

THE BRIDGES

Building an urban legacy



AMENDMENT TO ARCHITECTURAL DESIGN & CONTROL GUIDELINES (Formerly Bow Valley Centre Lands Redevelopment)

APRIL, 2008



Prepared for:



Prepared by:



Explanation of April 2008 Amendment

The April 2008 Amendment to The Bridges: Architectural Design & Control Guidelines were written with a focus on Site 15. The April 2008 Amendment, provided additional guidelines and discussion on items previously identified in the June 2005 Addendum: (1) Noise, (2) Parking Structures, (3) Retail/Commercial.

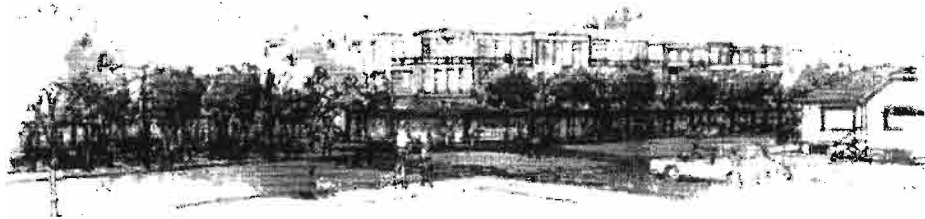
The April 2008 Amendment updated the road names and park names of the October 2003 Revisions.

Finally, the April 2008 Amendment combined what was initially illustrated as two sites, Site 15(a) and Site 15(b) in the July 2002 Architectural Design & Control Guidelines, into one Site 15.

The April 2008 Amendment was created to assist the Purchaser in the design of 'attainable' multi-residential dwelling units to be constructed over the entirety of Site 15.

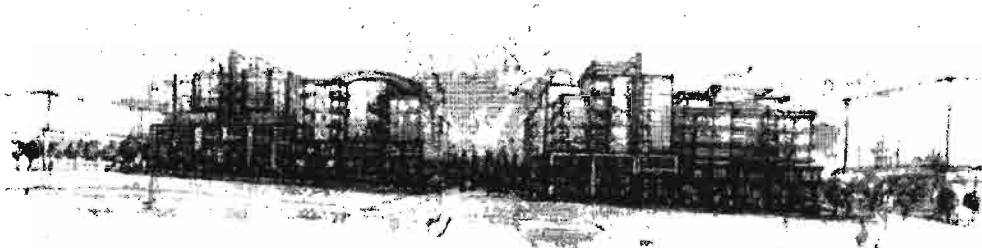
THE BRIDGES

Building an urban legacy



ADDENDUM TO ARCHITECTURAL DESIGN & CONTROL GUIDELINES (Formerly Bow Valley Centre Lands Redevelopment)

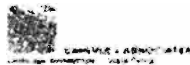
June 2005



Prepared for:



Prepared by:



Addition to page 22: 18. Noise

Site 15:

Guidelines - In addition to the staggered double row of Prairie Spire Ash trees which are planted along the edge of Memorial Drive, other landscape elements such as grading, additional rows of trees, hedges, and shrubs are strongly encouraged along the rear yard of Site 15.

Discussion - The planting and associated landscape elements are to complement the character of Memorial Drive and offer a buffer to the ground floor of the building.

Addition to page 26, 25. Parking Structures

Above-Grade Parking Structures:

Guidelines - Although above-grade parking structures are allowed on Sites 15 & 16, they are strongly discouraged unless they can be adequately screened by other uses or architecturally designed and detailed to provide an attractive face to the public.

Discussion - Site 16 with its three exposed sides (west/south/east) all fronting onto public streets (9TH Street and Memorial Drive) and onto public thoroughfares (Regional Path), should not present any architecturally 'untreated' exposed building face of a parking structure to the public.

Addition to page 40: 40. Uses:

Retail/Commercial:

Site 15 & 16:

Guidelines - Commercial/Retail development on Sites 15 & 16 should be oriented to the needs of local residents, and should be small in scale and diverse.

Discussion - The character and scale of the commercial units are to reflect the scale and diversification of the community.

Discussion - The appearance of one or two major retail tenants across a large retail frontage is not considered desirable.

Guidelines - The main floor elevation of the commercial/retail establishment should be at or very near the elevation of the adjacent public walkway.

Discussion - Barrier-free access is required: steps and ramps are strongly discouraged.



REVISIONS TO
ARCHITECTURAL DESIGN & CONTROL
GUIDELINES

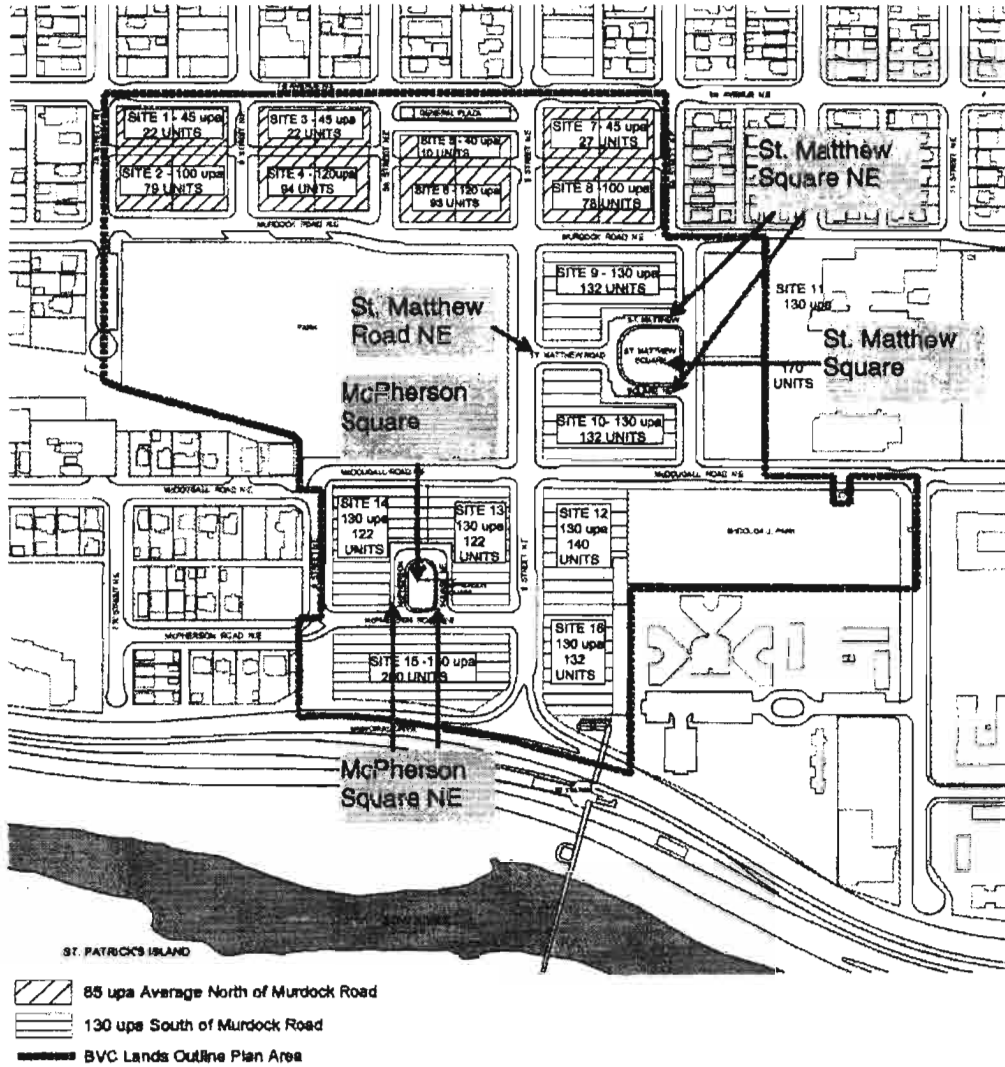
Bow Valley Centre
LANDS REDEVELOPMENT



October, 2003

- **Density and Building Scale:**
- Anticipated Maximum Number of Residential Units

- Renamed/ Added Roads
- Removed Murdock (park)

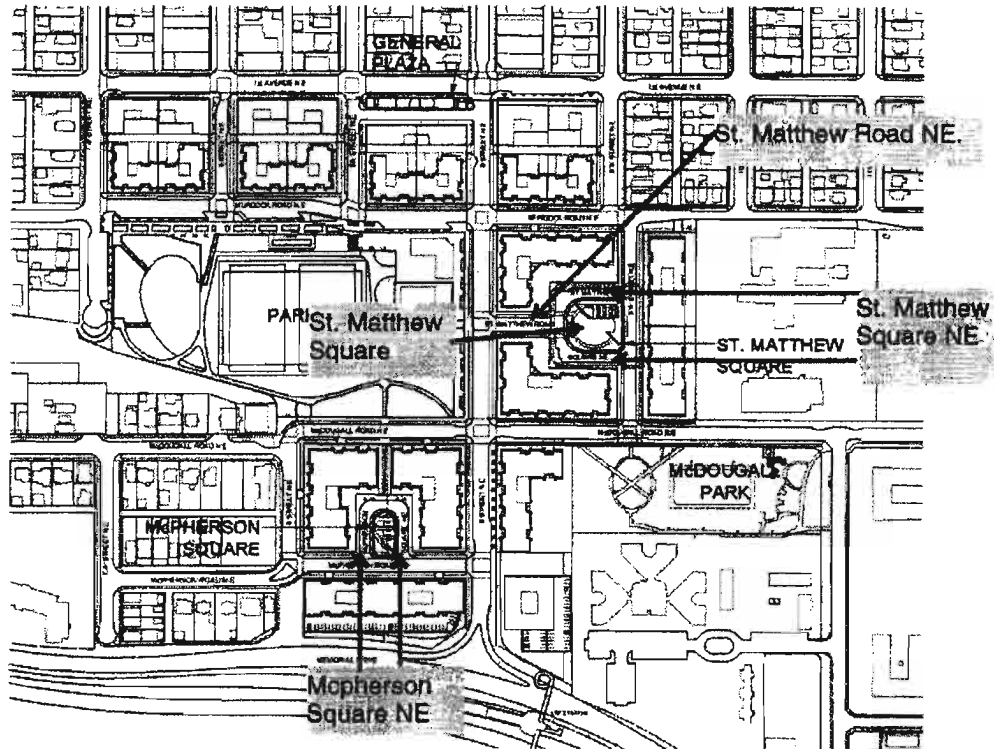


- Based upon the maximum site densities specified within the DC Guidelines, the anticipated maximum number of residential units is 1575 dwelling units.

Illustration 13

- Renamed/ Added Roads
- Removed Murdock (park)

- **Orthogonal Alignment:**

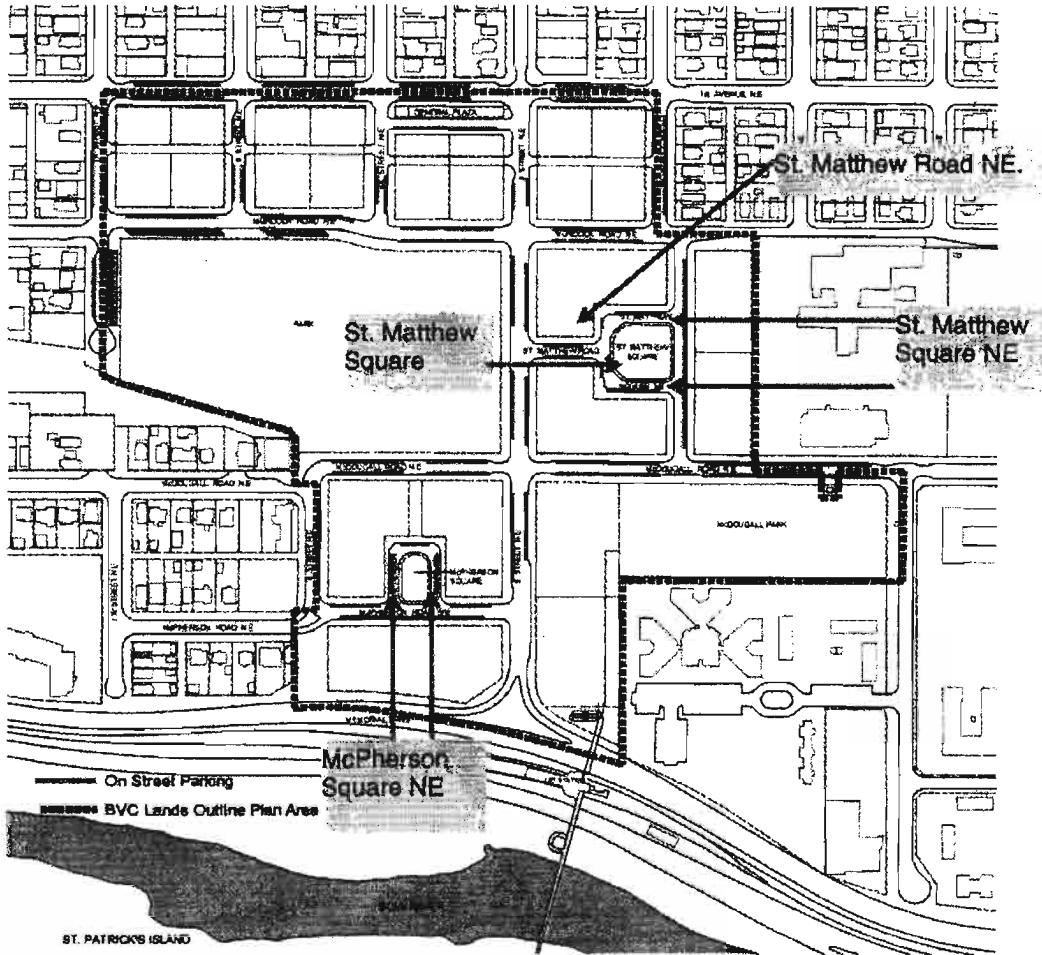


- **Orthogonal Street System:** From its very conception, the BVC Lands redevelopment has understood that its successful integration into the existing fabric of the surrounding neighbourhood would rely deeply upon its successful integration to the established street grid system. [refers also to "Lands and Streetscape" section]
- **Orthogonal Building Development:** The majority of the BVC Lands guidelines focus on the development of orthogonal buildings: than front onto streets; that form strong street edges; and that strengthen corners. [refer also to Section 8: "Corner Development"]

Illustration 23

- Renamed/Added Roads
- Removed Murdock (park)

- **Parking and Loading - On the Street:**

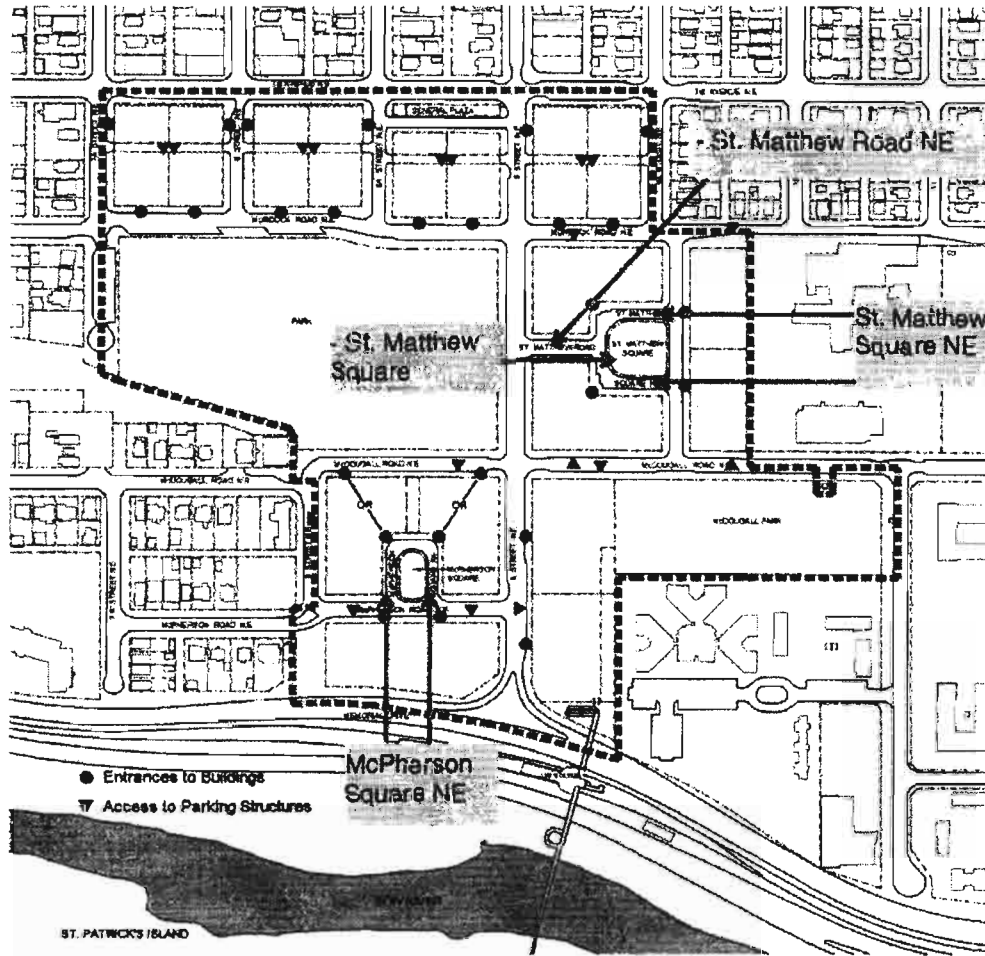


- Almost every single street within the BVC Lands redevelopment accommodate vehicular parking on both sides of the street.
- This represents a very traditional Calgarian approach to residential neighbourhood - one in which cars and people coexist on the street.

Illustration 24

- **Vehicular Site Access:**
 - Recommended Access to Parking &
Recommended Entrances to Buildings:

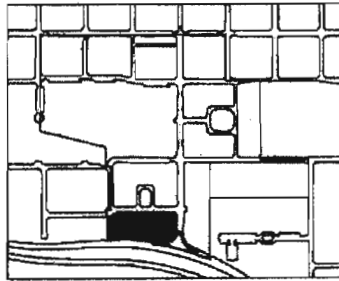
- Renamed/Added Roads
- Removed Murdock (park)



- **Reference-** The preferred locations for the Access to Parking and Entrances to Buildings for each development Site have been illustrated on the 'Frontage, Entry & Access' diagrams that appear in Appendix 'A'.

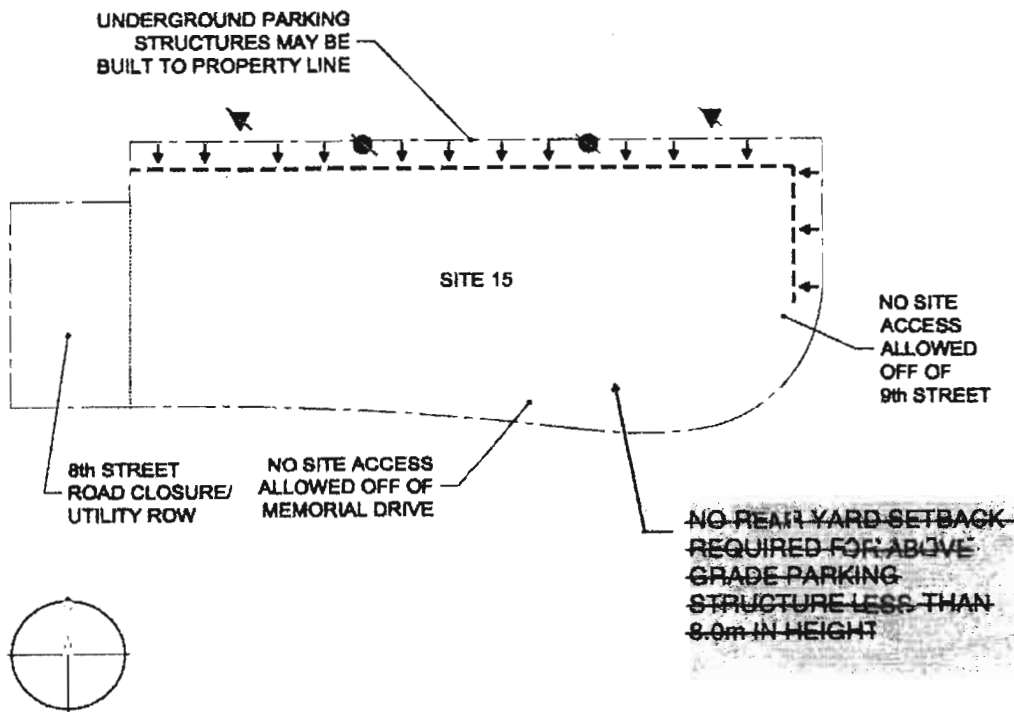
Illustration 43

SITE 15 - FRONTAGE, ENTRY & ACCESS
MAIN FLOOR
RESIDENTIAL USES AT GRADE

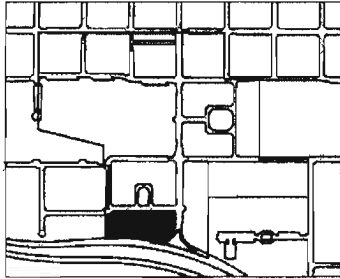


LEGEND

- POTENTIAL RESIDENTIAL FRONTAGE
c/w TENANT DOORS
- PREFERRED BUILDING ENTRANCE FOR UPPER
FLOORS
- ▼ PREFERRED ACCESS TO PARKING
- ↓ POTENTIAL AT GRADE RESIDENTIAL ENTRANCE

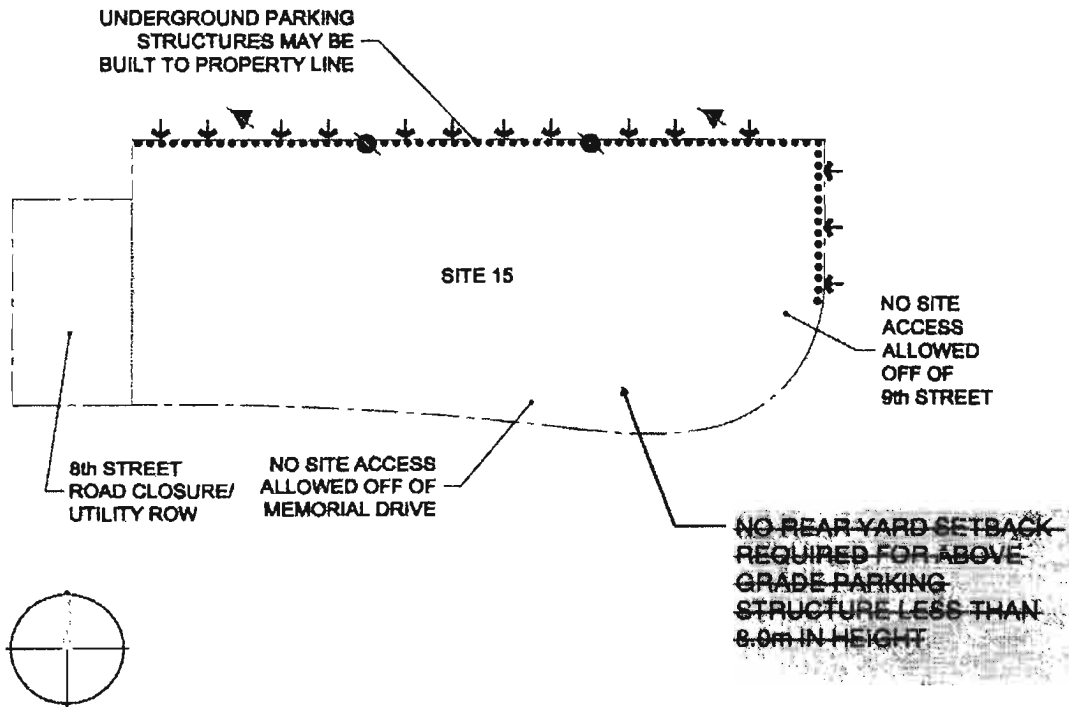


SITE 15 - FRONTAGE, ENTRY & ACCESS
MAIN FLOOR
NON-RESIDENTIAL USES AT GRADE

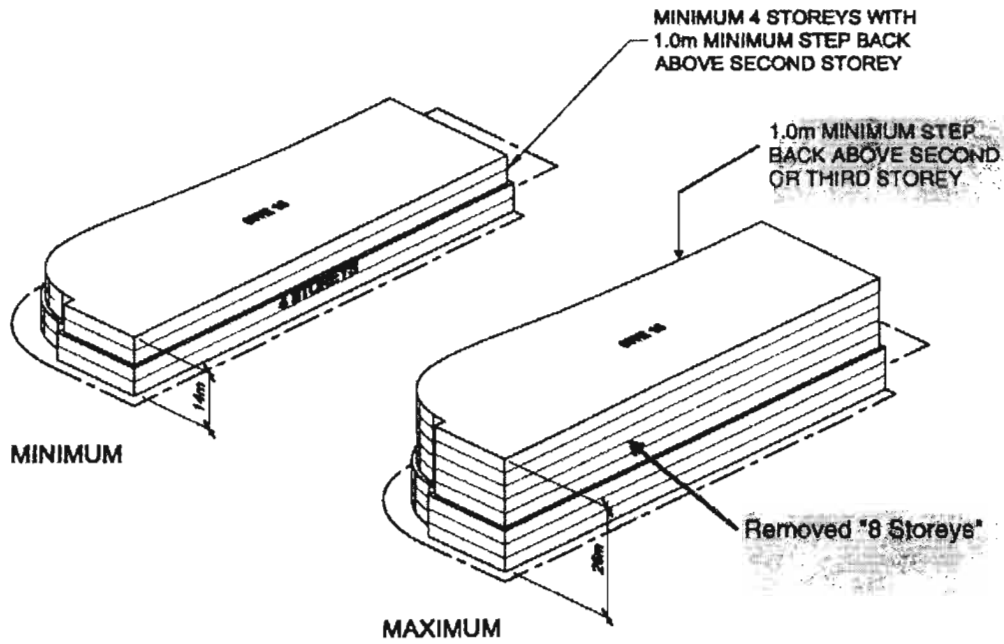
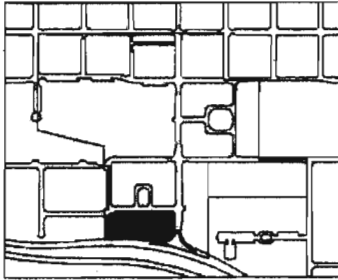


LEGEND

- POTENTIAL COMMERCIAL RETAIL FRONTAGE
c/w STOREFRONT GLAZING
- ⊙ PREFERRED BUILDING ENTRANCE FOR UPPER
FLOORS
- ▽ PREFERRED ACCESS TO PARKING
- ↓ POTENTIAL COMMERCIAL RETAIL
UNIT ENTRANCE

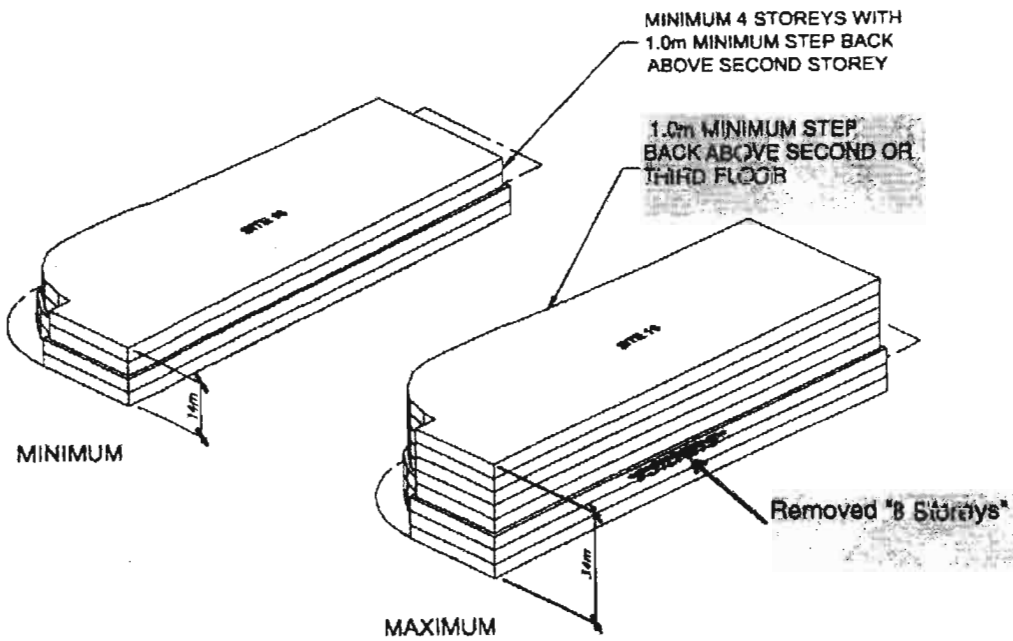
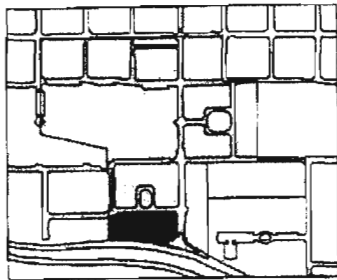


SITE 15 - MASSING
RESIDENTIAL USES AT GRADE



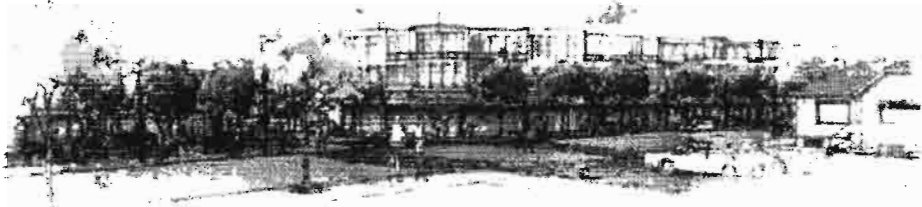
SITE 15 - MASSING

NON-RESIDENTIAL USES AT GRADE

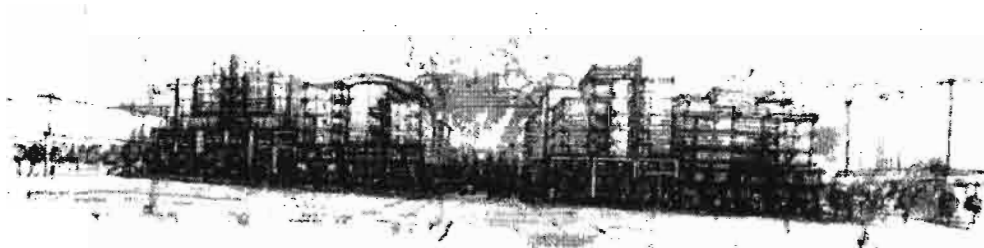


THE BRIDGES

Building an urban legacy



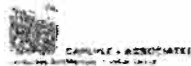
Architectural Design & Control Guidelines Bow Valley Centre Lands Redevelopment July 2002



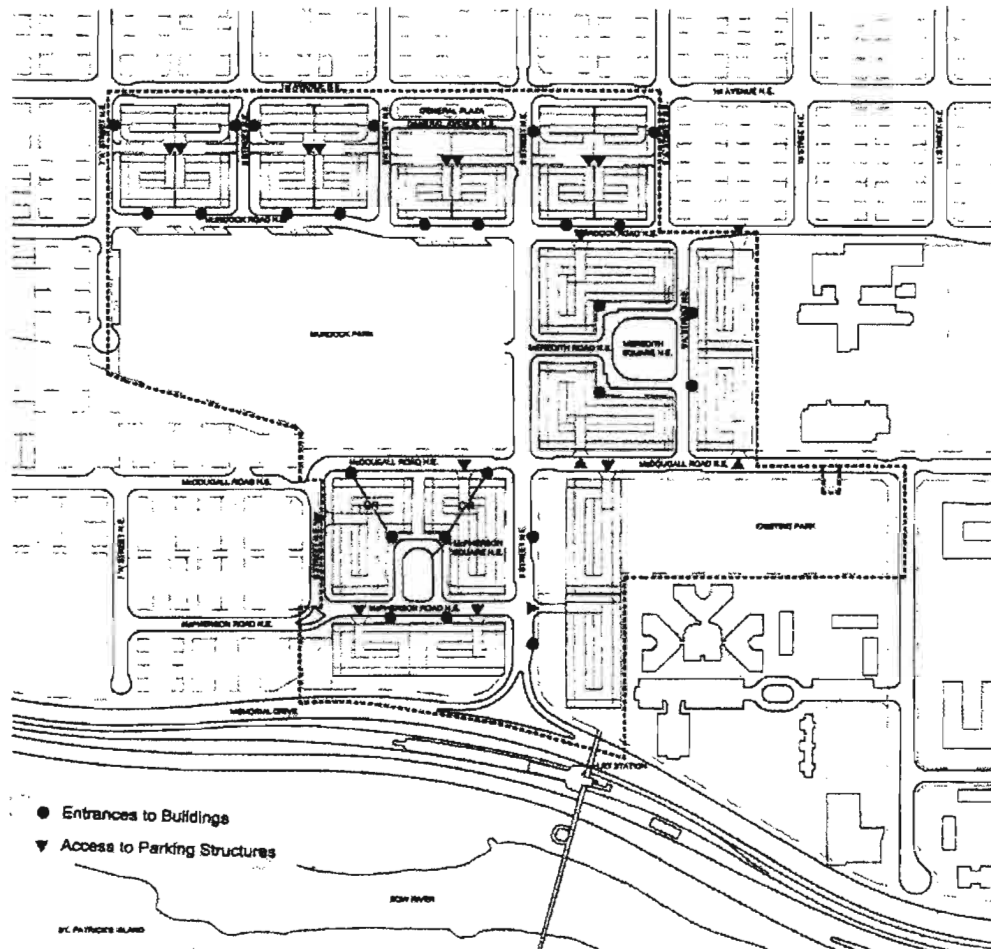
Prepared for:



Prepared by:



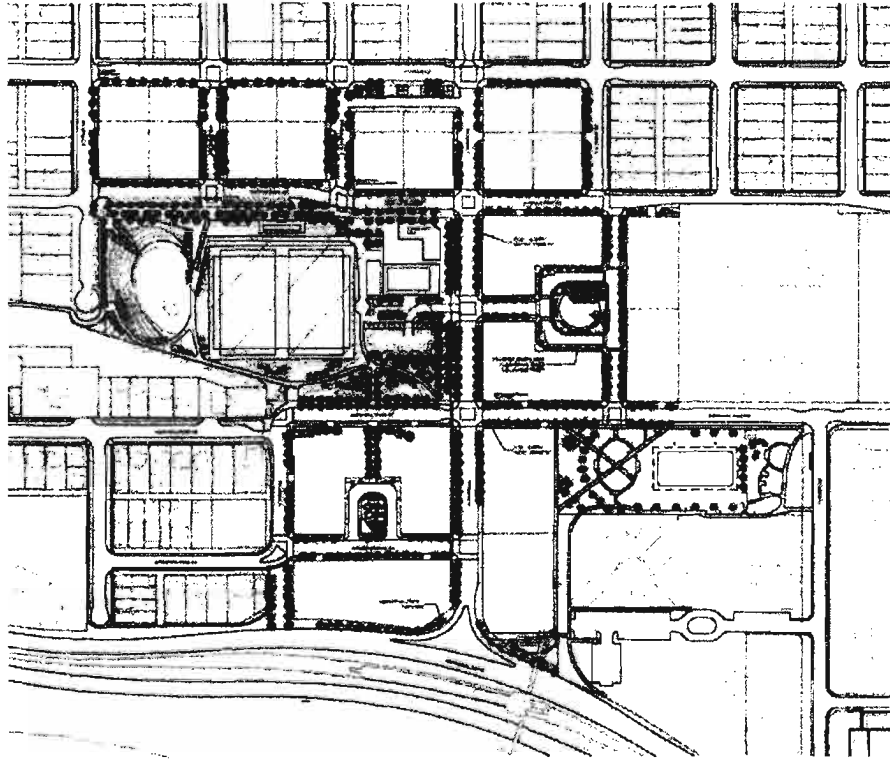
- **Vehicular Site Access:**
 - Recommended Access to Parking &
Recommended Entrances to Buildings:



- **Reference-** The preferred locations for the Access to Parking and Entrances to Buildings for each development Site have been illustrated on the 'Frontage, Entry & Access' diagrams that appear in Appendix 'A'.

ILLUSTRATION 43

- **Boulevard Street Tree Planting Strategy**



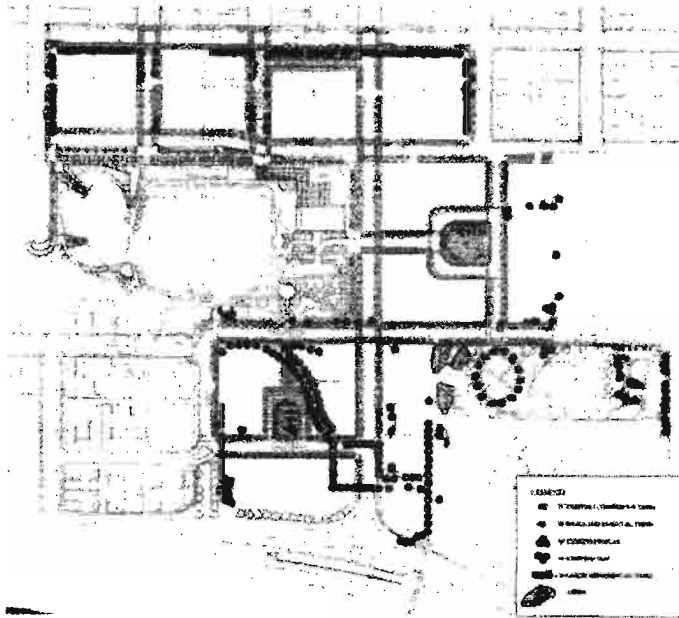
Plan of Tree Planting Strategy:

Along north-south streets Brandon Elms are to be planted in the boulevards.

Along east-west street trees are to be of a large Ash variety.

ILLUSTRATION 49

• **Tree Retention and Relocation**



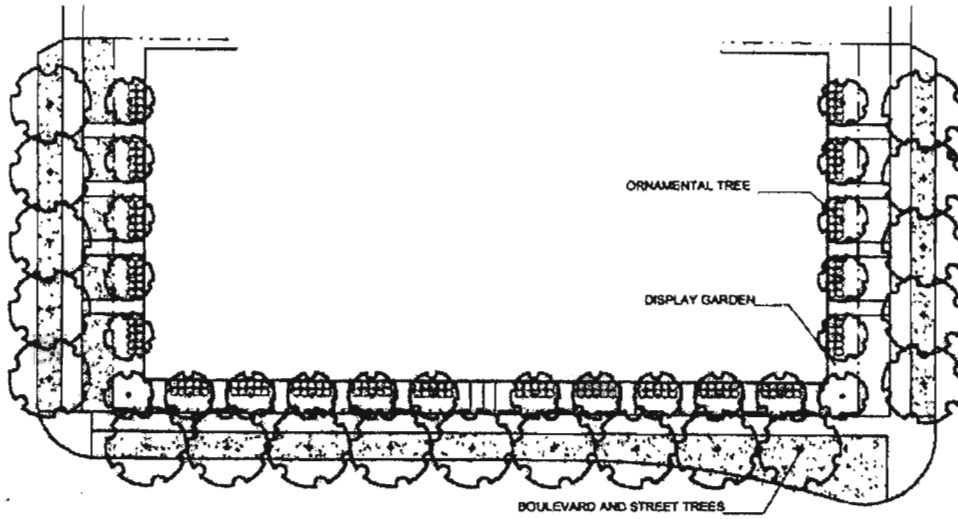
Existing Tree Inventory Plan



Trees at the north end of 8th Street and 8'A' Street are to be protected and integrated into the boulevard.

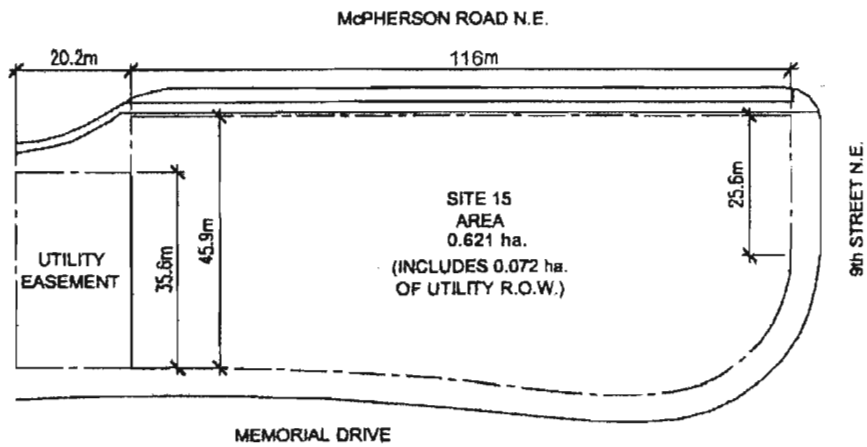
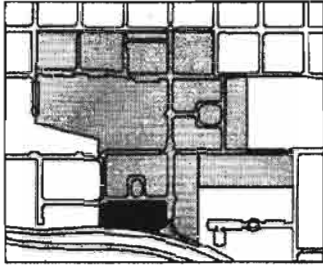
Large poplars along the south side of McDougall Road are to be retained within the setback.

ILLUSTRATION 50

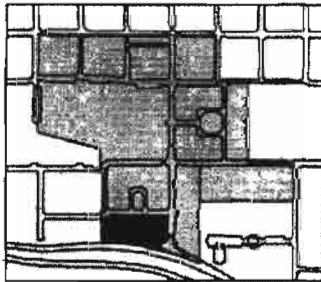


Display Garden trees coordinated with street tree- example.

SITE 15 - DIMENSIONS & AREAS

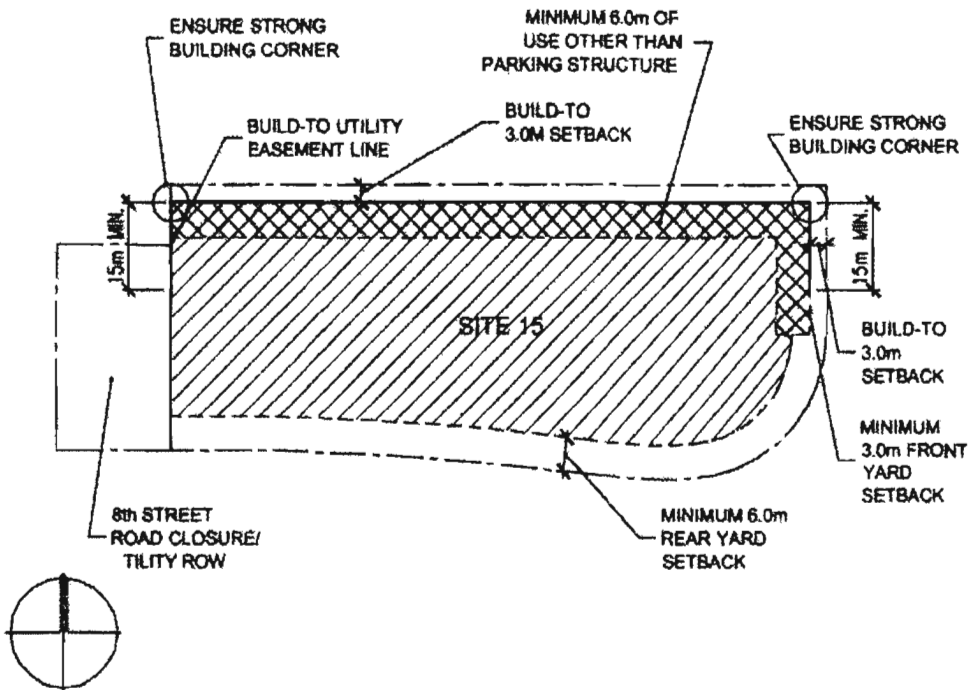


SITE 15 - SITING & ORIENTATION
LOWER FLOORS
RESIDENTIAL USES AT GRADE

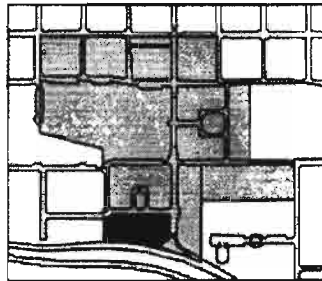


LEGEND

- BUILD-TO LINE
- - - SETBACK LINE
- - - PROPERTY LINE
- ▨ DEVELOPABLE SITE AREA

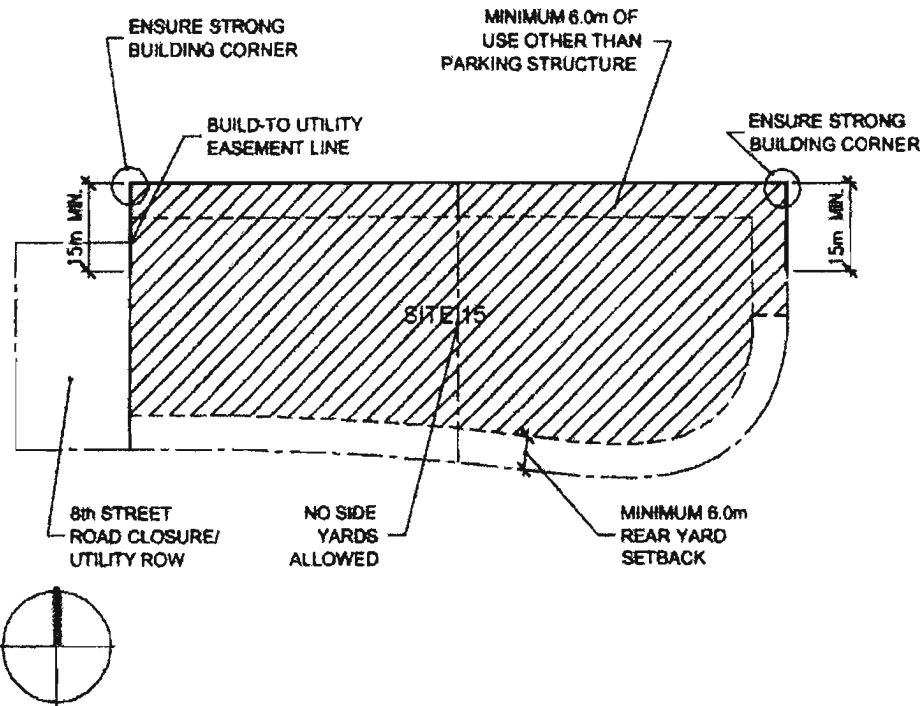


SITE 15 - SITING & ORIENTATION
LOWER FLOORS
NON-RESIDENTIAL USES AT GRADE



LEGEND

- BUILD-TO LINE
- - - - SETBACK LINE
- - - - PROPERTY LINE
- ▨▨▨▨ DEVELOPABLE SITE AREA



THE BRIDGES

Building an urban legacy



ADDENDUM TO ARCHITECTURAL DESIGN & CONTROL GUIDELINES

15 NOV 2012



Prepared for:



Prepared by:

