plans for Alberta Health Services (AHS) land, opportunities to connect McDougall Road with 1 Ave. N.E. and beyond will be explored along 10 St. N.E. and 11 St. N.E. Similarly, there is an opportunity to extend 12A St. N.E. south to connect it with Bow Valley Drive N.E.

### Creating a strong neighbourhood node

The intersection of Bow Valley Drive N.E. and 11 St. N.E., including all four corners, will become a new and vibrant neighbourhood node. The node is situated at the intersection of main pedestrian/bike routes and will be accessible to public transit.

With slower vehicular traffic and the close proximity of major urban parks, gardens and a small public square – this densified, mixed use node will create excellent place-making opportunities for current and future residents. Neighbourhood scale services, such as retail and hospitality are envisioned to develop a strong sense of place in this node.



Map 6 | Character Areas

### **Introducing 'gentle' densification**

The vision for the neighbourhood is that the majority of buildings will be mid-rise in nature, with a limited number of point towers having heights of up to 16 storeys. This optimal densification will enable better utilization of the land, infrastructure, existing public transit and create a critical mass of support for local retail services and recreational facilities.

The key design criterion focuses taller buildings at key intersections, which will create strong local landmarks. These taller buildings will strategically spaced around the neighbourhood and have minimal shadow disturbance on surrounding properties. In Calgary's micro-climate, slim, point towers are the best option due to the shorter shadow impact times. In addition, taller buildings along Memorial Drive will take advantage of topography and views of the Bow River and downtown.

The future redevelopment of Alberta Health Services (AHS) property will facilitate residential and employment densification as well as integration of a health campus into the surrounding neighbourhood. New developments will establish new urban blocks and street connections through the site; thereby allowing for activation of street edges at-grade and improved street interfaces.

### **Re-thinking park design and programming**

Future developments will define the southern edge of McDougall Park. Ground-oriented townhouses with a pedestrian walkway and sitting arrangements will serve to activate the park and provide extra visual surveillance.

Along with future densification and changing needs, City of Calgary staff will work with the community to define new opportunities for programming of this park space.

Park improvements will occur over time and include retaining the existing rain garden, more sitting spaces, and enhanced active programming of the space to increase use and safety.

Opportunities for small urban parkettes and creative community gardens will be further explored as development activities progress over time.

### **Sustainability through adaptive re-use**

Where feasible and desirable, existing buildings (e.g., Christine Meikle School or Canadian National Institute for the Blind building) could undertake partial or full adaptive re-use. Sensitive preservation, additions, and integration with new mixed residential and community uses shall be explored.

### **Creating distinctive places**

As part of neighbourhood evolution, opportunities to create distinctive urban places will be explored, either as a part of private developments or within publically accessible urban squares, parks and gardens. Local history, people, and historic events should be celebrated through creative street design, public art, and cultural event programming.

## 7.2 Key urban design principles

The synergy of well-designed buildings, streets and public spaces is essential to achieving functional, accessible and visually attractive neighbourhoods. All of these foundational elements shape community vitality and create a special sense of place over long periods of time by many stakeholders. As a mature, somewhat incomplete inner city neighbourhood, East Riverside will evolve into a thriving community where new infill developments will harmoniously blend with the existing buildings to create a new paradigm of urban living.

### Intent

These urban principles will serve as an interim guide and an inspiration for new infill developments until a new ARP is in place. The intent is to facilitate the following:

- Clarity of The City's expectations and principles of design quality for a variety of future development proposals in East Riverside;
- Inform property owners, developers and business owners about basic design principles and requirements before undertaking any design work to save time and money;
- Inform architects and other design-related professionals on requirements to create contextually appropriate buildings; and
- Complement East Riverside/ Bridgeland's long term vision and The City's and Neighbourhood Community's desire to create the best contemporary urbanism and architecture that embraces design excellence.

### Principle 1: The whole is more than the sum of its parts

Quality and design excellence of every new infill development shall contribute to the current and future quality of urban blocks and streets as well as to the overall East Riverside neighbourhood. Compliance with basic urban design principles is expected, and high quality buildings and street design is highly desired.

### Principle 2 : Infill as a design strategy

New infill development or redevelopment, where feasible, will continue to respect established block and street patterns while exploring opportunities for the creation of new urban blocks where appropriate street patterns are introduced.

New infill will range from medium density built form (e.g., townhouses, live/work townhouses, mid-rise apartment or mixed use buildings) to a limited number of high rise buildings.

### Principle 3: Urban density and mix of uses

Future “completeness” of the East Riverside neighbourhood is a function of:

- Modestly increased density, which will over time bring a critical mass of varied demographics, variety of housing typologies (including family, singles and senior-friendly housing forms), community services, retail venues and other community-based recreational programming; and
- A mix of uses that will contribute to economic, demographic, social and cultural diversification and enhanced livability of the neighbourhood.

### Principle 4: Design in context with transitions in mind

All new developments shall pay attention to the immediate context to avoid adverse effects on adjacent lower density residential developments. Design tools, such as horizontal and vertical setbacks, stepped-down massing, and modest building height shall help to properly scale transitions and limit adverse impacts to the existing built form in the neighbourhood.

On average, immediate transitions to stable, low-density neighbourhood blocks should utilize a 2 to 3 storey townhouse typology or 3 to 4 storey mid-rise residential typology. Other properties could explore a 4 to 8 storey mid-rise typology with defined two-storey podiums. Along Memorial Drive higher densities, in the form of slim point-towers with podiums, could be permitted to minimize any negative impacts on adjacent properties.

### Principle 5: Street wall definition and activities at grade

A well-defined street wall is the most important element of an urban streetscape. The street wall is properly defined horizontally and vertically by calculating the ratio between the overall width of the street and the height of the street wall (e.g., 1:1 or 1:2). The design of the street elements, such as setbacks at-grade, step-backs on upper floors, façade detailing, fenestration, textures and colours, and most important – uses and interfaces at-grade contribute to walkability and a sense of harmony at the pedestrian level.

Street Wall is further defined through the delineation of the building base (minimum two-storey “podium”) that is a function of overall building height, building body and building top. All these elements play distinctive functions and have different degrees of functionality and interactions with the street as well as visual impact on the immediate or wider, neighbourhood context.

The highest impact of the street wall is at-grade, depending on land use, where setbacks, and interface treatments activate the public realm through retail, hospitality, office, residential land uses or other programming opportunities. Generally, on predominantly pedestrian streets, setbacks will vary between 0-3 metres to create a vibrant urban character.

All major pedestrian/bike connections in East Riverside and the central node shall have an activated street wall with active uses to promote walkability and community vibrancy.

### **Principle 6: Built form design excellence**

All new infill developments will carefully orchestrate setbacks and building separation to minimize the wind, excessive sunlight and privacy related impacts. All new buildings, according to land use and applicable by-laws, will provide a variety of housing typologies (including affordable housing), amenity spaces, or contribute to applicable public improvements in the immediate vicinity of the project.

Each new infill development will contribute to the creation of a continuous street wall to frame the street, and provide one or more entrances to the street.

Buildings situated at corners will pay extra attention to corner definition, with prominent entrances or activities at-grade. Developments shall contribute to safety and vibrancy of the street through active ground floor uses, higher ground floor heights, well designed transparent façades/storefronts and appropriate commercial signage and wayfinding.

It is suggested that all new development proposals should be part of the Urban Design Review Panel process prior to review by the Calgary Planning Commission.

### **Principle 7 : Public realm design excellence**

Phased re-design, reconstruction, or construction of new streets, as well as design and programming of parks shall be contemplated in conjunction with one or more developments concurrently happening on the same street / urban block. In this way, the cumulative effect of public and private reinvestment and collaboration in the area will reach positive and inspiring effects for the re-development of other neighbourhood properties.

Functional typology of the street and desired character of the street will define quality and standards of new sidewalks, bike corridors, street lighting, furniture, wayfinding and general programming. All new standards shall comply with City of Calgary policies and standards.

New typologies of smaller, privately built, but fully publically accessible urban plazas and parkettes/courtyards should be introduced, especially with larger, comprehensive re-development projects. Priority locations for these would include walking proximity to street corners, public transit stops/LRT station, high activity public streets and neighbourhood nodes.

Enhancing existing pedestrian pathways and creating new pedestrian/ bike connections shall be explored with all new development proposals. Where appropriate, developments shall incorporate weather protection into streetscape/pathway design such as canopies, colonnades, street trees, and shelters.

Street tree planting and urban definition of street and park edges that create shade and reduce greenhouse gases is highly recommended.

**Principle 8: Connectivity and accessibility**

Pedestrian and bike connectivity and accessibility shall have priority in future public realm improvements. However, for the foreseeable future, full vehicle access should be allowed on the street network, as well as access to surface or underground parking.

A new ARP will explore opportunities for new street connections, and functional and character improvements of the existing street network.

Access to the LRT station, pedestrian bridge design to St. Patrick's Island and surrounding public realm should be improved over time with buildings and activities at-grade, as well as attractive landscape treatment, special lighting, and wayfinding to create a safer and visually appealing pedestrian environment. Introduction of the "Woonerf" idea along Bow Valley Drive NE will create a unique shared street that celebrates pedestrian and bike connectivity while respecting the need for vehicular access.

**Principle 9: Universal accessibility**

All new developments and street improvements should be designed in a manner that is accessible to a variety of mobility and visual, hearing and cognitive abilities. This will be achieved through implementation of Universal Design and Barrier-free principles on sidewalks, crosswalks, public transit ramps/elevators and main building entries.

**Principle 10: Crime prevention through environmental design**

Designing buildings, streets and public spaces for safety, especially in the evenings and dark winter months is important around LRT stations, bus stops, streets, parks, squares and urban gardens where a constant flow of pedestrians of all ages will animate the public space. Building orientation toward the street will provide "eyes on the street" and provision of adequate street and security lighting will allow for proper surveillance.

# 8

## Implementation

This document should be used while evaluating land use amendment and/or development applications to ensure general alignment of ideas and concepts.

Work on a new ARP for the community was underway as of summer 2017. It is anticipated that the content of this Master Plan will be refined and included in the Area Redevelopment Plan. This will ensure that the ideas and concepts of this plan are reflected in statutory planning policies and will effectively guide development to achieve the vision outlined in this Plan.

General implementation principles include:

1. The content of this Master Plan should be incorporated into a new Area Redevelopment Plan for Bridgeland-Riverside where possible.
2. Analysis and refinement of the transportation network improvements suggested in this Plan should be completed as an input into a new Area Redevelopment Plan. Subject to future engagement and analysis, it is possible that not all components of this Plan will be incorporated into the new Area Redevelopment Plan.
3. Applicants should review this Plan prior to submitting applications and should ensure their applications align to the content of this Plan where possible.
4. The City should work with Applicants to ensure that any applications submitted prior to approval of a new Area Redevelopment Plan are not unduly affected by the planning process and that the applications align to the content of this Plan where possible.
5. This Master Plan should continue to be used to guide application review even after a new ARP is in place to give broader context and more detail to reviews.