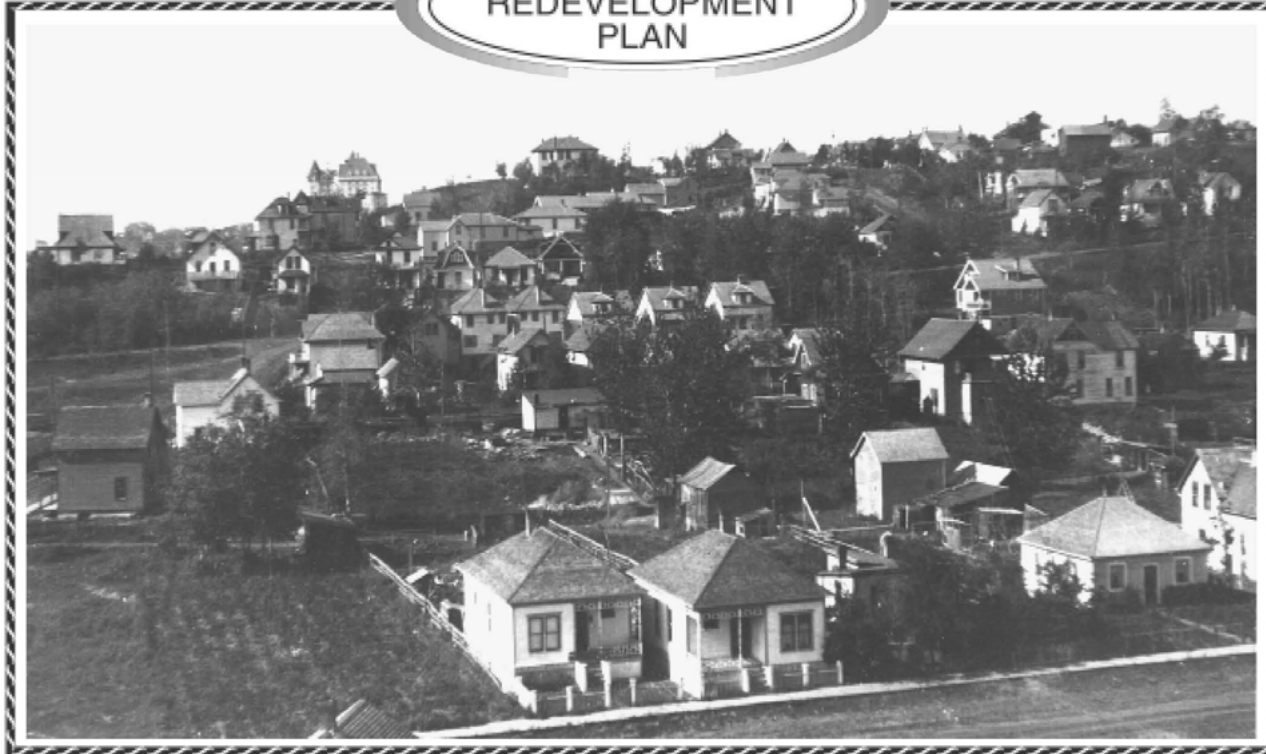


RIVERDALE

AREA REDEVELOPMENT PLAN



Office Consolidation June 2010

Edmonton THE CITY OF PLANNING AND
DEVELOPMENT

Riverdale Area Redevelopment Plan

Office Consolidation June 2010

Prepared by:

*Planning and Policy Services Branch
Planning and Development Department
City of Edmonton*

Bylaw 10251 was adopted by Council in January 1994. In June 2010, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original bylaw.

Bylaw 10251 Approved January 20, 1994 (ARP Approval)

Bylaw 12356 Approved April 2, 2001 (Various text changes to Section 1.4, Chapter 3 and Chapter 5; Addition of Schedule A -The Brickyard at Riverdale)

Bylaw 12801 Approved May 30, 2001 (Omnibus Bylaw; various text changes to Chapter 5; replace Map 8)

Bylaw 13637 Approved March 25, 2004 (Text change to Section 9.2 DC1)

Bylaw 14703 Approved August 28, 2007 (Replace Map 8)

Bylaw 14738 Approved September 5, 2007 (Add policy 3.6.5 and Replace Map 9)

Bylaw 15319 Approved January 18, 2010 (To delete policy 2.2.1 (ii), replace maps 1, 2, 3, 4, 5, 7 and 9)

Editor's Note:

This is an office consolidation edition for the Riverdale ARP. This edition contains all amendments and additions to the original Bylaw 10251. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. All changes are noted in the text where applicable. All reasonable attempts were made to accurately reflect the original Bylaws.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Planning and Development Department

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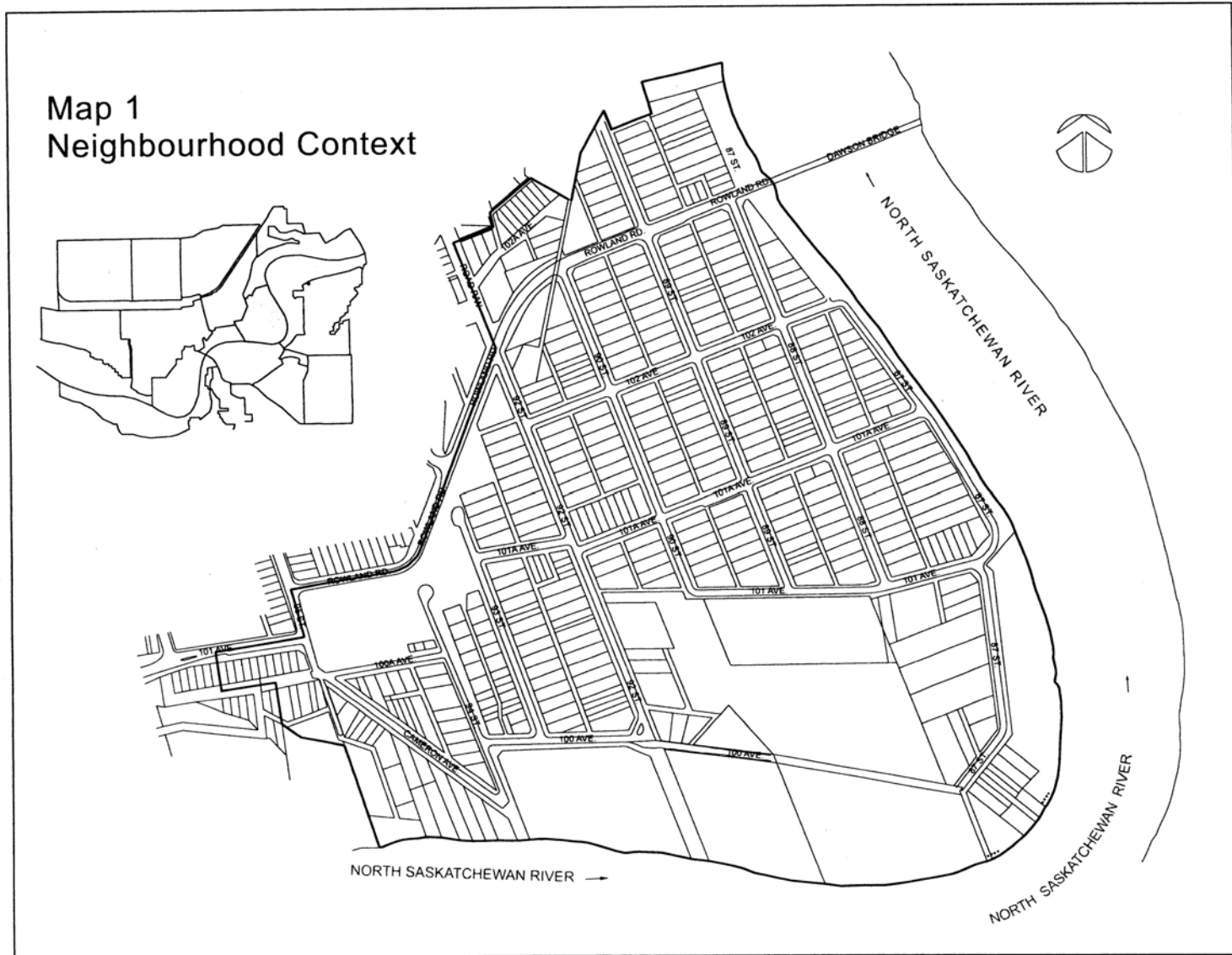
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Bylaw 15319
Approved January 18, 2010



A VISION OF RIVERDALE

CHAPTER 1



A VISION OF RIVERDALE

CHAPTER 1

Section 1.1 Historical Context

Riverdale began over 100 years ago as a place in which to live, work, and do business. Industry was attracted to Riverdale's valley location and strategic advantages with regard to transportation, rich clay deposits, and coal seams. The valley, with its natural development constraints, helped distinguish Riverdale from development patterns and trends in the rest of the growing city. The self-sustaining economy, and its separation from the higher densities and more urban look of neighbouring Boyle Street and the downtown, gave Riverdale the character and appearance of a small town.

Riverdale's relationship to the river has had its advantages and disadvantages. Flooding has always been a concern. In 1915 a great flood inundated much of the river valley convincing many industries and businesses to relocate to higher ground. Measures have been taken by the City to control potential damage from any future flooding.

The natural beauty of the river valley has long been

recognized as a major amenity to be enjoyed by all Edmontonians. Prior to World War I, Council adopted a policy establishing the North Saskatchewan River Valley as a unique parkland resource for leisure and recreation. The concept of a river valley park system was later identified in a 1949 report. A system of development controls, and a long term plan of acquiring river valley properties for future parkland, was subsequently introduced.

Despite these challenges to its existence, Riverdale continued as a viable community with its own school and community league. By the 1970s Council, reacting to public pressure to maintain the river valley communities, as well as proposals for

public housing and transportation routes in the valley, authorized the River Valley Study.

The Study reflected a major change in public policy towards the river valley. It concluded that the initial objectives of acquiring properties in the valley and ravines for environmental protection and parklands should be upheld. At the same time it acknowledged concerns over the demolition of low cost housing in the river valley communities and the displacement of low income families. As Riverdale had managed to remain relatively intact, the Study also concluded that retaining Riverdale was a justifiable economic alternative to acquiring the community for parkland.



Section 1.2 The 1977 Riverdale Community Plan

There are few reminders left of Riverdale's industrial past. Instead a beautiful valley setting, close proximity to downtown services, a low density housing mix with affordable housing, deep lots for gardens, pedestrian oriented streetscapes, trails, and surrounding natural slopes and parklands, have attracted new residents and development. These features and the Riverdale Community Plan, completed in 1977, led to Riverdale's revitalization during the 1980s.

The 1977 Riverdale Community Plan was undertaken "for purpose of preserving and rehabilitating the community of Riverdale." In doing so it acknowledged Riverdale's struggle to preserve and rehabilitate itself as a, "low density residential area existing in harmony with the park development of the river valley system".



View of Riverdale from across the river 1984.

The major issues identified in the 1977 Plan were:

1. Determination of an optimum population for Riverdale

Like many inner city neighbourhoods, Riverdale's population had been in decline. Furthermore, the community's age distribution was skewed towards seniors, while the percentage of children was below the City average. The Plan's primary concern was to determine a population that would support community facilities (such as the School) and services.

2. Definition of a community boundary

How much of the community should be retained and how much should be developed as part of the river valley park system?

3. Disposition of City-owned lands

Riverdale had a large inventory of City acquired lands that were no longer required for park or roadway purposes. Future uses for these lands had to be determined.

4. Provision of rehabilitation and housing assistance

The age and construction of much of the existing housing necessitated varying degrees of rehabilitation. In addition, housing assistance was required for the large number of seniors still living in their own homes, and for persons displaced by former City and Provincial programs.

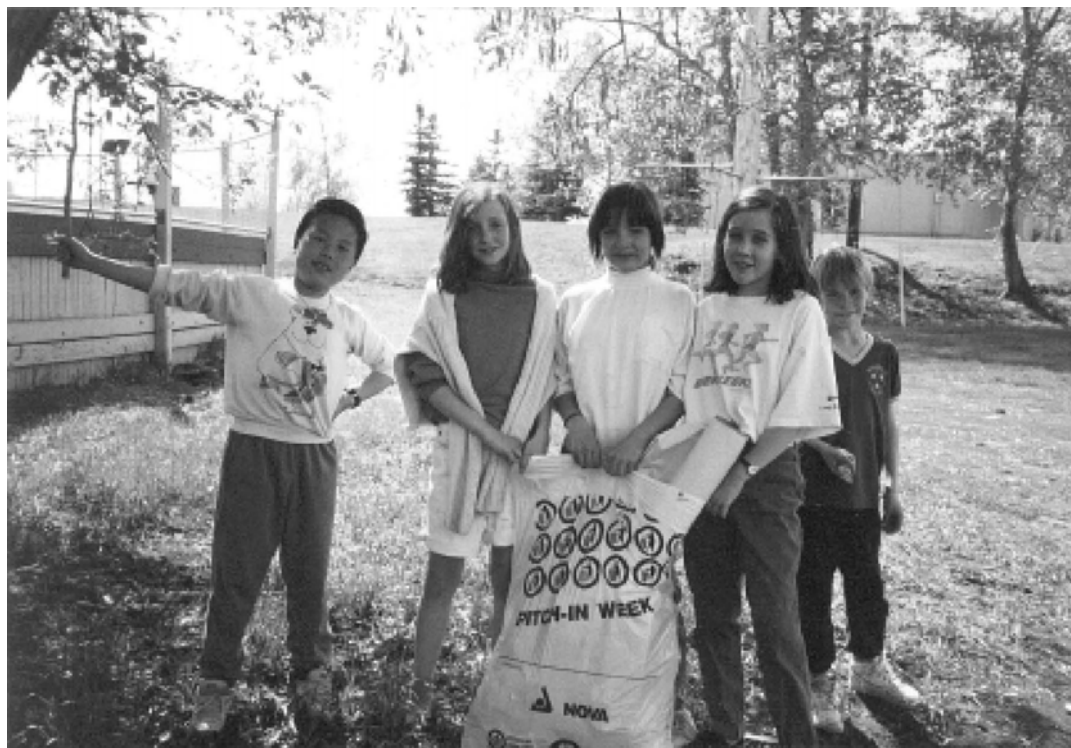
The policies addressing these issues in the Plan have proven to be successful. Since 1978 Riverdale's population has grown by 33%, and the number of households by 37%. The increases can be largely attributed to the development of City-owned lands for multifamily housing, and a dramatic increase in the number of children. This in turn has resulted in a 68% increase in enrolment at Riverdale Elementary, since 1976. The population is also less transient; residents living at the same address for five or more years increased to 41% from 34% between 1983 and 1991.

Government programs, such as the Residential Rehabilitation Assistance Program (RRAP), have helped improve the community's existing housing stock. Money was also made available for housing co-ops and City subsidized housing, thus ensuring that affordable housing would remain in Riverdale despite what may happen in the marketplace.

The 1977 Riverdale Community Plan has had a positive effect. Confidence in the community's future has led to redevelopment and a subsequent increase in population. This in turn has produced stability and a renewed sense of commitment, financially and socially, to Riverdale's future.



Rivderdale School playing fields



Riverdale's young population 1992

Section 1.3 The Future

The potential for change in Riverdale is once again significant. The former J.B. Little Brickyard, a 9.9 ha site adjacent to the river, is for sale. Other parcels at the top of the valley and adjacent to Rowland Road can also be made available for development.

Residents are anxious that any new development not occur at the expense of the community's existing character. As a result of their concerns, this Plan was initiated to address the following issues:

1. Maintaining the "Heart" of Riverdale

New development since 1977 has produced a new housing mix and increased densities. The community has raised several concerns about the appearance and functional integration of these new developments in the existing community. There is a desire to retain the low density nature of Riverdale and to preserve those aspects of the built and natural environments that contribute most to its character.

2. Accommodating Major New Development Opportunities

New development opportunities have the potential of changing the character of Riverdale. Issues include future housing mix and densities, and extending the existing urban pattern (street pattern, streetscapes) and urban form (building mass, scale and appearance) into new development.

3. Providing Physical Improvements to Public Spaces and Community Infrastructure

Riverdale’s physical infrastructure (roads, pipes and sewers) need major rehabilitation and renewal. Significant new developments, such as may occur on the J.B. Little site, may in addition impact a whole range of municipal facilities and services. Future opportunities may also exist to improve community facilities, amenities and other aspects of the physical environment. Where and how improvements are to be made are an additional concern of residents.

The following goals have been established to deal with these issues:

- 1. Maintain Riverdale’s character and identity through the preservation and enhancement of those elements of the existing environment that contribute to its strong sense of community history, small town atmosphere, and pedestrian friendly streets.**
- 2. Provide new opportunities for residential development while minimizing the impact of such development on Riverdale’s existing character and identity.**
- 3. Undertake a comprehensive approach to physical upgrading and improvements that will provide convenient pedestrian access into downtown and along the river, and ensure that there are adequate recreation facilities, physical infrastructure, and traffic controls, for existing and future residents.**



Riverdale Streetscape 1992

Section 1.4 Neighbourhood Development Concept

Figure 1 illustrates the fulfilment of the Riverdale Area Redevelopment Plan as described in Chapter 2, “Maintaining the Heart of Riverdale”, and Chapter 3, “New Development Opportunities”. The concept deals with future land use and development. The concept may be affected or altered by local environmental constraints to development such as unstable slopes.

Low Density Residential Infill Development

- single family housing, some semi-detached, limited duplex housing.
- row housing, where existing prior to Plan.
- semi-detached housing with distinctive rooflines and separate, street oriented, entranceways and sidewalks for each dwelling.
- some small lot housing.
- back lane access to on-site parking.
- building setbacks in keeping with the character of the street.
- floodplain guidelines for new development.

Top-of-the-Valley/Rowland Road Development

- transition of densities; row housing on lower portions of valley slope, stacked row housing and medium rise apartments at top-of-the-valley.
- continuous orientation of dwellings towards street (except Rowland Road).
- row housing with front entrances and individual walkways to street (except Rowland Road).
- no vehicular access to development fronting 101 Avenue from 101 Avenue.
- on-site parking at rear of sites.
- screened and below grade parking for top-of-the-valley developments.

The J.B. Little Site

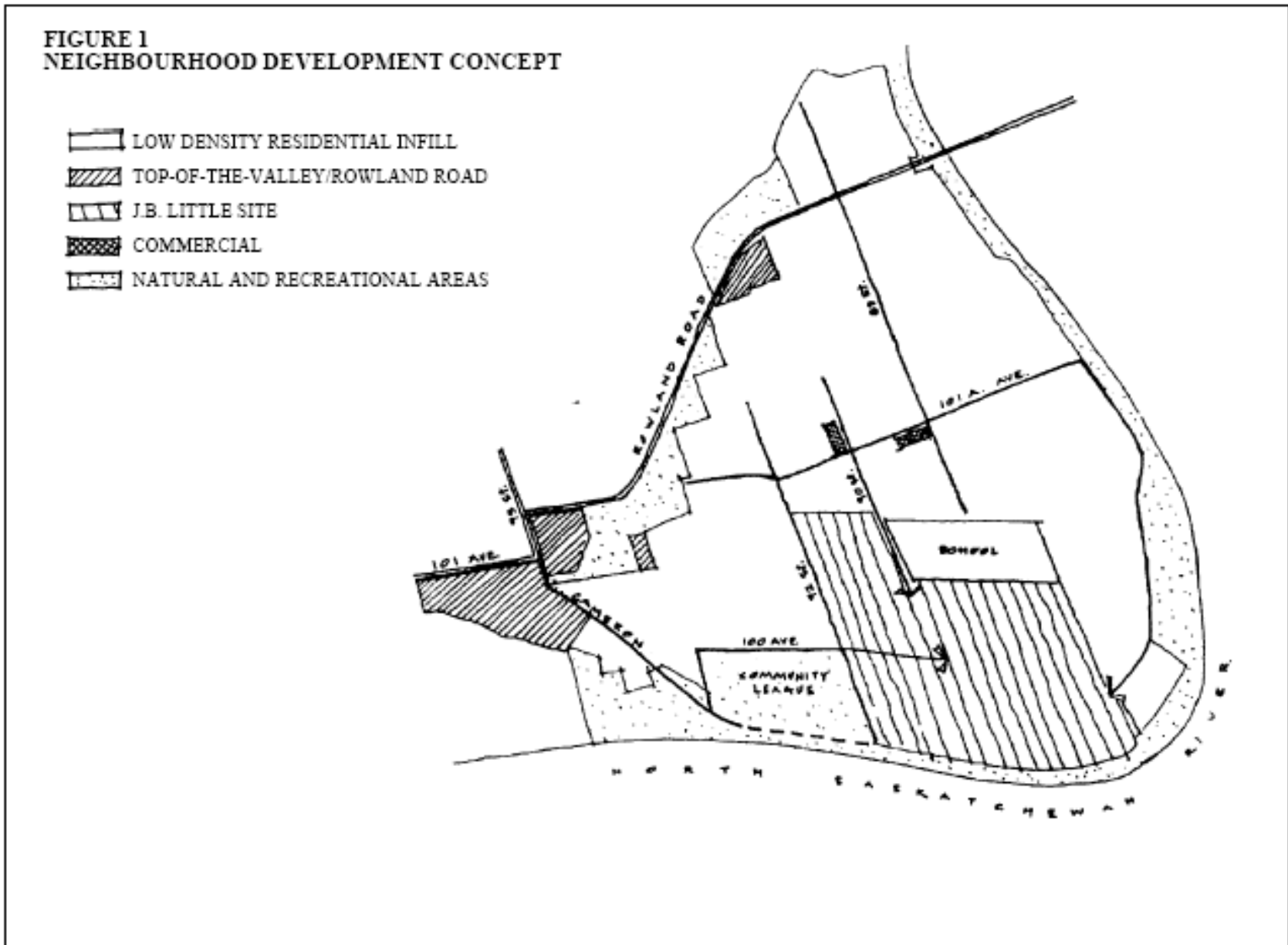
Note: This section on the J.B. Little Site was amended by Bylaw 12356 April 2, 2001

- a low to medium density housing mix, based on a total number of dwellings of not less than 15% and not more than 40% single family dwellings; not less than 25% and not more than 40% semi-detached, duplex and row housing; and up to 50% stacked row housing and low rise apartment dwellings to a maximum of 310 dwellings of all types.
- uses, other than residential, allowable for Little brick house and yard as means of preserving and retaining them; other means also sought.
- continuous frontage of single, semi-detached, duplex, and row housing facing the street.
- efforts shown to reduce mass and scale of all housing.

- semi-detached and row housing with distinctive rooflines and separate, street oriented, entranceways and sidewalks for each dwelling.
- design guidelines for stacked row housing and low rise apartment developments that respect the character and style of existing residential developments and streetscapes and contribute to the stability of the community.
- some front yard setbacks reduced to 3m.
- floodplain guidelines for new development.
- grid street pattern or near grid street pattern.
- back lane access to on-site parking where possible in consideration of the site design considerations (e.g., development backing on the river) and/or the form of housing (e.g., low rise apartments).
- environmental reserve to protect river and bank.

Commercial Development

- small scale, local market, pedestrian oriented.
- recognition of two existing commercial sites for commercial designation.
- no front yard setbacks.
- relaxed parking requirements with minimal traffic from outside community.



**Editor's Note: Figure 1 Neighbourhood Development Concept is as per original Bylaw 10251.*

Section 1.5 Urban Design/ Improvements Concept

Figure 2 illustrates the fulfilment of the Riverdale Area Redevelopment Plan as described in Chapter 4, “Physical Improvements to Public Spaces and Community Infrastructure”. The concept illustrates proposed improvements to public lands, facilities, and pedestrian and vehicular circulation identified through the planning exercise for the Area Redevelopment Plan. It does not include improvements to power, water, drainage, roads and sidewalks identified under the Neighbourhood Infrastructure Program. Map 6, in Chapter 4, provides a preliminary assessment of the condition of the infrastructure which requires rehabilitation. Section 5.3 of this plan deals with a process of public consultation to be initiated by the City in conjunction with any physical improvements.

Pedestrian Circulation

- extension of Heritage Trail along the south side of 101 Avenue to a viewpoint on Nichols Hill.
- public access from Heritage Trail to a viewpoint south of 101 Avenue.
- completion of Capital City Recreation Park Trail through Riverdale.
- east-west pedestrian connection through the community via 101A Avenue.
- wooden staircase on Nichols Hill connecting community to Heritage Trail and downtown.
- security lighting under Dawson Bridge and for 92 Street stairs.

- pedestrian connections between Riverdale Elementary School, the Community League site, the Little brick house and the river.













Vehicular Access and Arterial Beautification

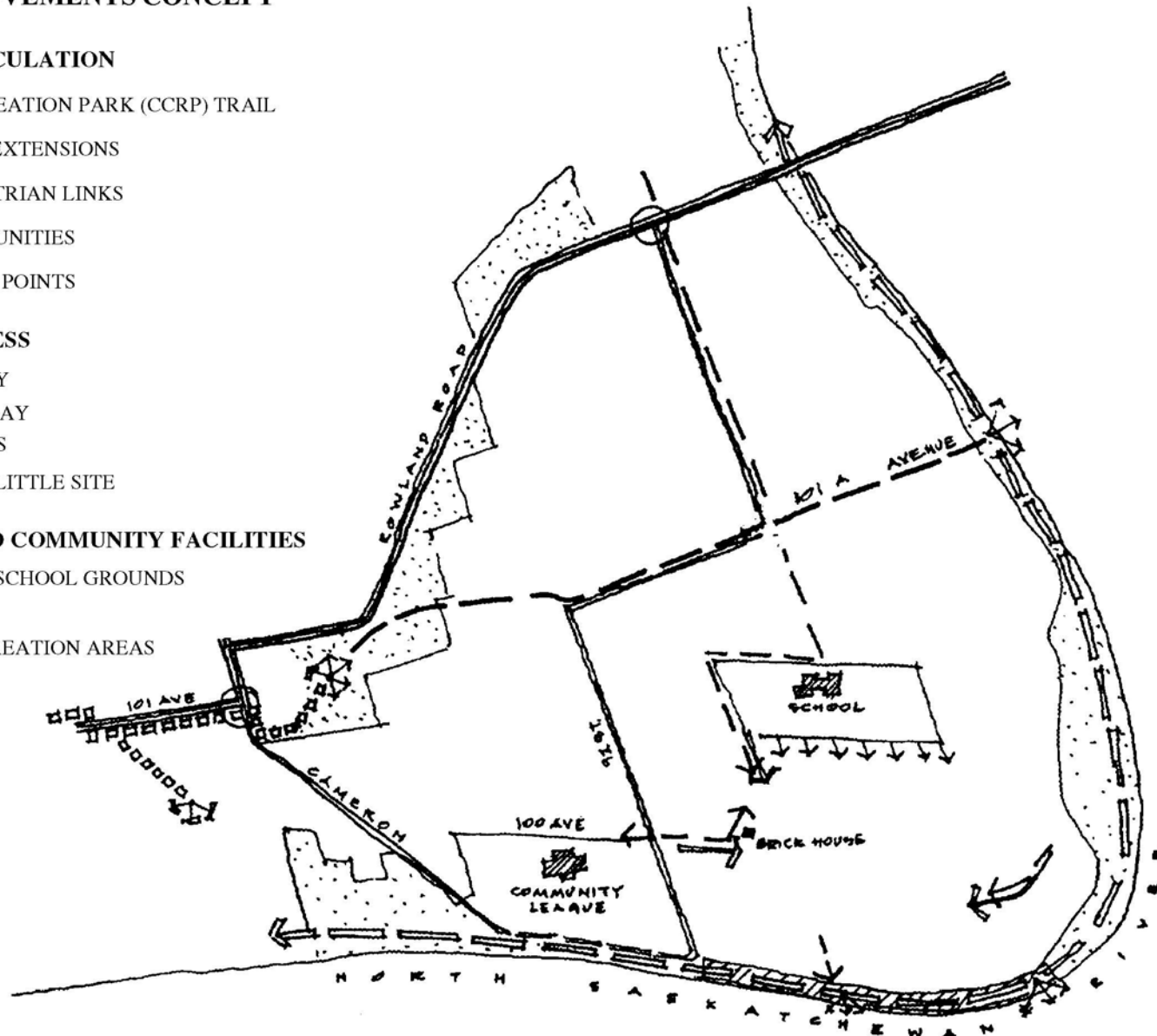
- traffic signal at Rowland Road and 95 Street intersection.
- if warranted, a traffic signal at 89 Street and Rowland Road.
- construction of top-of-the-bank road across Community League site.
- landscaping along south side of Rowland Road.

Recreation and Community Facilities

- expanded Riverdale Elementary School grounds.
- completion of Capital City Recreation Park Trail System through community.
- natural buffer between Capital City Recreation Park Trail system and development on J.B. Little site.
- preservation of additional natural areas.

**FIGURE 2
URBAN DESIGN/IMPROVEMENTS CONCEPT**

- PEDESTRIAN CIRCULATION**
-  CAPITAL CITY RECREATION PARK (CCRP) TRAIL
 -  HERITAGE TRAIL & EXTENSIONS
 -  COMMUNITY PEDESTRIAN LINKS
 -  VIEWPOINT OPPORTUNITIES
 -  COMMUNITY FOCAL POINTS
- VEHICULAR ACCESS**
-  ARTERIAL ROADWAY
 -  COLLECTOR ROADWAY
 -  COMMUNITY ACCESS
 -  ACCESS TO THE J.B. LITTLE SITE
- RECREATION AND COMMUNITY FACILITIES**
-  EXPANSION OF THE SCHOOL GROUNDS
 -  ADDITION TO CCRP
 -  NATURAL AND RECREATION AREAS



*Editor's Note: Figure 2 Urban Design/Improvements Concept is as per original Bylaw 10251.

MAINTAINING THE HEART OF RIVERDALE

CHAPTER 2



MAINTAINING THE HEART OF RIVERDALE

CHAPTER 2

Section 2.1 Introduction - Development Context and Issues

The “heart” of Riverdale is the existing developed area of the community. “Maintaining the heart” refers to preserving those physical traits that contribute most to its character and identity. Map 2 shows the existing land uses in Riverdale.

Riverdale is essentially a low density residential community containing single family, duplex, semi-detached and row housing, as well as three small apartment buildings. Single family dwellings dominate, accounting for over 50% of all housing units and 70% of the residential land area. Over 80% of single family dwellings were built prior to 1950, a period in which almost all housing in Riverdale was single family. Architecturally diverse, they range from small turn of the century worker cottages to large modern neo-Victorian homes.

Riverdale’s residential character could traditionally be defined by its large stock of older single family homes situated, for the most part, on large lots fronting onto pedestrian friendly streets. More recent residential development, especially with multi-family housing, has changed the housing mix, increased densities, and altered the appearance of the streetscape, leading to uncertainty over the future character of the neighbourhood. The aesthetic and functional integration of multi-

family housing within the more traditional development context of single family housing is a major issue within the community. An example is the illegal conversion of semidetached dwellings into fourplexes. These conversions result in higher than planned for densities, insufficient parking and, a problem with much of Riverdale’s semi-detached housing, poor aesthetic design and lack of compatibility with adjacent single family homes. To prevent any further erosion that multi-family housing is perceived to have had on Riverdale’s character, residents have expressed a strong desire that housing mix and densities not exceed current levels. Should more multi-family housing be built, they would like to see it designed and developed to be more compatible with single family development. Their preference for redevelopment within the existing built area is for primarily single family detached housing, with some semi-detached housing provided there are guidelines for its integration into the neighbourhood.

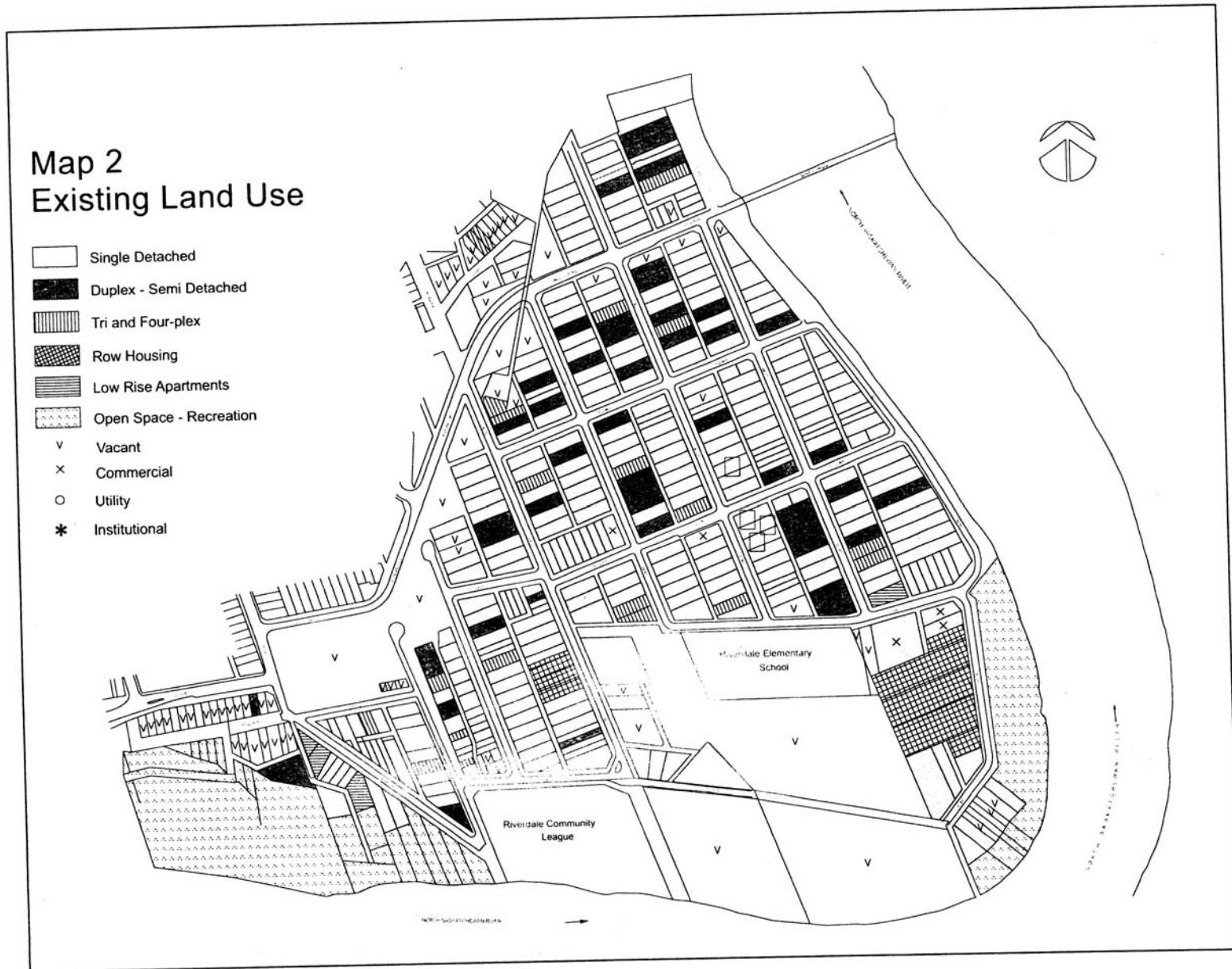
The physical compatibility of new development with existing development should extend to streetscapes as well. Riverdale’s pedestrian friendly streetscapes are an attractive feature that should be preserved and extended during redevelopment. Rear lanes, treed boulevards, and a variety of building setbacks and lot sizes, help to create an interesting panorama, adding to the community’s character.

Riverdale lacks the variety of land uses and functions that once made it a self-sustaining community. The closing of the J.B.Little Brickyard in 1989 marked the end of industrial activity. Commercial activity is limited within the community and there is no commercial districting. The community wishes to recognize two sites currently used for commercial purposes as

legitimate for long term neighbourhood commercial use.

Finally, Riverdale’s character is defined by its relationship to the North Saskatchewan River. Unfortunately, this River is subject to flooding and urban development is consequently at risk. Measures must be taken to alert owners and developers of these risks before building, and to ensure that they take the necessary precautions to minimize the potential for flood damage.

Bylaw 15319
Approved January 18, 2010



GOAL: Maintain Riverdale’s character and identity through the preservation and enhancement of those elements of the existing environment that contribute to its strong sense of community history, small town atmosphere, and pedestrian friendly streets.

Section 2.2 Low Density Infill

Objective: Maintain low density residential development in the existing developed community.

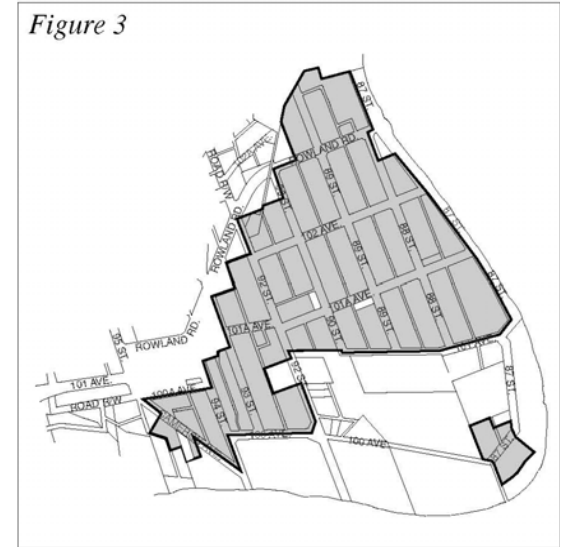
Policy 2.2.1 The majority of Riverdale will, as shown on Map 8 in Chapter 5, be redistricted to RF2*(Low Density Infill) District. To this end, the following measures will be taken and guidelines put in place:

(i) the City-owned lots shown on Map 3 will be declared surplus by the City;

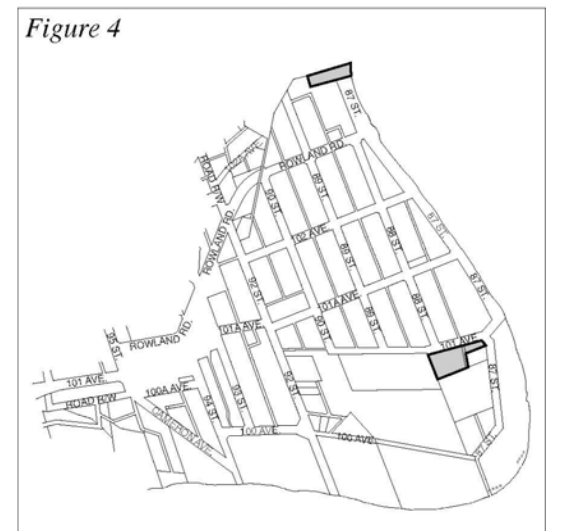
(ii) *(Deleted – Bylaw 15319)*
(Amended by Editor)

(ii) the City and privately-owned lots on 87 Street south of 101 Avenue (see Map 3), will be removed from the North Saskatchewan River Valley ARP; and

(iii) redevelopment guidelines will be provided for the Riverdale Greenhouses Ltd. site and the City’s power sub-station site to promote future low density infill, should redevelopment take place on these sites.

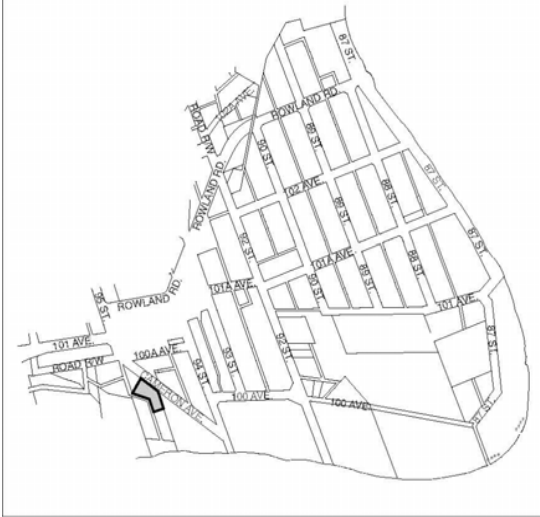


Majority of Riverdale to be districted RF2*



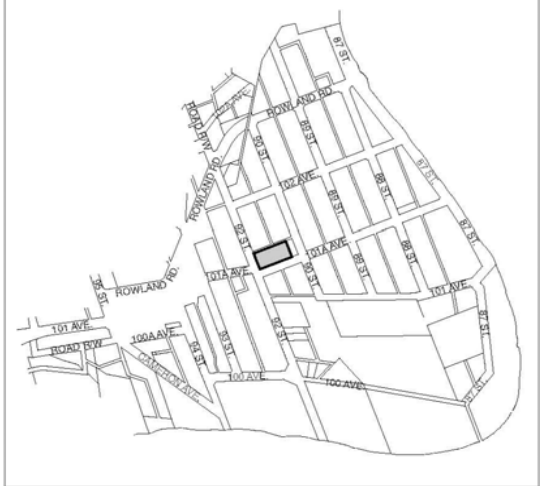
Riverdale Greenhouses and Power Station

Figure 5



Properties on Cameron Avenue to be redistricted from RA8 to RF2*

Figure 6



Properties on 101A Avenue to be redistricted from RF5 to RF2*

Discussion:

The RF2* districting will replace most of the current RF3 (Low Density Redevelopment) District. The RF2* District permits single detached housing with semi-detached and duplex housing, the latter abutting commercial, industrial, row or apartment housing, as discretionary uses. Row housing, fourplexes and small four unit apartments will no longer be allowed. Those legally existing from the previous RF3 districting will become legal, non-conforming uses.

A portion of the RA8 (Medium Rise apartment) District on Cameron Avenue will be redistricted to RF2*. Allowing apartment buildings of up to six stories at this location presents several problems. Such development should be an abrupt change, overshadowing the existing single family housing that dominates the avenue. The lots area also shallow, back directly onto the valley edge, and cannot easily accommodate rear access parking. In addition, on-street parking and access is made difficult by the avenue's steep incline. The small apartment building occupying one of the lots can continue as a legal non-conforming use. If it were to be redeveloped, the development would have to comply with the RF2* regulations.

The RF5 (Row Housing) District along 101A Avenue will also be redistricted to RF2*. This land was originally intended for multi-family social housing. However, the City was unable to develop the lots for such a purpose. The lots were subsequently developed with single family homes.

The City currently owns several lots which are no longer required for municipal purposes. Some of these lots should be declared surplus by the City so that they can become available for development under the RF2* designation. A number of the lots are presently included within the North Saskatchewan River Valley Area Redevelopment Plan boundaries. This was done for the purpose of having them included as part of the river valley park system. As they are no longer needed for this purpose, or only a portion of the lots were used, they should also be declared surplus, and redistricted from A (Metropolitan Recreation) District to RF2*.

Redevelopment guidelines are provided for two sites that should be redistricted to RF2* once current, non-residential, uses are discontinued. Both sites are currently districted A, which allows for existing uses. The first site contains Riverdale Greenhouses Ltd. and an adjoining lot which is owned by the Sundance Housing Co-operative and used for gardening. The second site is a City-owned power sub-station, which may be phased out of operation in the near future. For development to occur on this site, it will have to be subdivided and removed from the River Valley ARP. The redevelopment guidelines would support low density residential development under the RF2* district for both sites in keeping with surrounding development and the objectives of this Plan.

Bylaw 15319
Approved January 18, 2010





*Houses on Cameron Avenue to be
Redistricted from RA8 to RF2**



Typically older homes in Riverdale have a front porch which creates an attractive scale and welcome front to pedestrians passing by

Section 2.3 Physical Compatibility With Existing Development

Objective: Harmonize new development with existing development within the RF2 district.*

Policy 2.3.1 A Statutory Plan Overlay and Advice to the Development Officer for the RF2* District, as provided in Chapter 5, will be implemented to maintain existing community character.

Discussion:

Using the Statutory Plan Overlay for the RF2* District, access to on-site parking will only occur from the rear of the lot, except where there is no back lane, or steep slope conditions prohibit rear access. By prohibiting, for the most part, front driveways, the overlay ensures the retention of a pedestrian friendly streetscape that lessens the possibility of contact between pedestrians and vehicles.

Advice to the Development Officer is offered for the approval of semi-detached units, front-yard setbacks and the development of substandard lots.

Advice on the approval of semi-detached dwellings, a discretionary use under the RF2* District, deals primarily with the external appearance and design of the dwellings. The intent is to identify the dwellings as being separate and street oriented. This will ensure that semi-detached dwellings are more compatible with single detached housing.

Advice on front yard setbacks allows a reduction of the setback from six metres to three metres. This should only be done, however, if the setback is in keeping with adjoining developments and if the front elevation of the proposed development is reduced to diminish mass and scale. The intent is to blend in new development with existing development along the block face.

Advice on sub-standard lots concerns those situations whereby existing single detached dwellings occur on lots which are sub-standard in width, depth and/or area. The intent is to allow redevelopment of these lots, provided that the development is sensitive in scale and design with adjacent development. The subdivision of existing lots into sub-standard lots will not be allowed.



Existing semi-detached units do not define individual units through separate roofs or roofline features. Mass is incompatible with single family housing



Future semi-detached units will provide better definition of individual units, and will be more compatible with single family housing forms



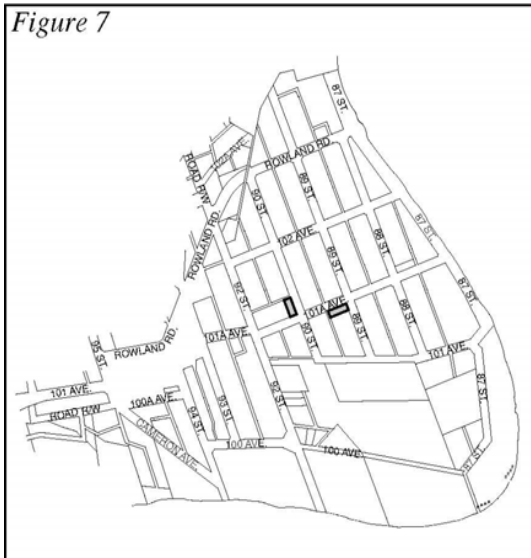
Development of housing on small lots occurs on 94 Street, one of Riverdale's more interesting streets



Many existing Riverdale homes have reduced front yard setbacks which enhances their presence to the street and more clearly defines the pedestrian environment



Riverdale Grocery was built in approximately 1927, and has since served as a neighbourhood store



Existing Commercial Sites

Section 2.4 Commercial Development

Objective: Continue the opportunity for small scale pedestrian oriented commercial uses to serve the community from central locations which have historically been used for such purposes.

Policy 2.4.1 The commercial properties on 101A Avenue at 89 Street and 90 Street will be redistricted to CNC*(Neighbourhood Convenience Commercial) District.

Policy 2.4.2 A Statutory Plan Overlay and Advice to the Development Officer for the CNC* District, as provided in Chapter 5, will be implemented to ensure commercial uses are of a small scale and pedestrian oriented

Discussion:

Two existing commercial sites are recommended for CNC* districting. These are the Tree Frog Press and the Riverdale Grocery. Both are centrally located and have a long history of commercial use. Both sites are currently districted for residential development. The CNC* districting would allow the long term continuance of commercial development at these two locations at a scale and intensity which would remain sensitive to surrounding residential development.

The Statutory Plan Overlay associated with the CNC* District reduces yard setback requirements to zero, where the yards are adjacent to public roadways (excepting laneways). This will accentuate the presence of commercial activity on the street, providing visible landmarks for the community. Currently, the two commercial developments have no building setbacks from the street.

Advice to the Development Officer is provided to promote pedestrian oriented businesses on a scale conducive to existing development. The advice states that discretionary uses should not exceed a floor area of 275 m². This will ensure that commercial activity is kept to a small scale. The Development Officer is encouraged to relax parking requirements where a use is oriented towards a community, as opposed to a city or regional market. It should also be shown that traffic from outside the community will be minimal and adequately handled by existing on-street parking or on-site parking which should be located to the rear or side of the property.



The F.W. Speer building, which opened in 1912 as Riverdale's general store, is now occupied by Tree Frog Press

Section 2.5 Floodplain Management

Objective: Heighten the awareness of flood potential and reduce the possibility of flood damage.

Policy 2.5.1 Development within the 1:100 year floodplain, as shown on Map 10 in Chapter 5, will have to satisfy the requirements of the Floodplain Protection Overlay (Schedule 812C) in the Land Use Bylaw No. 5996 as amended. Further:

(i) development within the 1:25 year floodplain, as shown on Map 10 in Chapter 5, will be prohibited with the exception of Parks and Recreation facilities, and utilities deemed essential by City Council; and

(ii) development within the

1:100 year floodplain, where lawfully existing on sites prior to adoption of the Riverdale ARP, will not be subject to the regulations of the Floodplain Protection Overlay. However, all further undertakings which increase the amount of flood vulnerable floor space will be required to meet these regulations.

Discussion:

The requirements of the Floodplain Protection Overlay will alert owners and developers of the inherent flood risks before building in the community. They make sure that the owners or developers take the necessary precautions to minimize the potential for flood damage.

Lands within the 1:25 year floodplain are highly susceptible to flooding. As a result they are restricted to park use only. Certain features and facilities, such as the Capital City Recreation Park and some essential City utilities which currently

exist on the floodplain, may be expanded upon within the floodplain.

Within the 1:100 year floodplain the following examples of maintaining, repairing or upgrading structures, are not subject to the regulations of the Floodplain Protection Overlay:

- (a) insulating;
- (b) upgrading services (wiring, plumbing);
- (c) new roof;
- (d) building a basement (that does not serve as a suite or primary living quarters);
- (e) repairing a structure partially damaged by an act of nature; and
- (f) finishing a basement for a recreation room.

The following examples are subject to the regulations of the Floodplain Protection Overlay:

- (a) finishing a basement as a primary living quarters;
- (b) ground floor additions including enclosing of an existing open porch or carport;
- (c) substantial rehabilitation; and
- (d) rebuilding a structure with a larger flood vulnerable area than the original structure.

NEW DEVELOPMENT OPPORTUNITIES

CHAPTER 3



NEW DEVELOPMENT OPPORTUNITIES

CHAPTER 3

Section 3.1 Introduction - Development Context and Issues

There are several sites, shown on Map 4, that could accommodate new development in Riverdale. Currently vacant or underdeveloped (i.e mostly vacant), these sites are distinguished from other sites in Riverdale by their large size and the intention of this Plan to have them developed for uses, and in a fashion, that can't be accommodated under the RF2* (Low Density Infill) District described in Chapter 2. As such, the impact of development on these sites could be significant on the rest of the developed community.

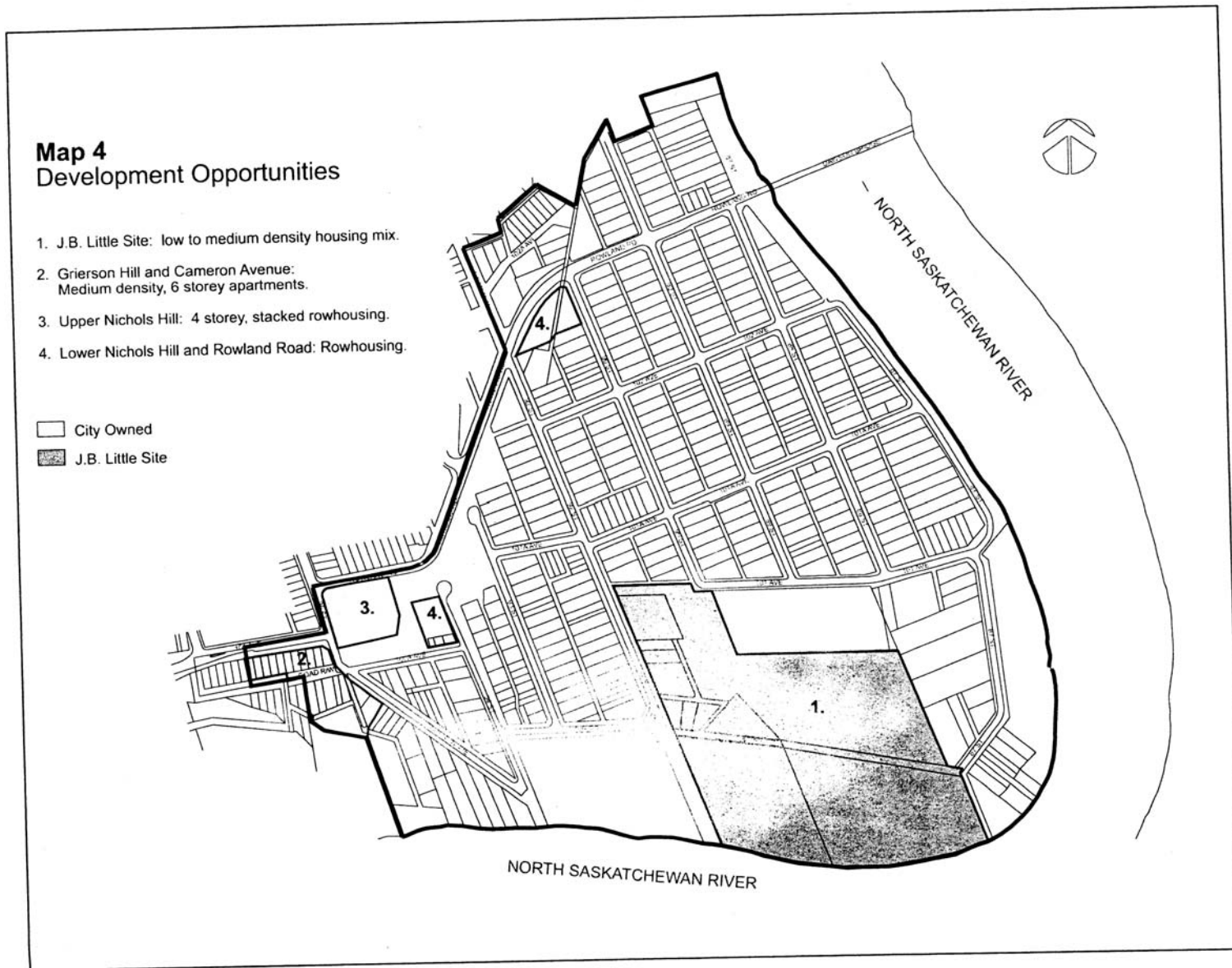
The site of the former J.B. Little Brickyard, south of 101 Avenue, is the largest site available for new development in Riverdale. The site occupies approximately 20% of the ARP area and could, if developed for residential use, account for up to 30% of the community's residential lands. The 1977 Riverdale Plan considered the site "desirable" for future residential development in order to, "ensure the viability of the community in the long run". However, unless sensitively handled, the development of a site of this size could change the character and nature of Riverdale.

New development opportunities also exist on City-owned lands on the community's periphery, adjacent to major traffic arterials. Nichols Hill, and sites along Rowland Road and 101 Avenue, were acquired by the City for major



J.B. Little Brickyard 1895

Bylaw 15319
Approved January 18, 2010



roadway projects that never materialized and are no longer part of the City's plans. Several of these sites will be redistricted to, or remain as, A (Metropolitan Recreation) District to reflect their current use, or unsuitability for development as a result of slope conditions (see Policy 4.5.2). Others, along the south side of Rowland Road between 88 and 90 Streets, will be redistricted RF2* (see Policy 2.2.1). The remaining sites are suitable for more significant development.

Before development can occur on any of the sites identified for potential new development, a number of legislative and administrative development constraints will have to be lifted and environmental concerns addressed. The Little site has restrictive legislation related to its floodplain and river front location. Land use redistrictings are needed for all the sites to allow new development to occur. Environmental concerns include slope stability, possible soil contamination as a result of previous industrial activity, drainage, soil compaction, flood risk, and bank instability.

Integrating new development into the existing community without impacting Riverdale's character is a major issue. On the Little site development should appear as a natural extension of the existing community. This can be approximated, in large part, through the incorporation of elements of the existing community, such as subdivision layout, streetscape, housing mix and distribution, into development of the Little site. City-owned sites on the community's periphery, above the river valley floor and adjacent to arterial roadways, could, with minimal impact on the existing

community, be developed at densities higher than the RF2* density proposed for the "Heart of Riverdale". However, to help integrate their development with the rest of the community, measures will be taken to incorporate some of the features from the existing community into their development, and to ensure that some of the existing amenity features now associated with the sites are retained.

Riverdale has a history of providing affordable housing, which was one of the reasons behind the City's decision to retain the community. Unlike the other river valley communities, affordable housing continued to be developed in Riverdale, mostly on City-owned lands, during the 1980s. Given the existing precedent, additional affordable housing should be considered for the remaining City-owned lands in Riverdale.

GOAL: Provide new opportunities for residential development while minimizing the impact of such development on Riverdale’s existing character and identity.

Section 3.2 Predevelopment Requirements for the J.B. Little Site

Objective: To ensure that legislative, administrative, and environmental constraints and considerations are addressed prior to new development being approved on the J.B. Little site.

Policy 3.2.1 The Province will, in cooperation with the City, remove its Restricted Development Area and Water Conservation Area designations from the site.

Policy 3.2.2 The City will amend the North Saskatchewan River Valley Area Redevelopment Plan to exclude portions of the J.B. Little site once the top-of-thebank has been established.

Policy 3.2.3 As a condition of subdivision, the subdivision applicant will demonstrate to the City’ satisfaction that the site is safe and suitable for development by:

(i) conducting soil tests to determine any possible contamination of the site from former industrial uses;

(ii) conducting geo-technical tests on that portion of the site covered with landfill and determining its ability to support development;

(iii) recontouring and compacting the site, including the road right-of-way, to ensure that existing overland drainage routes are suitably accommodated, ponding areas are minimized, and site drainage won’ adversely effect adjacent properties; and

(iv) submitting to the City, after recontouring and compacting the site, a new map of contours indicating any changes to the 1:25 and 1:100 year flood lines as well as the location of the top-of-the-bank.

Discussion:

The Little site is currently designated A (Metropolitan Recreation) District. That portion of the site south of the existing road right-of-way (“00 Avenue” is also designated a Restricted Development Area and Water Conservation Area under Provincial legislation. The purpose of these designations was to protect the river environment and to allow for the possible expansion of the Capital City Recreation Park (CCRP) onto the site, which necessitated it also being included in the North Saskatchewan River Valley ARP. The Parks and Recreation Department has subsequently decided that only a small portion of the site will be needed for the Park, and environmental considerations will be addressed at time of subdivision. Removing these designations will allow the site to be considered for new uses within the context of the Riverdale ARP. The boundaries will be amended after approval of the required geotechnical information and the subdivision which defines the top-of-the-bank.

The site’s prior uses as a brickyard, auto wrecker’s yard, and repository for landfill from the construction of Canada Place, may have made it unsuitable for development and habitation. In addition, the top-of-the-bank, that point above the river where the land is stable enough to sustain development, has yet to be determined. The 1:25 and 1:100 year flood lines will have to be remapped after recontouring and recompacting the site, as these lines effect where and how development is to take place. Policy 3.2.3 will determine the site’s suitability for development and help define what, if any, measures are needed to prepare it for future development.



Al's Auto Parts, located on the J.B. Little Brickyard 1968

Section 3.3 Subdivision of the J.B. Little Site

Objective: Objective: To ensure that subdivision of the J.B. Little site adheres to municipal and community requirements, and is in harmony with those elements of the existing community that contribute to Riverdale's character and history.

Note: Policy 3.3.1 (i, ii, iii) was amended by Bylaw 12356 April 2, 2001

Policy 3.3.1 Subdivision of the J.B. Little site will adhere to the following municipal requirements:

(i) all lands between the point identified as the top-of-bank and the river will be dedicated as Environmental Reserve to the City;

(ii) as part of the pedestrian circulation requirement the owner will provide a 4.5 meter wide corridor on the upland side of the development limit line identified through a geotechnical report to accommodate the CCRP Trail; and

(iii) the owner will dedicate municipal reserves in the amount of approximately 0.55 ha for the expansion of the Riverdale Elementary School grounds and approximately 0.34 ha along the top-of-bank on the river side of the development limit line.

Note: Policy 3.3.2 (i, ii, iii, vi) was amended by Bylaw 12356 April 2, 2001

Policy 3.3.2 Subdivision of the J.B. Little site will adhere to the following community planning objectives:

- (i) the use of a street grid system, or a near street grid system with access points extending from existing community roadways;
- (ii) a top-of-the-bank roadway to be provided for a portion of the site's frontage along the river, such that there is no possibility of an uninterrupted roadway link across the site between 87 Street and a possible extension of Cameron Avenue;
- (iii) at least two north-south streets to intersect the top-of-the-bank roadway on the site, or in the case where the top-of-the-bank roadway does not intersect one or more north-south streets, at least one north-south public walkway to connect an internal street and the CCRP Trail;
- (iv) all roadways required on the J.B. Little site will be public;
- (v) pedestrian circulation and access linking the Riverdale Elementary School, the Community League, the "Little brick house" and the river;

- (vi) pedestrian friendly streetscapes with treed boulevards similar to those of the existing community, and no front drive access to on-site parking for a majority of developments on the site dependent upon individual site considerations (e.g., development backing on the river) and/or the particular form of housing (e.g., low rise apartments);

- (vii) the retention, where possible, of existing stands of mature vegetation on the site and their incorporation into a plan of subdivision; and
- (viii) the preservation and retention of the "Little brick house" and yard, if possible, within the plan of subdivision.



100 Avenue access through the J.B. Little Brickyard 1992

Discussion:

Upon subdivision, existing legislation allows portions of the Little site to be set aside as public lands for environmental, recreation, and school expansion purposes. Environmental Reserve will be set aside to protect the river and its banks from urban encroachment. The extent of the Reserve will be from the river to a point where the bank is stable, at the top-of-the-bank. Municipal Reserve, to be used for parks and schools, will account for 10% (approximately 0.9 ha after Environmental Reserve is taken) of the Little site. Part of the Reserve will be used to expand the Riverdale Elementary School grounds for additional playing fields and possible school expansion. The rest will be used to provide additional space between the Capital City Recreation Park and the built community. The 7.5m requirement for the CCRP Trail will be taken as part of the site's transportation circulation dedication.

Extending the existing street grid system onto the Little site will provide continuity and connectedness with the rest of Riverdale. Maximizing the number of roadway connections to the rest of the community (87 Street, 90 Street, 92 Street, and 100 Avenue) also helps to disperse traffic.

A top-of-the-bank roadway (a roadway running close to the top of the riverbank with development occurring only on the side of the road opposite the river) would be in keeping with the City's existing Top-of-the-Bank Roadway Policy, allowing full unimpeded access to the CCRP and river. The road should not provide a continuous circuit between 87 Street and a possible future extension of Cameron Avenue, as this may encourage speeding and shortcutting traffic. Access to the roadway should

be from at least two other roadways on the site. All roadways required to access development on the site will be public, thereby allowing full and unimpeded public access through the site and to the river.

Treed boulevards and the absence of front driveways provides an attractive pedestrian friendly streetscape. This is achieved by providing a clear separation and buffer between the pedestrian and vehicular environments. It also allows for more on-street parking. Establishing a pedestrian link between focal points in the existing community (Riverdale Elementary, the Community League) and the Little site (the "Little

brick house" and river) will help integrate the two parts of the community. The link should be established in conjunction with a roadway or roadways. This allows for a safe, well lit and supervised (from adjacent residences and the roadway(s)) pedestrian environment.

Those features of the Little site that provide historical and visual links with the existing community should be preserved and incorporated into the plan of subdivision. These include the "Little brick house" and yard, and mature vegetation. The "Little brick house" has been identified by residents as a valuable community historic resource, a visual reminder of Riverdale's



The Little Brick house located on the J.B. Little Brickyard

early development and the Little family’s legacy. It is felt that the house and yard, although awkwardly sited, can be incorporated into a plan of subdivision. Altering the course of 90 Street for such a purpose would be acceptable.

Section 3.4 Development of the J.B. Little Site

Objective: To ensure that development of the J.B. Little site is in harmony with those elements of the existing community that contribute to Riverdale’s character and history.

Policy 3.4.1 The J.B. Little site will be redistricted to DC1 (Direct Control) District based on the subdivision requirements listed in Policies 3.3.1 and 3.3.2, and development guidelines as listed in Chapter 5 of this Plan.

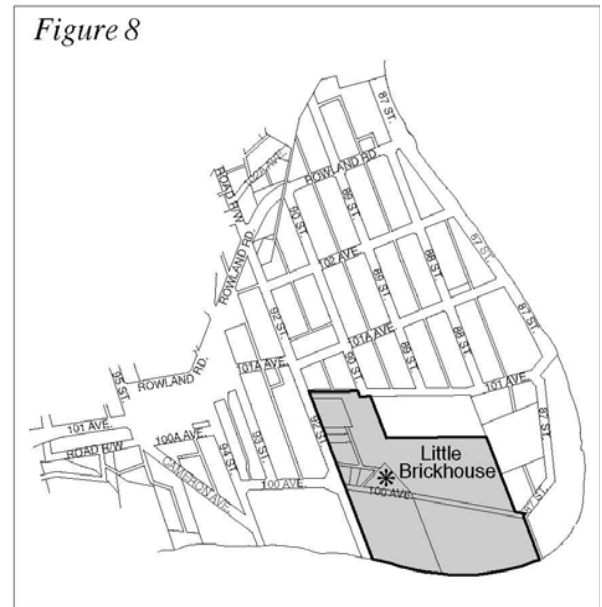
Policy 3.4.2 Development applicants will, as a condition of subdivision and development approval, submit a design brief, in accordance with Section 91 of the Alberta Planning Act, demonstrating conformity with Policies 3.2.3, 3.3.1, 3.3.2, and

Discussion:

The DC1(Direct Development Control) District differs from more standard districting (such as RF2) by allowing: “for detailed, sensitive control of the use, development, siting and design of buildings... where this is necessary to establish, preserve or enhance... areas of unique character.” Standard land use districts lack the same level of control. The DC1 District can implement development guidelines related to such aspects of land use planning as subdivision design and housing mix, thus achieving land use objectives that can’t be achieved using standard land use districts.

The intent of the DC1 District is to harmonize new development with existing development. For the Little site this means providing for a mix of housing types, styles, and a subdivision layout in keeping with the existing community. Although commercial uses will be restricted, and industrial uses prohibited, offices-in-the-home and homecrafts shouldn’t be discouraged. These enterprises offer a more integrated lifestyle, and are consistent with the community’s earlier history as a place in which to live and work. As a means of preserving the “Little brick house” and its yard, a variety of commercial and institutional uses, in addition to residential, will be allowed for the house and yard provided they are preserved and the use doesn’t detract from them or surrounding development.

The proposed housing mix should satisfy a number of aspirations including: providing a variety of housing types that reflects that of the existing community and, as a result, provides an opportunity for a mix of housing affordability and socio-economic groups as occurs in the existing community. Too much housing would



J.B. Little site

be detrimental to the character and historical pattern of development in Riverdale. It may put undue strain on existing community services (the school and community league) and certain components of the community's infrastructure (traffic volumes on local streets, for example). This may in turn negatively impact the stability and family orientation of the current population. Too little housing, on the other hand, would be an inefficient use of inner city land so close to downtown services and workplaces. It may also increase the cost of housing on the site, given current land values and servicing costs.

The DC1 development criteria is, for the most part, consistent with land use regulations governing the same types of development in the rest of the community. Only where the standard land use regulations don't reflect those unique aspects of the existing community have changes been made. Front yard setbacks, for example, will be allowed to be reduced to 3m, provided measures are taken to reduce front elevations. This is in keeping with some of the older homes in Riverdale and provides for the flexibility of yard design that residents seem to appreciate. Limiting the size of lots for single family detached housing will help ensure that densities are not less than they are in the existing community, which are low by inner city standards.

Multi-family housing is a relatively recent phenomena in Riverdale, one that hasn't always integrated well with its history of single family detached housing. Multiple dwellings under one flat or slightly sloping roofline, and flat facades, tend to distort lot dimensions and emphasize mass. In addition, some of the multi-family housing lacks street orientation, presenting a closed defensive as opposed to open welcoming face to the street. The design criteria listed for the DC1 District addresses these concerns.



J.B. Little Brickyard 1992

In keeping with the low density nature and distribution of existing development, multi-family housing is to be dispersed throughout the site and not concentrated in any one location. The concentration of certain types of housing in specific locations tends to segregate residents and may impede social interaction in the community. It also reflects more of a suburban pattern of exclusionary development that wouldn't be in keeping with the more even dispersion of multi-family housing normally found in Riverdale.

Design briefs must be submitted as a condition of subdivision and development approval, demonstrating an understanding of the site's subdivision and development policies. The briefs must show all the elements of subdivision design and be accompanied by a written text explaining compliance.

Section 3.5 Predevelopment Requirements for City-owned Lands

Objectives: Prepare City-owned lands for residential development by dealing with legal, administrative and environmental constraints to development.

Policy 3.5.1 The City will take the following steps to ensure that City-owned lands, not required for municipal purposes, are available for development:

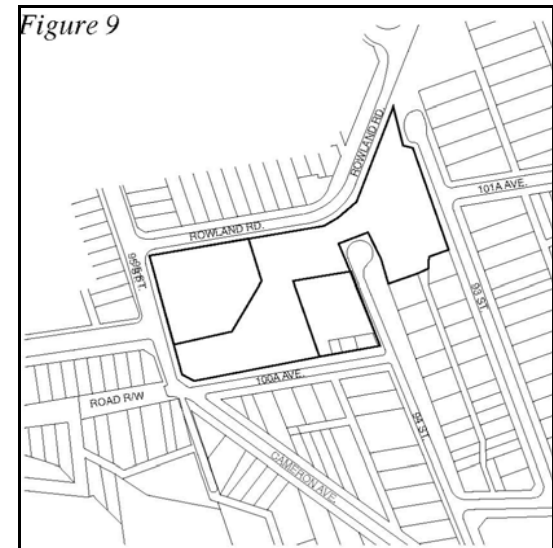
- (i) transfer surplus City-owned lands to the inventory of the Planning and Development Department for sale or lease;**
- (ii) subdivide the upper and lower portions of Nichols Hill, as shown on Figure 9, to provide two developable parcels;**
- (iii) initiate closure of the Rowland Road right-of-way through the Nichols Hill site on those portions of the Hill that are to be developed; and**
- (iv) investigate soil and bank stability on sites adjacent to steep slopes, to determine if there are any limitations to development.**

Discussion:

City-owned lands adjacent to Rowland Road and above the top-of-the-valley, as shown on Map 4, are no longer required for municipal purposes such as roadways or parks. The 1977 Riverdale Plan contemplated the future upgrading of Rowland Road including its realignment through the Nichols Hill site. These plans have been abandoned, allowing these lands to be considered for other forms of development.

Measures which are required to prepare City-owned lands for lease or sale are described in Policy 3.5.1. Most of these measures, including the declaration of surplus land, road closures, and subdivision required to create developable parcels, are legal or administrative constraints to development which must be dealt with before development can occur. For example, the road right-of-way through Nichols Hill exists legally in terms of a registered roadway plan, but physically, the road itself does not exist. The road closure would be done in consultation with the Transportation Department to determine if any portion is still required for transportation purposes.

The only environmental constraint to development would be local soil and/or bank stability conditions. Typically, sites overlooking the top-of-the-bank or on steep slopes will require that some study or tests be done to determine their suitability for development and what, if any, requirements are needed to make them suitable. Such studies or tests could be undertaken prior to the disposition of these sites, or as a condition of sale/lease, subdivision or development.



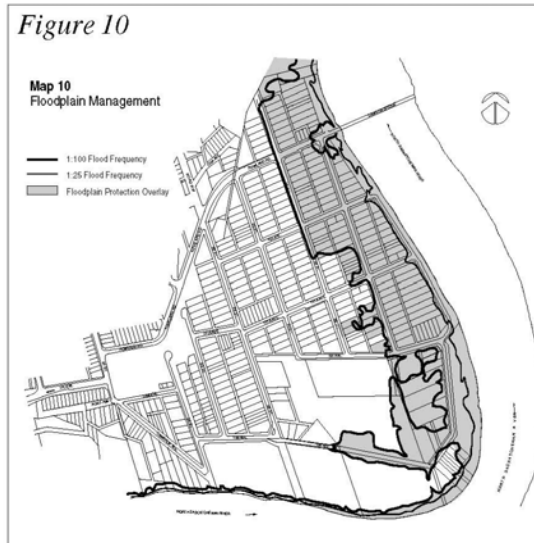
Nichols Hill to be subdivided to form two developable properties

Section 3.6 Opportunities for Development of Multi-Family (Row Housing and Apartment) Housing

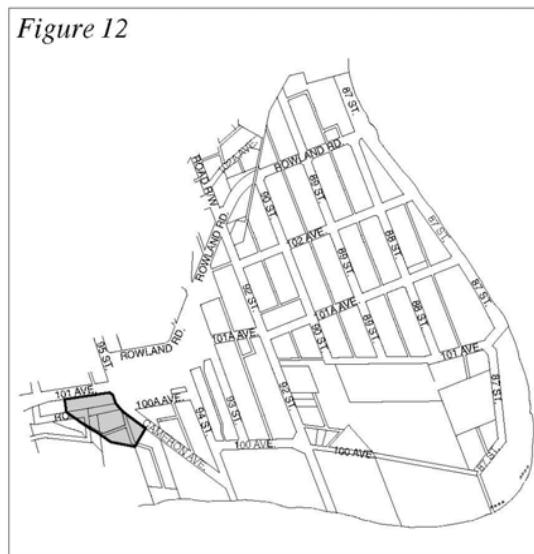
Opportunities: Provide the opportunity for a limited amount of row housing and apartment housing to be built in a manner that will have minimal impact on the existing community.

Policy 3.6.1 Redistrict the triangular parcel south of Rowland road on 90 Street, and land at the base of Nichols Hill on 94 Street, from RF3 to RF5* to allow row housing development. Use a Statutory Plan Overlay to ensure that new development will harmonize with existing development in the community, and contributes to an attractive pedestrian environment on existing streets.

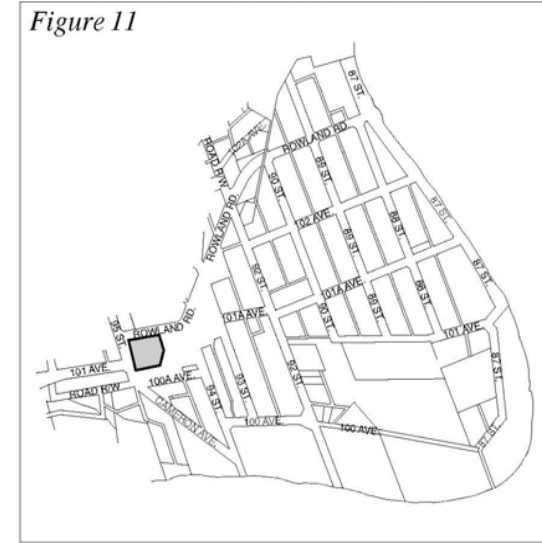
Policy 3.6.2 Redistrict the parcel at the top of Nichols Hill on 95 Street from RF3 to RF6* to allow development of stacked row housing or small apartments up to four stories. Use a Statutory Plan Overlay to ensure development creates an attractive pedestrian environment on 95 Street and does not detract from the view of the site looking up Nichols Hill from the river valley.



Rowhousing development opportunities



Medium rise apartment development opportunity



Stacked rowhousing development opportunity

Policy 3.6.3 Redistrict City-owned and privately-owned parcels at the top of Grierson Hill on 101 Avenue and at the top of Cameron Avenue, from RA8 to RA8* to allow development of medium rise apartments. Use a Statutory Plan Overlay to ensure that development creates an attractive pedestrian environment on 101 Avenue and does not detract from the view of the site looking up from the river valley.

Policy 3.6.4 Use a Sales Agreement so that future development on the City-owned RF6* and RA8* sites, will require developers to provide pedestrian access and viewing

areas behind the sites along the top-of-the-valley. Pedestrian access and viewpoints will be designed to City specifications, as part of the Heritage Trail, and will be paid for in full or in part by the developers.

Note: Policy Added by Bylaw 14738, September 5, 2007

Policy 3.6.5 Notwithstanding the low density infill policies for this portion of the neighbourhood, Lots 5 and 7, Block B, Plan 4047 ET are designated for medium density housing and limited Community Recreation Service uses under a DC2 Provision.

Discussion:

It is generally felt that the existing housing mix in Riverdale is appropriate and that further opportunities for multi-family housing, outside of the J.B. Little site, should be limited. The majority of Riverdale will be redistricted from RF3 to RF2* which precludes further row housing development for most of the community. The two sites which have been selected to accommodate future row housing development are vacant consolidated parcels located on the periphery of the community. Each could accommodate a small development of approximately 8 units. The size and location of development will minimize traffic and visual impacts on the adjacent community. Development guidelines in the Statutory Plan Overlay for the RF5* District (see Chapter 5) will further ensure that future row housing harmonizes with existing development patterns in the community and contributes towards a friendly pedestrian

environment.

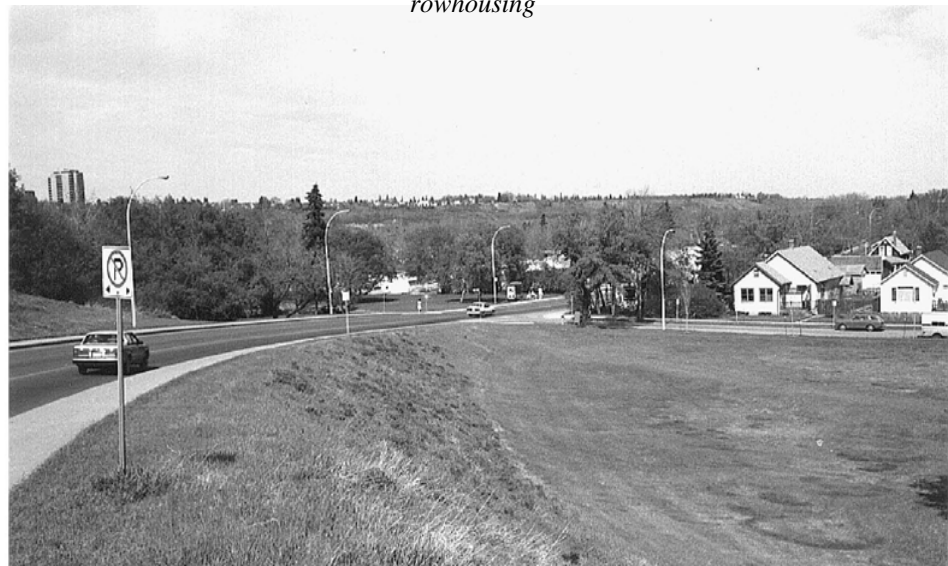
There are three areas in Riverdale which are being districted to accommodate stacked row housing or apartments. They are different from the remainder of the community because they are located at the top-of-the-valley adjacent to areas in the Boyle Street neighbourhood which are districted for high density residential/ commercial mixed use. Although these parcels are geographically separated from the neighbourhood, they form a gateway between Riverdale and the downtown and have strong visual ties to the community.

The relatively flat area on the top of Nichols Hill has an area of about 0.6 ha. The exact size and dimensions will be more accurately determined through subdivision. Redistricting the site from RF3(Low Density Redevelopment) District to RF6*(Medium Density Multiple Family) District would allow a maximum of 48 units of stacked row housing. Development could be terraced into the hill but should not exceed four stories.

A higher building would obstruct the views from potential future housing in Boyle Street, disrupt the natural slope of the hill, and may cause shadowing of residences to the side and at the bottom of the hill.

The RF6* Statutory Plan Overlay requires dwellings on Nichols Hill to be oriented so as to create a continuous frontage along 95 Street. This will create a secure and friendly pedestrian streetscape. If dwellings are to back or front onto Rowland Road, measures should be taken to reduce their exposure to traffic noise (e.g. sufficient setbacks, etc.). On-site parking is to be below grade or screened, so as not to

Properties adjacent to Rowland Road can be developed for rowhousing



detract from the amenity of the viewpoint and the view of those looking up and across the hill from Riverdale. Vehicle access to the site will be from 95 Street.

The developer of the site at the top of Nichols Hill is required through a Sales Agreement to provide a public pedestrian access around the site's south and east boundaries, terminating in a viewing area overlooking the lower part of Riverdale. This would be the final extension of Heritage Trail and will connect with the major east/west pedestrian access through Riverdale (see Chapter 4).

The Grierson Hill site east of 95A Street and south of 101 Avenue is, and should remain, an RA8(Medium Rise Apartment) District but with the additional requirements of a Statutory Plan Overlay and Sales Agreement. The RA8* designation will allow for the construction of a six storey, 134 unit apartment building. It is important that development not exceed this height, as it will appear disproportionate with adjacent development and imposing both to residents in Riverdale and users of the botanical park to be developed below the site on Grierson Hill.

The Statutory Plan Overlay on the Grierson Hill site prohibits direct vehicle access to the site from 101 Avenue. Allowing access from 101 Avenue would interfere with traffic flow along this arterial and with pedestrians using the proposed Heritage Trail extension along the south side of 101 Avenue. Buildings along 101 Avenue will have their major pedestrian entrance on 101 Avenue, adding a sense of security to pedestrians using the Heritage Trail and a community presence to the streetscape.



Sundace Housing Co-op is the largest row housing development in Riverdale

Parking will be underground so as not to detract from the amenity of the site.

The Sales Agreement on the Grierson Hill site requires the developer to carry out certain obligations as a condition of sale. The developer will compensate for the loss of an existing public view of the river valley. This will be done by building a pedestrian access and

viewpoint to the rear of the site overlooking the valley. Eventually the City will construct a staircase between this viewpoint and the Capital City Recreation Park Trail below the site. On-site parking, with the exception of visitor parking, will be below-grade so as not to detract from the public amenity area and views at the rear of the site.

The privately-owned site at the top of Cameron Avenue has much in common with the City-owned Grierson Hill site and could be consolidated with it. Presently this site consists of two parcels, one with a three storey walk-up apartment and the other with a fourplex. Should this area be redeveloped, height and size will be restricted by the same RA8* district regulations applied to the adjacent Grierson Hill site.



Nichols Hill: Flat upper portion to be developed for stacked row housing while sloped areas are to be retained as natural parkland



Grierson Hill site, east of 95A Street and south of 101 Avenue

Section 3.7 Development Opportunities for Affordable Housing

Objectives: To continue to provide the opportunity for low cost affordable housing to be built in Riverdale in a manner consistent with the objectives and policies of this Plan.

Policy 3.7.1 The City Housing Commission will hold the property shown on Map 5 for the provision of low cost affordable housing until December 31, 1995.

Policy 3.7.2 The City will continue to maintain and rent existing City owned houses in Riverdale, as shown on Map 5, until the end of their economic life. After this time, the feasibility of redeveloping these properties for affordable housing will be examined.

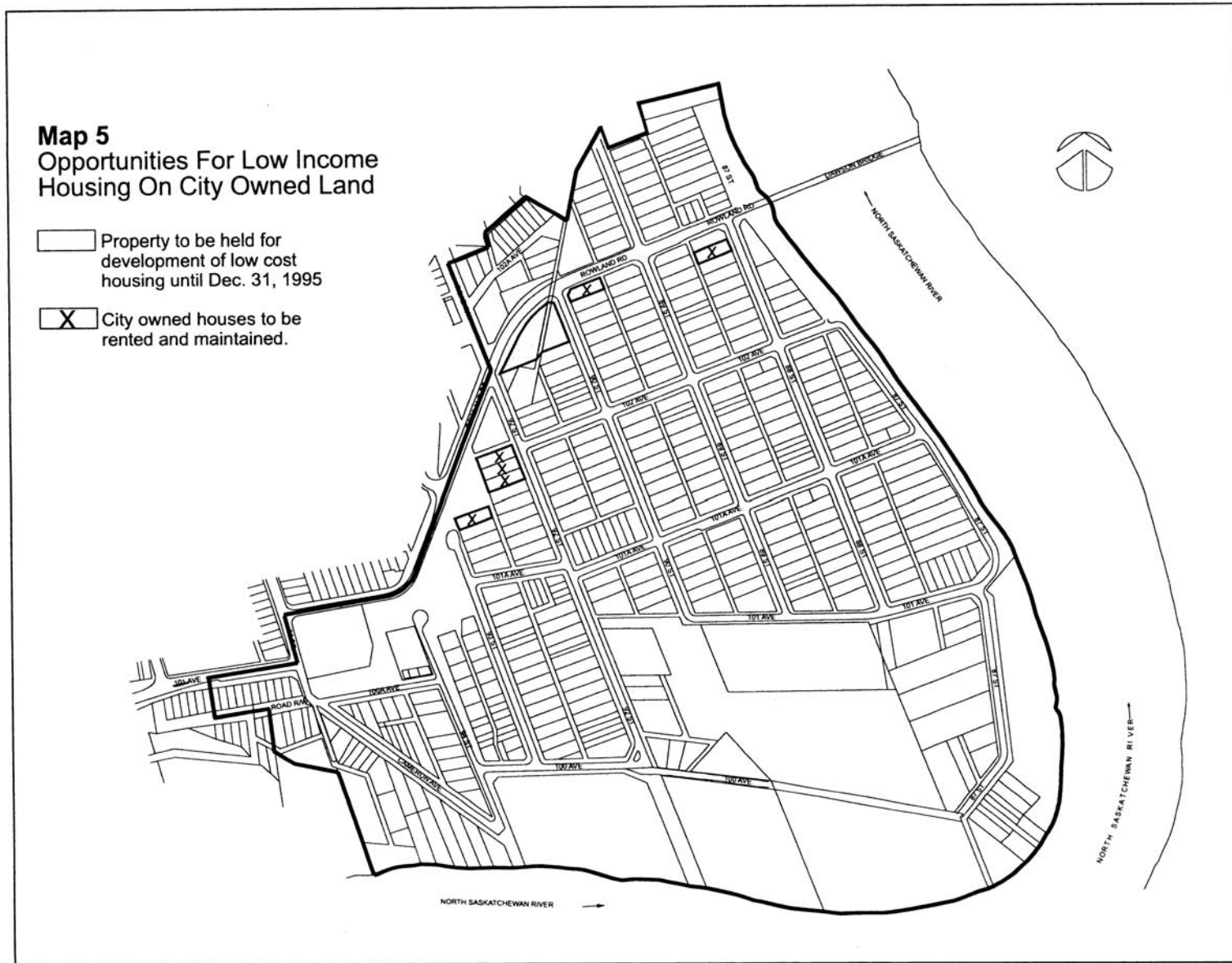
Discussion:

The City Housing Commission was formed to look at potential locations for low cost affordable housing and ways and means of supplying such housing. Forty-three inner city areas are being looked at, including Riverdale, of which seventeen are considered areas of high need. Riverdale has not been identified as an area of high need. There is one City owned non-profit housing project that covers three sites, as well as two housing co-ops to supply the needs of residents wanting this type of housing in Riverdale.

The City Housing Commission has evaluated City owned parcels in Riverdale and determined that one site is suitable for development of affordable housing. Currently, and in the foreseeable future, there are limited resources to write down land costs for low cost housing. Existing programs for subsidized housing have been cancelled and there are only a few groups that build low cost housing. It is therefore not appropriate to hold too many sites off the market for affordable housing and suitable sites should not be held indefinitely.

There are six City owned houses in Riverdale that are still in fair condition and provide reasonable rental accommodation. The City will continue to rent these properties until it is no longer economically feasible to maintain them, at which point they will be considered for redevelopment to low cost housing.

Bylaw 15319
Approved January 18, 2010



PHYSICAL IMPROVEMENTS TO PUBLIC SPACES AND COMMUNITY INFRASTRUCTURE

CHAPTER 4



PHYSICAL IMPROVEMENTS TO PUBLIC SPACES AND COMMUNITY INFRASTRUCTURE

CHAPTER 4

Section 4.1 Introduction

An important aspect of this Plan are the improvements to be made to community infrastructure and public spaces. These improvements encompass a wide range of items including utilities (power, water, drainage), roads, sidewalks, pedestrian circulation and access, vehicular circulation and access, and community recreation facilities. This chapter outlines and discusses improvements required in all of these areas.

The preparation of this Plan was an opportunity to identify where improvements are either necessary or desirable so that future upgrading in Riverdale can be done in a comprehensive and cost effective manner. Improvements to underground utilities, such as water and drainage, are essential to accommodate existing and future populations. Improvements to other aspects of the physical infrastructure, including roads, sidewalks and traffic circulation, are necessary to improve both the function and image of the community. Other improvements to amenities, such as pedestrian access and recreation facilities, are very desirable, but their completion will rely on opportunity, the availability of funding, and whether they can be coordinated with other more essential improvements.

There are three ways to implement the physical improvements identified in this Plan. The Neighbourhood Infrastructure Program (NIP), funded by the City, is the primary means. Its purpose is to upgrade the physical infrastructure (water, drainage, roads, sidewalks, etc.), in neighbourhoods of greatest need. It allows City Departments to concentrate their resources in a neighbourhood, to reduce duplication of effort, save money, minimize neighbourhood disruption, and have a more visible impact in the community. Riverdale has been identified as a high priority area under the Neighbourhood Infrastructure Program.

A second way of funding improvements is through the City Capital Budget Priorities System. Projects are prioritized and completed according to their priority, using the City's Capital Budget. The Plan recommends that some City-wide facilities in Riverdale be improved or extended into Riverdale (example: Heritage Trail, Capital City Recreation Park). These improvements are not local in nature and have traditionally been implemented through the City's Capital Budget or provincial grants. The City will attempt to coordinate these improvements, with upgrading to be done in Riverdale through the Neighbourhood Infrastructure Program.

A third way of funding improvements is through private development. City policies and provincial legislation requires that private development fund any upgrading made necessary by new development. This process will ensure that services are upgraded to meet the requirements of future development on the J.B. Little site and other properties where significant new development may occur in Riverdale. Property

owners who are developing sites adjacent to the top-of-the-bank will also be required to provide and help fund the construction of pedestrian access and viewing areas adjacent to the top-of-the-bank, as per the City's Top-of-the-Bank Policy.

Table 1 lists the projects recommended in this Chapter, and suggests how they can be implemented.

GOAL: Undertake a comprehensive approach to physical upgrading and improvements that will provide; convenient pedestrian access into the downtown and along the river, and ensure that there are adequate recreation facilities, physical infrastructure, and traffic controls, for existing and future residents.

Section 4.2 Power, Water, Drainage, Roads and Sidewalks

Objective: To undertake a coordinated approach to the rehabilitation of existing utilities and physical infrastructure, to provide an adequate level of service, and to ensure future development provides utility services to meet contemporary City standards and does not place an undue burden on existing services in the community.

Policy 4.2.1 Improvements to roads, sidewalks, water, drainage, and potentially power services, will be coordinated by the City through the Neighbourhood Infrastructure Program. Map 6 provides a preliminary assessment of conditions.

Policy 4.2.2 Prior to the approval of any new development the City's Administration will determine if such development requires increasing the delivery and carrying capacity of existing infrastructure and utility systems to service the development. If upgrades to capacity are required they will be paid for by the development applicant.

Policy 4.2.3 The City Administration will implement existing City policy to ensure that the impact of new multi-family development proposed within the existing drainage system is addressed prior to the approval of the development application, and that the drainage system is able to meet new demands on the system.

Discussion:

A preliminary assessment of the infrastructure in Riverdale, as shown on Map 6, indicates the following:

(a) The existing 5 kV aerial system is adequate to provide power to existing populations but eventually will have to be upgraded to a 15 kV system. Additional capacity will be required to accommodate future development on the J. B. Little site;

(b) The current capacity of water mains in Riverdale is inadequate to meet today's municipal standards;

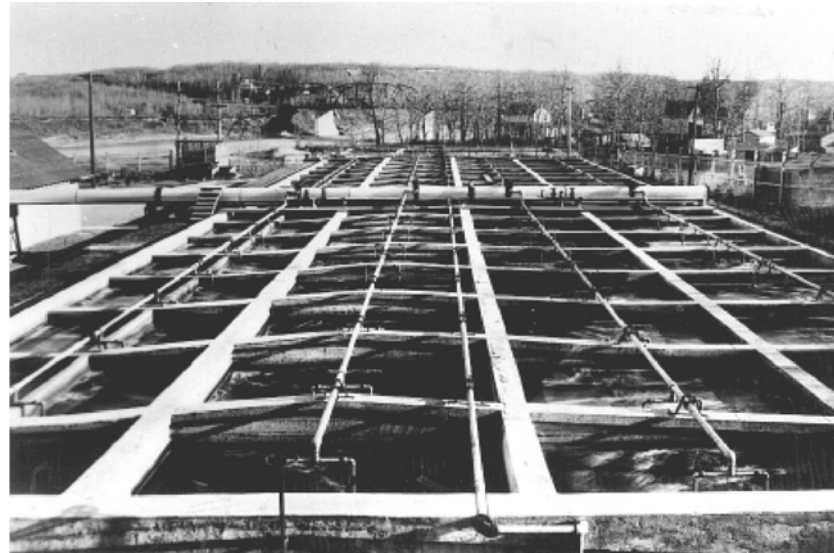
(c) The drainage system is presently inadequate to accommodate wet weather flows and cannot prevent combined sewer overflows into the river during periods of frequent rain storms or snow melt. Improvements are required to minimize the flow of storm water into the combined sanitary/storm sewer. The pump station needs to be upgraded to increase storage capacity and prevent overflow of the storm/ sanitary sewer into the river during frequent rainfall events; and

(d) Certain roads and sidewalks require repair.

Riverdale has been selected as a priority area to receive funding for physical improvements through the Neighbourhood Infrastructure Program (NIP). Further assessment of physical conditions will be made prior to the implementation of NIP. This will result in a more detailed and accurate program for upgrading utilities, roads and sidewalks in Riverdale.

The Neighbourhood Infrastructure Program will upgrade services to an acceptable level, however, new development on the J.B. Little site or on City-owned lands designated for development may increase demands on existing utility services such as water, power, drainage and roads. Developers will be responsible for providing standard servicing to new development and for any of the costs of off-site public improvements to the physical infrastructure. These improvements may be necessary to accommodate the new development directly, or they may be necessary to prevent an undue burden on existing services.

Riverdale residents have expressed concern over the current condition of the existing drainage system that serves Riverdale. The prospect of additional development, both within and outside the community, feeding into the system have heightened their concerns. Policy 4.2.3 is a reminder that the City must examine the potential effect of any major new development on the system prior to the approval of any such development.



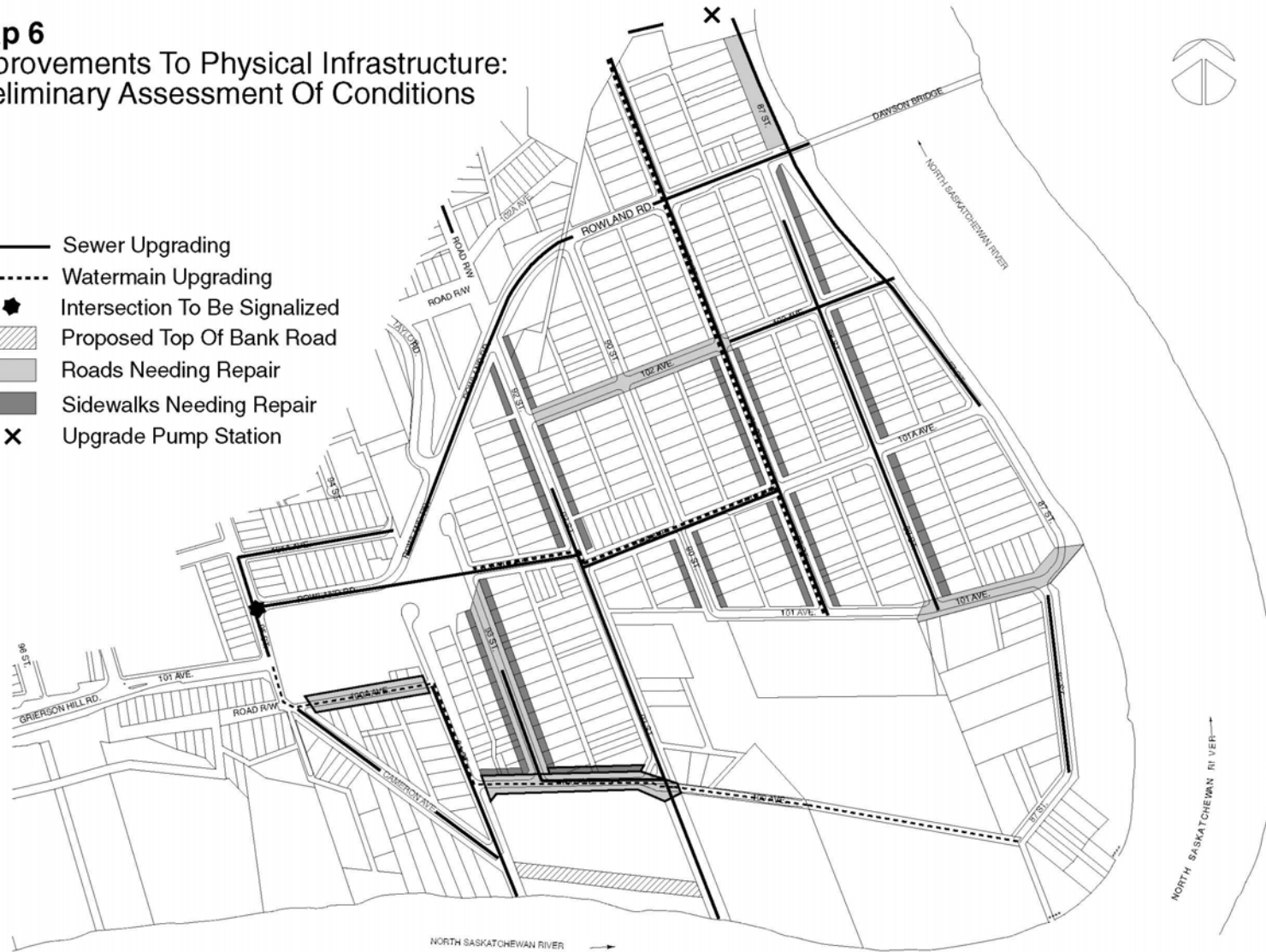
1927 sewage disposal aeration tanks located in Riverdale



100A Avenue is in need of repair











Map 6
Improvements To Physical Infrastructure:
Preliminary Assessment Of Conditions

- Sewer Upgrading
- - - Watermain Upgrading
- ◆ Intersection To Be Signalized
- ▨ Proposed Top Of Bank Road
- Roads Needing Repair
- Sidewalks Needing Repair
- × Upgrade Pump Station



Bylaw 15319
 Approved January 18, 2010

Map 7 Improvements To Pedestrian Circulation And Public Spaces

- Proposed Improvements**
-  Heritage Trail Construction (unstone walks, pedestrian lighting, trees, signage)
 -  Viewpoints
 -  Completion of Capital City Park Trail (asphalt trail between 94 and 87 street and sidewalk between 101 and 102 avenue)
 -  Landscape Buffer (trees, shrubs, etc.)
 -  Pedestrian walk (wooden stairs)
 -  Sidewalk Construction
 -  Boulevard Tree Planting
 -  Security Lighting
 -  Additional Community Recreation Space
 -  Maintain Natural Areas



Section 4.3 Pedestrian Circulation

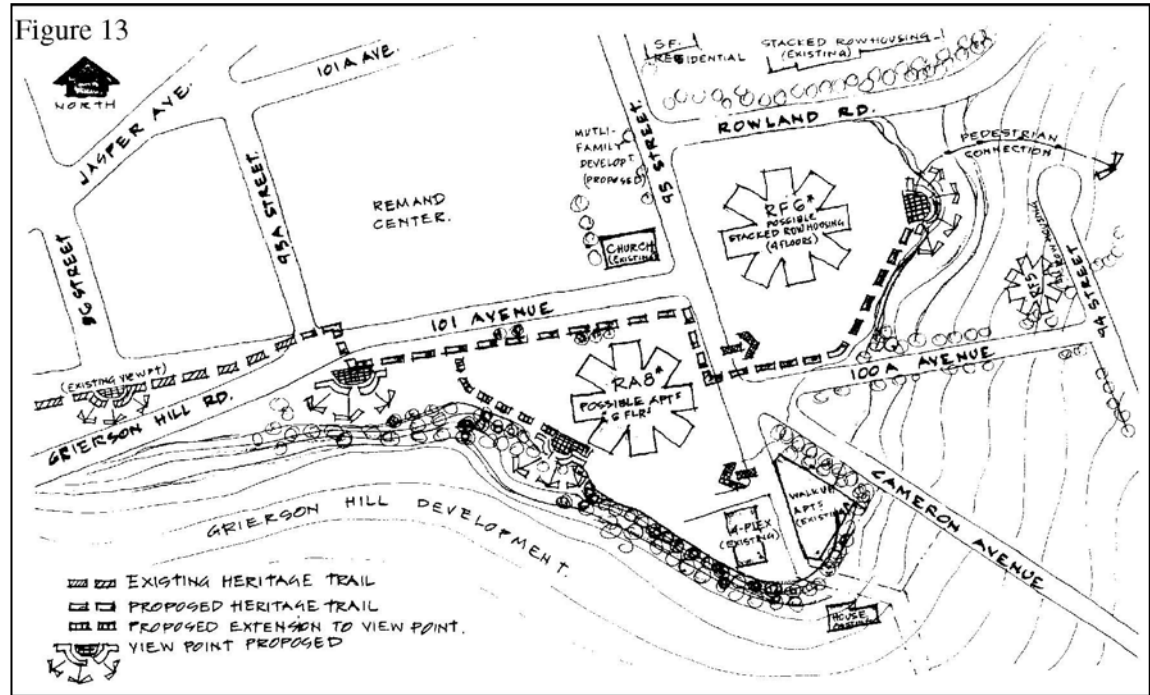
Objective: Reinforce Riverdale's sense of place as a river valley community with ties to the downtown, by improving pedestrian access into the downtown and along the river in a manner that takes advantage of views and interesting scenic routes.

Policy 4.3.1 Extend Heritage Trail as shown on Map 7:

- (i) along the south side of 101 Avenue between 95 and 95A Streets;
- (ii) from 95 Street, across Nichols Hill, to a viewpoint to be constructed in the middle of the Hill overlooking Riverdale; and
- (iii) behind the RA8* site south of 101 Avenue and east of 95A Street to terminate in a viewpoint on Grierson Hill.

Policy 4.3.2 Complete the Capital City Recreation Park Trail as shown on Map 7:

- (i) through the Riverdale Community League site, between Cameron Avenue and 92 Street;
- (ii) through the J. B. Little site, between 92 and 87 Streets;
- (iii) south of 87 Street on the back portion of Lots 1 to 6a; and



- (iv) on 87 Street between 101 and 102 Avenue
- Policy 4.3.3** Provide an east-west pedestrian access through the community and into the downtown, as shown on Map 7, by:
- (i) constructing a sidewalk on the south side of 101A Avenue between 87 Street and 93 Street;
 - (ii) planting boulevard trees on both sides of 101A Avenue;

(iii) providing access (wooden stairs) between 93 Street and the viewpoint to be constructed on Nichols Hill (see Policy 4.3.1 on Heritage Trail).

Policy 4.3.4 Install security lighting for pedestrians under the Dawson Bridge and along the lower portion of the 92 Street stairs, north of Rowland Road.

Discussion:

Riverdale's location close to the downtown, and its interesting geographic features, encourage community residents and other Edmontonians to walk or cycle through the neighbourhood. The Riverdale community values these opportunities for pedestrian and bike travel, and would like to retain and expand their potential.

Heritage Trail is a major pedestrian route of significant importance to the City as a whole. The Trail follows the top-of-the-valley through the Oliver and Boyle Street neighbourhoods and into the downtown. It connects points of historical interest and provides an attractive pedestrian walk. The Trail can be used to link Riverdale with the downtown by extending it one city block, along 101 Avenue between 95 and 95A Streets. A further extension of the Trail east of 95 Street onto Nichols Hill, will provide a scenic viewpoint and take advantage of a route that is already used as a shortcut into Riverdale. Another branch of the Trail will extend behind the RA8* site south of 101 Avenue. This connection will terminate in a viewing area and could eventually be linked with the Capital City Recreation Park Trail below. These proposed extensions of Heritage Trail were previously identified in the "Heritage Trail Circuit Feasibility Study". They will be funded in part by the City and in part through the development of the RA8* and RF6* sites (see Chapter 3).



Heritage Trail at Jasper Avenue and 95A Street

The Capital City Recreation Park Trail system currently provides bicycle and pedestrian access through the City's river valley. The Trail connects with Riverdale at the base of Cameron Avenue and on the north side of Dawson Bridge. A portion of the Trail has been constructed in Riverdale, east of 87 Street and south of 101 Avenue. Completion of the Trail through Riverdale will provide a vital link in the city-wide facility and will be well used because of its proximity to downtown. Consideration should be given to creating a wider asphalt surface, or to providing a separate wooden walkway for pedestrians, in addition to an asphalt surface for bikes. In some areas, (87 Street between 101 and 102 Avenues), there is insufficient space for an asphalt surface, and the Trail will take the form of a boulevard sidewalk on the west side of 87 Street.

101A Avenue is a logical location for a major east-west pedestrian route through Riverdale. It will connect with Nichols Hill and the proposed extension of Heritage Trail on the west side of the community, and with Capital City Recreation Park and the river on the east side. 101A Avenue is central to the community, and links focal points such as the Riverdale Grocery and Treefrog Press. Sidewalks have been constructed along parts of the Avenue, but a continuous sidewalk is needed if 101A Avenue is to function as a major east-west pedestrian route. Both sides of the Avenue should be planted with boulevard trees to be consistent with most of Riverdale. A boulevard will help define and improve the Avenue as a major pedestrian route.

The east-west pedestrian link through Riverdale will be completed with the construction of a wooden staircase on Nichols Hill, between 93



Heritage Trail will be extended on 101 Avenue between 95 and 95A Street



View from proposed viewpoint south of 101 Avenue, between 95 and 95A Street

Street and the viewpoint which marks the termination of Heritage Trail. In the past, residents used a staircase to get into the downtown from Riverdale via Nichols Hill. The stairs were removed but many have continued to use this route. Reconstruction of a staircase through Nichols Hill will improve its usability and ensure its continued existence as a scenic and convenient pedestrian access into downtown.

The improvements necessary to create an east-west pedestrian route through Riverdale could be implemented through the Neighbourhood Infrastructure Program and should be coordinated with other improvements to the community's physical infrastructure.



The Capital city Recreation Park and Trail will be extended through the J.B. Little site



A sidewalk will be extended along 87 Street to complete pedestrian access for the Capital city Recreation Park Trail



101A Avenue connects with Nichols Hill to form a direct pedestrian access route into the downtown



A security light is needed at the base of the 92 Street stairs

Section 4.4 Vehicular Access and Arterial Beautification

Objective: Maintain and, where possible, improve vehicular access to and from Riverdale, and improve the appearance of arterial roadways within the community.

- Policy 4.4.1 Improve access to and from the community, above and below Cameron Avenue, through the following means:**
- (i) construct a top-of-the-bank road between Cameron Avenue and 92 Street, as shown on Map 6**
 - (ii) signalize the intersection at Rowland Road and 95 Street, as shown on Map 6, to provide better opportunities for northbound traffic on 95 Street to clear the intersection.**

Policy 4.4.2 Monitor vehicle access onto Rowland Road between 92 and 87 Streets, after development occurs on the J. B. Little site, to determine whether a full traffic light is needed at the intersection of 89 Street and Rowland Road.

Policy 4.4.3 Provide landscaping on the south side of Rowland Road as shown on Map 7.

Discussion:

Improvements to traffic controls and arterial beautification are shown on Maps 6 and 7. Cameron Avenue is well used as an access to and from Riverdale. Many residents connect with Cameron Avenue by using the gravel road located just south of the Community League grounds and west of 92 Street. The gravel road is not an official road and its alignment will be used for construction of the Capital City Recreation Park Trail. If the road is not rebuilt to the north of the existing alignment, this access to Cameron Avenue will be eliminated. With development of the J. B. Little site, it will be even more desirable to have good access to

Cameron Avenue. This Plan therefore recommends that a top-of-the-bank road be constructed to the north of the existing alignment when development occurs on the J.B. Little site. Care must be taken to create minimal disturbance to the existing facilities on the Riverdale Community League site. A geotechnical study and survey of the top-of-the-bank are needed to determine the future location of the road. During peak traffic hours it is difficult for vehicles northbound on 95 Street to clear the intersection at Rowland Road. Many of these vehicles have exited Riverdale via Cameron Avenue, and must yield to a continuous flow of southbound traffic on 95 Street, turning left



Existing gravel road through the Community League site

onto Rowland Road. Signalization would relieve the situation but may also have the effect of slowing down the free flow of traffic westbound on Rowland Road. This intersection will be monitored after signals are installed, to “fine tune” the system and minimize potential problems.

Landscaping on Rowland Road, at the location shown on Map 7, would enhance the appearance of Rowland Road and the enjoyment of adjacent properties. Planting will occur in the road right-of-way and should consist of trees and shrubs that meet City standards for planting along arterials. Care must be taken not to impede the vision of vehicles exiting onto Rowland Road.



Landscape buffer to be provided on Rowland Road

Section 4.5 Recreation and Community Facilities

Objective: Provide additional amenities and space to existing community facilities, setting aside new areas as natural or open space.

Policy 4.5.1 Use Municipal Reserve dedication, to be obtained when the J.B. Little site is subdivided to:

(i) expand the Riverdale Elementary School grounds by approximately 0.55 ha; and

(ii) provide a continuous strip of land (going through the J.B. Little site), approximately 0.34 ha in total, as a natural buffer and amenity space between the Capital City Recreation Park Trail and the built community.

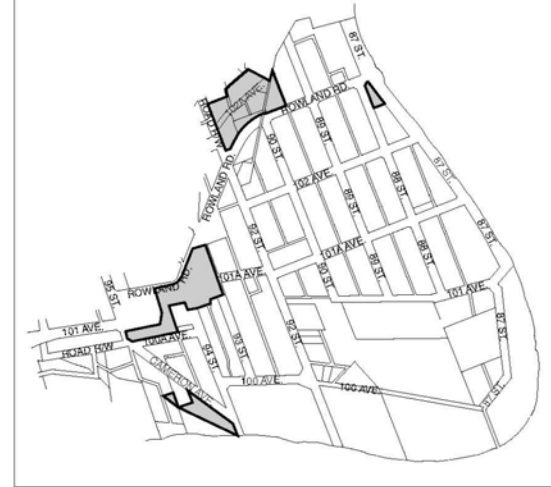
Policy 4.5.2 Redistrict from RF3 (Low Density Redevelopment) District to A (Metropolitan Recreation) District those City-owned sites that cannot be developed due to physical constraints and/or their use in conjunction with the Capital City Recreation Park.

Discussion:

Riverdale is located adjacent to the North Saskatchewan River and city-wide facilities such as Capital City Recreation Park, and Dawson Park. The Riverdale Community League site has a community hall, playground, hockey rink and small baseball diamond. The Riverdale Elementary School grounds, while deficient in size, have a relatively new playground and overlapping baseball and soccer fields. The community has adequate facilities at the neighbourhood level. It has the additional bonus of being close to city-wide facilities.

When the J.B. Little site is subdivided, 10% of its area (approximately 0.9 ha after Environmental Reserve is taken) will be set aside as Municipal Reserve. The purpose of the Reserve is to meet additional demands for school and community recreation needs generated by new development on the site. In Riverdale the Reserve will be used in part to expand the Riverdale Elementary School grounds. The grounds are currently deficient in size, and expanding them will allow for additional playing fields and more space for portable classrooms. The City will fund redevelopment of the school grounds when it is feasible to do so under the City's Capital Budget Priorities System.

Figure 14



Properties to be redistricted from RF3 to A, and retained as natural areas

Municipal Reserve will also be used to create a continuous natural buffer across the J.B. Little site between the Capital City Recreation Park Trail and the built community. The natural area beside the river is highly valued by residents as an amenity, and they would like to preserve as much of it as possible.

Several of the City-owned RF3 sites will be redistricted to A(Metropolitan Recreation) District. These sites have physical limitations for development and/or are being used as staging areas for the Capital City Recreation Park. Undeveloped they provide greenery, habitat for wildlife, and strengthen Riverdale's identity as a river valley community.



Riverdale playground 1948

Table 1 - LIST OF PROJECTS PROPOSED IN RIVERDALE

Projects to be considered for funding under the Neighbourhood Infrastructure Program	Projects required to complete or upgrade City-wide facilities, to be funded through the Capital Budget Priorities System	Projects to be funded in whole or in part through private development
Project Description	Project Description	Project Description
1. Drainage improvements as shown on Map 6	1. Extend Heritage trail along the south side of 101 Avenue between 95A and 95 Street	1. Pedestrian walk and viewpoint south of 101 Avenue and east of 95A Street
2. Water improvements as shown on Map 6	2. Extend the Capital City Recreation Park Trail: <ul style="list-style-type: none"> • between 94 and 92 Street (asphalt trail) • between 92 and 87 street (asphalt trail) • south/east of 87 Street (asphalt trail) • between 101 and 102 Avenue (sidewalk) 	2. Extend Heritage Trail east of 95 Street through Nichols Hill to terminate in a viewpoint overlooking Riverdale
3. Upgrade roads and sidewalks as shown on Map 6	3. Install lights under Dawson Bridge to improve safety of Capital city Recreation Park Trail	3. Additions to, or upgradings of, the existing infrastructure and utility system required as a result of new private development.
4. Construct a new sidewalk on the south side of 101A Avenue between 87 and 93 Streets	4. Landscape south side of Rowland road between 88 and 90 Streets, and east of 95 Street on the upper flat portion of Nichols Hill	4. Construct a Top-of-the-Bank road between 92 Street and Cameron Avenue
5. Plant boulevard trees on 101A Avenue between 93 and 87 Streets		5. Signalize intersection of 95 Street and Rowland Road
6. Construct a wooden staircase between 93 Street and the proposed viewpoint on Nichols Hill		
7. Install a security light at the base of the 92 Street stairs on Rowland Road		
8. Redevelop the expanded Riverdale Elementary School grounds. (This can only be done after the Little site has been subdivided, and land has been dedicated through M.R.)		

PLAN POLICY IMPLEMENTATION

CHAPTER 5



PLAN POLICY IMPLEMENTATION

CHAPTER 5

Section 5.1 Introduction

Note: Section 5.1 was amended by Bylaw 12801 May 30, 2001

This chapter describes two approaches that will be used to implement the policies contained in this Plan. The first involves the implementation of land use policies using such tools as Zoning, Overlays, Direct Control provisions, Advice to the Development Officer and Redevelopment Guidelines. The second approach concerns the implementation of other, more general, Plan policies. This approach includes a process for future public consultation with regard to public improvements, as well as a process for monitoring change within the Plan area and implementing amendments to the Plan.

Conventional land use zoning is most effective when applied in accordance with a Plan's objectives and policies. Conventional Zones address the majority of situations where compatibility and positive change are desired. However, when circumstances demand variations in how conventional zones regulate uses and development, overlay provisions or direct control provisions may be employed.

Citywide Overlays can be used anywhere there is a need to modify the regulations of an underlying

Zone. Overlays are applied to specific land use zones to alter, delete, or supplement the development regulations of the zones. In doing so, land use objectives that cannot be met using standard land use zoning regulations may be achieved. In Riverdale, the Citywide "Mature Neighbourhood Overlay" provisions apply to all zones that allow lower density housing.

In certain cases, site specific regulation is needed to provide for unique blends of uses and development regulations that cannot be found within the conventional zoning framework of the Zoning Bylaw. Direct control provisions regulate one area in Riverdale. These direct control provisions are defined as follows:

DC 1 Provisions - The purpose of this provision is to provide for detailed, sensitive control of the use, development, siting and design of buildings and disturbance of land where this is necessary to establish, preserve or enhance:

- areas of unique character or special environmental concern as identified and specified in an Area Structure Plan or Area Redevelopment Plan; or
- areas or sites of special historical, cultural, paleontological, archaeological, natural, scientific, or aesthetic interest, as designated in the Historical Resources Act.

Development Officers have certain discretionary powers when it comes to implementing zoning regulations. Advice to the Development Officer is provided where the Development Officer can use discretion to help implement the objectives of the

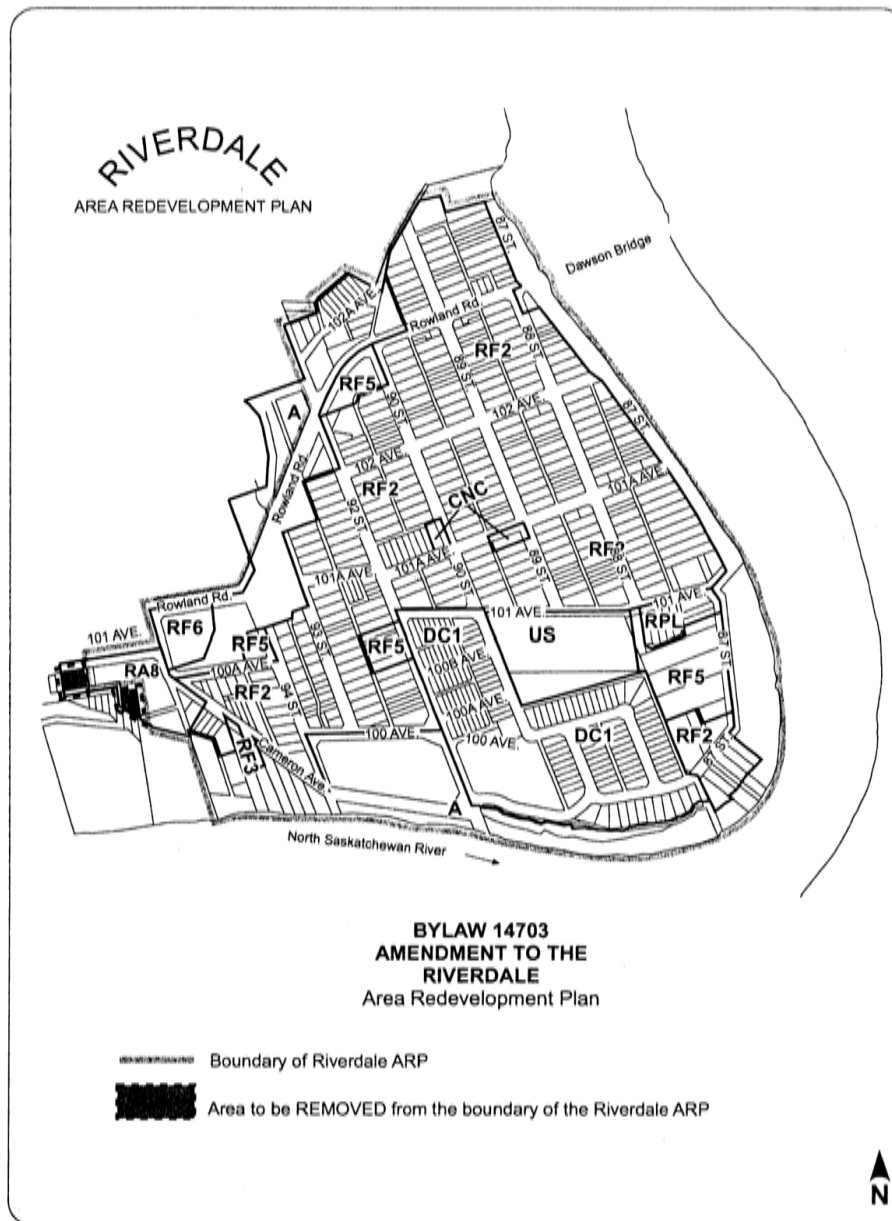
Plan. The advice provides guidance on what the Officer should do; whether it be a variance, a relaxation, or the use of well-defined guidelines for development.

Redevelopment guidelines are provided for certain sites contained within the Plan area. These guidelines offer advice as to what rezoning and development should occur on the sites in the future, once current uses on the sites have ended.

Although not mentioned in this Chapter, Sales Agreements are a tool used to achieve certain land use objectives on City-owned sites. The purchaser of a City-owned property, where a Sales Agreement has been applied, is obliged through the Agreement to fulfill certain obligations. Sales Agreements are required on certain City-owned RF6 and RA8 properties, as described in Chapter 3.

Residents of Riverdale will be consulted, through the Riverdale Community League, on matters related to public improvements to the community's physical environment. This is important as the impact of these improvements could affect a broad spectrum of the community. The impact this Plan has on the community will be monitored by the City's Planning and Development Department. Where change is needed or seems to be beneficial, it will be done through consultation with the community and amendments to this Plan and the City's Zoning Bylaw.

Map 8 (Amended by Bylaw 14703, August 28, 2007)
Editor's Note: Refer to Map 9 for updated ARP Map



Section 5.2 Land Use Districts

5.2.1 RF2 Low Density Infill

Note: Section 5.2.1 RF1 was amended by Bylaw 12801 May 30, 2001

Area of Application

The majority of Riverdale as shown on Map 8.
Rationale

To provide for single family and semi-detached housing that is compatible with existing development in the Riverdale community, in order to achieve the objectives of Section 2.3 of this Plan.

Development Guidelines

Generally the regulations of the RF2 Zone apply except where superseded by the Mature Neighbourhood Overlay. In this area, the Development Officer is to have regard for the following guidelines when considering proposals for the development of these lands:

Vehicular access should be from the rear of the lot (no front drives), except where there is no back lane, or steep slope conditions prohibit rear access.

Advice to the Development Officer Regarding Approval of Applications for Semi-Detached Dwellings in the RF2 Zone

The Development Officer should approve applications for semi-detached dwellings providing they have been designed such that each dwelling unit appears from the street as a separate dwelling unit. This may be achieved for each dwelling unit through the use of an individual roofline or roofline feature, individual entranceways fronting onto the street, and individual walkways leading to the

street. Such a condition is in keeping with the objectives of Section 2.3 of this Plan.

Advice to the Development Officer Regarding Front Yard Setbacks

The Development Officer may, in keeping with the objectives of Section 2.3 of this Plan, reduce front yard setbacks to a minimum of 3.0 m provided:

- (i) that on structures over 1 ½ storeys the front elevation has been reduced through features such as overhangs, front porches, verandas, or an additional setback of the second storey by at least 2.0 m; and
- (ii) adjacent properties also have reduced front yard setbacks.

Advice to the Development Officer Regarding Development on Lots Which are Sub-Standard in Width, Depth and Area

On properties which were subdivided prior to the adoption of this Area Redevelopment Plan, the Development Officer is encouraged to allow the redevelopment of a single family dwelling on lots which are sub-standard in width, depth and area, providing the development is sensitive in scale and design with adjacent development, in order to achieve the objectives of Section 2.3 of this Plan.

Advice to the Development Officer Regarding Development of Discretionary Uses on Corner Sites

Structures on corner sites, where yards abut two public roadways (not lanes), should include features such as windows, verandas, roofline features and entrances for those portions of the structures facing the roadways. This is in keeping with the objectives of Section 2.3.

Advice to the Development Officer Regarding

Development of Discretionary Uses on Sites with Mature Vegetation

The Development Officer should encourage the siting of structures such that mature vegetation is retained. This is in keeping with the objectives of Section 2.3.

5.2.2 Redevelopment Guidelines for Future Development of Selected A (Metropolitan Recreation) District Sites

Redevelopment guidelines are provided to guide future development on the following sites as shown on Map 9: A Metropolitan Recreation District.

- (i) Riverdale Greenhouses Ltd. and adjacent vacant lot, and
- (ii) the Power Sub-Station near Dawson Park.

Area of Application

The first site is located on 101 Avenue and 87 Street. The second site is north of Rowland Road on 87 Street, adjacent to Dawson Park.

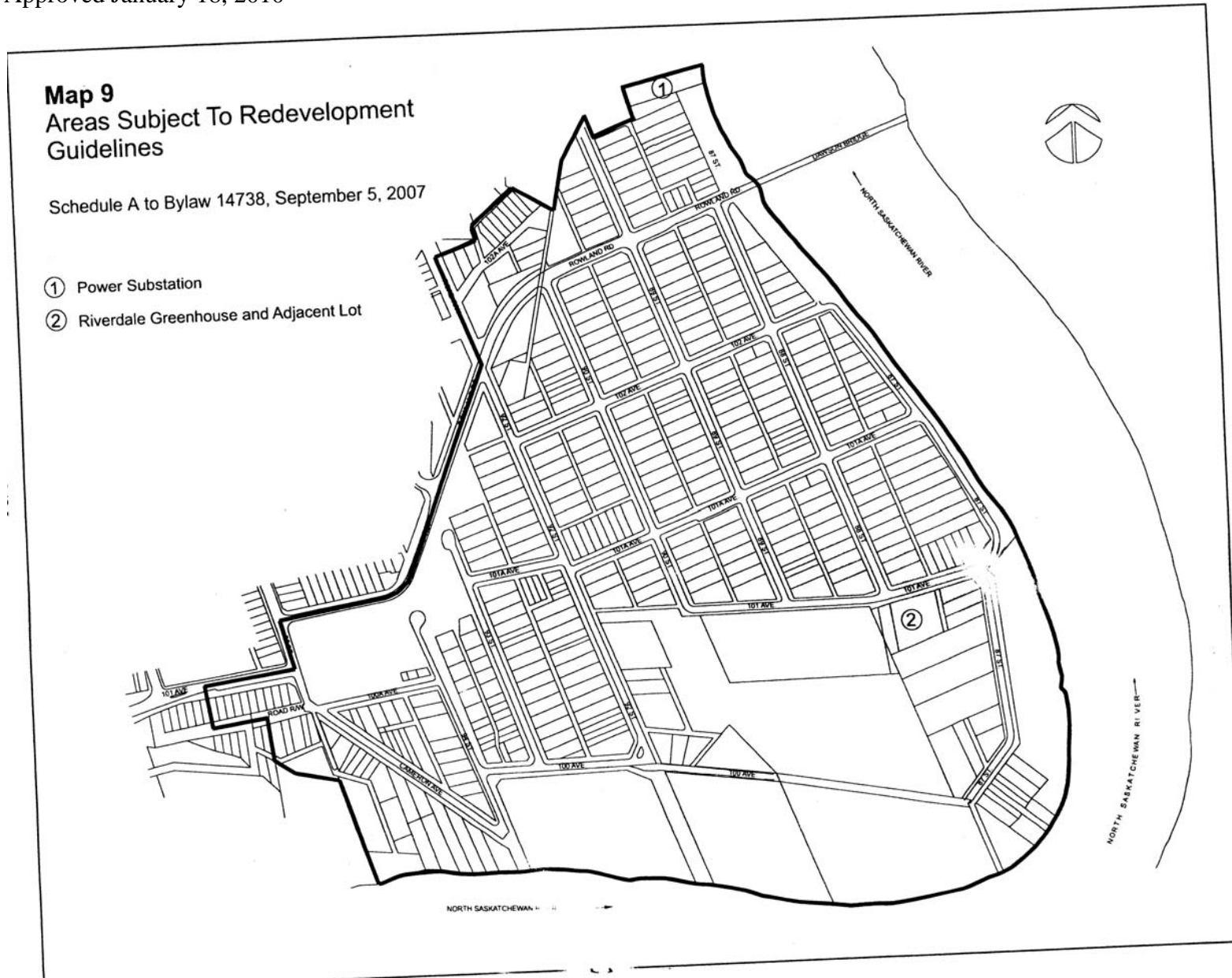
Redevelopment Guideline

Redistrict the sites to RF2* (Low Density Infill) District once current uses are discontinued. The power sub-station site will have to be subdivided and removed from the North Saskatchewan River Valley ARP for development to occur.

Rationale

To allow future development of both sites for residential development which will be compatible with the adjacent community in order to achieve Policy 2.2.1 of this Plan.

Bylaw 15319
Approved January 18, 2010



5.2.3 RF5 Row Housing

Note: Section 5.2.3 RF5 was amended by Bylaw 12801 May 30, 2001

Area of Application

Areas adjacent to Rowland Road as shown on Map 8.

Rationale

To provide for row housing that is compatible with existing development patterns in the community and with adjacent forms of single family development, in order to achieve the objectives of Section 3.6 of this Plan.

Development Guidelines

Generally the regulations of the RF5 Zone will apply, except where superseded by the Mature Neighbourhood Overlay. In this area, the Development Officer shall have regard for the following guidelines when considering proposals for the development of these lands:

- 1 Structures should be designed such that each dwelling appears from the street as a separate dwelling unit. This may be achieved for each dwelling through the use of an individual roofline or roofline feature, individual entranceways fronting onto the street, and individual walkways leading to the street.
- 2 Dwellings should contribute towards an attractive pedestrian atmosphere on the street. To achieve this:
 - (a) Vehicular access should be from the rear of the lot (no front drives), except where there is no back lane or steep slope conditions prohibit rear access.
 - (b) There should be a continuous frontage of dwelling units onto the street (except

Rowland Road). Dwellings should have front entrances and walkways onto the street.

Advice to the Development Officer Regarding Yard Variances

The Development Officer is encouraged to allow some variance in yard requirements, if needed to accommodate a more feasible or practical development on irregularly shaped sites, in order to achieve the objectives of Section 3.6 of this Plan.

The Development Officer may also, in keeping with the objectives of Section 3.6, reduce front yard setbacks and separation space to 3.0 m provided:

- (i) that on structures over 1 1/2 storeys the front elevation has been reduced through features such as overhangs, front porches, verandas, or an additional set back of the second storey by at least 2.0 m; and
- (ii) adjacent properties also have reduced front yard setbacks and separation space.

Advice to the Development Officer Regarding Development of Discretionary Uses on Sites with Mature Vegetation

The Development Office should encourage the siting of structures such that mature vegetation is retained.

Note: Section 5.2.4 and Section 5.2.5 were removed by Bylaw 12801 May 30, 2001

Note: Section 5.2.6 was removed by Bylaw 12356, April 2, 2001

5.2.7 CNC Neighbourhood Convenience Commercial

Note: Section 5.2.7 was amended by Bylaw 12801 May 30, 2001

Area of Application

On the southwest corner of 101A Avenue and 89 Street and the northwest corner of 90 Street and 101A Avenue as shown on Map 8.

Rationale

To permit pedestrian-oriented neighbourhood convenience commercial uses in Riverdale in order to achieve the objectives of Section 2.4 of this Plan.

Advice to the Development Officer

1 Uses having a gross floor area of over 275 m² should not be approved because of the proximity to a residential area and the desire to maintain a small town atmosphere in the community and in order to achieve the objectives of Section 2.4 of this Plan.

2 Parking requirements may be relaxed, or eliminated, if it can be shown that the use is oriented towards a community, as opposed to a city or regional market, and if traffic from outside the community will be minimal and adequately handled by existing on-street or on-site parking.

5.2.8 Floodplain Protection Overlay

Area of Application

Generally within the 1:25 and 1:100 year flood lines as shown on Map 10.

Rationale

To provide regulations for new development and all further undertakings which increase the amount of flood vulnerable floor space and to heighten the awareness of flood potential and reduce the possibility of flood damage in order to achieve the objectives of Section 2.5 of this Plan.

5.3 Public Consultation, Plan Monitoring and Amendments

Objective: Ensure the general monitoring, maintenance and implementation of Area Redevelopment Plans, specifically the Riverdale Area Redevelopment Plan.

5.3.1 A process of public consultation will be initiated by the City in conjunction with various public improvements to the physical environment, including:

- (i) **the Neighbourhood Infrastructure Program (NIP);**
- (ii) **the extension of the Capital city Recreation Park (CCRP) Trail system;**

(iii) **the extension of the Heritage Trail;**

(iv) **any reconstruction and extension of Cameron Avenue between 94 and 92 Street;**

(v) **route changes to the bus transit system within the community; and**

(vi) **any traffic controls on Rowland Road.**

The Community League will be the original contact. Broad community representation should be solicited and may encompass preliminary design and planning as well as implementation stages.

5.3.2 The Planning and Development Department will be primarily responsible for Plan monitoring and maintenance, including the following:

- (i) **a periodic status report to Council on the implementation and trends occurring within the Area Redevelopment Plan areas;**
- (ii) **a status report to Council upon the completion of the Neighbourhood Infrastructure Program (NIP) in Riverdale; and**
- (iii) **any required Plan amendments.**

5.3.3 The Planning and Development Department will be responsible for the preparation of amendments to the Riverdale Area Redevelopment Plan for Council approval prior to the implementation of:

- (i) **any development which substantially changes any objective or policy of this Plan;**
- (ii) **any major new civic projects undertaken for arterial roadways or parks and recreation facilities which have not been described already in this Plan; or**
- (iii) **where directed by City Council.**

The Plan amendments will be comprised of the following components:

- (i) **circulation of the proposed Plan amendments and notification of the Riverdale Community League; and**
- (ii) **full map and text amendments along with a discussion outlining the new planning rationale for the land use or other decision.**

5.3.4 The Transportation Department will determine current traffic volumes and internal traffic patterns and will measure traffic impacts after the development of 200 dwelling units on the J.B. Little site. If there is a need to reduce traffic impact, the community will be consulted as to how this can best be done.

Discussion:

The Riverdale Area Redevelopment Plan has established community objectives for specific and general public improvements to the physical environment. It is therefore necessary to consult with the community when public improvements are going to be undertaken. This is especially true where these improvements will likely occur several years after the adoption of the Plan; where community amenities and features will be affected; where other urban design opportunities exist; and most importantly, where the community has previously expressed a strong interest in the design and planning of the public improvement.

The City's Planning and Development Department is responsible for the preparation, maintenance and implementation of Area Redevelopment Plans. Periodic reviews of these Plans is required to ensure that they are current, well maintained, and implemented. The Neighbourhood Infrastructure Program (NIP) is the primary vehicle for implementing public improvements within Riverdale. Plan Policy 5.3.2 recommends the use of a status report to Council for both the Plan and NIP as a method of providing periodic review.

The process for amending the Plan requires circulation of the proposed amendment to relevant interests, including notification of the Riverdale Community League. Such a process ensures that the integrity of the Riverdale Area Redevelopment Plan is maintained. Appendix I of this Plan will be reserved for any Plan amendments.

Residents have expressed serious concerns over the possible impact 300 dwelling units on the J.B. Little site may have on their community, especially with regard to traffic. As a consequence the City's Transportation Department will measure and monitor traffic volumes, patterns of movement and their impact when 200 dwelling units have been built on the site.



ACKNOWLEDGEMENTS

The following list recognizes the key community people who have made an important contribution to the preparation of this plan. In addition many others attended public meetings, workshops and council meetings. Thank you all for your sustained interest and participation. We would also like to acknowledge the following civic departments who worked with the community on the Plan: Planning and Development, Parks and Recreation, Public Works and Transportation.

Community Members

Marney Allen	Melinda Leavitt
Peter Amerongen	Rita Lilley
Sue Barnes	Andre Lytviak
Steve Beiko	Julia Menard
Marion Broverman	Brian Paisley
Jeanne Byron	Elaine Petrosky
Ian Campbell	Pat Poole
Darryl Cariou	Tracy Prosteby
Jodine Chase	Ed Prior
Bonnie Collins	Cathy Roy
Kim Collins	Debbie Saidman
Mike Cooper	Doug Skinner
Gordon Coxson	Allan Shute
Mark Craft	Larrie Taylor
Ron Graham	Pam Taylor
Rick Hager	Ursula Ulrich
Sally Issenman	Shelagh Wildsmith
Michael Jansson	Keith Wiley
Dave Kraatz	Yotta Wrightmore

Development Industry and Facilitator

Fraser Brinsmead
Bill Diepeveen
Kim MacKenzie
David Podmore

THE BRICKYARD AT RIVERDALE

Schedule A

*Note: Schedule A was added through
Bylaw 12356 April 2, 2001*



Schedule A The Brickyard at Riverdale

Note:

Schedule A was added through Bylaw 12356 April 2, 2001

1.0 Introduction

The Riverdale Area Redevelopment Plan (ARP) was approved by City Council on 17 January 1994 under Bylaw 10251. Bylaw 12356 amends the Riverdale ARP as it applies to the 10.5 hectare J.B. Little site, which is located south of 101 Avenue and the Riverdale Elementary School to the North Saskatchewan River between 87 and 92 Streets. The J.B. Little lands are comprised of several legal parcels and are commonly referred to as the Brickyard owing to past brick making activities at the site.

This amendment has been prepared on behalf of United Inc. & Partners who have sponsored a comprehensively revised development concept for the J.B. Little site, called The Brickyard at Riverdale. While The Brickyard development concept complies in large part with the Riverdale ARP (as adopted under Bylaw 10251), its implementation requires specific amendments to the Riverdale ARP. An important element in effecting this revised development concept is to adopt a new Direct Development Control District (with several components) for The Brickyard which is attached to this document.

2.0 Purpose

The purpose of this document is to describe the revised development concept for The Brickyard, the changes to the Riverdale ARP (as adopted under Bylaw 10251) necessary to effect the revised development concept, the rationale for these changes and their impact.

3.0 The Brickyard Development Concept

The revised development concept for The Brickyard provides for a mix of low and medium density housing opportunities ranging from single detached dwellings to low rise apartment units. As shown on Figure 1.0 - The Brickyard Development Concept, the site is apportioned into a number of development cells with various housing forms and densities. While the site is segmented into these blocks, it has been comprehensively planned to function as a whole and to integrate into the existing residential neighbourhood.

The development concept for The Brickyard accommodates a maximum of 309 new residential dwelling units including 55 single detached dwellings, 26 semi-detached dwellings, 79 row housing units and 150 low rise apartment units. The existing Little Brick House is retained and brings the total number of dwellings at The Brickyard to 310 units.

In this mix of structure types, single detached dwellings account for 18%, semi-detached for 9%, row house dwellings for 26%, and low rise apartment dwelling for 49% of the total dwellings on site.

3.1 Row Housing Residential

Site A, which is 1.88 hectares in area, is to accommodate 79 street oriented row house dwellings in groupings of four units. A similar development is located in the Rosedale Neighbourhood north of 97 Avenue and east of 102 Street.

Site A is to be developed under condominium or free hold ownership and accessed by public roadways and laneways. The roadway and lanes within Site A will have right-of-way widths of 11.4 m and 4.5 m, respectively. Row house units will front onto 90, 91, and 92 Streets, or 100, 100A and 101 Avenues, and in either case will be developed with garages accessed via the internal laneways. Development will be setback a minimum of 3.0 m from the front property line to create a pedestrian scale streetscape.

Site A may also be developed with a maximum of 78 semi-detached dwellings, or a maximum of 60 single detached dwellings, or some combination of the above in the same configuration described to accommodate row house development.

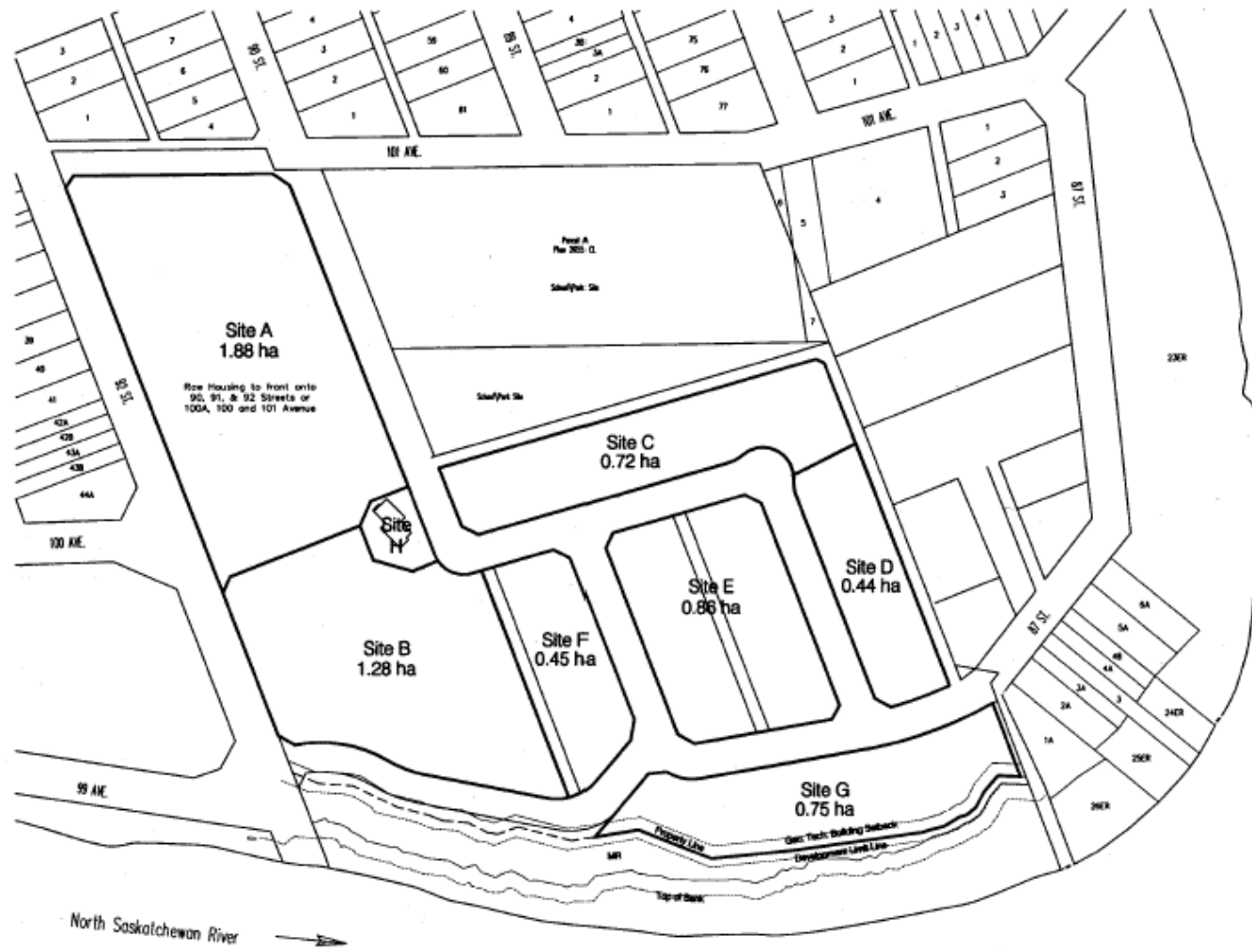
3.2 Low Rise Apartment Residential

Site B, which is 1.27 hectares in area, is to accommodate a maximum of 150 apartment units in two, four storey (plus loft) buildings oriented north-south to provide maximum view corridors to the river valley. Resident parking will be provided underground.

3.3 Single/Semi-Detached Residential

The easterly two-thirds of the J. B. Little site is to be developed with single and semi-detached dwellings all with rear lanes excepting the single detached housing backing onto the North Saskatchewan River. Housing within these five different development cells will front onto pedestrian friendly public roads.

Site C is approximately 0.72 hectares in area and will accommodate a maximum of 18 single detached dwellings with rear lane access. Development will be setback a minimum of 3.0 m from the front property line and will be oriented so as to back on the Riverdale school/ park site.



This is not a Legal Plan. It is a preliminary plan and is subject to change without notice. For complete information see the Legal Plan and the Legal Plan Report.

REFER TO LEGAL PLAN OF SUBDIVISION TO CONFIRM ALL LOT DIMENSIONS.
 REFER TO LEGAL PLAN TO CONFIRM ALL LOT IDENTIFICATION NUMBERS.



Client/Project
 UNITED INC.
 RIVERDALE

Figure
1.0

Title
**The Brickyard
 Development Concept**
 March, 2001
 151 04700

Site D is approximately 0.44 hectares in area and will accommodate a maximum of 14 semidetached dwellings with rear lane access. Development will be setback a minimum of 3.0 m from the front property line and will back onto the easterly boundary of The Brickyard. Site D may also be developed with a maximum of 13 single detached dwellings in the same format prescribed for semi-detached development.

Site E is approximately 0.86 hectares in area and will accommodate a maximum of 22 single detached dwellings with rear lane access. Development will be setback 3.0 m from the front property line and front onto north-south streets.

Site F is approximately 0.56 hectares in area and will accommodate a maximum of 12 semidetached dwellings with rear lane access. Development will be setback a minimum of 3.0 m from the front property line and will back onto the low rise apartment development located on Site B. Site F may also be developed with 11 single detached dwellings in the same format.

Site G is approximately 0.75 hectares in area and will accommodate a maximum of 14 single detached dwellings without rear lane access. Development will be setback a minimum of 5.5 m from the front property line and will back onto the North Saskatchewan River.

3.4 Little Brick House

Site H, which accommodates the Little brick house and a portion of its former grounds and vegetation, is approximately 895 m² in area. The Little brick house will be accessible via 90 Street and a lane along the northwest corner of Site H.

The Little brick house will be retained for its historical association with The Brickyard lands and its continued use as a residence or potential re-use for minor commercial or institutional uses.

3.5 Municipal and Environmental Reserve

Municipal Reserves owing for The Brickyard lands and will be provided as land in the amount of 0.55 hectare to accommodate the expansion of the Riverdale School grounds and in the amount of 0.34 hectare along the river. Environmental and municipal reserves will be provided by the owner at the time The Brickyard is subdivided.

3.6 Roadways and Pedestrian Connections

Existing roadways on the periphery of the J.B Little lands including 87 and 90 Streets, 100 and 101 Avenues and the top-of-bank road (99 Avenue), will be extended through or into the site to establish a near grid street pattern in The Brickyard.

While not within The Brickyard, the top-of-bank road (99 Avenue) between 92 and 94 Streets will be improved to full urban standard including pavement, curbs, sidewalks and lighting.

All roadways within The Brickyard will be public with curb and sidewalk separated by a tree lined boulevard. Due to its narrow cross section, the roadway internal to Site A will be developed with a combined curb and sidewalk.

In addition to the sidewalks associated with the street and avenues within The Brickyard, a separate walkway will be located along the north boundary of Site H to connect 100 Avenue and 90 Street.

The Capital City Recreation Park (CCRP) trail will be extended along the entire river frontage for the J.B. Little lands and will connect with 87 Street via a north-south walkway at the southeast corner of The Brickyard.

3.7 Architectural Design Guidelines

Development in The Brickyard will complement the character of existing development the Riverdale Neighbourhood with respect to building styles, orientation, roof and facade treatments, materials, colours, and finishes, etc. Design is to provide a sense of restraint essential to the composition of the community.

Architectural guidelines incorporated in the revised Direct Development Control Land Use District will direct the quality and harmony of the elements which compose exterior spaces to create streetscapes that respect the history of Riverdale, the river valley setting and the needs of its residents. Buildings will complement and harmonize with the environment rather than overwhelm it. The massing of the buildings will balance function and form in equal measure with the scale and character of the surroundings. Gradual transitions and careful consideration of relationships will create a cohesive development.

4.0 Conformance With Statutory Plans

The proposed development concept for The Brickyard complies with a number of strategies identified in the City of Edmonton Municipal Development Plan (Bylaw 11777, as amended) and, more specifically, is in conformance with many of the policies of the Riverdale ARP as adopted under Bylaw 10251.

4.1 Municipal Development Plan

The Municipal Development Plan (MDP) contains a number of strategies that pertain to the revised development concept for The Brickyard under Bylaw 12356.

Strategy 1.1.1 - Provide for choices regarding the types of development in which people want to live and do business.

The development concept for The Brickyard will provide for additional choices in housing in Riverdale.

Strategy 1.3.5 - Support increased densities of land use through infill development that is sensitive to existing development.

The development of 309 dwellings on the 10.5 hectare Brickyard site will increase the residential density in all of Riverdale slightly from 21.37 to 26.47 units per net residential hectare. Further, development at The Brickyard will be sensitive to existing development in both pattern (grid streets) and character.

Strategy 1.5.2 - Encourage rehabilitation, redevelopment and infilling to increase the amount and quality of housing in mature neighbourhoods.

The Brickyard development concept provides a plan to redevelop and infill the site to substantially increase the amount and quality of housing in the Riverdale Neighbourhood.

4.2 Riverdale Area Redevelopment Plan Bylaw 10251

Section 1.3 of the Riverdale ARP (Bylaw 10251) establishes the following goals:

1. Maintain Riverdale's character and identity through the preservation and enhancement of those elements of the existing environment that contribute to its strong sense of community history, small town atmosphere, and pedestrian friendly atmosphere.
2. Provide new opportunities for residential development while minimizing the impact of such development on Riverdale's existing character and identity.

Bylaw 12356 adopts a development concept for the J. B. Little lands that is sympathetic to the character of Riverdale by including public roads with boulevards and rear lanes arranged in a near grid pattern, and architectural controls.

By adopting a development concept that is sensitive to existing development while ensuring compatibility with the current housing market, this amendment provides an updated opportunity for residential development that aims to minimize the impact of development at the Brickyard on the Riverdale Neighbourhood.

Bylaw 12356 complies with the following development criteria specified for the J. B. Little site in Section 1.4 of the Riverdale ARP:

- uses, other than residential, allowable for the Little brick house and yard as means of preserving and retaining them; other means also sought;
- efforts shown to reduce the mass and scale

of all housing;

- semi-detached and row housing with distinctive rooflines and separate, street oriented, entranceways and sidewalks for each dwelling;
- design guidelines for stacked row housing and low rise apartment developments that respect the character and style of existing residential developments and streetscapes and contribute to the stability of the community;
- some front yard setbacks reduced to 3.0 metres;
- grid street pattern
- back lane access to on site parking; and
- environmental reserve to protect the river.

Section 3.2 of the Riverdale ARP sets out several predevelopment requirements for the J. B. Little site.

Policy 3.2.1 states,

The Province will, in cooperation with the City, remove its Restricted Development Area and Water Conservation Area designations from the site.

The Restricted Development Area and Water Conservation Area designations were removed from Edmonton's river valley by the Government of Alberta in 1995.

Policy 3.2.2 states,

The City will amend the North Saskatchewan River Valley Area Redevelopment Plan to exclude portions of the J. B. Little site once the top-of-bank has

been established. The City of Edmonton has accepted the findings of a geotechnical study prepared for United Inc. & Partners, which establishes the top-of-bank along The Brickyard's river frontage. Accordingly, a portion of the J. B. Little site has been removed from the River Valley Area Redevelopment Plan under Bylaw 12357, which was adopted with Bylaw 12356.

Policy 3.2.3 states,

As a condition of subdivision, the subdivision applicant will demonstrate to the City's satisfaction that the site is safe and suitable for development by:

- (i) conducting soil tests to determine any possible contamination of the site from former industrial uses;
- (ii) conducting geotechnical tests on that portion of the site covered with landfill and determining its ability to support development;
- (iii) recontouring and compacting the site, including the road right-of-way, to ensure that existing overland drainage routes are suitably accommodated, ponding areas are minimized, and drainage won't adversely effect adjacent properties; and
- (iv) submitting to the City, after recontouring and compacting the site, a new map of contours indicating any changes to the 1:25 and 1:100 flood lines as well as the location of the top-of-bank.

Rather than address these requirements at the time of subdivision, United Inc. & Partners have submitted separate studies that indicate the site is free of contamination and can support urban

development. The City of Edmonton has accepted the finding of these reports.

The site will be recontoured to ensure that ponding does not occur and overland flows are not directed over the top-of-bank or onto adjacent properties. Only a small portion of the J. B. Little lands in the area where 87 Street enters the site are below the 1:100 flood line. Recontouring of the site will not impact the 1:25 year flood line as this flood area is located below the top-of-bank which will remain unaltered to the greatest extent possible to maintain existing vegetation and to minimize any potential instability that occurs with soil disturbance.

Section 3.3 of the Riverdale ARP sets out a number of requirements affecting the lands at the top-of-bank for the J. B. Little lands.

Policy 3.3.1 states,

Subdivision of the J. B. Little site will adhere to the following requirements:

- (i) all lands between the point identified by the developer as the top-of-the-bank and the river will be dedicated as Environmental Reserve by the City;
- (ii) as part of the pedestrian circulation requirement, the subdivision applicant will set aside 7.5 m of land adjacent to the Environmental Reserve for the extension of the Capital City Recreation Park Trail system across the J. B. Little site; and
- (iii) the subdivision applicant will dedicate as Municipal Reserve approximately 0.55 ha for the expansion of the Riverdale Elementary School playing fields and

approximately 0.34 ha for provision of a continuous strip of land adjacent to the CCRP trail.

In the time since Bylaw 10251 was adopted in 1994 the City of Edmonton has refined its practice for defining and taking environmental reserve. The geotechnical study of the J. B. Little lands establishes a development limit line that is some distance upland from the top-of-bank line. As a result, the City of Edmonton will locate the CCRP trail on the upland side of the development limit line and the required 0.34 ha strip of municipal reserve will abut the CCRP trail on the river side of the development limit line. All lands located between this strip of municipal reserve and the river will be dedicated by the owner as environmental reserve.

The owner will provide 0.55 ha of municipal reserve for the expansion of the Riverdale Elementary School grounds.

Policy 3.3.2 states,

Subdivision of the J. B. Little site will adhere to the following community planning objectives:

- (i) the use of a street grid system with access points extending from existing community roadways;
- (ii) a top-of-the-bank roadway for a majority of the site's frontage along the river, such that there is no possibility of an uninterrupted roadway link across the site between 87 Street and a possible extension of Cameron Avenue;
- (iii) at least two north-south streets to intersect

- the top-of-the-bank roadway on the site;
- (iv) all roadways required on the J. B. Little site will be public;
- (v) pedestrian circulation and access linking the Riverdale Elementary School, the Community League, the 'Little brick house' and the river;
- (vi) pedestrian friendly streetscapes with treed boulevards similar to those of the existing community, and no front drive access to on-site parking for all developments on the site;
- (vii) the retention, where possible, of existing stands of mature vegetation on the site and their incorporation into a plan of subdivision; and
- (viii) the preservation and retention of the 'Little brick house' and yard, if possible, within the plan of subdivision.

The revised development concept for The Brickyard will nearly implement a grid street pattern with access points extending from existing community roadways including a partial top-of-bank road for a portion of the site. Rear lane access will be provided for all row house and semi-detached properties, and a majority (82%) of single detached properties.

All roads within The Brickyard will be public with tree lined boulevards. In addition to the sidewalks provided along the roadways which will be separated from street curbing, a walkway will be developed abutting the Little brick house to facilitate pedestrian movements between the Riverdale Elementary School grounds, the Little brick house, and the community league grounds. Pedestrian access along the river will be

accommodated by the extension of the CCRP trail from 99 Avenue, along the entire length of the site's river frontage to 87 Street.

The Little brick house and a substantial portion of its associated grounds and vegetation will be retained. Other existing vegetation throughout the remainder of The Brickyard will be retained where possible depending upon site specific circumstances.

Section 3.4 of the Riverdale ARP sets out zoning and development requirements for the J. B. Little lands.

Policy 3.4.1 states:

The J. B. Little site will be redistricted to DC1 (Direct Control) District based on the subdivision requirements listed in Policies 3.3.1 and 3.3.2, and development guidelines as listed in Chapter 5 of this Plan.

A DC1 District (attached in Section 9 of this document) which implements the revised development concept for The Brickyard has been adopted for the site and inserted into the Riverdale ARP in Chapter 5, Section 5.2.6, under Bylaw 12354. This DC1 incorporates the subdivision requirements specified under Policies 3.2.1 and 3.2.2 as noted above.

Section 4.3 of the Riverdale ARP addresses pedestrian circulation throughout Riverdale and specifically the J. B. Little site.

As it applies to the J. B. Little lands, Policy 4.3.2 states:

Complete the Capital City Recreation Park Trail as shown on Map 7:

- (i) through the J. B. Little site, between 92 and 87 Streets;

The revised development concept for The Brickyard will provide for the development of the CCRP trail across the J. B. Little site and along the river between 87 and 92 Streets.

Section 4.4 focuses on improvements to roadways, traffic circulation and beautification in Riverdale.

As it applies to the J. B. Little site, Policy 4.4.1 states:

Improve access to and from the community, above and below Cameron Avenue, through the following means:

- (i) construct a top-of-the-bank road between Cameron Avenue and 92 Street, as shown on Map 6;

The top-of-bank road between Cameron Avenue and 92 Street will be improved to full urban standard including pavement, curbs, sidewalks and lighting as part of The Brickyard development. Sulphur

Section 4.5 of the Riverdale ARP provides the manner in which the municipal and environmental reserves owning from the J. B. Little lands will be dedicated by the owner to the City of Edmonton.

Policy 4.5.1 states:

Use Municipal Reserve dedication, to be obtained when the J. B. Little site is subdivided to:

- (i) expand the Riverdale Elementary School grounds by approximately 0.55 ha; and

- (ii) provide a continuous strip of land (going through the J. B. Little site), approximately 0.34 ha in total, as a natural buffer and amenity space between the Capital City Recreation Park Trail and the built community.

The revised development concept for The Brickyard includes a 0.55 ha expansion of the Riverdale Elementary School Grounds. And while the 0.34 ha area of municipal reserve that the revised development concept provides along the top-of-bank is not continuous for the entire length of The Brickyard’s river frontage, geotechnical circumstances require that private property lines will be setback from the top-ofbank by no less than 21 metres, and in some cases over 35 metres. All land on the river side of private property lines will be dedicated to the City of Edmonton as a combination of road right-of-way (i.e., top-of-bank road and CCRP trail), and municipal and environmental reserve. The resulting open space along the top-of-bank will be broad and provide a clear separation between private property and the river.

5.0 Required Amendments to the Riverdale ARP as adopted under Bylaw 10251

While the revised development concept for The Brickyard is largely in compliance with the Riverdale ARP as originally adopted, several elements of the concept do not comply and thus Bylaw 12356 amends Bylaw 10251 as shown in the table below:

Riverdale ARP Reference	Text deleted or amended Riverdale ARP	Riverdale ARP text as amended by Bylaw 12356
Section 1.4 Neighbourhood Development Concept for the J.B. Little site- first bullet	a low to medium density housing mix, based on a total number of dwelling units of not less than 15% and not more than 40% single family dwellings; not less than 25% and not more than 40% semi-detached, duplex and row housing; and up to 40% stacked row housing and low rise apartment swellings to a maximum of 300 dwellings of all types.	a low to medium density housing mix, based on a total number of dwelling units of not less than 15% and not more than 40% single family dwellings; not less than 25% and not more than 40% semi-detached, duplex and row housing; and up to 50% stacked row housing and low rise apartment swellings to a maximum of 310 dwellings of all types.
Section 1.4 Neighbourhood Development Concept for the J.B. Little site- third bullet	continuous frontage of dwellings facing the street.	continuous frontage of single, semi-detached, duplex, and row housing facing the street.
Section 1.4 Neighbourhood Development Concept for the J.B. Little site- eighth bullet	dispersed multi-family housing sites	(delete)
Section 1.4 Neighbourhood Development Concept for the J.B. Little site- tenth bullet	grid street pattern.	grid street pattern or near grid street pattern.
Section 1.4 Neighbourhood Development Concept for the J.B. Little site- eleventh bullet	back lane access to on-site parking	back lane access to on-site parking where possible in consideration of site design circumstances (e.g., development backing on the river) and/or the form of housing (e.g., low rise apartments).
Policy 3.3.1 (i)	all lands between the point identified by the developer as the top-of-the-bank and the river will be dedicated as Environment Reserve by the City;	all lands between the point identified by the top-of-the-bank and the river will be dedicated as Environmental Reserve to the City;
Policy 3.3.1 (ii)	as part of the pedestrian circulation requirement, the subdivision applicant will set aside 7.5 m of land adjacent to the Environment Reserve for the extension of the Capital City Recreation Park Trail system across the J.B. Little site; and	as part of the pedestrian circulation requirement the owner will provide a 4.5 m wide corridor on the upland side of the development limit line to accommodate the CCRP trail; and

Riverdale ARP Reference	Text deleted or amended in Riverdale ARP	Riverdale ARP text as amended by Bylaw 12356
Policy 3.3.1 (iii)	the subdivision applicant will dedicate as Municipal Reserve approximately 0.55 ha for expansion of the Riverdale Elementary School playing fields and approximately 0.34 ha for provision of a continuous strip of land adjacent to the CCRP Trail;	the owner will dedicate municipal reserves in the amount of approximately 0.55 ha or the expansion of the Riverdale Elementary School grounds and approximately 0.34 ha along the top-of-bank.
Policy 3.3.2 (i)	the use of a street grid system with access points extending from existing community roadways;	the use of a grid street system, or a near street grid system with access points extending from existing community roadways;
Policy 3.3.2 (ii)	a top-of-the-bank roadway to be provided for a majority of the site's frontage along the river, such that there is no possibility of an uninterrupted roadway link across the site between 87 Street and a possible extension of Cameron Avenue;	a top-of-bank roadway to be provided for a portion of the site's frontage along the river, such that there is no possibility of an uninterrupted roadway link across the site between 87 Street and the extension of Cameron Avenue;
Policy 3.3.2 (iii)	at least two north-south streets to intersect the top-of-the-bank roadway on the site;	at least two north-south streets to intersect the top-of-bank roadway on the site, or in the case where the top-of-bank roadway does not intersect one or more north-south streets, at least one north-south public walkway to connect an internal street and the CCRP trail;
Policy 3.3.2 (vi)	pedestrian friendly streetscapes with treed boulevards similar to those of the existing community, and no front drive access to on-site parking for all developments on the site;	pedestrian friendly streetscapes with treed boulevards similar to those of the existing community, and no front drive access to on-site parking for a majority of developments on the site dependent upon individual site considerations (e.g., development backing on the river) and/or the form of housing (e.g., low rise apartments);
Section 5.2.6 DC1 Direct Development Control District	See Bylaw No. 10251	See Section 9.0 of this document

6.0 Rationale for the Amendment

While the Riverdale ARP as originally adopted, allowed for the development of up to 300 dwellings of all types on the J. B. Little lands, selected development criteria and policies contained in the original ARP significantly restricted the total number of dwellings which could actually be built on the J. B. Little site. Further, some of these same development criteria and policies were costly to implement (e.g., full grid street pattern, majority top-of-bank road) and not compatible with the current housing market (e.g., dispersed multi-family sites). As a result, the J. B. Little lands remained uneconomical to develop from the time the Riverdale ARP was adopted in 1994 until Bylaw 12356 amended Bylaw 10251 in 2001.

Amendments (under Bylaw 12356) to the mix of housing types, the total number of dwellings (310), and the arrangement of roadways and various built forms in the revised concept are key factors which help make the development of the Brickyard economically feasible. At the same time, compliance with a large majority of the original ARP's development criteria and policies ((e.g., pre-development requirements, public near grid street system, partial top-of-bank road, pedestrian circulation, provision of municipal and environmental reserve, housing mix (with the exception of Low Rise Apartment), retention of the Little brick house, DC1 districting and attached design guidelines)), will ensure that development at The Brickyard is sympathetic and compatible with the character of the Riverdale Neighbourhood.

The revised development concept and the associated DC1 District are structured such that The Brickyard is divided into seven development cells. The intent of the development concept is to arrange these cells and their associated use opportunities and development criteria such that lower density development (single, semi-detached, and row housing) is placed at the northern and eastern of the site. The higher density low rise apartments are then deliberately placed on the southwest portion of the site so as to be furthest away from existing development and to take advantage of proximity to the river. Overall the arrangement of building forms establishes density and height gradient for the site that increase from the north and east toward the southwest portion of the site.

7.0 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) prepared by Stantec Consulting Ltd. based on the proposed development concept for The Brickyard concludes that the existing and proposed roadway network with a selected number of improvements will accommodate the proposed development.

The Transportation and Streets Department for the City of Edmonton has accepted and supported the TIA. The Department will undertake to:

- monitor the intersection of Rowland Road and 89 Street as development of The Brickyard proceeds;
- consider the designation of appropriate routes for The Brickyard construction traffic; and
- perform a turning movement count at the intersection of 95 Street and 101 Avenue with

a view to preparing options for possible operational changes at this intersection.

8.0 Servicing

Analysis of the water, storm and sanitary servicing requirements of the proposed development by Stantec Consulting Ltd. indicates that the existing and proposed infrastructure within Riverdale will accommodate development at The Brickyard. The affected City departments and private utility agencies indicate the revised development concept can be serviced.

9.0 Proposed Direct Development Control (DC1) District

A Direct Development Control District has been prepared for The Brickyard site and includes four distinct areas:

DC1 - Row Housing Residential (Site A)

DC1 - Low Rise Apartment Residential (Site B)

DC1 - Single-Detached Residential with lanes
(Sites C & E)

DC1 - Semi-Detached Residential with lanes
(Site D & F)

DC1 - Semi-Detached Residential without lanes
(Site G)

DC1 - Little Brick House (Site H)

The proposed DC1 would replace Section 5.2.6 of the Area Redevelopment Plan.

9.1 DC1 - Row Housing Residential (Site A)

General Purpose

To provide a Direct Development Control District to accommodate the development of row housing residential dwellings with site specific development controls designed to ensure that the proposed development is integrated into the existing and future residential development both within the J.B. Little site and the entire Riverdale Neighbourhood.

Area of Application

This DC1 District shall apply to Site A within The Brickyard as shown on Appendix 1.

Uses

- a) Row Housing in buildings of up to 4 Dwellings, each Dwelling having frontage on a public roadway where rear access is gained from a private lane
- b) Semi-detached Housing having frontage on a public roadway where rear access is gained from a private lane
- c) Single Detached Housing having frontage on a public roadway where rear access is gained from a private lane
- d) Child Care Services
- e) Residential Sales Centre
- f) Minor Home Occupations
- g) Fascia On-premises signs
- h) Temporary On-premises signs

Development Criteria

1. **Row Housing** shall comply with the following regulations:

- a) the maximum density shall be 42 units/ha. to a maximum of 79 units; the maximum height shall not exceed 10m nor 2 ½ storeys;
 - b) the maximum site coverage shall not exceed 70%, with a maximum of 45% for a principal building and 25% for accessory buildings;
 - c) where a garage is attached or designed as an integral part of a dwelling, the maximum site coverage for the principal building shall be 70%;
 - d) the minimum front yard and front building setback shall be 3.0m;
 - e) the minimum rear yard shall be 6.0m;
 - f) a minimum side yard of 1.2 m shall be provided except where the side yard abuts a flanking roadway other than a lane, the minimum sideyard shall be 4.5 m;
 - g) the minimum setback from the rear property line for a garage shall be 1.5 m; and
 - h) the minimum at grade Private Outdoor Amenity Area per dwelling unit shall be 10m².
2. **Semi Detached Housing** shall comply with the following regulations:
- a) the maximum number of units shall be 78;
 - b) the maximum height shall not exceed 10m nor 2 ½ storeys;
 - c) the maximum site coverage shall not exceed 70%, with a maximum of 45% for a principal building and 25% for accessory buildings. Where a garage is attached or designed as an integral part of a Dwelling, the maximum site coverage for the principal building shall be 70%;
 - d) the minimum front yard and front building setback shall be 3.0m;
 - e) the minimum rear yard shall be 6.0m;
 - f) a minimum side yard of 1.2 m shall be provided except where the side yard abuts a flanking roadway other than a lane, the minimum sideyard shall be 4.5 m;
 - g) the minimum setback from the rear property line for a garage shall be 1.5 m; and
 - h) the minimum at grade Private Outdoor Amenity Area per dwelling unit shall be 10m².
3. **Single Detached Housing** development shall comply with the provisions of Section 130.4 and 130.5 of the Zoning Bylaw except that:
- a) the maximum density shall be 60 units;
 - b) the minimum front yard and front building setback shall be 3.0 m; and
 - c) the minimum side yard shall be 1.2 m for dwellings up to 7.5 m in height, 1.4 m for dwellings between 7.5 m and 8.0 m in height, 1.6 m for dwellings between 8.0 m in height, 1.6 m for dwellings between 8.0 m and 8.5 m in height, 1.8 m for dwellings between 8.5 m and 9.0 m in height and 2.0 m for dwellings above 9.0 m in height.
- 4. Each dwelling unit will include a separate defined entranceway oriented to the street and include a separate walkway leading to the public sidewalk.
 - 5. Structures over one storey will incorporate features and elements to diminish mass at the front elevation. Such elements may include set back of the second floor, overhangs, dormers, or front porches/verandas.
 - 6. Design techniques including, but not limited to, the use of sloped roofs, variation in wall planes of one foot or more, and articulation of building facades shall be employed to minimize the scale of the buildings.
 - 7. Structures on corner lots where yards abut two public roadways, not including a laneway, will include architectural features such as windows, verandas, and roof line features for those portions of the structure facing the public roadways.
 - 8. Definition and distinction of 4-plex units will be achieved with separate roof lines or roof line features. Variation in building facades between groupings of units may be achieved with application of finishing materials and/or architectural features.
 - 9. Where several applications are received simultaneously, the applicant will include submission of site plans showing setbacks, dwelling entrances and orientation, massing, roof lines, the location of windows and other openings in walls and elevation treatment and finishes.
 - 10. Each dwelling will be developed with a detached or attached garage at the time of initial development.

11. Garage exteriors will relate to the house exterior by utilizing similar design elements, finishes and colors. The garage style should be consistent with the dwelling unit design.
12. Vehicle doors of a detached garage shall not face any flanking public roadway.
13. The maximum height for an attached or detached garage shall be 5.0 m.
14. There shall be no vehicle access to individual units other than from a public laneway.
15. Rear lanes shall be paved.
16. Visitor parking for Site A shall be accommodated on 91 Street or 100A Avenue within Site A.
17. Front yard fencing will be maximum 1.2m high.
18. Signs shall comply with the regulations contained in Schedule 59A of the Zoning Bylaw.

9.2 DC1- Low Rise Apartment Residential (Site B)

Note: Amended by Bylaw 13637 March 25, 2004

General Purpose

To provide a Direct Development Control District to accommodate the development of low rise apartment buildings with site specific development controls designed to ensure that the proposed development is integrated into the existing and future residential development both within the J.B. Little site and the entire Riverdale Neighbourhood.

Area of Application

This DC1 District shall apply to Site B within The Brickyard as shown on Appendix 1

Uses

- a) Apartment Housing
- b) Child Care Services
- c) Minor Home Occupations
- d) Residential Sales Centre
- e) Fascia On-premises signs
- f) Temporary On-premises signs

Development Criteria

1. **Apartment Housing** shall comply with the provisions of Section 210.4 and 210.5 of the Zoning Bylaw except that:
 - a) the maximum density shall be 118 units per hectare to a maximum of 152 units;
 - b) a maximum of 15 units may have lofts;
 - c) the maximum floor area ratio shall be 1.5;
 - d) the maximum height, including lofts, shall not exceed 14.0 m nor 4 storeys; and
 - e) Section 210.4 12) c) and f) of the Zoning Bylaw shall not apply.
2. The Development Officer shall not reduce any of the required minimum landscaped yards.
3. Tenant parking must be provided underground and surface visitor parking shall be provided in a manner such that it is screened from view from adjacent roadways and properties.

4. The north, west and south boundaries of Site B shall contain a uniform fencing treatment in the form of either chain link fencing, wrought iron fencing or a combination of a 1.0 m landscaped berm or 1.0 m masonry wall with wrought iron fence above.
5. All exterior mechanical equipment shall be designed and oriented such that it is screened from view.
6. No outdoor parking, trash collection or outdoor storage areas shall be developed within 3.0 m of any property line.
7. Design elements including, but not limited to, the use of sloped roofs, articulating roof lines, overhangs, variations in wall planes, horizontal application of finishes and/or details, and decks and/or balconies shall be employed to lessen the perception of mass and scale of development when viewed from adjacent residential areas and roadways, to the satisfaction of the Development Officer.
8. Building finishes shall be compatible with the exterior finishing materials and colours typical of adjacent residential development, to the satisfaction of the Development Officer.
9. Development will ensure clear distinctions between private, semi-private, and public open space, especially along street frontage.
10. Finished grade at the building shall not be greater than 0.5m higher than the average elevation of the corners of the site prior to construction as shown on the applicant's grading plan.

9.3 DC1 - Single Detached Residential (Sites C & E)

General Purpose

To provide a Direct Development Control District to accommodate the development of a variety of low density single detached residential dwellings with site specific development controls designed to ensure that the proposed development is integrated into the existing and future residential development both within the J.B. Little site and the entire Riverdale Neighbourhood.

Area of Application

This DC1 District shall apply to Sites C & E within The Brickyard as shown on the attached Appendix 1.

Uses

- a) Single Detached Housing
- b) Child Care Services
- c) Residential Sales Centre
- d) Minor Home Occupations
- e) Fascia On-premises signs
- f) Temporary On-premises signs

Development Criteria

1. Development in this District shall comply with Section 130.4 and 130.5 of the Zoning Bylaw except that:
 - a) the minimum front yard and front building setback shall be 3.0 m; and
 - b) the minimum side yard shall be 1.2 m for dwellings up to 7.5 m in height, 1.4 m for dwellings between 7.5 m and 8.0 m in height, 1.6 m for

dwellings between 8.0 m and 8.5 m in height, 1.8 m for dwellings between 8.5 m and 9.0 m in height and 2.0 m for dwellings above 9.0 m in height.

2. The maximum number of units shall be 18 units on Site C, and 22 units on Site E.
3. Each dwelling unit will include a separate defined entranceway oriented to the street and include a separate walkway leading to the public sidewalk.
4. Structures over one storey will incorporate features and elements to diminish mass at the front elevation. Such elements may include set back of the second floor, overhangs, dormers, or front porches/verandahs.
5. Structures on corner lots where yards abut two public roadways, not including a laneway, will include architectural features such as windows, verandas, and roofline features for those portions of the structure facing the public roadways.
6. Definition and distinction of individual units shall be achieved with separate roof lines or roof line features.
7. Building elevations on abutting lots shall not be repeated and shall reflect substantial differences. The Development Officer shall monitor repetitive use of elevations to ensure interesting streetscapes.
8. Care will be taken to integrate the unique values of each home with special attention to relationship and gradual transition to neighboring homes. Interesting streetscapes will reflect individuality in design.

9. Where a garage is not provided with initial development of a dwelling unit, a rear paved parking pad and power pedestal able to accommodate two vehicles shall be provided for that dwelling.
10. Garage exteriors will relate to the house exterior by utilizing similar design elements, finishes and colors. The garage roof pitch and style should be consistent with the house design.
11. The maximum height for an attached or detached garage shall be 5.0 m.
12. Vehicle doors of a detached garage shall not face any flanking public roadway.
13. There shall be no vehicular access to the site other than from a laneway.
14. Rear lanes shall be paved.
15. Front yard fencing will be maximum 1.2m high.

9.4 DC1 α Semi-Detached Residential with lanes (Site D & F)

General Purpose

To provide a Direct Development Control District to accommodate the development of a variety of low density residential dwellings with site specific development controls designed to ensure that the proposed development is integrated into the existing and future residential development both within the J.B. Little site and the entire Riverdale Neighbourhood.

Area of Application

This DC1 District shall apply to Site D within The Brickyard as shown on the attached Appendix 1.

Uses

- a) Semi-Detached Housing
- b) Single Detached Housing
- c) Child Care Services
- d) Residential Sales Centre
- e) Minor Home Occupations
- f) Fascia On-premises signs
- g) Temporary On-premises signs

Development Criteria

1. Semi Detached Housing development in this District shall comply with Section 150.4 and 150.5 of the Zoning Bylaw except that:

- a) the maximum number of units shall be 14 units on Site D and 12 units on Site F;
- b) the minimum site area shall be 260m²
- c) the minimum front yard and front building setback shall be 3.0 m;
- d) the minimum distance from the rear property line for a detached garage where the vehicle doors face the lane shall be 1.2 m;
- e) the minimum side yard shall be 1.2 m for dwellings up to 7.5 m in height, 1.4 m for dwellings between 7.5 m and 8.0 m in height, 1.6 m for dwellings between 8.0 m and 8.5 m in height, 1.8 m for dwellings between 8.5 m and 9.0 m in height and 2.0 m for dwellings above 9.0 m in height; and
- f) the maximum site coverage shall not exceed 50% with a maximum of 35% for a principal building and 15% for

accessory buildings. Where a garage is attached or designed as an integral part of a Dwelling, the maximum site coverage for the principal building shall be 45%.

2. Single Detached Housing development in this District shall comply with Section 130.4 and 130.5 of the Zoning Bylaw except that:

- a) the maximum density shall be 13 units on Site D and 11 units on Site F;
 - b) the minimum front yard and front building setback shall be 3.0;
 - c) the minimum side yard shall be 1.2 m for dwellings up to 7.5 m in height, 1.4 m for dwellings between 7.5 m and 8.0 m in height, 1.6 m for dwellings between 8.0 m and 8.5 m in height, 1.8 m for dwellings between 8.5 m and 9.0 m in height and 2.0 m for dwellings above 9.0 m in height; and
 - d) building elevations on abutting lots shall not be repeated and shall reflect substantial differences. The Development Officer shall monitor repetitive use of elevations to ensure interesting streetscapes.
- 3.** Each dwelling unit will include a separate define entranceway oriented to the street and include a separate walkway leading to the public sidewalk.
- 4.** Structures over one storey will incorporate features and elements to diminish mass at the front elevation. Such elements may include set back of the second floor, overhangs, dormers, or front porches/ verandas.

- 5.** Structures on corner lots where yards abut two public roadways, not including a laneway, will include architectural features such as windows, verandas, and roof line features for those portions of the structure facing the public roadway. Flanking side treatments shall be similar to the front elevation.
- 6.** Definition and distinction of individual units shall be achieved with separate roof lines or roof line features.
- 7.** Individual Development Permit applications shall be evaluated in terms of compatibility with existing structures on the block face, taking into account proposed development setbacks, dwelling entrances and orientation, massing, roof-lines, the location of windows and other openings in walls and elevational treatment of wall openings, building facades, and finishing materials.
- 8.** Care will be taken to integrate the unique values of each home with special attention to relationship and gradual transition to neighboring homes.
- 9.** Where a garage is not provided with initial development of a dwelling unit, a rear paved parking pad and power pedestal able to accommodate two vehicles shall be provided for that dwelling.
- 10.** Garage exteriors will relate to the house exterior by utilizing similar design elements, finishes and colors. The garage roof pitch and style should be consistent with the house design.
- 11.** The maximum height for an attached or detached garage shall be 5.0 m.

12. Vehicle doors of a detached garage shall not face any flanking public roadway.
13. There shall be no vehicle access to the site other than from a laneway.
14. Rear lanes shall be paved.
15. Front yard fencing will be maximum 1.2m high.

9.5 DC1 æ Single-Detached Residential without lanes (Site G)

General Purpose

To provide a Direct Development Control District to accommodate the development of low density single detached residential dwellings with site specific development controls designed to ensure that the proposed development is integrated into the existing and future residential development both within the J.B. Little site and the entire Riverdale Neighbourhood.

Area of Application

This DC1 District shall apply to Site G within The Brickyard as shown on the attached Appendix 1.

Uses

- a) Single Detached Housing
- b) Child Care Services
- c) Residential Sales Centre
- d) Minor Home Occupations
- e) Fascia On-premises signs
- f) Temporary On-premises signs

Development Criteria

1. **Single Detached Housing** development in this district shall comply with Section 115.4 and 115.5 of the Zoning bylaw except that:
 - a) the minimum side yard shall be 1.2 m for dwellings up to 7.5 m in height, 1.4 m for dwellings between 7.5 m and 8.0 m in height, 1.6 m for dwellings between 8.0 m and 8.5 m in height, 1.8 m for dwellings between 8.5 m and 9.0 m in height and 2.0 m for dwellings above 9.0 m in height; and
 - b) Section 115.4 9) c) of the Zoning bylaw shall not apply.
2. The maximum number of units shall be 14 units;
3. Care will be taken to integrate the unique values of each home with special attention to relationship and gradual transition to neighbouring homes. Interesting streetscapes will reflect individuality in design.
4. Structures over one storey will incorporate features and elements to diminish mass at the front elevation. Such elements may include set back of the second floor, overhangs, dormers, or front porches/ itself.
5. Structures on corner lots where yards abut two public roadways (not laneways) will include architectural features such as windows, verandas, and roofline features for those portions of the structure facing the public roadways. Flanking side treatments shall be similar to the front elevation.
6. Building elevations on abutting lots shall not be repeated and shall reflect substantial differences. The Development Officer shall monitor repetitive use of elevations to ensure interesting streetscapes.
7. Identical floor plans with similar front elevations must be separated by a minimum of one lot unless finishing treatments are substantially different.
8. Where several development applications are received simultaneously, the Development Officer shall require the submission of site plans showing setback, dwelling entrances and orientation, massing, roof-lines, the location and elevational treatment of wall openings, building facades, and finishing materials for all of the developments. The Development Officer shall require that the exteriors of the dwellings which are the subject of the applications provide individuality and variety of building design in terms of setbacks, entrances, elevations and finishing materials.
9. Homes designed with the front attached garages should envelope the garage within the design of the home to minimize the garage appearance, while enhancing the architectural features and mass of the house itself. This may be accomplished with a variety of measures such as proportionate development of second floor area above the garage, the

use of dormers and/or continuous roof lines, and prominent entranceways.

10. The maximum height for an attached garage shall be 5.0 m.
11. Driveways may be constructed with a variety of materials. A separate walkway from the street to the entry will be required independent of the driveway.
12. Front yard fencing will be maximum 1.2 m high. A 1.2 m high uniform fence shall be provided along the south property boundary.

9.6 DC1 - Little Brick House (Site H)

General Purpose

To provide a Direct Development Control District to retain the historic Little Brick House and to allow for potential light commercial and/ or institutional uses.

Area of Application

This DC1 District shall apply to Site H within The Brickyard as shown on the attached Appendix 6.

Uses

The following discretionary uses may only be applied to the Little Brick House and its surrounding yard provided the house and yard are maintained:

- a) Single Detached Housing
- b) Convenience Retail Stores
- c) Professional Offices
- d) Minor Eating and Drinking

Establishments

- e) Community Recreation Services
- f) Daytime Child Care Services
- g) Private Clubs
- h) Residential Sales Centre
- i) Public Education Services
- j) Public Libraries and Cultural Exhibits
- k) Fascia On-premises signs
- l) Temporary On-premises signs

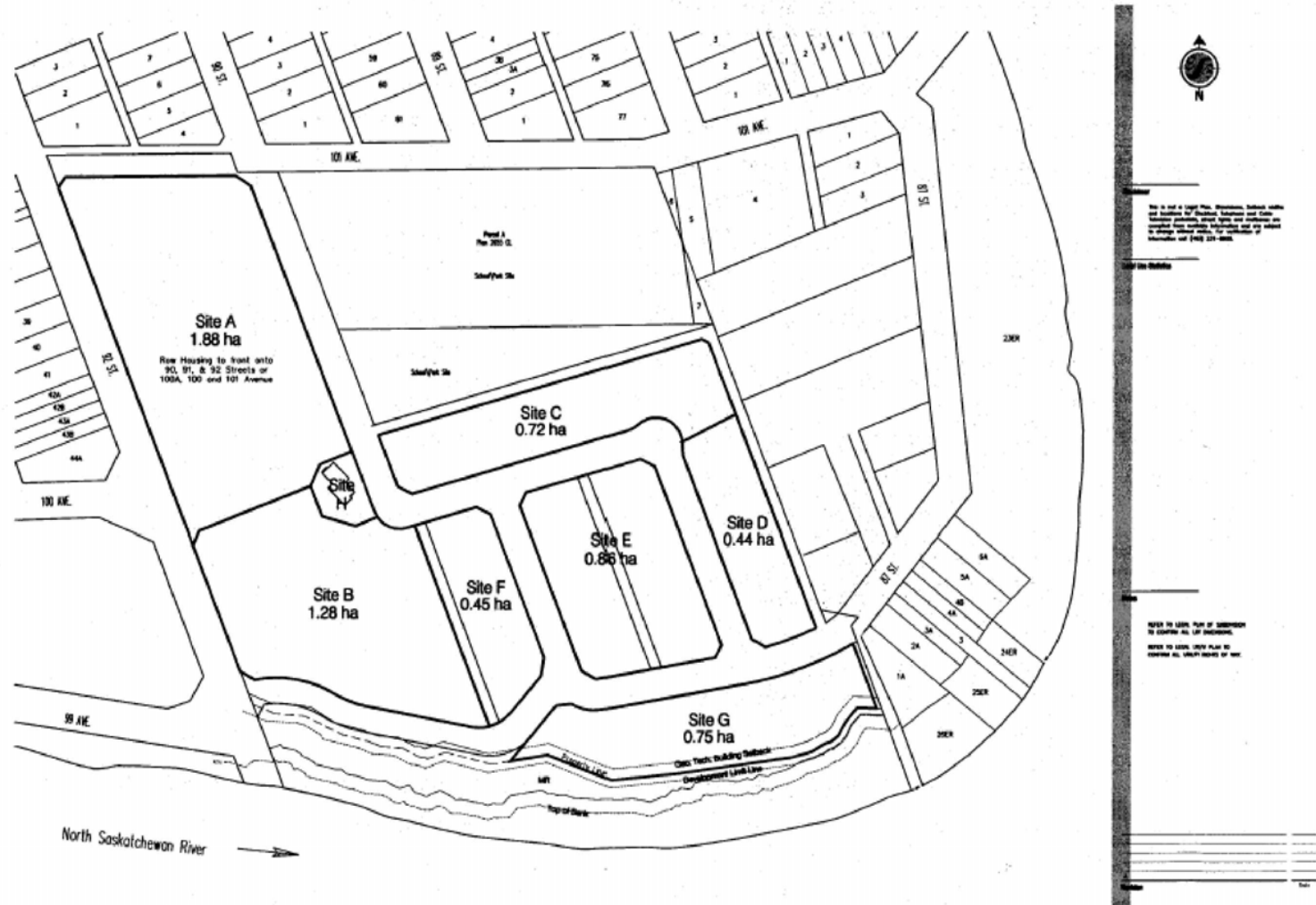
Development Criteria

Development in this District shall comply with the following:

1. Any development for reuse of the Little Brick House shall:
 - a) preserve the original structure of the house and existing mature landscaping to the greatest extent possible;
 - b) attempt to restore the structure to its original structure in the event of exterior renovations,
 - c) allow for the removal of the north addition unless otherwise noted by the City Heritage Officer;
 - d) ensure that any additional development of structures on site do not detract from the appearance of the original structure and mature landscaping, are of a scale that will not negatively impact on adjacent residential properties, and are subject to review by the City Heritage Officer; and
 - e) allow parking associated with uses to be provided on-site without necessarily

meeting the requirements of the Zoning Bylaw. The siting and development of parking must not detract from the original structure and mature landscaping on site, and will be subject to review by the City Heritage Officer.

2. The minimum site area shall be 895 m².
3. The minimum site width shall be 20 m;
4. The minimum site depth shall be 27.5 m;
5. The minimum Front Yard shall be 3.0 m.
7. The minimum Rear Yard shall be 7.5 m.
8. The minimum Side Yard shall be 1.5 m.
9. The maximum height shall not exceed 10 m (32.8 ft.) nor 2 ½ storeys.
10. The maximum total site coverage shall not exceed 45% with a maximum of 35% for a principal building, a maximum site coverage of 15% for accessory buildings. Where a garage is designed as an integral part of the dwelling, the maximum site coverage for the principal building shall be 45%.
11. Signs shall comply with the regulations contained in Schedule 59A of the Zoning Bylaw.



Not to scale. Plan of application to consider all lot boundaries.

Not to scale. Plan of application to consider all lot boundaries.



Client/Project
UNITED INC.
RIVERDALE

Title
Appendix 1

March, 2001
101 06700