

APPROVED

As to Form

CITY SOLICITOR

Bylaw No. 10251 (as amended)

Being a Bylaw to adopt the Riverdale Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, The Municipal Council of the City of Edmonton approved the Terms of Reference for the Riverdale Area Redevelopment Plan; and

WHEREAS the Riverdale Area is a changing area within the City of Edmonton; and

WHEREAS it is deemed in the public interest to pass a Redevelopment Plan Bylaw for the Riverdale Area;

NOW THEREFORE after due compliance with the relevant provisions of the Planning Act, Chapter P-9, R.S.A. 1980, as amended, the Municipal Council of the City of Edmonton hereby enacts as follows:

1. The lands shown outlined on the map annexed hereto as Schedule "A" are hereby designated as a redevelopment area pursuant to Section 65(a) of the Planning Act, for the purposes defined therein.
2. The Riverdale Area Redevelopment Plan annexed hereto as Schedule "B" is hereby adopted as the Riverdale Area Redevelopment Plan pursuant to Section 65(b) of the Planning Act.

READ a first time this 20th day of January, A.D. 1994;
 READ a second time this 20th day of January, A.D. 1994;
 READ a third time and duly passed this 20th day of January, A.D. 1994.
 AS AMENDED

THE CITY OF EDMONTON

D/ MAYOR

CITY CLERK

BYLAW NO. 10251

RIVERDALE

AREA REDEVELOPMENT PLAN

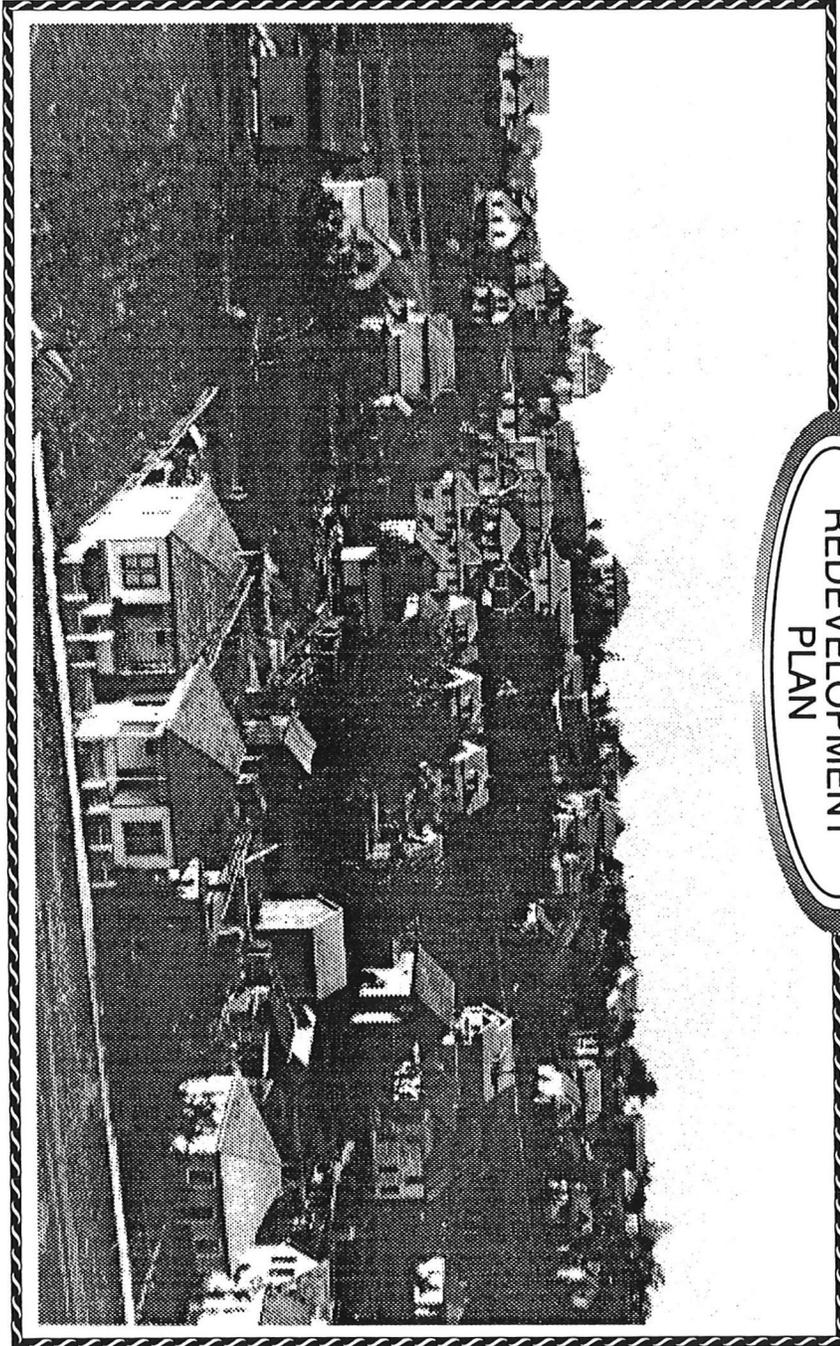
BYLAW 10251

— PLAN AREA BOUNDARY



RIVERDALE

AREA
REDEVELOPMENT
PLAN



January, 1994

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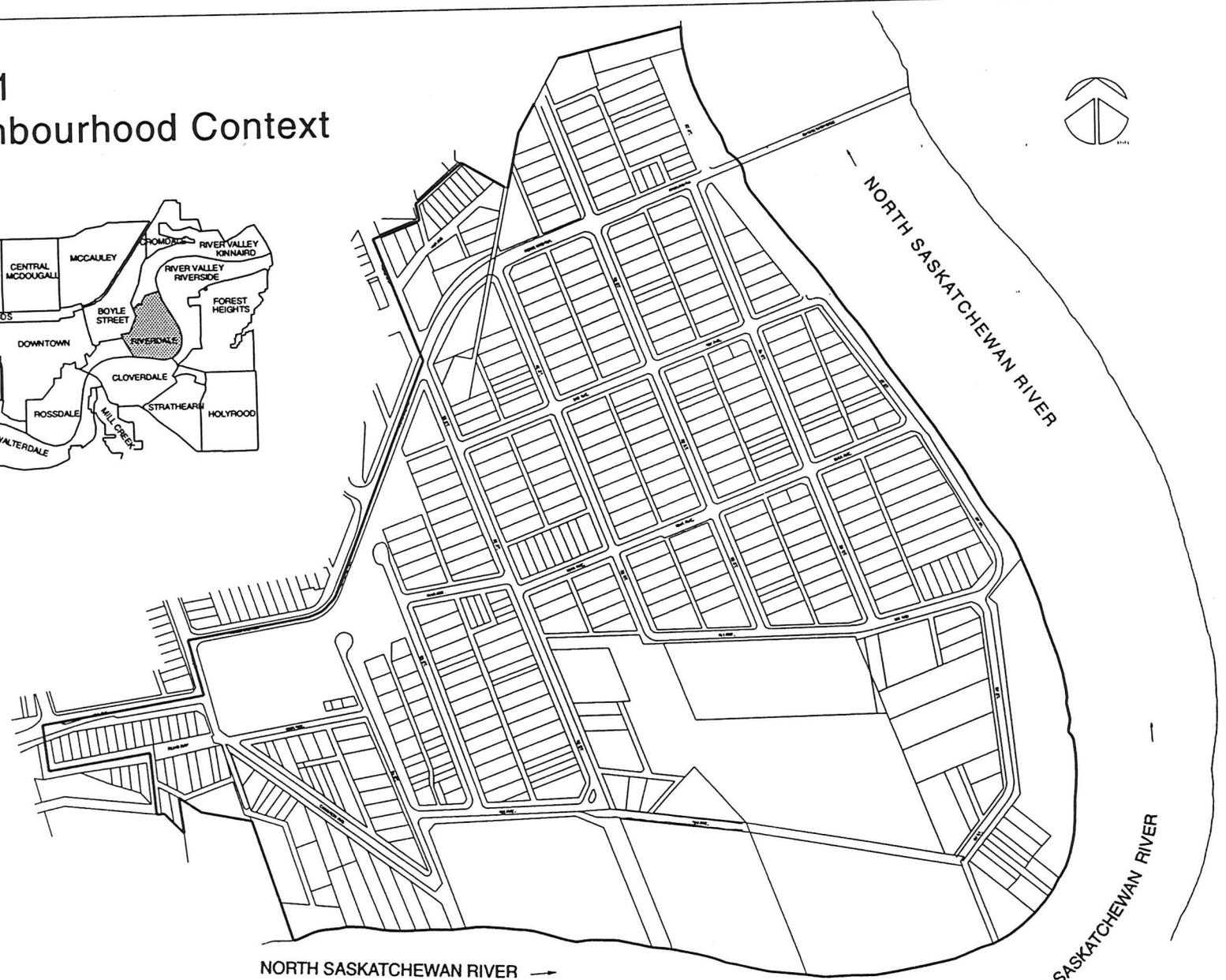
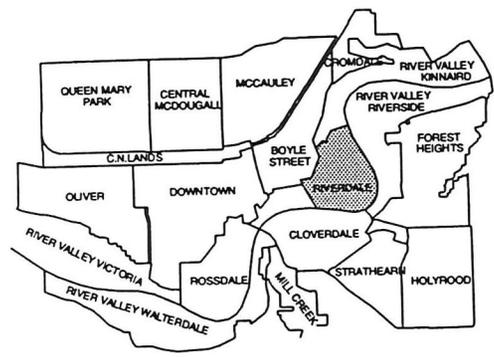
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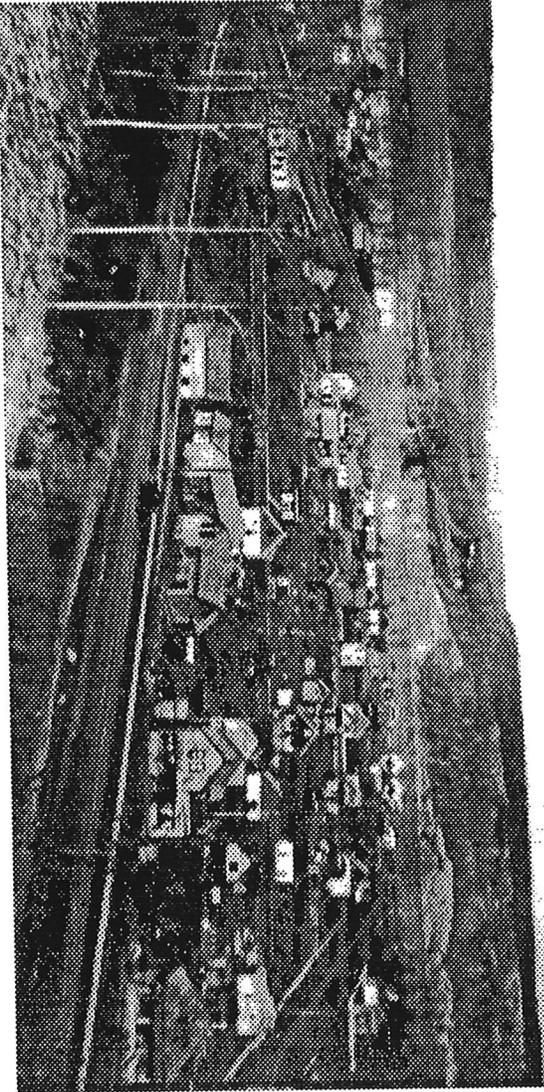


NORTH SASKATCHEWAN RIVER →

NORTH SASKATCHEWAN RIVER

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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.

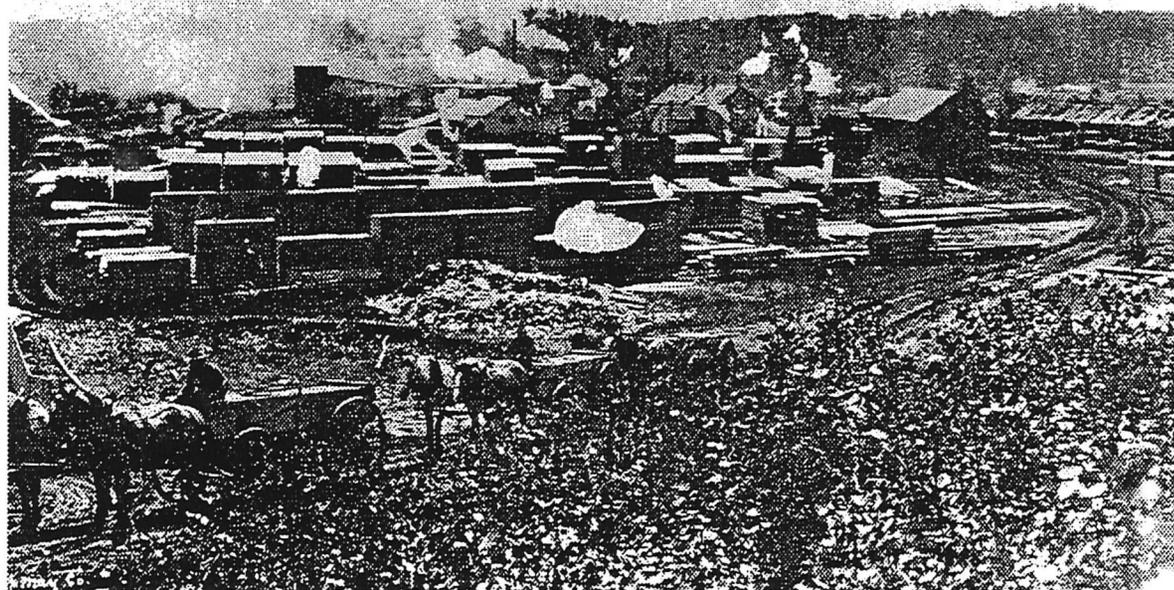
The natural beauty of the river valley has long been recognized as a major amenity to be enjoyed by all Edmontonians. Prior to World War I, Council adopted a policy establishing the North Saskatchewan River Valley as a unique parkland resource for leisure and recreation. The concept of a river valley 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.



Fraser Mill 1920

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 the 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".

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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.

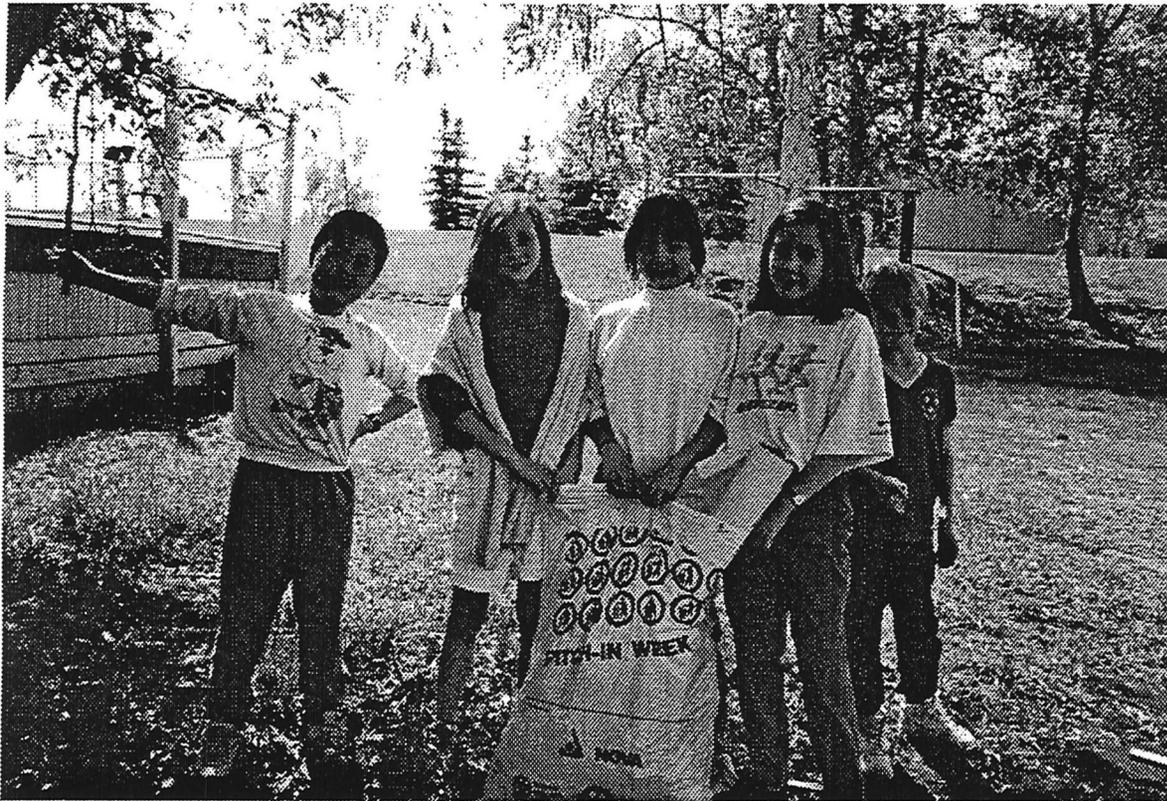
The policies addressing these issues in the Plan have proven to be successful. Since 1978 Riverdale's population has grown by 33%, and the number of households by 37%. The increases can be largely attributed to the development of City-owned lands for multi-family housing, and a dramatic increase in the 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.



Riverdale 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

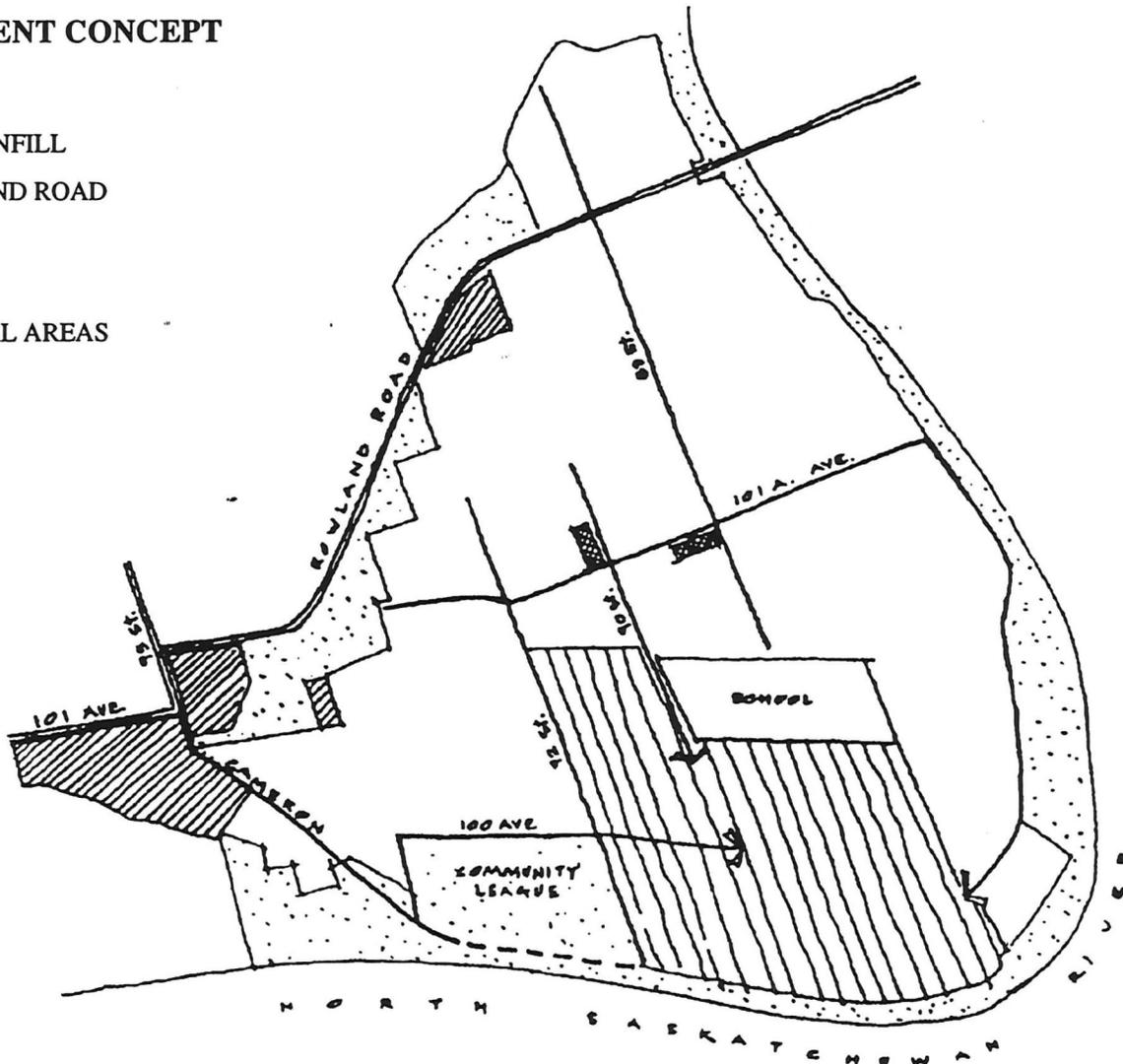
- a low to medium density housing mix, based on total number of dwellings of not less than 15% and not more than 40% single family dwellings; not less than 25% and not more than 50% semi, duplex and row housing; and up to 40% stacked row housing and low rise apartment dwellings to a maximum of 300 dwellings 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 dwellings 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.
- dispersed multi-family housing sites.
- floodplain guidelines for new development.
- grid street pattern.
- back lane access to on-site parking.
- 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.

**FIGURE 1
NEIGHBOURHOOD DEVELOPMENT CONCEPT**

-  LOW DENSITY RESIDENTIAL INFILL
-  TOP-OF-THE-VALLEY/ROWLAND ROAD
-  J.B. LITTLE SITE
-  COMMERCIAL
-  NATURAL AND RECREATIONAL AREAS



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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

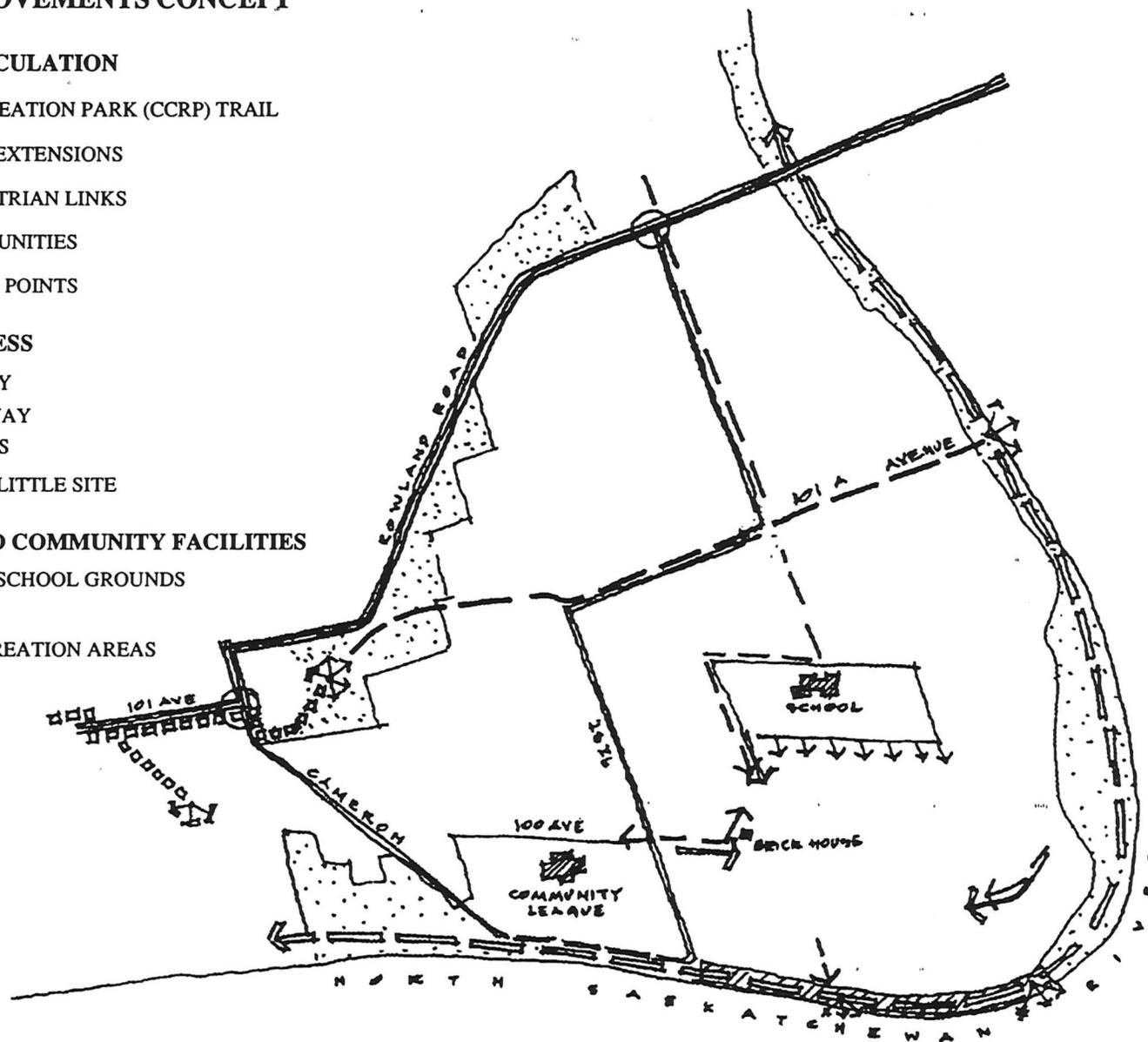
- traffic signal at Rowland Road and 95 Street intersection.
- if warranted, a traffic signal at 89 Street and Rowland Road.
- construction of top-of-the-bank road across Community League site.
- landscaping along south side of Rowland Road.

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



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MAINTAINING THE HEART OF RIVERDALE

CHAPTER 2



20/84

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 semi-detached 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.

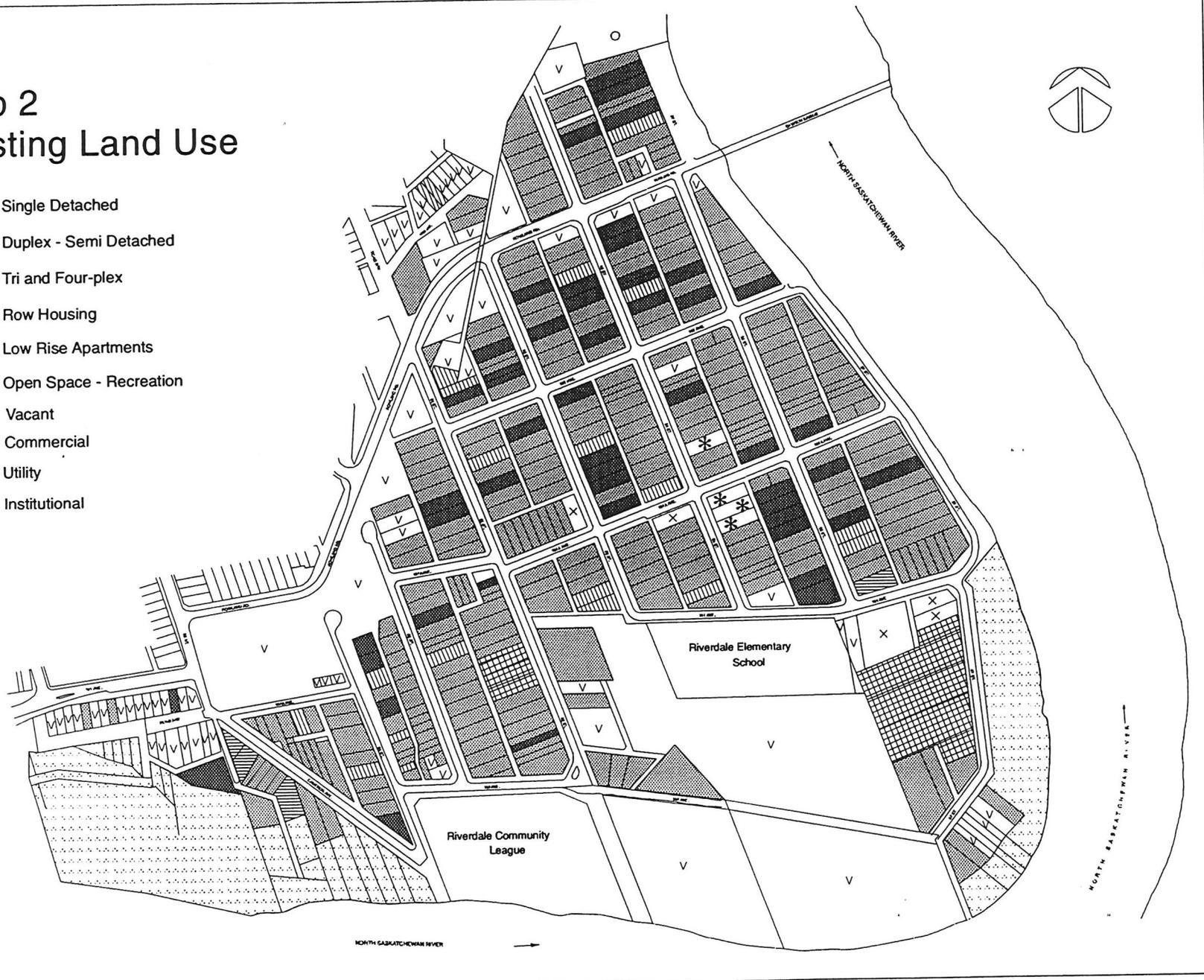
Riverdale lacks the variety of land uses and functions that once made it a self-sustaining community. The closing of the J.B.Little Brickyard in 1989 marked the end of industrial activity. Commercial activity is limited within

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.

Map 2 Existing Land Use

-  Single Detached
-  Duplex - Semi Detached
-  Tri and Four-plex
-  Row Housing
-  Low Rise Apartments
-  Open Space - Recreation
- v Vacant
- x Commercial
- o Utility
- * Institutional



23/84

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.

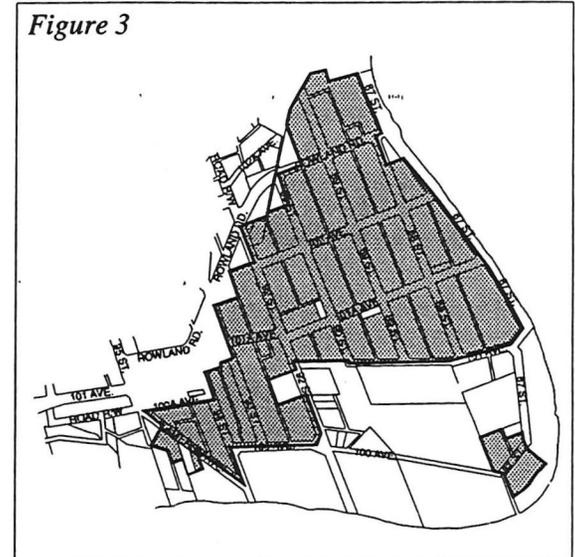
Policy 2.2.1 The majority of Riverdale will, as shown on Map 8 in Chapter 5, be redistricted to RF2* (Low Density Infill) District. To this end, the following measures will be taken and guidelines put in place:

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

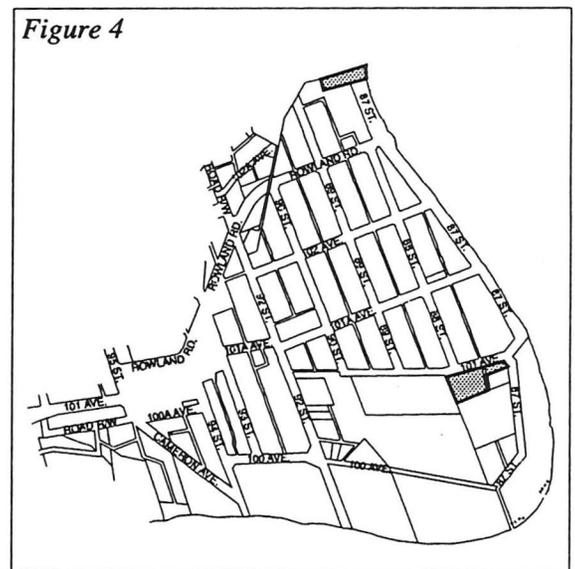
(ii) the City-owned lot on the east side of 89 Street north of Rowland Road (see Map 3) will be declared surplus by the City and removed from the North Saskatchewan River Valley ARP;

(iii) 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

(iv) redevelopment guidelines will be provided for the Riverdale Greenhouses Ltd. site and the City's power substation site to promote future low density infill, should redevelopment take place on these sites.



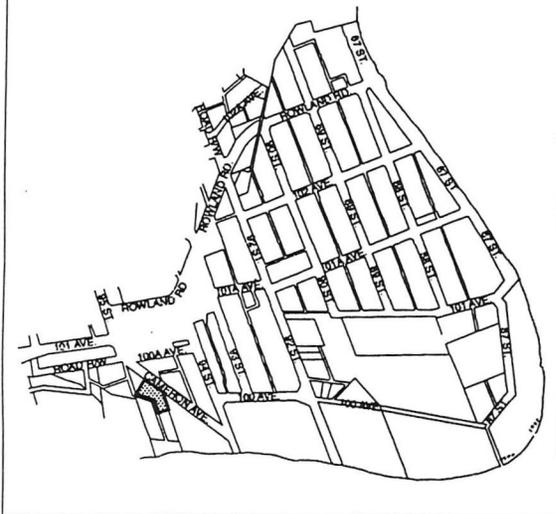
Majority of Riverdale to be districted RF2*



Riverdale Greenhouses and Power Station

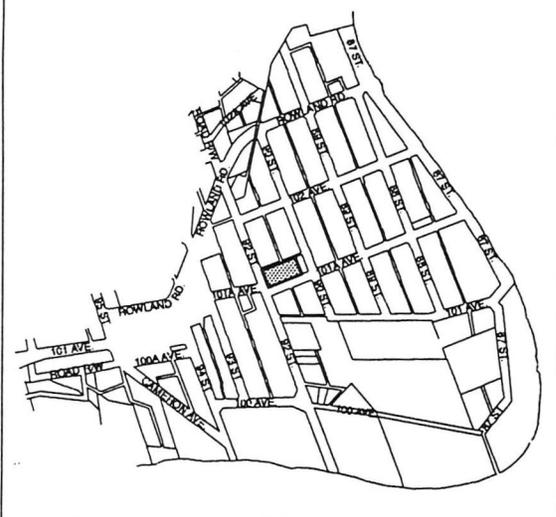
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Figure 5



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 would be an abrupt change, overshadowing the existing single family housing that dominates the avenue. The lots are 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 substation, 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.

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

28/84



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.

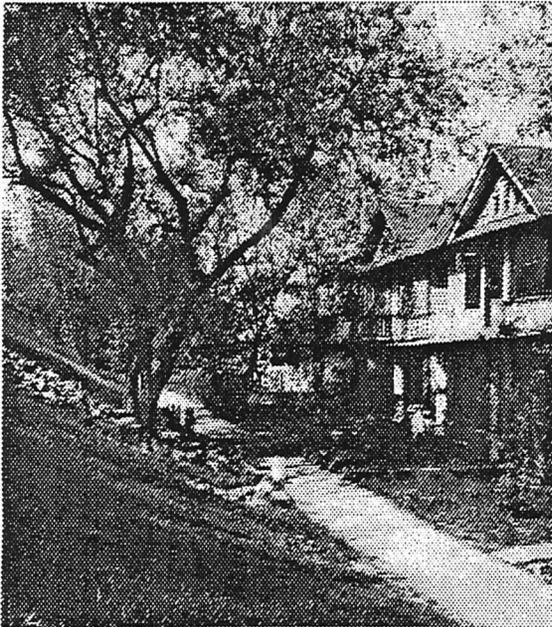
Advice to the Development Officer is offered for the approval of semi-detached units, front-yard setbacks and the development of sub-standard lots.

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.

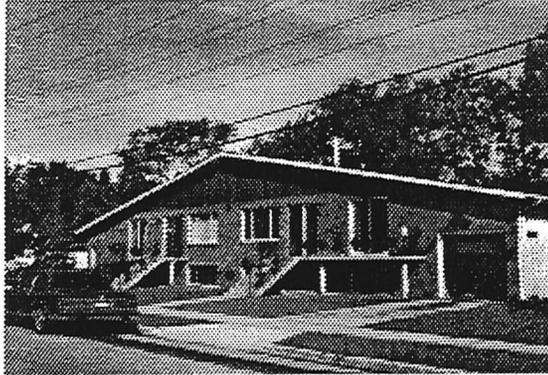
Advice on front yard setbacks allows a reduction of the setback from six metres to three metres. This should only be done, however, if the setback is in keeping with adjoining developments and if the front elevation of the proposed development is reduced to diminish mass and scale. The intent is to blend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

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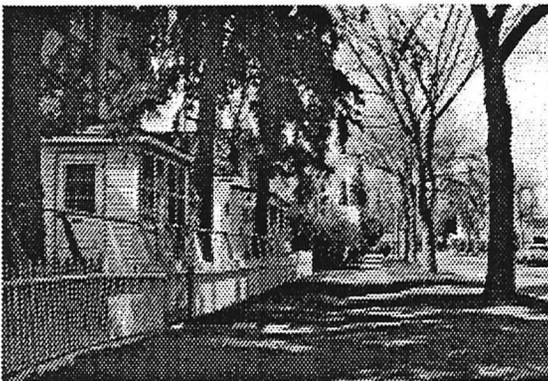
Development of housing on small lots occurs on 94 Street, one of Riverdale's more interesting streets



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



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

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:

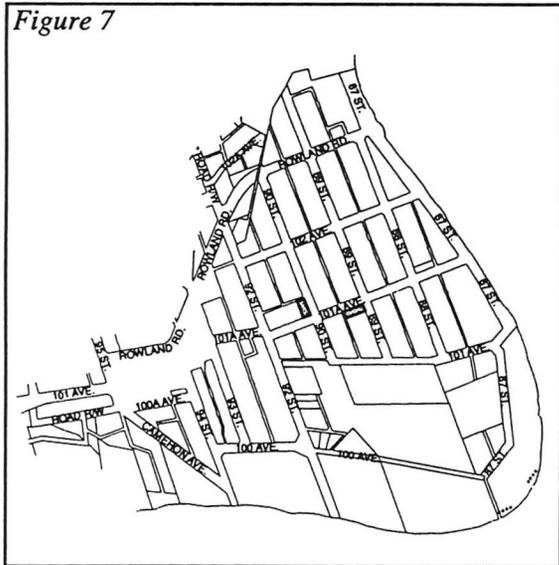
Two existing commercial sites are recommended for CNC* districting. These are the Tree Frog Press and the Riverdale Grocery. Both are centrally located and have a long history of commercial use. Both sites are currently districted for residential development. The CNC* districting would allow the long 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



Existing Commercial Sites

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:

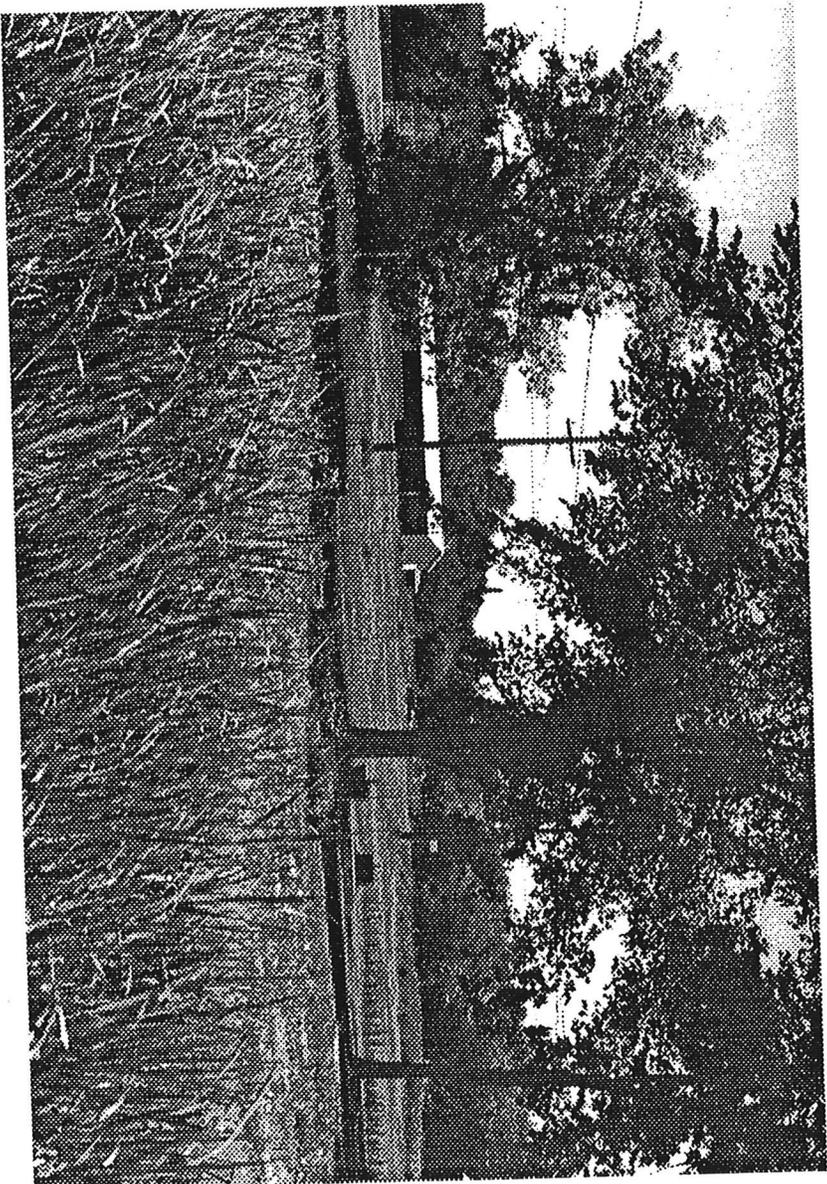
- (a) insulating;
- (b) upgrading services (wiring, plumbing);
- (c) new roof;
- (d) building a basement (that does not serve as a suite or primary living quarters);
- (e) repairing a structure partially damaged by an act of nature; and
- (f) finishing a basement for a recreation room.

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.

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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

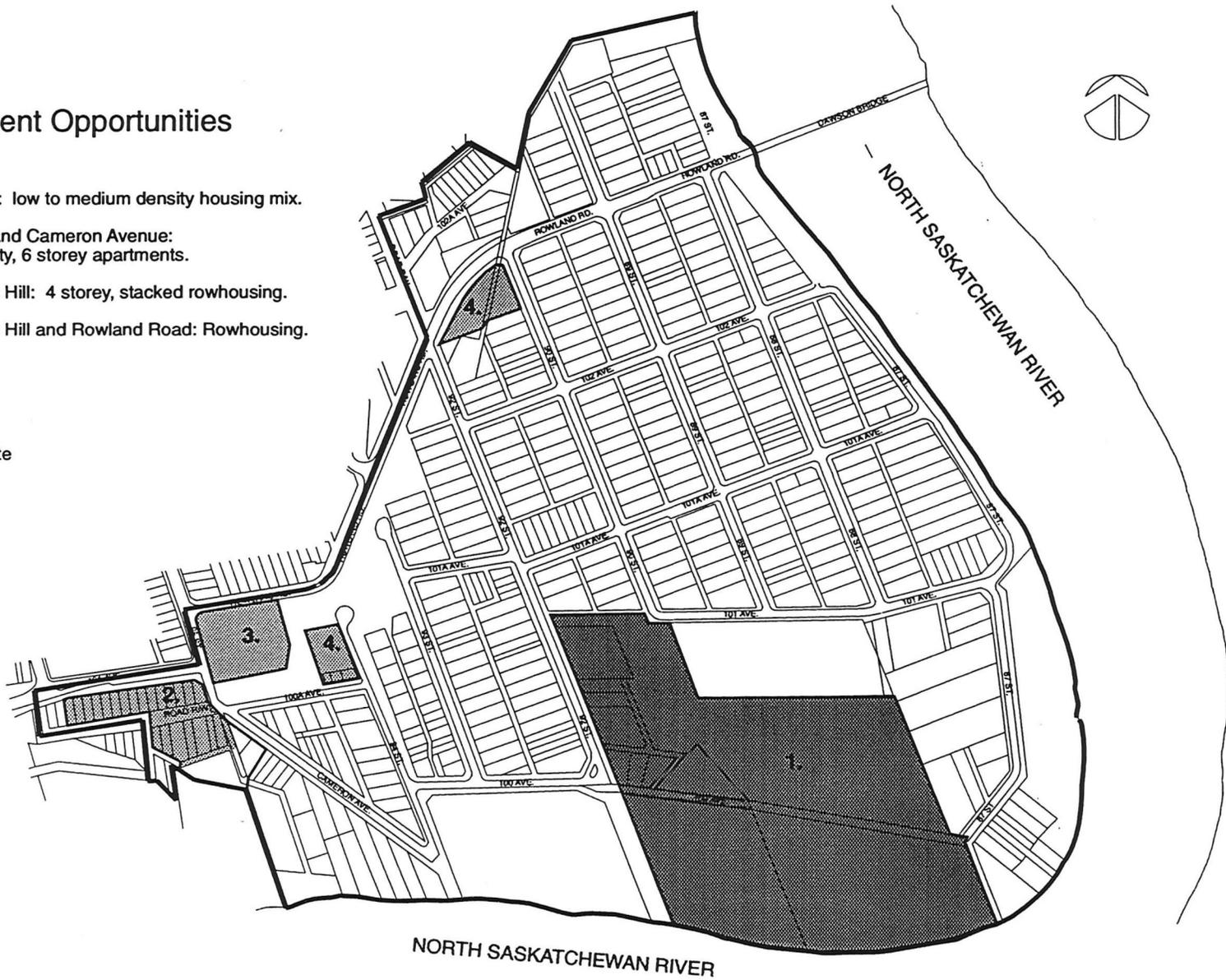


J.B. Little Brickyard 1895

Map 4 Development Opportunities

- 1. J.B. Little Site: low to medium density housing mix.
- 2. Grierson Hill and Cameron Avenue: Medium density, 6 storey apartments.
- 3. Upper Nichols Hill: 4 storey, stacked rowhousing.
- 4. Lower Nichols Hill and Rowland Road: Rowhousing.

 City Owned
 J.B. Little Site



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101 Avenue, were acquired by the City for major 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-the-bank has been established.

Policy 3.2.3 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 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'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 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 ("100 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 geo-technical 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.

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

Section 3.3 Subdivision of the J.B. Little Site

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.

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 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 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;

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 with access points extending from existing community roadways;

(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;

(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.

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.



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

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 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.



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

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.

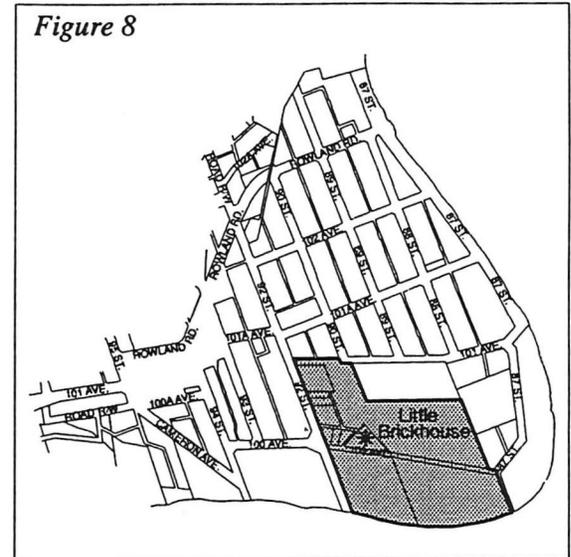
Policy 3.4.2 Development applicants will, as a condition of subdivision and development approval, submit a design brief, in accordance with Section 91 of the Alberta Planning Act, demonstrating conformity with Policies 3.2.3, 3.3.1, 3.3.2, and 3.4.1.

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



J.B. Little site

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affordability and socio-economic groups as occurs in the existing community. Too much housing would 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,



J.B. Little Brickyard 1992

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.

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:

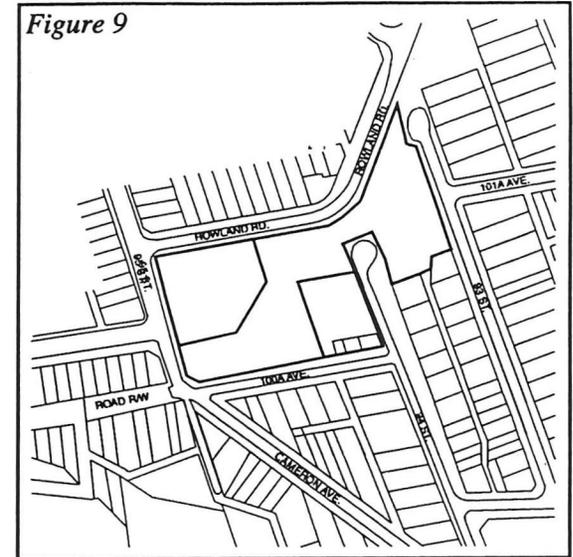
- (i) transfer surplus City-owned lands to the inventory of the Planning and Development Department for sale or lease;
- (ii) subdivide the upper and lower portions of Nichols Hill, as shown on Figure 9, to provide two developable parcels;
- (iii) initiate closure of the Rowland Road right-of-way through 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

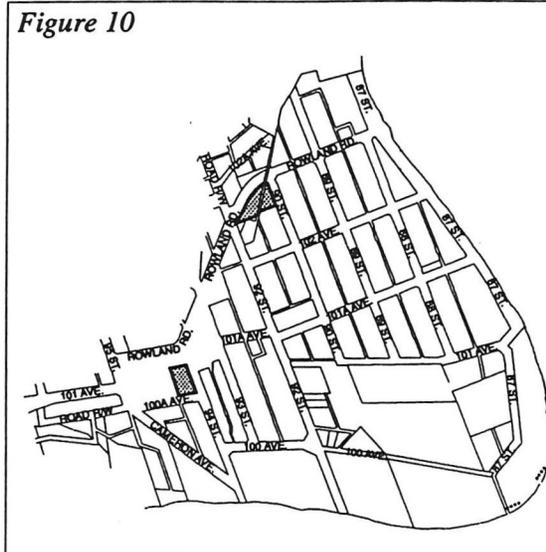
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Section 3.6 Opportunities for Development of Multi-Family (Row Housing and Apartment) Housing

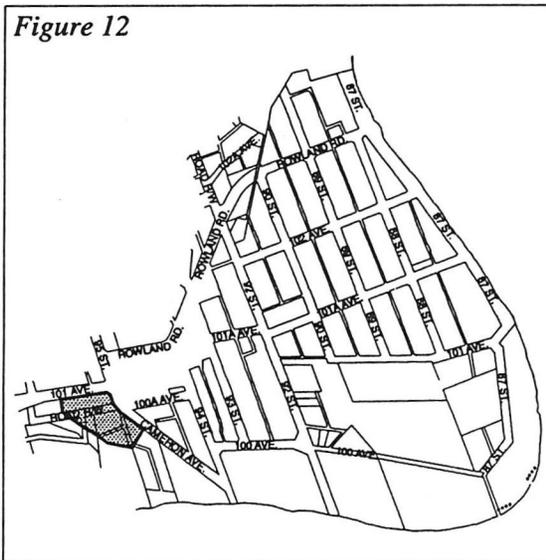
Objectives: Provide the opportunity for a limited amount of row housing and apartment housing to be built in a manner that will have minimal impact on the existing community.

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.

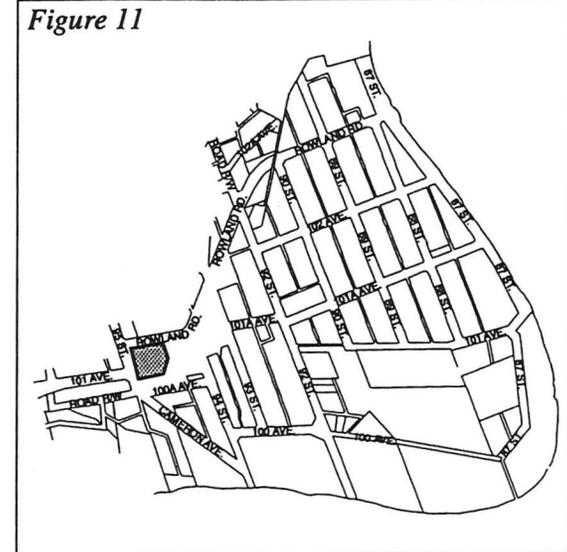
Policy 3.6.2 Redistrict the parcel at the top of Nichols Hill on 95 Street from RF3 to RF6* to allow development of stacked row housing or small apartments up to four stories. Use a Statutory Plan Overlay to ensure development creates an attractive pedestrian environment on 95 Street and does not detract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

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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 view-points 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.

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.

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Properties adjacent to Rowland Road can be developed for rowhousing

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 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.

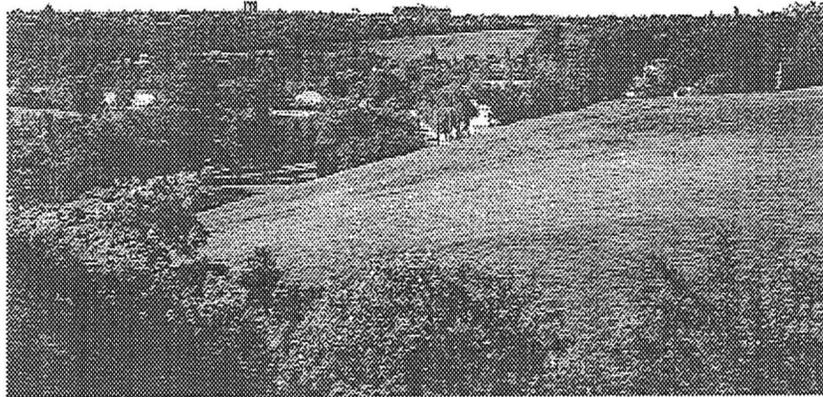


Sundance Housing Co-op is the largest row housing development in Riverdale

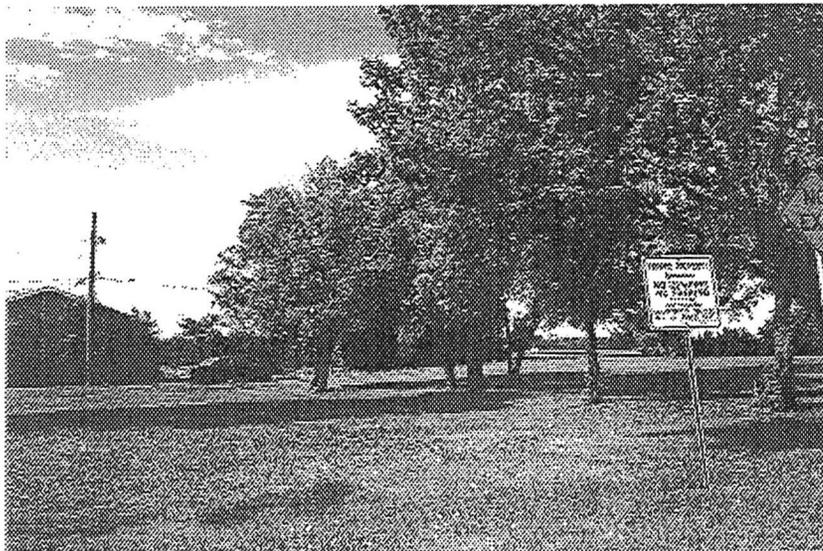
The Statutory Plan Overlay on the Grierson Hill site prohibits direct vehicle access to the site from 101 Avenue. Allowing access from 101 Avenue would interfere with traffic flow along this arterial and with pedestrians using the proposed Heritage Trail extension along the south side of 101 Avenue. 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. 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

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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:

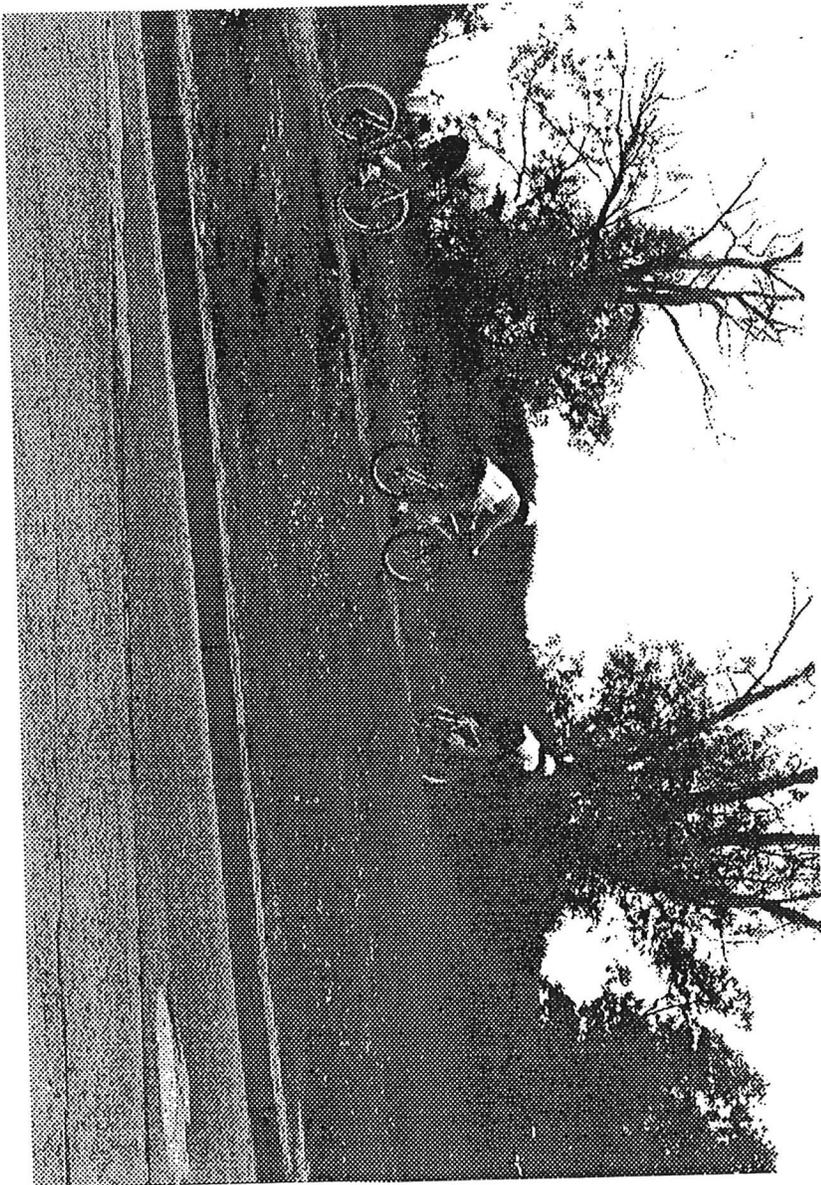
The City Housing Commission was formed to look at potential locations for low cost affordable housing and ways and means of supplying such housing. Forty-three inner city areas are being looked at, including Riverdale, of which seventeen are considered areas of high need. Riverdale has not been identified 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.

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:

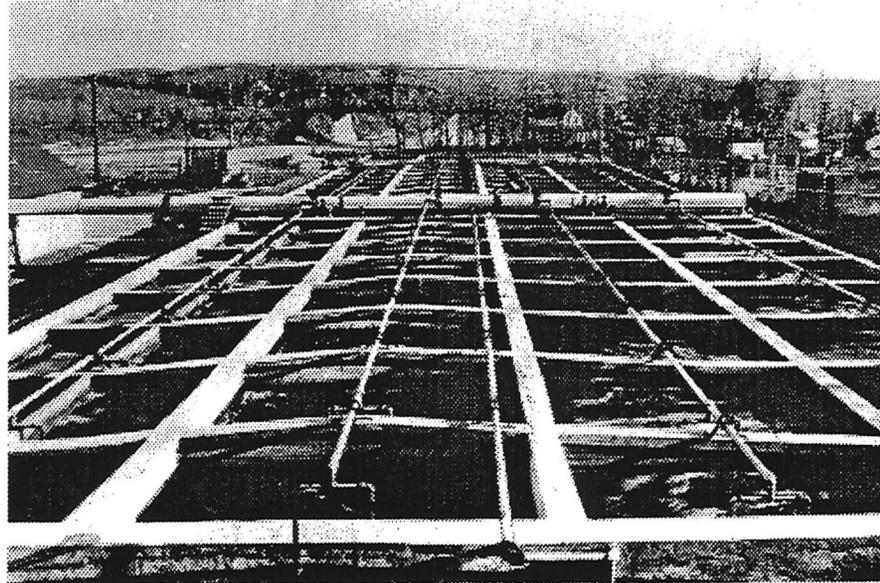
A preliminary assessment of the infrastructure in Riverdale, as shown on Map 6, indicates the following:

- (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.



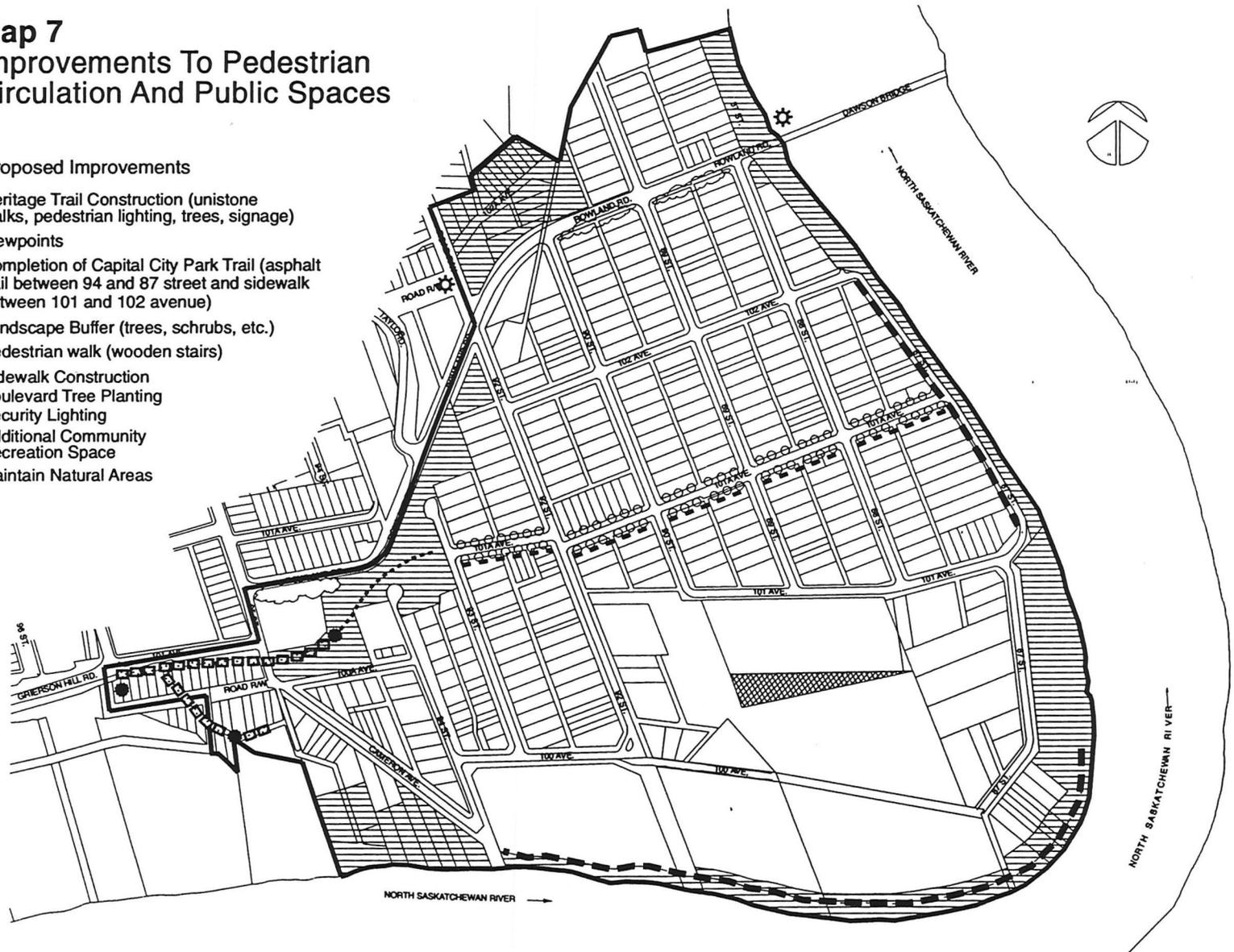
1927 sewage disposal aeration tanks located in Riverdale



100A Avenue is in need of repair

Map 7 Improvements To Pedestrian Circulation And Public Spaces

- Proposed Improvements**
- Heritage Trail Construction (unistone 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



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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).



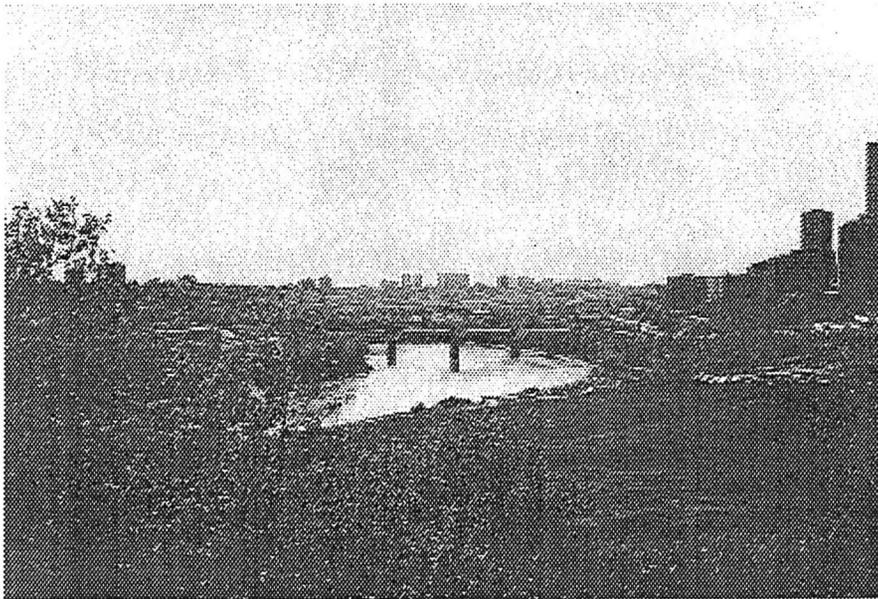
Heritage Trail at Jasper Avenue and 95A Street

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.



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

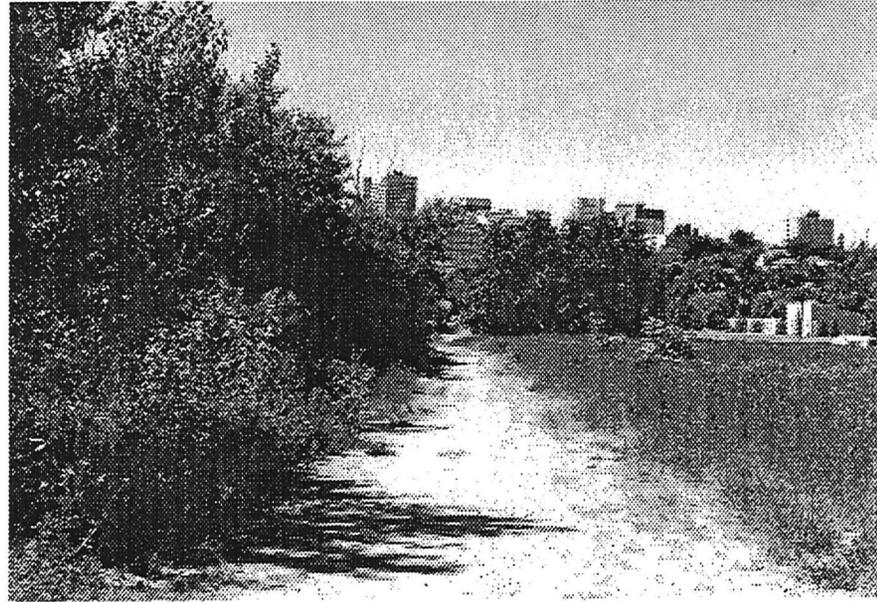


View from proposed viewpoint south of 101 Avenue, between 95 and 95A Street

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

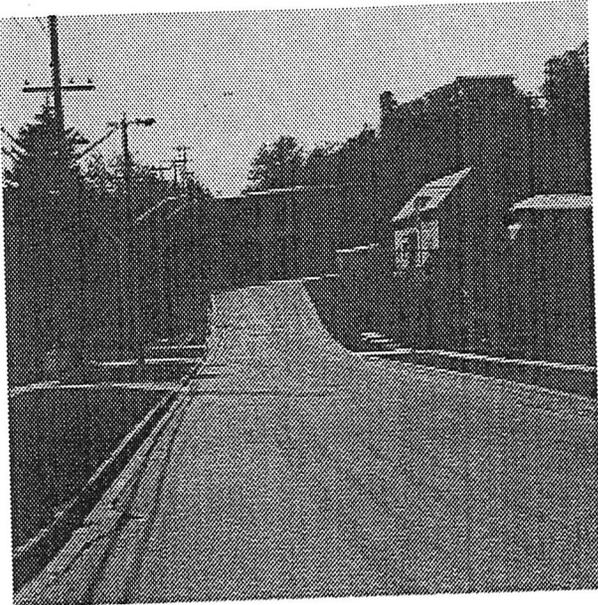


The Capital City Recreation Park and Trail will be extended through the J.B. Little site



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

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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

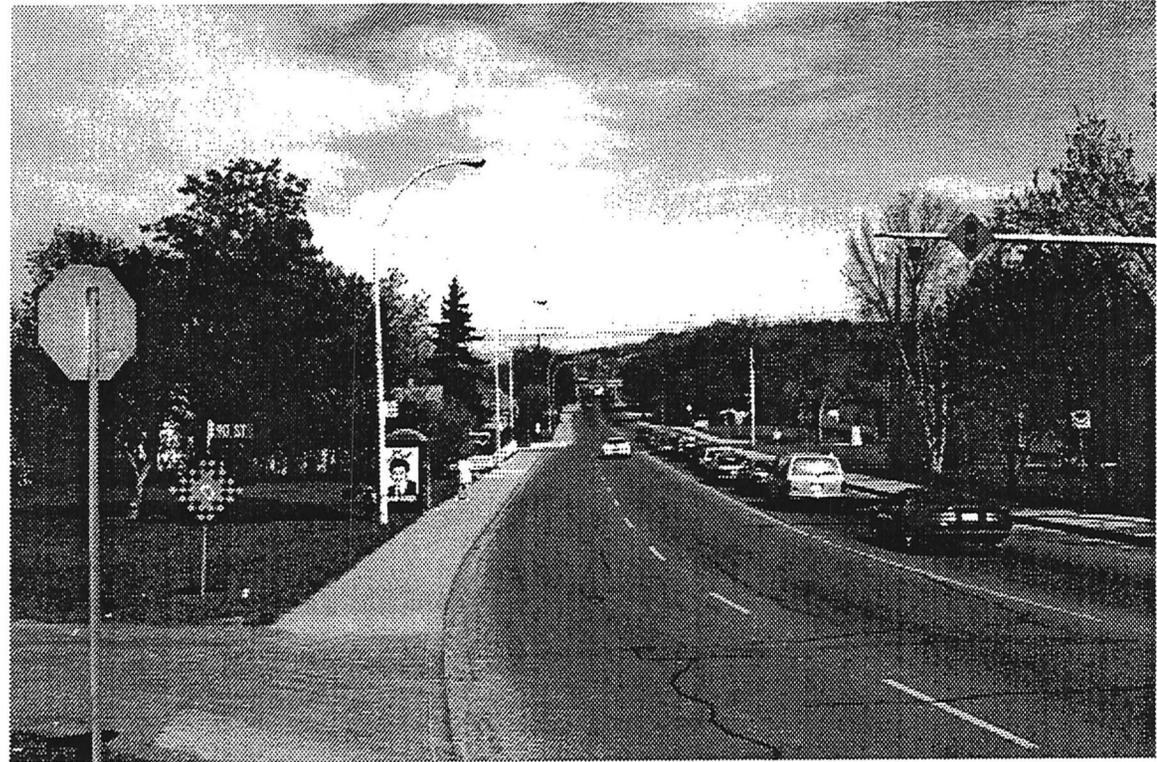
development of the J. B. Little site, it will be even more desirable to have good access to Cameron Avenue. This Plan therefore recommends that a top-of-the-bank road be constructed to the north of the existing alignment when development occurs on the J.B. Little site. Care must be taken to create minimal disturbance to the existing facilities on the Riverdale Community League site. A geo-technical study and survey of the top-of-the-bank are needed to determine the future location of the road.



Existing gravel road through the Community League site

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 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

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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.

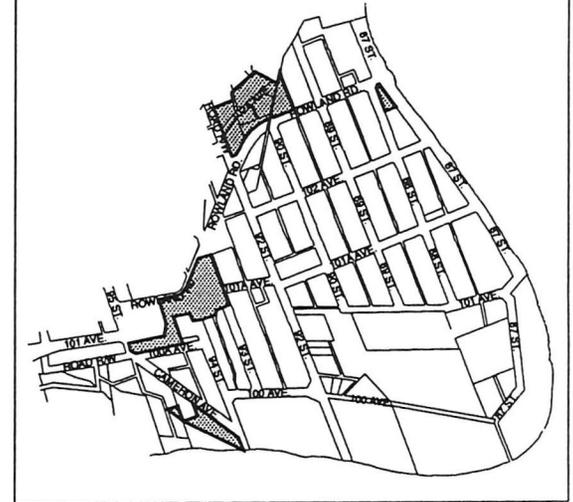
Policy 4.5.2 Redistrict from RF3 (Low Density Redevelopment) District to A (Metropolitan Recreation) District those City-owned sites that cannot be developed due to physical constraints and/or their use in conjunction with the Capital City Recreation Park.

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

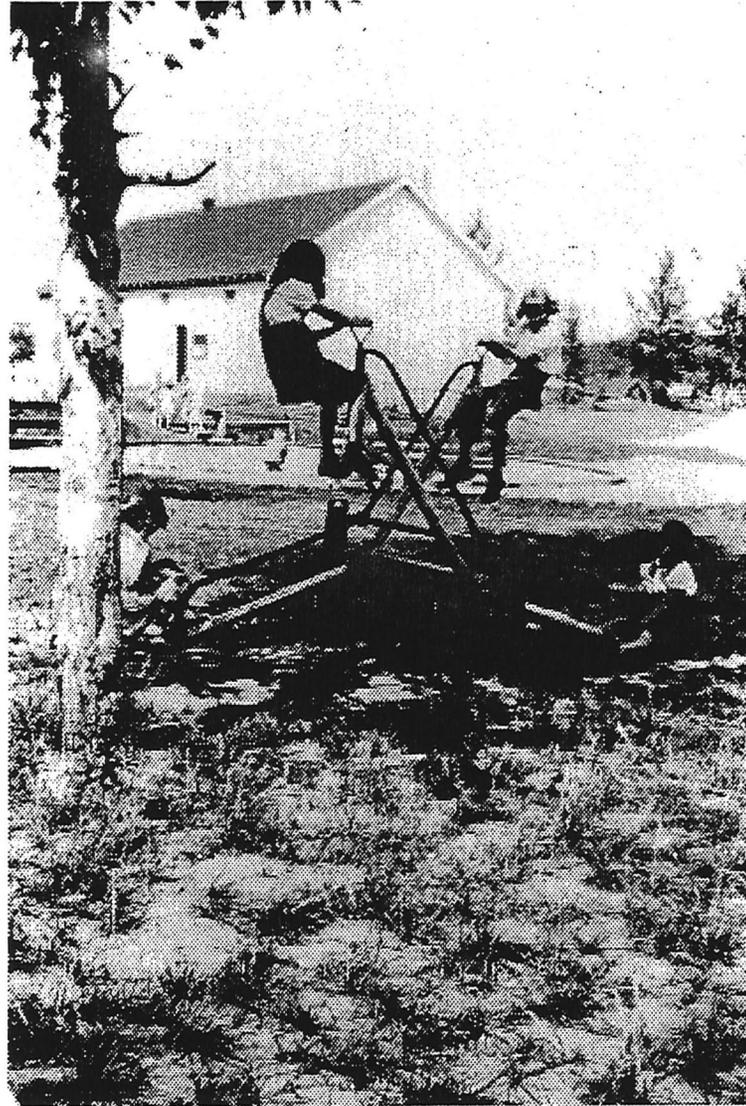


Properties to be redistricted from RF3 to A, and retained as natural areas

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.

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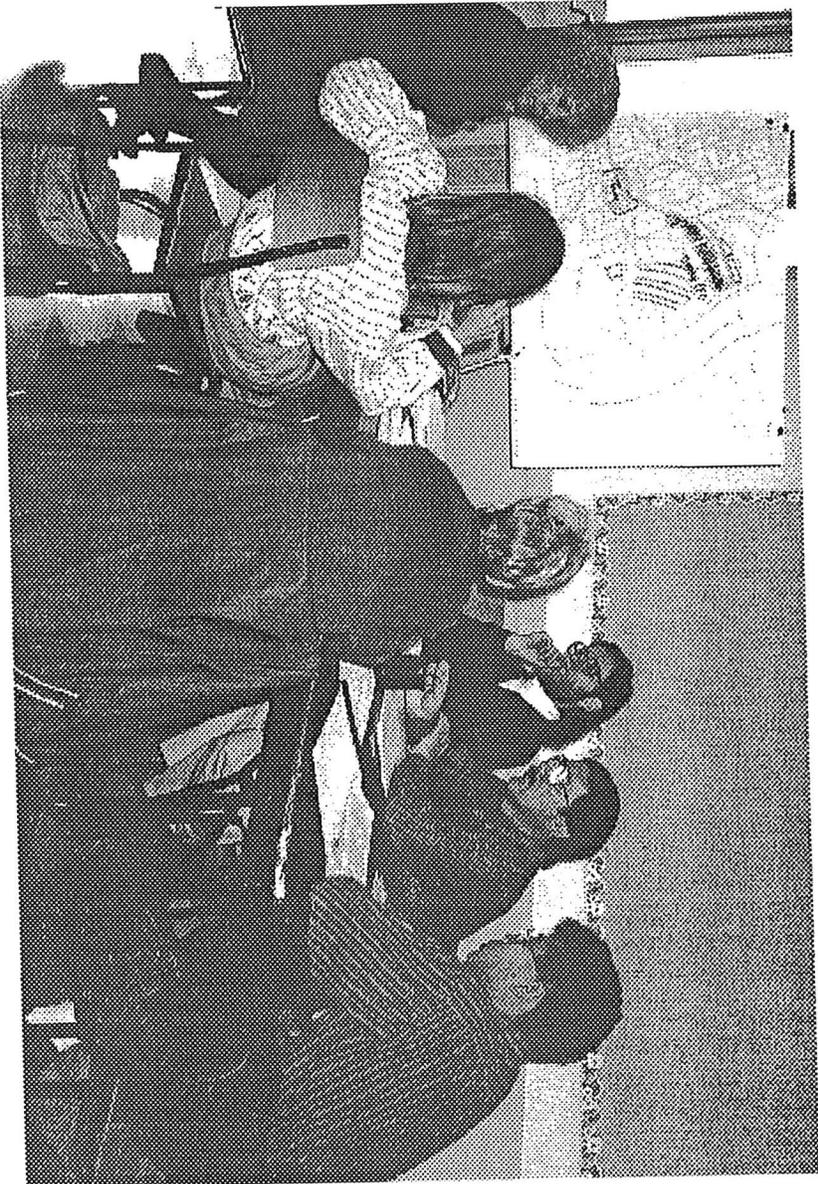
Riverdale playground 1948

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 Streets (asphalt trail) • between 92 and 87 Streets (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.)		

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PLAN POLICY IMPLEMENTATION CHAPTER 5



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PLAN POLICY IMPLEMENTATION

CHAPTER 5

Section 5.1 Introduction

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 within land use districts using such tools as; Statutory Plan Overlays, 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.

Statutory Plan Overlays can only be used in areas where there is an Area Redevelopment Plan. Overlays are applied to specific land use districts, identified with an *, within the Plan area to alter, delete, or supplement the development regulations of the districts. In doing so, land use objectives that cannot be met using standard land use district regulations can be achieved.

Development Officers have certain discretionary powers when it comes to implementing the regulations of land use districts. Advice to the Development Officer is provided where the

Development Officer can use his 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 redistricting 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 the 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 Land Use Bylaw.

Map 8 Proposed Land Use Districts



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Section 5.2 Land Use Districts

5.2.1 RF2* Low Density Infill District

Area of Application

The majority of Riverdale as shown on Map 8.

Rationale

To provide a district 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 Regulations

Generally the regulations of the RF2 District shall apply, except where superseded by the following guideline.

1. Vehicular access shall 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* District

The Development Officer shall 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 will 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 m providing:

- (i) that on structures over 1½ stories 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 two metres; 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 laneways), will 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 the Development of Discretionary Uses on Sites with Mature Vegetation

The Development Officer shall 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.

Map 9 Areas Subject To Redevelopment Guidelines

- ① Power Substation
- ② Riverdale Greenhouse and Adjacent Lot



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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.

5.2.3 RF5* Row Housing DistrictArea of Application

Areas adjacent to Rowland Road as shown on Map 8.

Rationale

To provide a district 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 Regulations

Generally the regulations of the RF5 District will apply, except where superseded by the following guidelines.

1. Structures have been designed such that each dwelling unit appears from the street as a separate dwelling unit. This will 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.
2. Dwellings will contribute towards an attractive pedestrian atmosphere on the street. To achieve this:

(a) Vehicular access shall 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 will be a continuous frontage of dwelling units onto the street (except Rowland Road). Units will have front entrances and walks 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 metres providing:

- (i) that on structures over 1½ stories 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 two metres; and
- (ii) adjacent properties also have reduced front yard setbacks and separation space.

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

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

5.2.4 RF6* Medium Density Multiple Family DistrictArea of Application

South of Rowland Road, east of 95 Street, as shown on Map 8.

Rationale

To provide a district for medium density multiple family housing, where some dwellings may not be at grade, to maintain the views and amenity of the adjacent area on Nichols Hill, and to provide an attractive pedestrian environment on 95 Street, in order to achieve the objectives of Section 3.6 of this Plan.

Development Regulations

Generally the regulations of the RF6 District shall apply, except where superseded by the following guidelines.

1. There shall be a continuous frontage of dwelling units onto 95 Street. Ground floor units on 95 Street shall have street-oriented entrances.
2. Parking shall be screened or provided below grade; if parking is developed at grade it shall be screened from view to maintain the appearance and view of this property from 95 Street and from the base of the hill on 94 Street.
3. Vehicular access shall be provided from 95 Street, and should be designed so as not to detract from the street orientation of dwelling units and the pedestrian environment on 95 Street.

5.2.5 RA8* Medium Rise Apartment District

Area of Application

South of 101 Avenue, east of 95A Street as shown on Map 8.

Rationale

To provide a district for medium density apartment housing, to ensure that there is a pedestrian friendly atmosphere on 101 Avenue between 95 and 95A Streets (where an extension of Heritage Trail is proposed) and to maximize the views and amenities of the adjacent river valley in order to achieve the objectives of Section 3.6 of this Plan.

Development Regulations

Generally the regulations of the RA8 District shall apply, except where superseded by the following:

1. There will be no vehicular access from 101 Avenue.
2. All buildings with frontage on 101 Avenue will provide a major pedestrian entrance to the building on 101 Avenue.
3. Parking, except for visitor parking or parking associated with row housing, shall be underground.

5.2.6 DC1 Direct Development Control District

Area of Application

The “J. B. Little site,” located south of 101 Avenue and Riverdale Elementary School to

the North Saskatchewan River, east of 92 Street, and west of those properties fronting onto 87 Street (south of 101 Avenue), as shown on Map 8.

Rationale

To provide for a low to medium density residential district that will integrate well with the unique character of the surrounding residential community by being sensitive to uses, siting, design, development mix and distribution, and those aspects of the existing developed community that provide Riverdale with a special sense of place and identity; the natural environment, small town atmosphere, and strong sense of community history, which would include the J. B. Little “brick house” and its retention, in order to achieve the objectives of Sections 3.3 and 3.4 of this Plan.

Uses

The following uses are prescribed for lands designated DC1 pursuant to Section 710.3 of the Land Use Bylaw:

- Single Detached Housing
- Semi-detached Housing
- Duplex Housing
- Row Housing
- Stacked Row Housing
- Low Rise Apartments (up to 4 stories)
- Homecrafts
- Offices-in-the-Home

Uses consistent with the rationale of this District and, where applicable, with designation as a Municipal Historic Resource under the Alberta Historical Resources Act.

Uses for the “Little brick house”

The following discretionary uses may only be applied to the “Little brick house” and its surrounding yard provided the house and yard are maintained, pursuant to Policies 3.3.2, and 3.4.1 of the Riverdale Area Redevelopment Plan:

- Single Family Detached Housing
- Convenience Retail Stores
- Professional Offices
- Minor Eating and Drinking Establishments
- Community Recreation Services
- Daytime Child Care Services (in accordance with Section 93 of the Land Use Bylaw)
- Private Clubs
- Public Education Services
- Public Libraries and Cultural Exhibits

Development Criteria

The following development criteria shall apply to the subdivision design and the prescribed permitted and discretionary uses pursuant to Section 710.4 of the Land Use Bylaw.

1. The use of a street grid system with access points extending from existing community roadways.
2. A top-of-the-bank roadway to be provided for a majority of the J.B. Little site’s frontage along the river, such that there is no possibility of an uninterrupted roadway link between 87 Street and an extension of Cameron Avenue. A top-of-bank road shall be constructed south of the Community League site to connect the Little Site with Cameron Avenue.

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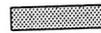
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3. At least two north-south streets to intersect the top-of-the-bank roadway on the site.
 4. All roadways developed on the site will be public.
 5. Pedestrian circulation and access linking the Riverdale Elementary School, the Community League, the "Little brick house" and the river.
 6. 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.
 7. Local residential street widths can be reduced with permission of the City's Transportation Department if it can be demonstrated that such reductions will not be a detriment to parking and traffic flow and that the subsequent streetscape will be in obedience of plan policies.
 8. The retention, where possible, of existing stands of mature vegetation on the site and their incorporation into a plan of subdivision.
 9. The preservation and retention of the "Little brick house" and yard, if possible, within the plan of subdivision.
 10. Single family lots not to exceed 15.24 m (50 ft.) in width, and 45.72 m (150 ft.) in length and 696.75 m² (7500 ft.²) in area.
 11. A housing mix, based on 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 50% semi, duplex, and row housing; and up to 40% stacked row housing and low rise apartment dwellings; to a maximum total of 300 dwellings of all types on the site.
 12. Single detached, duplex, and semi-detached housing conform to development regulations under the RF2 Low Density Infill District, except where superseded by the guidelines of this DC1 District.
 13. Row housing conform to development regulations as listed under the RF5 Row Housing District, except where superseded by the guidelines of this DC1 District.
 14. Stacked row housing conform to development regulations as listed under the RF6 Medium Density Multiple Family District, except where superseded by the guidelines of this DC1 District.
 15. Low rise apartments conform to development regulations as listed under the RA7 Low Rise Apartment District, except where superseded by the guidelines of this DC1 District.
 16. The minimum front yard requirement for all dwelling types will be 4.5 m (14.76 ft.). For single family, semi-detached and duplex dwellings, this may be further reduced to 3 m (9.84 ft.) at the discretion of the Development Officer, along with relevant reductions to the Separation Space, provided that:
 - a) the windows and Private Amenity Areas of the first storey front wall have been located, designed or screened so as to prevent overlooking by pedestrians into the dwelling;
 - b) structures over 1 story incorporate features to reduce the scale of development at the front (e.g. the second storey is set back, overhangs or front porches are provided).
 17. Multi-family housing shall be located such that:
 - a) the various types of multi-family housing are dispersed throughout the site and not concentrated in any one location or area of the site;
 - b) no block face of 76.2 m (250 ft.) or more shall consist entirely of one type of multi-family housing;
 - c) multi-family housing is located close to and, where possible, facing or backing onto public spaces such as parks, playgrounds and the school ground;
 - d) the maximum number of row housing units in any one row housing complex shall be 6;
 - e) row housing complexes of 6 dwellings shall not be located adjacent to each other in the same block face;
 - f) the maximum number of stacked row housing dwellings in any one stacked row housing complex shall be 12;
 - g) stacked row housing complexes of 12 dwellings shall not be located adjacent to each other in the same block face;
 - h) the maximum number of apartment dwellings in any one low rise apartment complex shall be 36;
 - i) no more than one apartment building shall be located in the same block face; and
 - j) there shall be no more than two apartment buildings along any exterior edge of the site.

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18. Architectural treatment of all residential developments shall:
 - a) include efforts to lessen the perception of mass and scale which may include such means as, a further setback of the second storey, and/or provision of dormers, porches or verandas to break up the front facade;
 - b) demonstrate sufficient individuality by ensuring that adjacent developments are not identical in exterior design; and
 - c) maintain visual access to pedestrian walkways and Capital City Recreation Park Trail . The maximum height of any fence which borders a walkway or trail will be 1.25 m (4.1 ft.).
19. Structures located on sites, where yards abut two public roadways (not a laneway), or a public road and a public walkway, will include architectural features such as windows, verandas, roofline features and entrances for those portions of the structures facing the roadways and public walkway.
20. Architectural treatment of duplexes shall:
 - a) have at least one dwelling with a front entranceway oriented to the street.
21. Architectural treatment of semi-detached developments shall:
 - a) provide for a separate roofline or roof feature to be applied to each dwelling rather than contain both dwellings under one unbroken A-line roof;
 - b) include separate defined entranceways oriented to the street; and
 - c) include separate front walkways leading to the public sidewalk.
22. Architectural treatment of row houses shall:
 - a) ensure that each dwelling has its own roofline or roofline features;
 - b) provide for a continuous frontage of dwellings onto the street with each dwelling having a street oriented entranceway and individual sidewalk going to the public sidewalk; and
 - c) allow for row houses to be set back from each other to lessen the perception of mass and scale.
23. Architectural treatment of stacked row housing and apartments shall ensure:
 - a) clear distinctions between private, semi-private, and public open space, especially along the street frontage;
 - b) stacked row housing dwellings at the ground and second storey are accessed directly by entrances from the street;
 - c) apartment buildings have one or more street oriented entrances to be distinguished by some architectural detail;
 - d) a minimum of 25% of all apartment dwellings are Family Oriented in accordance with the requirements of Section 9, Clause (20) of the Land Use Bylaw;
 - e) minimum Private Outdoor Amenity Space of 30 m² (322.93 ft.²) per Family Oriented Dwelling any part of which is contained in the lowest storey and 15 m² (161.46 ft.²) per Family Oriented Dwelling no part of which is contained in the lowest storey;
 - f) the appearance of mass and height will be reduced where there is frontage along a public roadway or pedestrian walkway through:
 - i) the use of features which vertically break up the facade of the building and help define individual dwellings;
 - ii) a 3 metre setback above the second story for buildings over 2 stories in height;
 - iii) a building grade level that is not significantly higher than the street level; and
 - iv) the avoidance of roof features which tend to accentuate height (such as steeply pitched roofs, dormers, gables and turrets) above the second storey.
 - g) the width of any apartment building shall not exceed 45 m (147.64 ft.) on any frontage where there is a road or pedestrian access; and
 - h) all resident parking for apartment buildings shall be underground or located in the building footprint.
24. Any development for reuse of the “Little brick house” shall:
 - a) preserve the original structure of the house and existing mature landscaping;
 - b) if there are exterior renovations, they shall be made in an attempt to restore the structure to its original form (e.g., the recent addition could be removed);
 - c) ensure that any additional development of structures on site don’t 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

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Map 10 Floodplain Management

-  1:100 Flood Frequency
-  1:25 Flood Frequency
-  Floodplain Protection Overlay



d) allow parking associated with discretionary uses to be provided on-site without necessarily meeting the requirements of the Land Use 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.

5.2.7 CNC* Neighbourhood Convenience Commercial District

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

79/84 To provide a district to permit pedestrian-oriented neighbourhood convenience commercial uses in Riverdale in order to achieve the objectives of Section 2.4 of this Plan.

Development Regulations

Generally the regulations of the CNC District shall apply, except where superseded by the following:

- 1. Future development shall not provide any yard setbacks adjacent to public roadways, with the exception of laneways.

Advice to the Development Officer

- 1. Uses having a gross floor area of over 275 m² will 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 can 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 Streets;
- (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.

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