

Bylaw 20319

A Bylaw to amend Bylaw 17270, as amended,
being the Riverview Neighbourhood 3 Neighbourhood Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on September 22, 2015, the Municipal Council of the City of Edmonton passed Bylaw 17270, being the Riverview Neighbourhood 3 Neighbourhood Structure Plan; and

WHEREAS Council considers it desirable from time to time to amend Bylaw 17270, being Riverview Neighbourhood 3 Structure Plan; and

WHEREAS an application was received by Administration to amend the Riverview Neighbourhood 3 Neighbourhood Structure Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. Bylaw 17270, the Riverview Neighbourhood 3 Neighbourhood Structure Plan is hereby amended by:

- a. Deleting all references to “Riverview Neighbourhood 3” and replacing them with “River’s Edge.”;
- b. Deleting all references to “Edmonton Transit System” and replacing it with “Edmonton Transit Service.”;
- c. Deleting the second last paragraph in Section 1.1 "Planning Framework and Plan Area” and replacing it with the following:

“The River’s Edge NSP is the third of four neighbourhoods described in the Riverview ASP and encompasses approximately 420 hectares (ha) of land located in southwest Edmonton (see Figure 1: Location Plan and Figure 2: Plan Boundaries) and is defined by the following general boundaries:

North: (Realigned) 23 Avenue and Anthony Henday Drive

East: North Saskatchewan River Valley

South: Quadrant Avenue

West: (Realigned) 199 Street”;

- d. Deleting the first sentence in Section 2.1 "General Plan Context" and replacing it with the following: "River's Edge is the third of four neighbourhoods in the Riverview ASP and covers approximately 420 hectares (ha).";
- e. Deleting the second sentence in Section 2.1.3 "Existing Land Uses" and replacing it with the following: "Three country residential subdivisions have been developed, totalling approximately 41 ha in area, and located along the North Saskatchewan River Valley Ravine (River Heights Drive NW, 17 Avenue SW, and 199 Street NW).";
- f. Deleting the last two paragraphs in Section 2.1.6 "Natural Areas and Ecological Resources" and replacing it with the following:

"The City of Edmonton's Inventory of Environmentally Sensitive and Significant Natural Areas (Geowest 1993) identifies one environmentally sensitive or significant natural area within the boundaries of the River's Edge NSP. At the time of development of the NSP, access to feature W14 was not available and therefore the extent of the feature and whether it is MR, ER or a combination of the two has not been determined. Necessary technical studies will be required prior to rezoning.

Two Phase II Ecological Network Reports (Stantec Consulting Ltd., 2015 & Stantec Consulting Ltd., 2022) have been submitted under separate cover and identifies the neighbourhood's various natural features throughout the neighbourhood.

Through field surveys and analysis of historical aerial photographs, the 2015 Phase II Ecological Network Report found that no significant Natural Areas were identified and designated to be retained within the Plan area. The 2022 Phase II Ecological Network Report, which was prepared in support of the amendment to include additional lands within the River's Edge NSP area, identified a natural area mainly comprised of a tree stand that was to be retained. Additionally, this Phase II Ecological Network Report identified the presence of a wetland (W14 as identified in the Phase II ENR). This identified feature is located on non-participating lands, and therefore further analysis could not be completed to determine whether the feature is a wetland nor the precise boundary. This feature and an associated 30 metre buffer has been preliminarily designated as Wetland (ER) W14 on the applicable figures within the River's Edge NSP and within the Land Use and Population Statistics. Prior to the rezoning of these lands, detailed studies will be required to determine the true extent of the feature and eventual land use designation.

Specific descriptions and areas of any existing natural features can be found in the Phase II Ecological Network Report submitted to the City of Edmonton under separate cover.

NW 663 is a linear tree corridor that provides connectivity to the North Saskatchewan River valley and ravine system as well as maintains connectivity from the River's Edge NSP to the retained natural areas within the Stillwater NSP (NW354, NW355 and NW357). The natural area extends to the west and southern edges of the NSP area into sections that are not being retained. The natural area includes upland aspen woodland alliance forested areas as well as a seasonal graminoid marsh and a shrubby swamp.”;

- g. Deleting the third sentence of the second paragraph in Section 2.1.7 "Slope Stability - North Saskatchewan River" and replacing it with the following: "Geotechnical Slope Stability Studies, ground truthing, and a Top of Bank (TOB) Walk will be required for all non-participating landowners along the TOB when the applicable lands are rezoned in the future. This will be required to confirm the boundaries and appropriate setbacks with zoning and subdivision.”;
- h. Deleting the second sentence of the first paragraph in Section 3.1 "Neighbourhood Concept" and replacing it with the following: "The neighbourhood is predominantly residential in character, providing a mix of low, medium, and high density residential opportunities.”;
- i. Deleting the last sentence of the third paragraph in Section 3.1 "Neighbourhood Concept" and replacing it with the following: "The District Park will also be home to two (public and separate) high schools serving the student population of the Riverview ASP area, as well as a K-6 Francophone School.”;
- j. In Section 4.1, deleting the last sentence in the "Implementation" paragraph of Objective 1 and replacing it with the following: "The design of the public realm shall be reviewed and developed in conjunction with the responsible civic departments to ensure the incorporation of appropriate design elements using the City of Edmonton's Transit Oriented Design Guidelines, Complete Streets Guidelines, Safe Mobility Strategy, and Winter City Strategy.”;
- k. In Section 4.1 "Streetscapes and Built Form", deleting the second numbered policy under Objective 2" and replacing it with the following: "2. Streets within the Pedestrian Zone should provide a greater mix of roadway cross-sections that accommodate all modes of transport on city streets, with modal priority given to pedestrians, bicyclists and transit.”;
- l. In Section 4.1 "Streetscapes and Built Form", deleting the sixth numbered policy under Objective 4 and replacing it with the following: "6. A minimum of 50% of the Stormwater

Management Facilities’ perimeter shall be designed with a shared use path. Where feasible, a shared use path may be provided around the entire Stormwater Management Facility and include pedestrian-level lighting.”;

- m. Deleting the first sentence of the third paragraph in Section 5 “Land Use” and replacing it with the following: “The District Park is located in the central portion of the neighbourhood, with access to two arterial roadways, ensuring sufficient and convenient access by pedestrians, cyclists, transit users and automobiles.”;
- n. Deleting the first sentence of the first paragraph of Section 5.1 “Residential” and replacing it with the following: “Residential uses in River’s Edge are comprised of Single/Semi-detached Housing, (Stacked) Row Housing, Low-rise/Medium Density Housing, and High Density Housing.”;
- o. Deleting the first sentence of the second paragraph of Section 5.1 “Residential” and replacing it with the following: “Three Country Residential nodes are located along the bank of the North Saskatchewan River Valley Ravine, on River Heights Drive NW, 17 Avenue SW, and 199 Street NW.”;
- p. Deleting the first sentence of the fourth paragraph of Section 5.1 “Residential” and replacing it with the following: “The Row Housing, Low-rise/Medium Density Housing, and High-Density Housing designations allow for higher density residential uses such as row housing, stacked row housing, and apartment housing.”;
- q. In Section 5.1 “Residential”, deleting the first numbered policy under Objective 10 and replacing it with the following: “1. Commercial, medium density, or high density residential uses shall not be permitted adjacent to County Residential land uses.”;
- r. In Section 5.1 “Residential”, deleting the third numbered policy under Objective 17 and renumbering subsequent numbered policies accordingly;
- s. In Section 6.1 “Ecological Areas”, deleting the text of the “Overview and Rationale” and replacing it with the following:

“The North Saskatchewan River Valley (NSRV) and ravine system is an important ecological system in Edmonton. The NSP ensures that the NSRV and ravine system is preserved and protected through the establishment of an Urban Development Line (UDL) demarcating the boundary between urban development and non-developable area (Environmental Reserve). Public access to the River Valley and Ravine System shall be provided via a combination of Top of Bank (TOB) Park and roadway. From the west, a retained corridor of a combination of treed areas, a stormwater management facility and greenway, will provide a connection from Richard Rice Boulevard to the North Saskatchewan River Valley. Wildlife crossings will be

considered in accordance with the Wildlife Passage Guidelines and specific structure types are detailed in the ENR which has been submitted under separate cover.

In addition, a TOB shared use path will be established along the entire length of the NSRV TOB for circulation and amenity purposes. An exception to this would be previously developed areas that have been subdivided for residential development. In this scenario, a linkage will connect back into the neighbourhood's pedestrian network (e.g., streets and greenways).”;

- t. In Section 6.1 “Ecological Areas, adding the following numbered policy in Objective 19:

“5. The Urban Development Line (UDL) shall be established based on geotechnical recommendations and current City Policy, to ensure enjoyment, preservation and protection of the North Saskatchewan River Valley and Ravine System. The UDL shall separate developable from non-developable areas to preserve and protect the NSRV, ensuring that urban development is reasonably safe from environmental hazard risk and that public access, visual amenities and recreation opportunities are maximized.”;
- u. In Section 6.1, “Ecological Areas”, deleting the “Implementation” paragraph of Objective 19 and replacing it with the following:

“Environmental Reserve (ER) will be dedicated to the City of Edmonton at the time of subdivision, in accordance with the MGA. A geotechnical slope stability report, detailing the required setbacks and other recommendations to ensure bank stability for urban development, shall be submitted and reviewed by Transportation Services in compliance with the City of Edmonton’s Policy C542. Confirmation of Geotechnical Slope Stability, detailing the required setbacks and other recommendations to ensure bank stability for urban development, is required at the rezoning and subdivision stage for all parcels abutting the North Saskatchewan and River Valley. Both the District Park and Urban Village Park are located abutting the top-of-bank in the east boundary of the plan area (**Figure 5: Development Concept**) and provide points of entry or staging areas for residents and visitors to access the river valley and its trails directly from the neighbourhood. Prior to the rezoning of such areas, provisions for parking in parks or along the top of bank roadway will be determined by Transportation Services, Planning Coordination and Planning and Environmental Services.”;
- v. In Section 6.1 “Ecological Areas”, changing the name of Objective 20 from “Objective 20: Strengthen Edmonton’s Ecological Network” to “Objective 20: Strengthen Edmonton’s ecological network and maintain ecological linkages to the North Saskatchewan River valley and ravine system.”;

- w. In Section 6.1 “Ecological Areas”, deleting the second numbered policy of Objective 20 and replacing it with the following: “2. Design open space areas, including the District Park, to support the movement of wildlife as identified in the ENR.”;
- x. In Section 6.1 “Ecological Areas”, adding the following numbered policy in Objective 20: “5. Maintain wildlife connections within the neighbourhood to the greater North Saskatchewan River and ravine system.”;
- y. In Section 6.1 “Ecological Areas”, adding a new Objective as follows and renumbering the remaining Objectives accordingly:
“Objective 21: Preserve and Protect Natural Areas

The River’s Edge neighbourhood identifies natural areas to be retained, including one wetland complex and Natural Area NW633. The neighbourhood’s natural areas provide the basis for plant and animal populations to be integrated within the neighbourhood adding diversity and vitality, as well as to maintain the ecological connectivity function of these identified areas. The following policies shall provide the necessary guidance for these identified lands as well as the eventual development that will exist adjacent to them:

1. A Natural Areas Management Plan (NAMP) shall be completed prior to the rezoning or subdivision of land located within 250 m of a natural area to be retained.
2. Conservation planning in River’s Edge shall adhere to City of Edmonton Policy C531 Natural Areas Systems.
3. A Wetland Assessment shall be completed for each titled parcel.
4. Each retained Natural Area shall be appropriately buffered from urban development, in accordance with the recommendations of a Natural Area Management Plan.
5. Where Natural Areas and buffers are to be retained, land shall be dedicated as Environmental or Municipal Reserve, in accordance with the Municipal Government Act.
6. Surface flows shall be directed to Natural areas to maintain the pre-development water balance to the greatest extent possible.
7. Explore opportunities for the retention of natural areas through a variety of mechanisms including retention, compensation, or incorporation with stormwater management facilities and other open space elements.
8. Streetlighting shall be designed to reduce light pollution in proximity to retained natural areas.”;

- z. In Section 6.2 “Green Development”, adding the following paragraphs to the “Implementation” sub-section of Objective 22:

"An ENR and NDR was prepared and submitted under separate cover in support of the NSP. The ENR identifies natural areas and provides an assessment of the existing ecological network as well as provides recommendations on how to conserve and protect natural areas.

The NDR reviews and identifies the natural area pre-development and post-development basin hydrology.

A Wetland Assessment is required for each titled area prior to rezoning or subdivision approval. For wetland W14, Environmental Reserve boundaries and water balance will be confirmed in conjunction with the preparation of a site-specific Natural Area Management Plan and NDR updates at the rezoning and subdivision stage. Adjustments to the abutting Municipal Reserve may be made to ensure the maintenance of the ecological corridor connecting to the North Saskatchewan River Valley. The Subdivision Authority in consultation with the City’s parks and ecological planners will determine the dedication of reserves owing for the neighbourhood to be confirmed by legal survey at the time of subdivision.”;

- aa. In Section 6.3 “Parks and Open Space”, deleting the first sentence under the District Park heading and replacing it with the following: “Located within the central area of the NSP and along the west bank of the NSRV, the District Park is intended to incorporate a wide range of recreation programming, offering both active and passive outdoor recreation uses, including: sports fields and access to the NSRV trail system.”;
- bb. In Section 6.3 “Parks and Open Space”, deleting the first sentence under the Urban Village Park heading and replacing it with the following: “Two Urban Village Parks in River’s Edge have been located to provide active and passive recreational opportunities for neighbourhood residents. The southern Urban Village park is below the Top of Bank SWMF Setback. Groundwater features such as permanent fountains, spray/splash parks and in ground sprinklers are not permitted.”;
- cc. In Section 6.3 “Parks and Open Space”, adding the following to the end of the text under the TOB Public Upland Area heading:
- “All setback lines (top of bank, Urban Development Line, Building limit line and SWMF setback lines) along the NSRV as identified on Figure 5: Development Concept, have yet to be established through geotechnical analysis and such analysis must be completed prior to the

- rezoning or subdivision of any land located within 150 m of the top of bank identified in Figure 5: Development Concept. Until a geotechnical study is completed for this area, development within 150 m along the NSRV will not be permitted.”;
- dd. In Section 6.3 “Parks and Open Space”, deleting the first sentence of the “Implementation” paragraph of Objective 23 and replacing it with the following: “Implementation: The district park, urban village parks, pocket parks, and open space network is conceptually illustrated in Figure 5: Development Concept and Figure 6: Ecological Network and Parks.”;
- ee. In Section 6.3 “Parks and Open Space”, adding the following text at the end of the “Implementation” paragraph of Objective 23:
 “A linear greenway connection, located east of the SWMF and west of the NSRV will be 16 m in width, where 6 m will be dedicated as road right-of-way and will accommodate an active modes connection via a 3 m paved shared use path. The other portion (10 m) will be dedicated as Municipal Reserve to encourage ecological connectivity along this corridor, utilizing the existing trees. Local roadway(s) will be permitted to bisect the greenway to provide for vehicular connections.”;
- ff. In Section 7.1 “Sanitary and Stormwater Servicing”, adding the following text at the end of the first paragraph of Objective 28: “A rezoning level NDR will be required with the first rezoning application for land within 50 metres of W14 to ensure proper drainage of the District Park site as well as water balance to ensure the viability of W14.”;
- gg. In Section 7.1 “Sanitary and Stormwater Servicing”, adding the following numbered policy in Objective 28” “3. Where feasible, retain trees within NW633 throughout the design and development of the adjacent SWMF.”;
- hh. In Section 8.1 “Roadway Network, deleting the second numbered policy of Objective 35 and replacing it with the following: “2. A well-integrated system of arterial, collector, and local roadways shall be established for vehicular, cyclist, and pedestrian circulation that strongly discourages cul-de-sacs within the neighbourhood boundaries.”;
- ii. In Section 8.1 “Roadway Network, adding a new numbered policy to Objective 35 that reads: “6. Intersection design shall incorporate measures such as curb extensions, raised crossings, textured paving materials, and other measures, to promote livable, safe streets for residents and all road users.”;
- jj. In Section 8.1 “Roadway Network, changing the name of Objective 36 from “Design collector roadways to enhance safety, minimize internal roadway congestion and move vehicular traffic efficiently through the neighbourhood” to “Design collector and other roadways that provide

- connectivity to arterial roads in a way that will enhance safety, minimize internal roadway congestion and move vehicular traffic efficiently through the neighbourhood.”;
- kk. In Section 8.1 “Roadway Network”, deleting the first paragraph of Objective 36 and replacing it with the following: “Front drive access will be restricted along collector roadways with high traffic volumes in order to promote a safe and pedestrian friendly streetscape and to reduce vehicular conflicts. Traffic calming measures such as roundabouts, pedestrian islands, raised crossings, and curb extensions should be applied where appropriate throughout the neighbourhood, particularly at significant roadway locations (e.g. collector-to-collector or local-to-collector intersections, in proximity to neighbourhood schools) to help foster safe and livable streets.”;
- ll. In Section 8.1 “Roadway Network, adding the following numbered policies to Objective 36:
- “3. Roadways that are not designated collector but provide connectivity to arterial roads and carry high traffic volumes shall be designed considering the functionality of the roadway and may require additional road right-of-way to safely accommodate all modes of travel (e.g. separated bicycle facilities, shared use paths, wider sidewalks, multiple travel lanes parking restrictions etc.).
4. All collector roadways shall be developed with sidewalks and/or shared use paths on both sides of the street, providing a sufficient level of pedestrian access. Bikeway facilities are also required along all collector roadways and shall be incorporated with the City bike network following current city guidelines.”;
- mm. In Section 8.1 “Roadway Network, deleting the first sentence of the “Implementation sub-section of Objective 36 and replacing it with the following: “The Subdivision Authority, in consultation with Transportation Services shall have regard for the number of lots having direct access onto collector and other roadways that directly connect to arterial roads.”;
- nn. In Section 8.2 “Transit and Land Use Integration”, deleting the third sentence of the implementation sub-section of Objective 37 and replacing it with the following: “Walkability in the station area shall be promoted through the use of walkways and streets that include wider sidewalks, high quality street lighting, and boulevard trees and plantings. Additional treatments may include continuous or raised crossings, and pedestrian -level lighting.”;
- oo. In Section 8.2 “Transit and Land Use Integration”, deleting the second sentence of the first paragraph of Objective 38 and replacing it with the following: "The neighbourhood has been designed to optimize access to transit, with most residents within ETS guidelines for acceptable walking distance to bus stops. Neighbourhood design in the southern portion of the

- River's Edge NSP should include direct connections to Richard Rice Boulevard, including walkways when the road network is unable to provide a direct connection.";
- pp. In Section 8.2 "Transit and Land Use Integration", deleting the first numbered policy of Objective 38 and replacing it with the following: "1. The neighbourhood should be designed so as to optimize access to transit, with most residents within ETS guidelines for acceptable walking distance to bus stops.";
- qq. In Section 8.2 "Transit and Land Use Integration", deleting the second numbered policy of Objective 38 and replacing it with the following: "2. Neighbourhood design for areas outside of a 600 m walking distance to transit should be designed to minimize walking distance to transit through the use of walkways and shorter block lengths.";
- rr. In Section 8.2 "Transit and Land Use Integration", deleting the second and third sentences of the "Implementation" paragraph of Objective 38 and replacing it with the following: "Neighbourhood design south and east of Richard Rice Boulevard NW, which includes areas outside of 600 m walking distance to transit, shall be designed to include direct pedestrian connections to bus stops on Richard Rice Boulevard NW, including walkways, shorter block lengths, and/or other measures required to provide a direct connection.";
- ss. In Section 8.2 "Transit and Land Use Integration", deleting the first sentence of the second paragraph of Objective 39 in its entirety;
- tt. In Section 8.2 "Transit and Land Use Integration", deleting the first numbered policy of Objective 39 and replacing it with the following: "1. Commercial, Low-rise/Medium Density Residential, Mixed Uses developments, and High Density Residential shall be located adjacent to arterial or collector roadways, or within 600 m of a transit centre.";
- uu. In Section 8.2 "Transit and Land Use Integration", deleting the last two sentences of the "Implementation" sub-section of Objective 39 in their entirety;
- vv. Deleting the last sentence of the third paragraph of Section 8.3 "Active Modes Network" and replacing it with the following: "In addition, all local roadways will be developed with sidewalks on both sides of the road, and collector roadways will be developed with sidewalks/shared use paths on both sides of the road providing a sufficient level of pedestrian access within the neighbourhood.";
- ww. In Section 8.3 "Active Modes Network", deleting the fifth numbered policy of Objective 41 and replacing it with the following: "5. Mid-block crossings and intersections shall be designed to facilitate safe pedestrian movements across collector or arterial roadways, including pedestrian/cyclist crossing controls as required.";

- xx. In Section 8.3 “Active Modes Network”, deleting the sixth numbered policy of Objective 41 and replacing it with the following: “All collector roadways shall be developed with sidewalks and/or shared use paths on both sides of the street, providing a sufficient level of pedestrian access. Bikeway facilities are also required along all collector roadways and shall be incorporated with the City bike network, following current city guidelines.”;
- yy. In Section 8.3 “Active Modes Network”, deleting the seventh numbered policy of Objective 41 and replacing it with the following: “All local roadways shall be developed with sidewalks on both sides of the street.”;
- zz. In Section 8.3 “Active Modes Network”, adding a new numbered policy to Objective 41 that reads: “10. Where sites which are wider than 120 m back onto neighbourhood and regional amenities such as District Parks and the North Saskatchewan River Valley, publicly accessible walkways and/or other measures to ensure sufficient pedestrian access is encouraged, where feasible.”;
- aaa. In Section 8.3 “Active Modes Network”, adding the following text after the first sentence of the second paragraph of the “Implementation” sub-section of Objective 41 “The alignment of active mode connections around stormwater management facilities as shown in Figure 13: Active Mode Transportation Network are conceptual. The exact alignment will be determined at subdivision and detailed design.”;
- bbb. Following the table of contents, adding the map entitled “Bylaw 20319 – Amendment to River’s Edge Neighbourhood Structure Plan”, attached hereto as Schedule “A” and forming part of this bylaw;
- ccc. Deleting “APPENDIX 3 LAND USE AND POPULATION STATISTICS” and replacing it with “APPENDIX 3 LAND USE AND POPULATION STATISTICS”, attached hereto as Schedule “B” and forming part of this bylaw;
- ddd. Deleting “Figure 1 – Location Plan” and replacing it with “Figure 1 – Location Plan”, attached hereto as Schedule “C” and forming part of this bylaw;
- eee. Deleting “Figure 2 – NSP Boundaries” and replacing it with “Figure 2 – NSP Boundaries”, attached hereto as Schedule “D” and forming part of this bylaw;
- fff. Deleting “Figure 3 – Site Contours” and replacing it with “Figure 3 – Site Contours”, attached hereto as Schedule “E” and forming part of this bylaw;
- ggg. Deleting “Figure 4 – Site Constraints” and replacing it with “Figure 4 – Site Constraints”, attached hereto as Schedule “F” and forming part of this bylaw;
- hhh. Deleting “Figure 5 – Development Concept” and replacing it with “Figure 5 – Development Concept”, attached hereto as Schedule “G” and forming part of this bylaw;

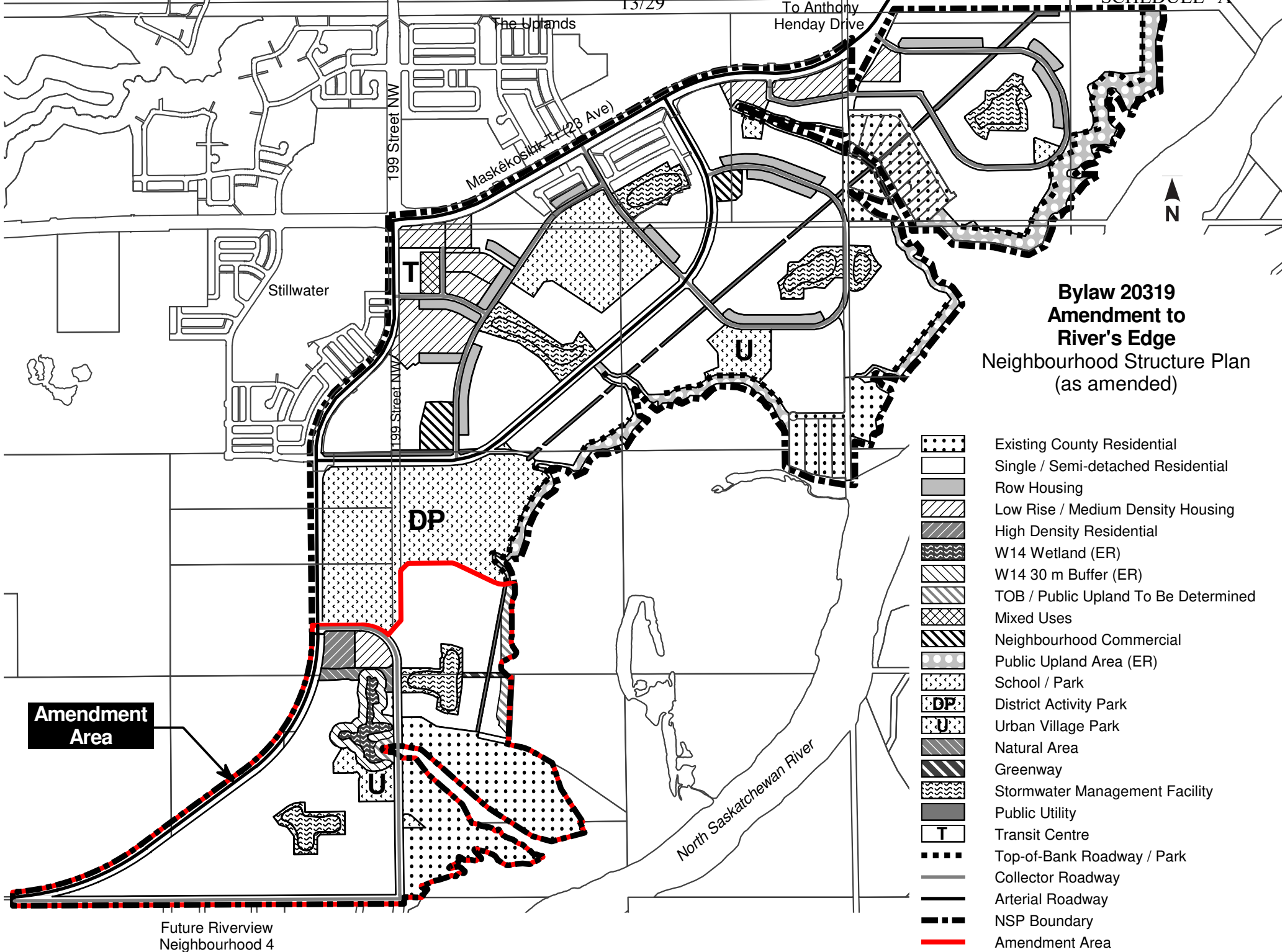
- iii. Deleting “Figure 6 – Ecological Network and Parks” and replacing it with “Figure 6 – Ecological Network and Parks”, attached hereto as Schedule “H” and forming part of this bylaw;
- jjj. Deleting “Figure 7 – Urban Agriculture and Food” and replacing it with “Figure 7 – Urban Agriculture and Food”, attached hereto as Schedule “I” and forming part of this bylaw;
- kkk. Deleting “Figure 8 – Sanitary Servicing” and replacing it with “Figure 8 – Sanitary Servicing”, attached hereto as Schedule “J” and forming part of this bylaw;
- lll. Deleting “Figure 9 – Stormwater Servicing” and replacing it with “Figure 9 – Stormwater Servicing”, attached hereto as Schedule “K” and forming part of this bylaw;
- mmm. Deleting “Figure 10 – Water Servicing” and replacing it with “Figure 10 – Water Servicing”, attached hereto as Schedule “L” and forming part of this bylaw;
- nnn. Deleting “Figure 11 – Staging” and replacing it with “Figure 11 – Staging”, attached hereto as Schedule “M” and forming part of this bylaw;
- ooo. Deleting “Figure 12 – Transportation” and replacing it with “Figure 12 – Transportation”, attached hereto as Schedule “N” and forming part of this bylaw;
- ppp. Deleting “Figure 13 – Active Mode Transportation” and replacing it with “Figure 13 – Active Mode Transportation”, attached hereto as Schedule “O” and forming part of this bylaw; and
- qqq. Deleting “Figure 14 – Low Impact Development Opportunities” and replacing it with “Figure 14 – Low Impact Development Opportunities”, attached hereto as Schedule “P” and forming part of this bylaw.

READ a first time this	day of	, A. D. 2022;
READ a second time this	day of	, A. D. 2022;
READ a third time this	day of	, A. D. 2022;
SIGNED and PASSED this	day of	, A. D. 2022.

THE CITY OF EDMONTON

MAYOR

CITY CLERK



**Bylaw 20319
Amendment to
River's Edge
Neighbourhood Structure Plan
(as amended)**

- Existing County Residential
- Single / Semi-detached Residential
- Row Housing
- Low Rise / Medium Density Housing
- High Density Residential
- W14 Wetland (ER)
- W14 30 m Buffer (ER)
- TOB / Public Upland To Be Determined
- Mixed Uses
- Neighbourhood Commercial
- Public Upland Area (ER)
- School / Park
- District Activity Park
- Urban Village Park
- Natural Area
- Greenway
- Stormwater Management Facility
- Public Utility
- Transit Centre
- Top-of-Bank Roadway / Park
- Collector Roadway
- Arterial Roadway
- NSP Boundary
- Amendment Area

**Amendment
Area**

Future Riverview
Neighbourhood 4

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

APPENDIX 3 LAND USE AND POPULATION STATISTICS

River's Edge Neighbourhood Structure Plan Land Use and Population Statistics Bylaw 20319

	Area (ha)	% of GA	% of GDA
Gross Area	419.67	100%	
Environmental Reserve			
Public Upland Setback (ER)	17.06	4.1%	
Wetland (W14)	4.41		
Pipeline & Utility Right-of-Way	3.91	0.9%	
Arterial Road Right-of-Way	18.84	4.5%	
Existing Country Residential	41.05	9.8%	
Existing MR	0.26	0.1%	
Top of Bank Non-credit Municipal Reserve	1.18	0.3%	
Gross Developable Area	332.96		100%
Commercial			
Neighbourhood Commercial	2.99		0.9%
Mixed Use	0.49		0.1%
Parkland, Recreation, School (Municipal Reserve)			
District Park	33.76		10.1%
School / Park	13.00		3.9%
Urban Village Park	5.72		1.7%
Pocket Park	1.04		0.3%
W14 MR	1.42		0.4%
Greenway	0.30		0.1%
Natural Area	0.78		0.2%
Transportation			
Circulation	66.59		20.0%
Transit Centre	1.45		0.4%
Infrastructure & Servicing			



16.8%

Stormwater Management	20.30	6.1%
Total Non-Residential Area	147.84	44.4%
Net Residential Area (NRA)	185.12	55.6%

RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION

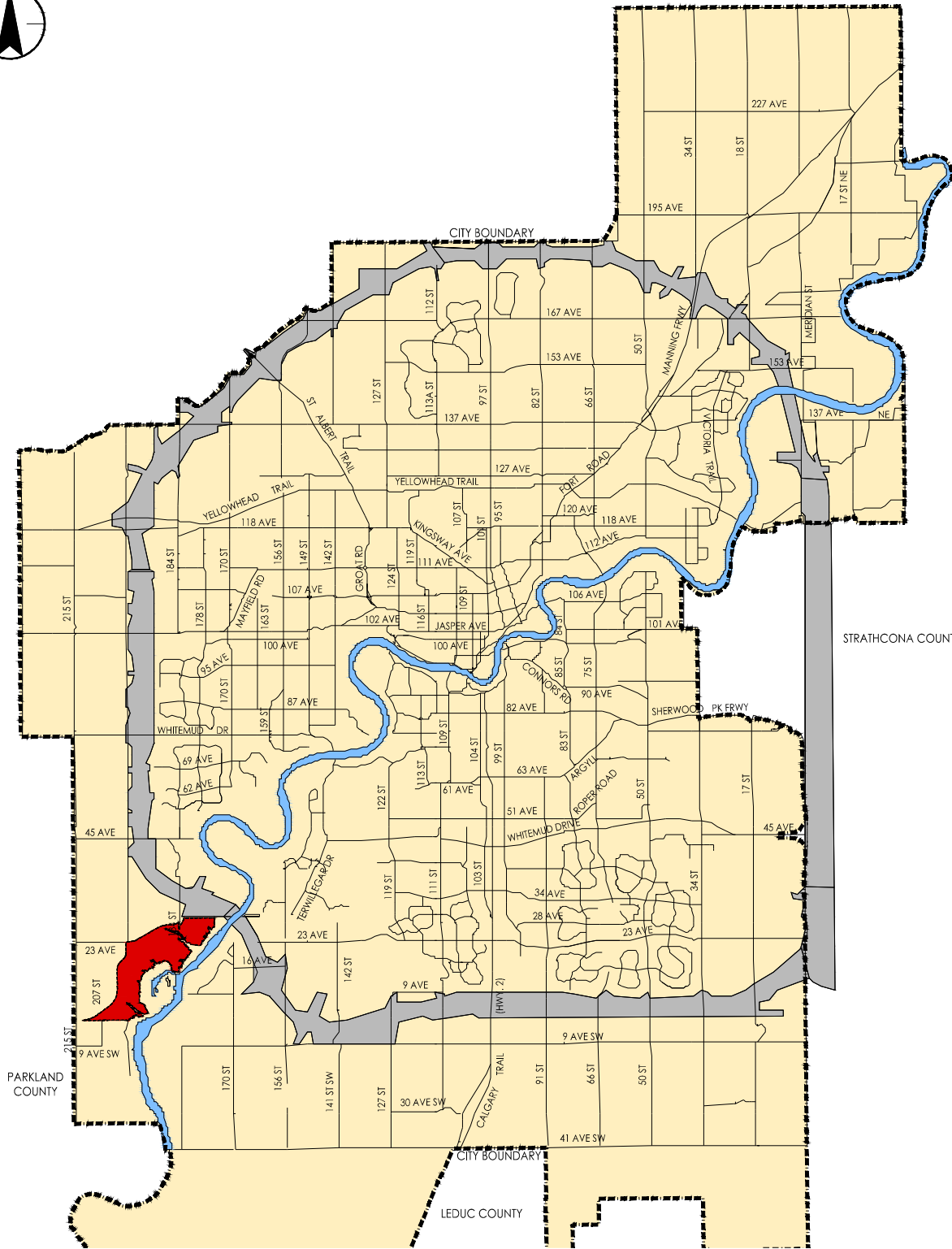
Land Use	Area (ha)	Units/ha	Units	% of NRA	People / Unit	Population
Single/Semi-Detached	155.61	25	3890	84.1%	2.8	10893
Row Housing	10.51	45	473	5.7%	2.8	1324
Low-rise/Medium Density Housing	16.97	90	1527	9.2%	1.8	2749
High Density Residential	1.54	225	347	0.8%	1.5	520
Town Centre Mixed Use/Residential	0.49	225	110	0.3%	1.5	165
Total	185.12		6347	100.0%		15651

SUSTAINABILITY MEASURES

Population Per Net Hectare						84.5
Dwelling Units Per Net Residential Hectare (du/nrha)						34.3
(Single/Semi-detached) / Row Housing; Low-rise/Medium to High Rise) Unit Ratio						
Population (%) within 500 m of parkland						93%
Population (%) within 600 m of Transit Service						94%
Population (%) within 600 m of Commercial Service						43%
Presence/Loss of Natural Areas		Land	Water			
Protected as Environmental Reserve		21.47	0			
Conserved as Naturalized Municipal Reserve (ha)		1.28	0			
Protected through other means (ha)		1.18	0			
Lost to Development (ha)		9.71	0			

STUDENT GENERATION STATISTICS

Level	Public	Separate
Elementary	666	333
Junior High School	333	166
Senior High School	333	166
Total	1332	666



NTS
ORIGINAL SHEET - ANSI A

March 2, 2021
1161 109380

Legend

River's Edge NSP

Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.
1.0
Title
Location Plan

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NTS
ORIGINAL SHEET - ANSIA

October 7, 2022
1161 109380

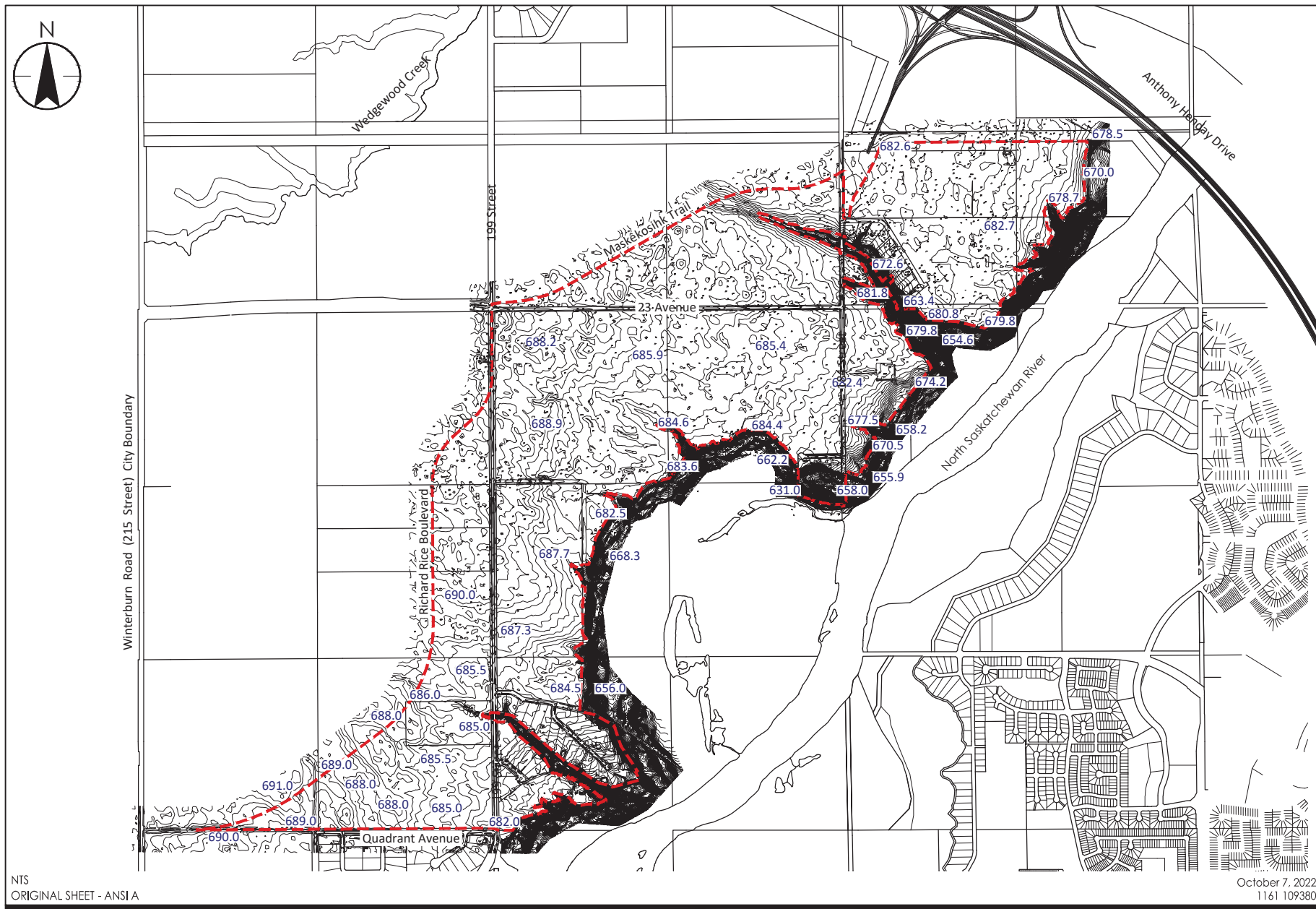
- Legend**
- River's Edge NSP Boundary
 - Adjacent Neighbourhood Boundary

Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.
2.0

Title
NSP Boundaries

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 2022/10/07 1:45 PM By: Rachinski, Bryan



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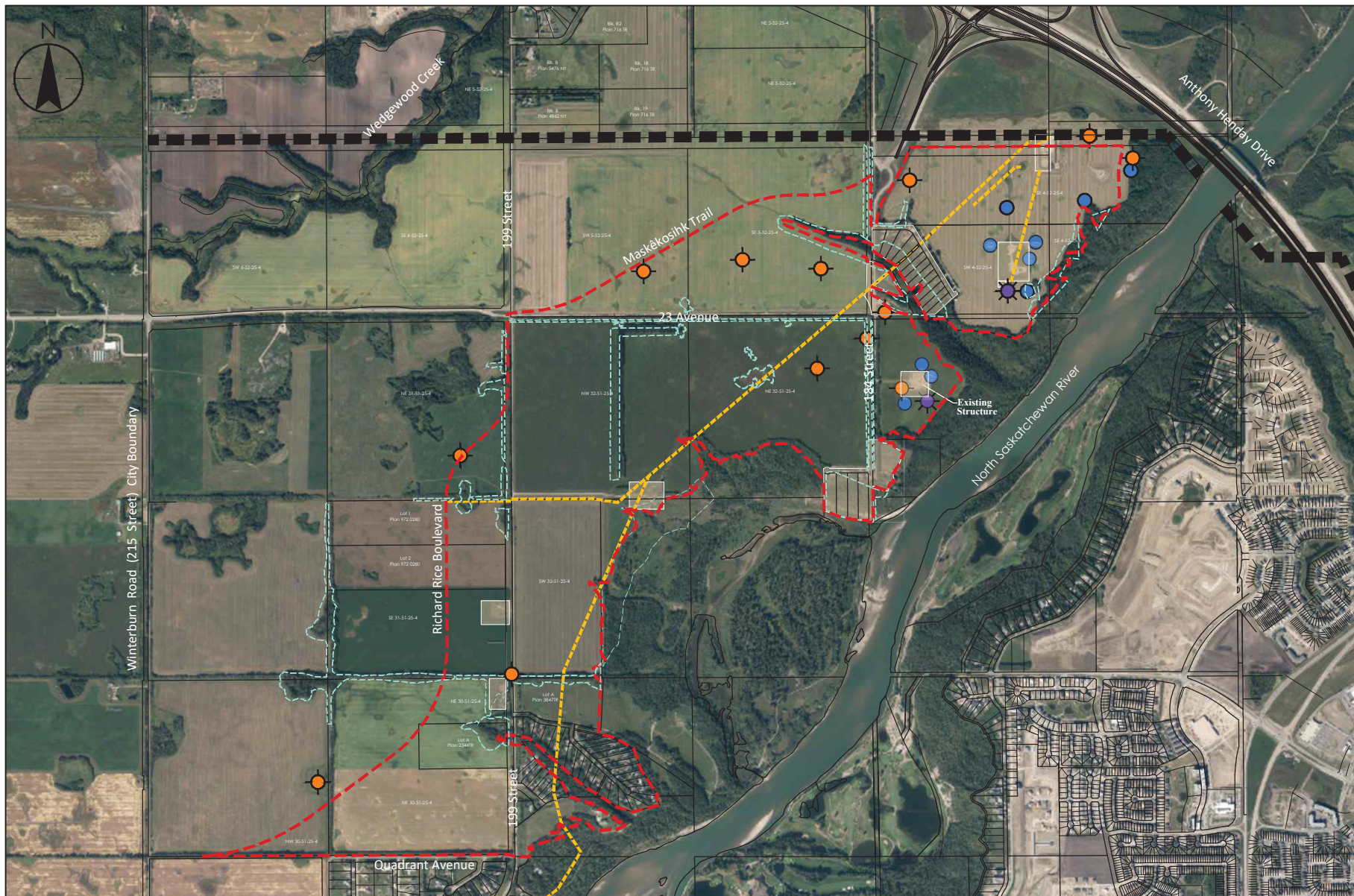
October 7, 2022
1161 109380

Legend
 ## Elevation in Metres
 --- NSP Boundary

Client/Project
 River's Edge
 Neighbourhood Structure Plan

Figure No.
 3.0
 Title
 Site Contours

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Legend

-  Existing Structure/Building
-  Flowing Oil Wellhead
-  Abandoned Wellhead
-  Flowing Gas Wellhead
-  Gas Pipeline R/W
-  Altalink Powerline R/W
-  Natural Area
-  NSP Boundary

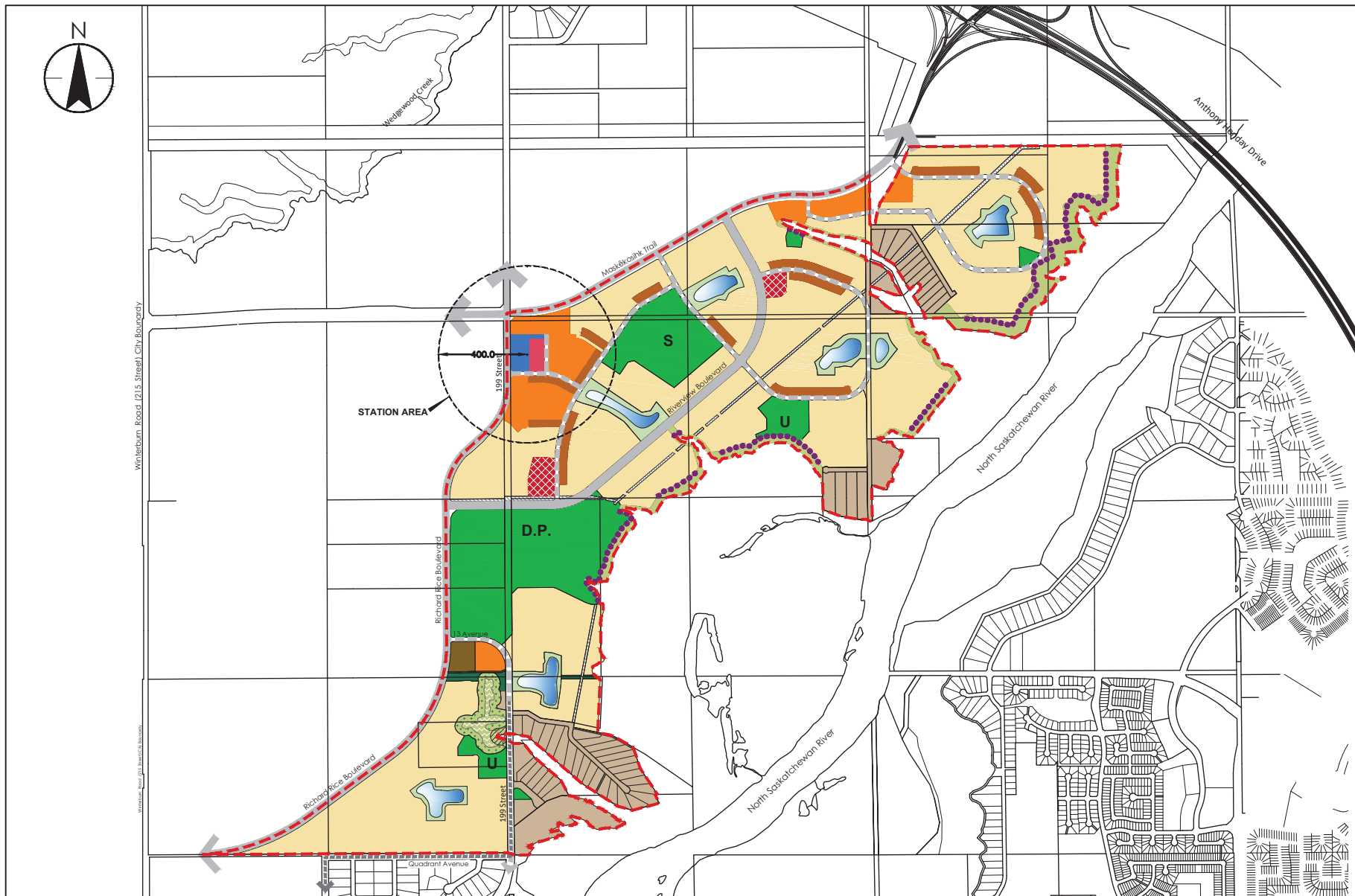
Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.

4.0

Title

Site Constraints



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Legend

- | | | |
|-----------------------------------|--------------------------------|----------------------------|
| Existing Country Residential | W14 Wetland (ER) | Public Utility |
| Single/ Semi-Detached Residential | W14 30 m Buffer (ER) | Transit Centre |
| Row Housing | District Park | Top-of-Bank Roadway / Park |
| Low Rise / Medium Density Housing | Urban Village Park | Enhanced Local Roadway |
| High Density Residential | School/Park | Collector Roadway |
| Mixed Uses | Park | Arterial Roadway |
| Neighbourhood Commercial | Natural Area | NSP Boundary |
| Public Upland Area (ER) | Stormwater Management Facility | |

Client/Project

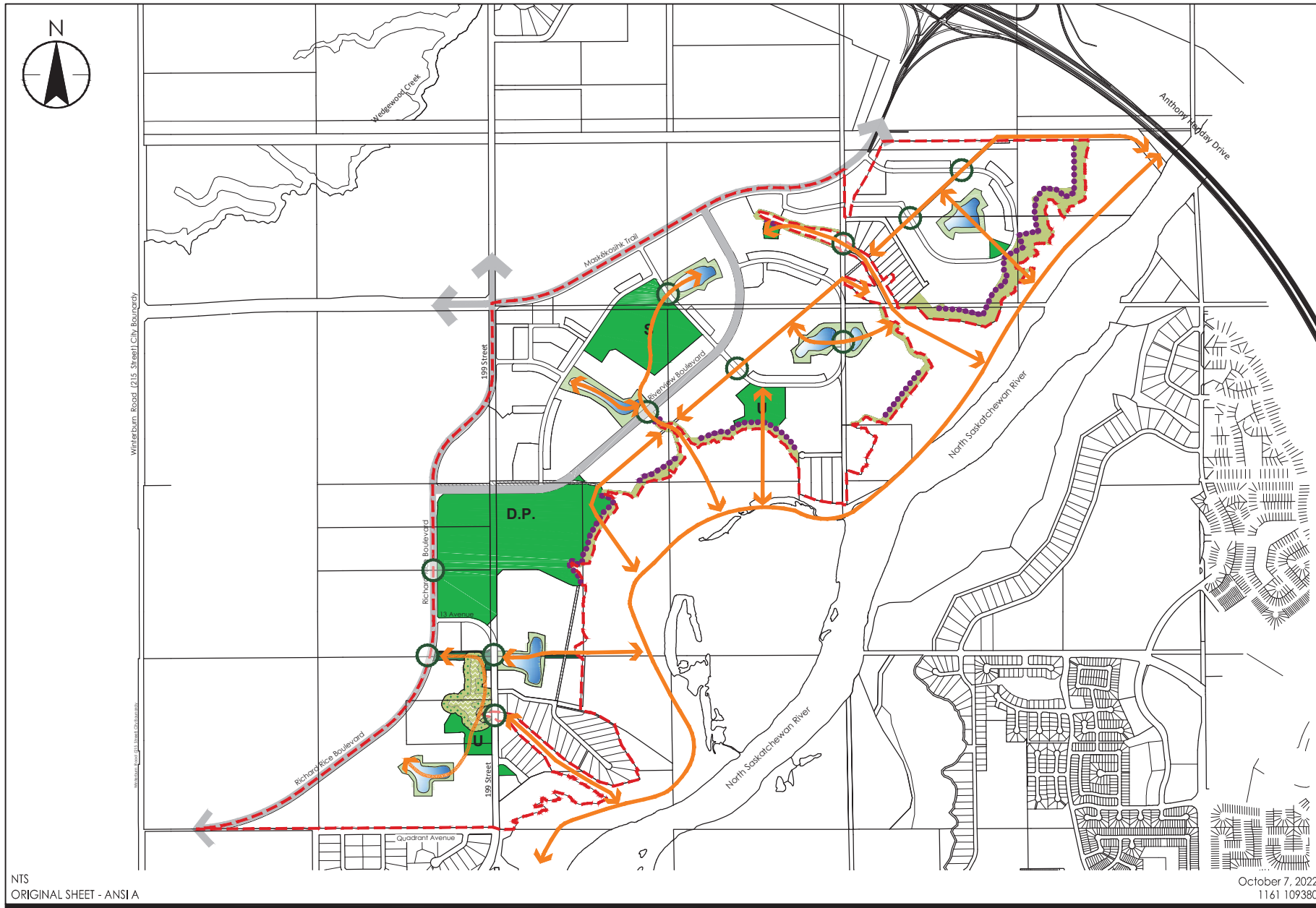
River's Edge
Neighbourhood Structure Plan

Figure No.

5.0

Title

Development Concept



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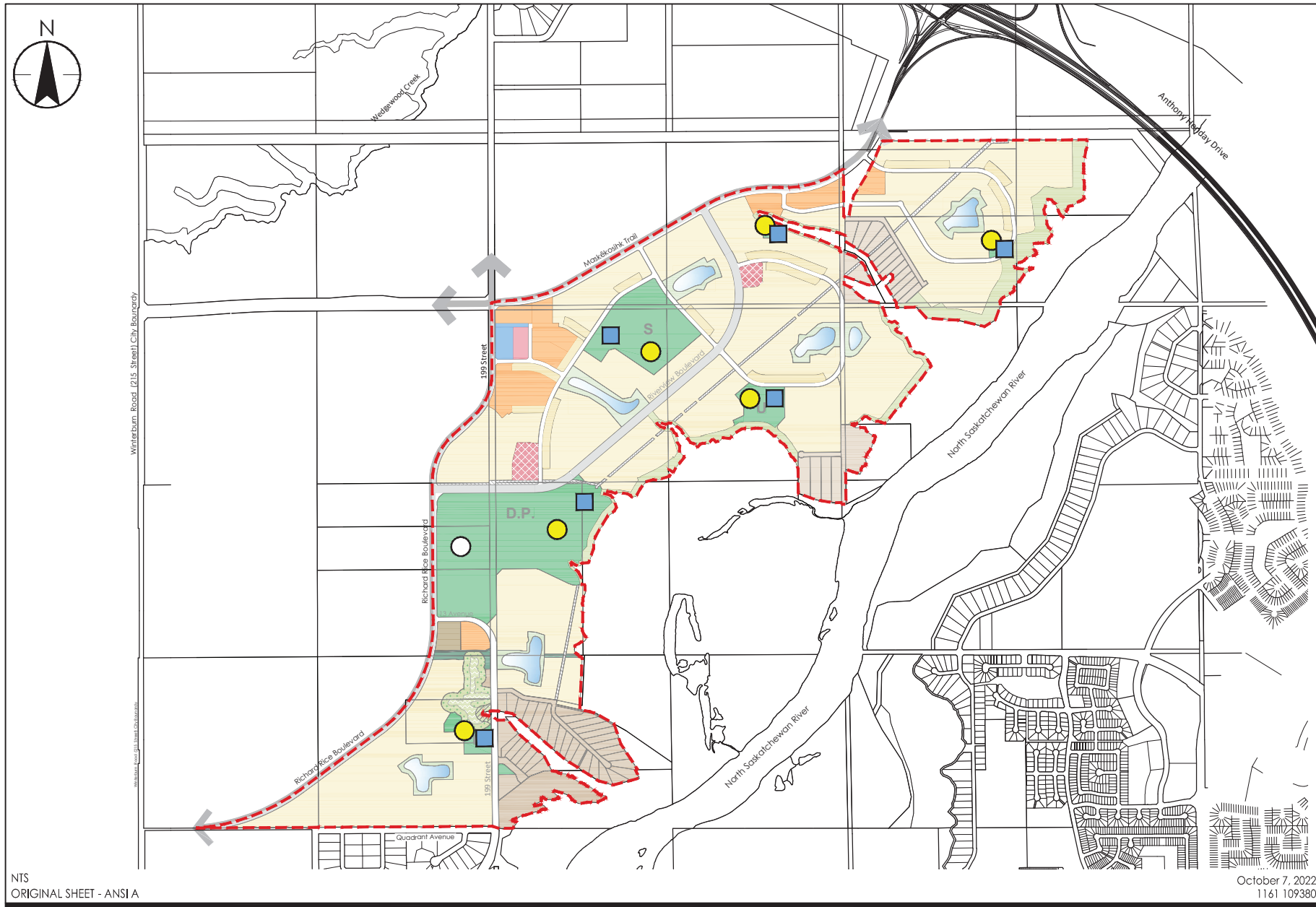
- | | | |
|--------------------------------|----------------------------|--------------|
| Public Utility | Natural Area | NSP Boundary |
| District Park | Public Upland Area (ER) | |
| Urban Village Park | W14 Wetland (ER) | |
| School/Park | W14 30 m Buffer (ER) | |
| Park | Ecological Link | |
| Stormwater Management Facility | Top-of-Bank Roadway / Park | |
| Potential Wildlife Passage | Arterial Roadway | |

Client/Project
 River's Edge
 Neighbourhood Structure Plan

Figure No.
 6.0

Title
 Ecological Network & Parks

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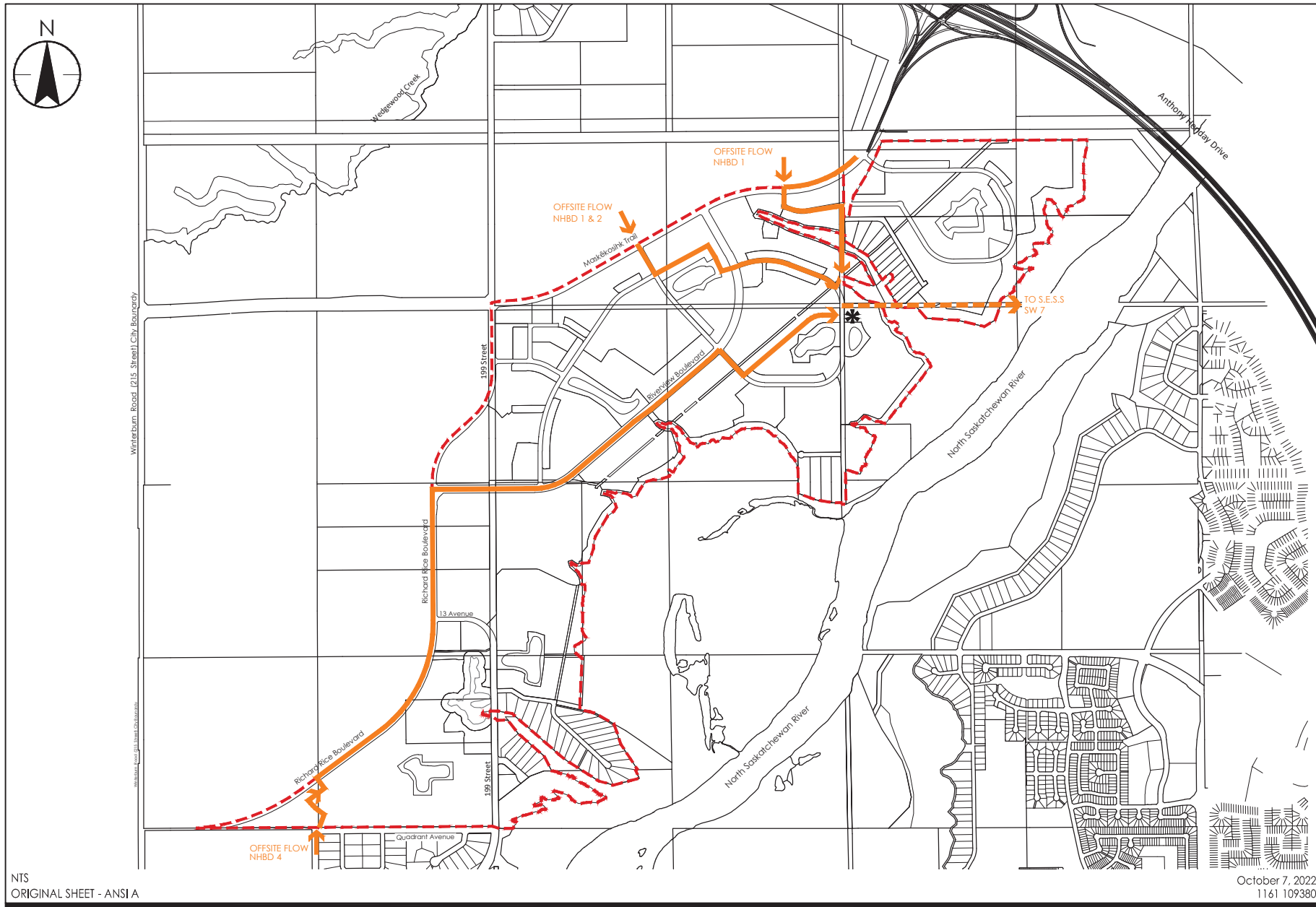
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- Legend**
- Potential Community Garden
 - Potential Farmers Market
 - Potential Edible Landscaping
 - NSP Boundary

Client/Project
 River's Edge
 Neighbourhood Structure Plan

Figure No.
 7.0

Title
 Urban Agriculture & Food



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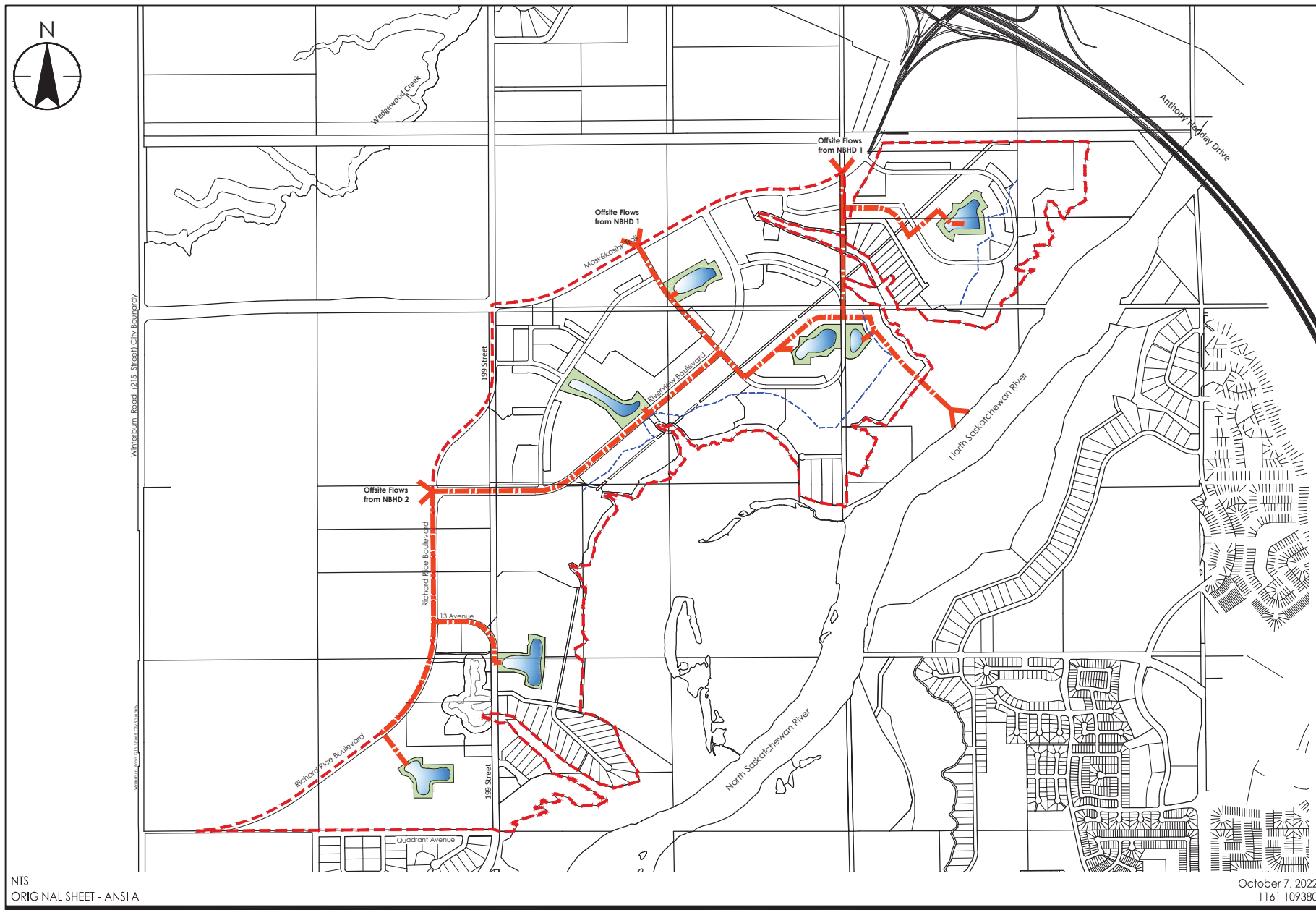
- Legend**
- Sanitary Trunk
 - Sanitary Forcemain
 - Lift Station
 - NSP Boundary

Client/Project
 River's Edge
 Neighbourhood Structure Plan

Figure No.
 8.0






Title
 Sanitary Servicing

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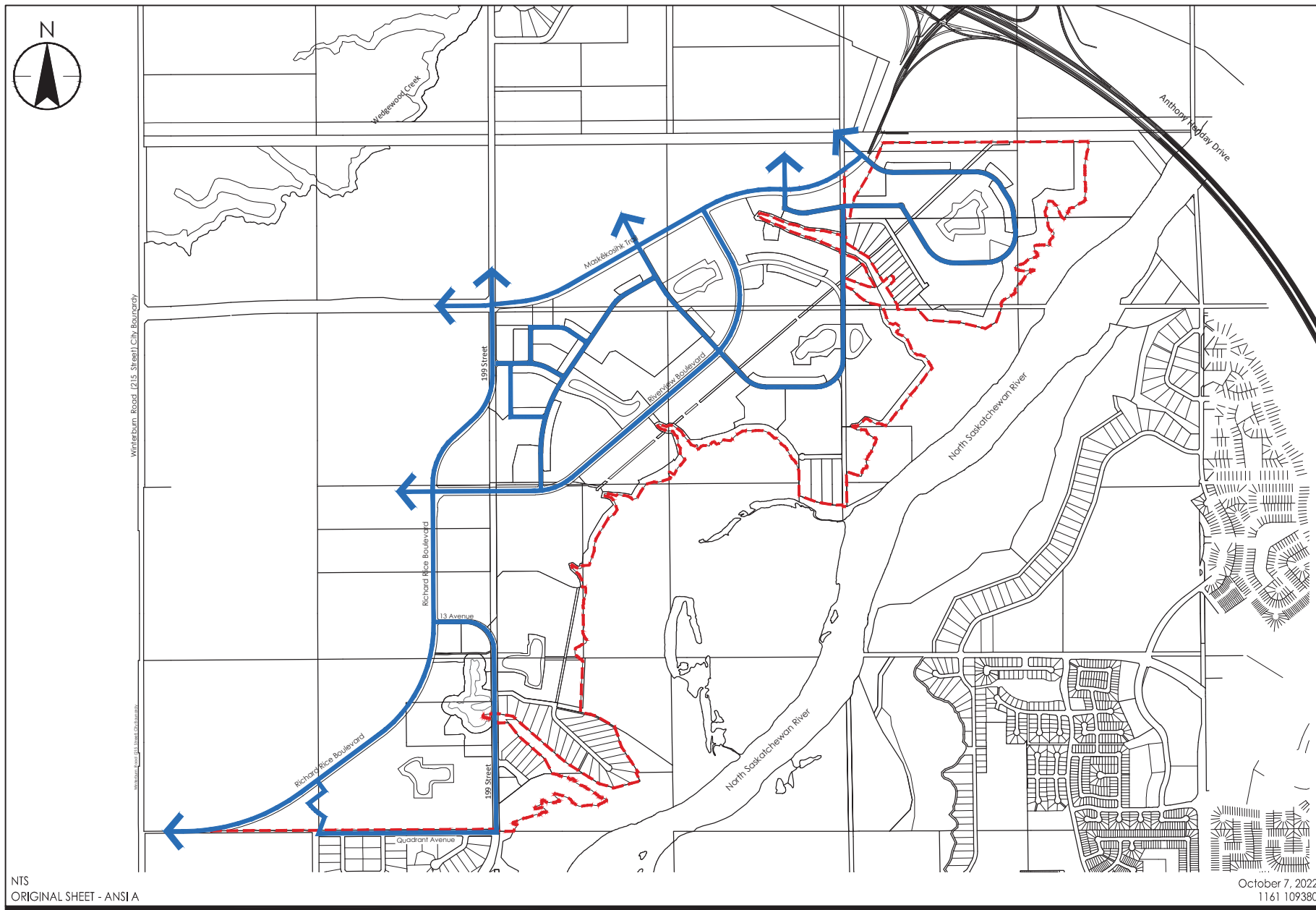
- Legend**
-  Stormwater Management Facility
 -  Storm Trunk & Interconnecting Pipe
 -  Outfall
 -  NSP Boundary
 -  Top of Bank SWMF Setback

Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.
9.0

Title
Stormwater Servicing

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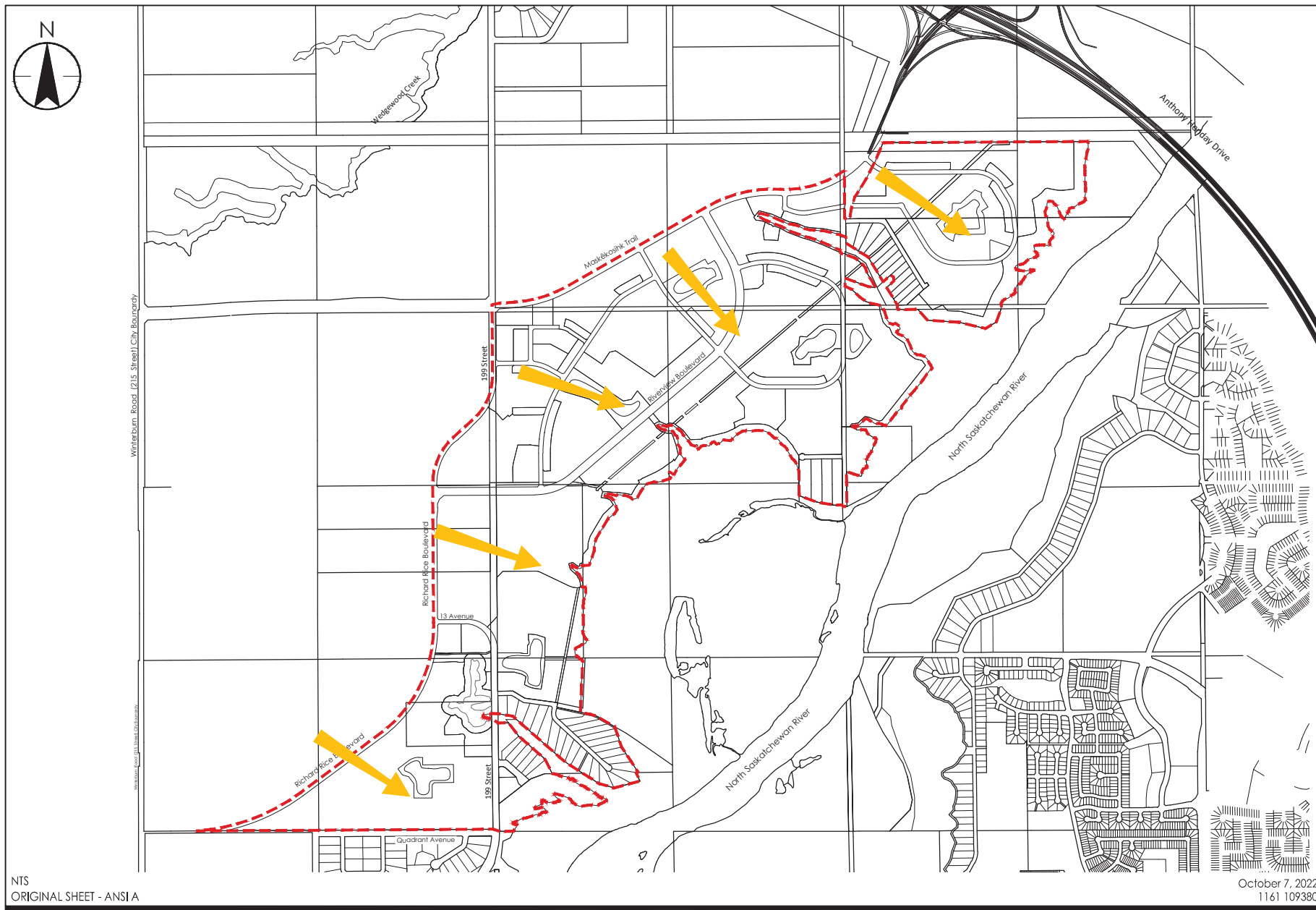
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- Legend**
- Water Main
 - - - NSP Boundary

Client/Project
 River's Edge
 Neighbourhood Structure Plan

Figure No.
 10.0



Title
 Water Servicing



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Legend

-  General Direction of Development
-  NSP Boundary

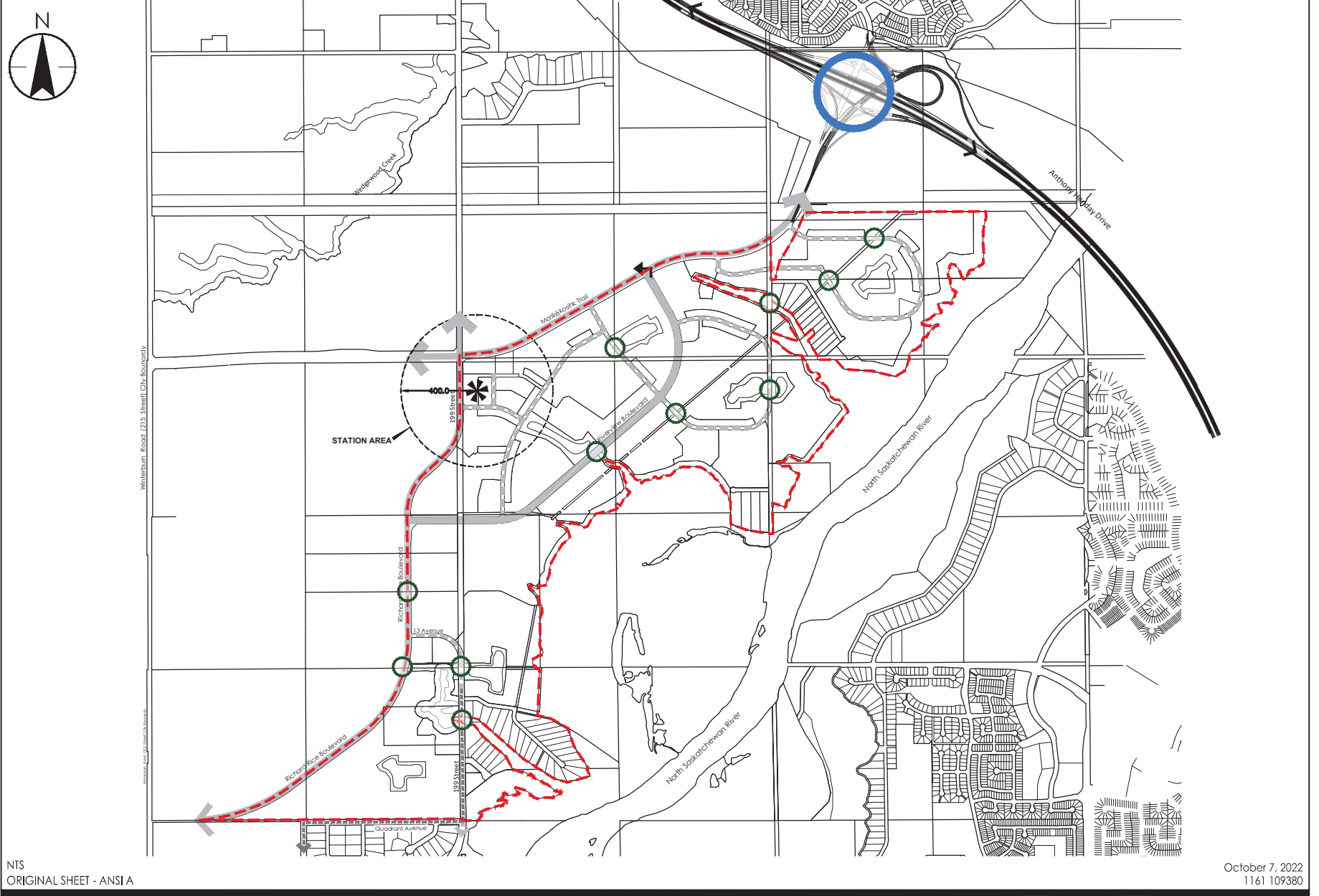
Client/Project
 River's Edge
 Neighbourhood Structure Plan

Figure No.

11.0

Title

Staging



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Legend

- Freeway (Anthony Henday Drive)
- Arterial Roadway
- Collector Roadway and Bike Route
- Enhanced Local Roadway
- Service Interchange
- Transit Centre

- Interim Left-turn Movement
- Potential Wildlife Passage*
- NSP Boundary

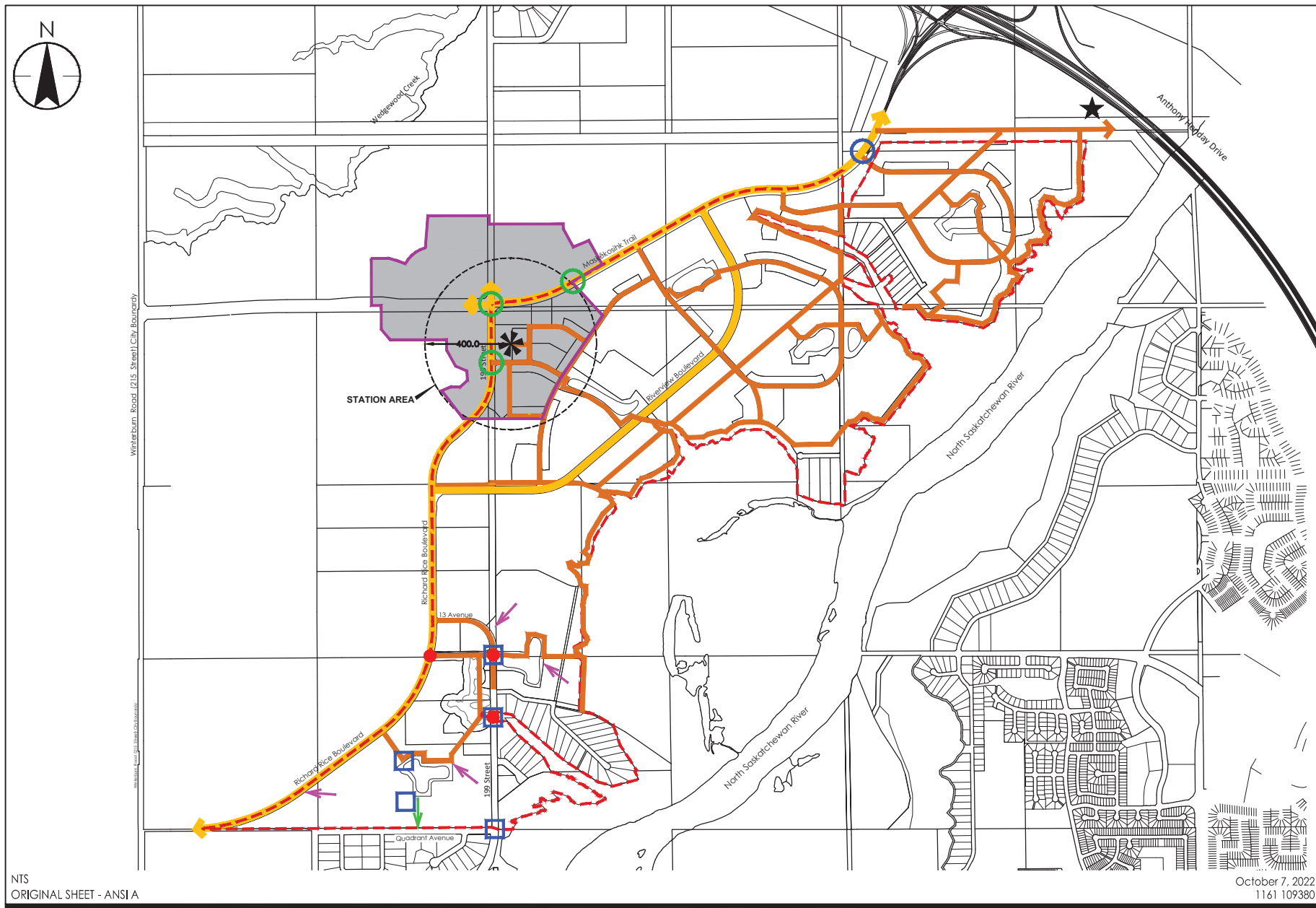
*See ENRII for Passage Details

Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.
12.0

Title
Transportation

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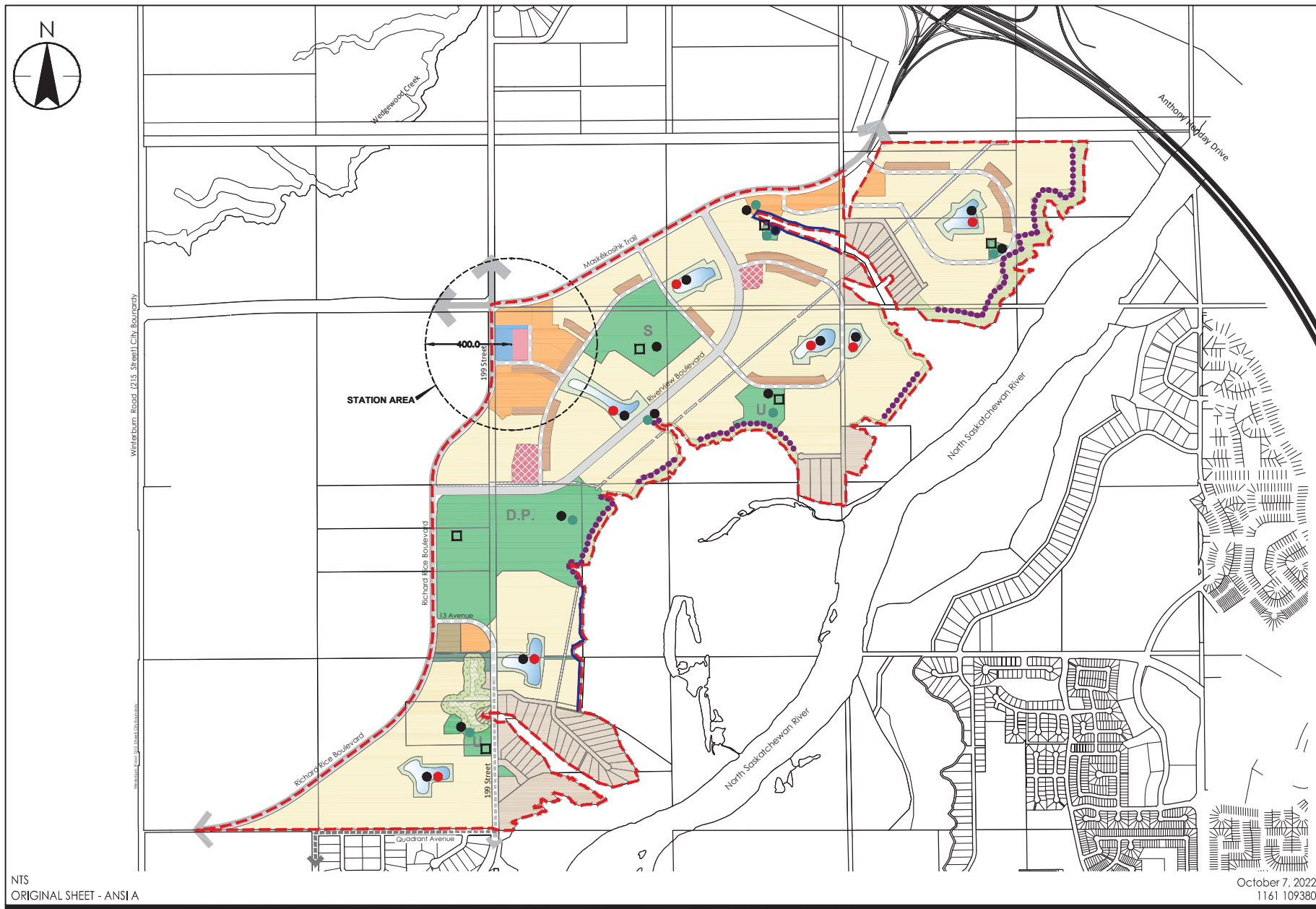
- | | |
|-------------------------------|--|
| Arterial Roadways | Potential Traffic Calming |
| Active Modes Connection | Mid Block Pedestrian Crossing |
| Pedestrian Zone | Shared Use Path Connection to Anthony Henday Pedestrian Bridge |
| Transit Centre | Additional Measures to Support Walkability to Transit |
| Priority Pedestrian Crossing | Potential Future Pedestrian Connection to White Birch |
| Two-Stage Pedestrian Crossing | NSP Boundary |

Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.
13.0

Title
Active Mode Transportation

NOTE: ALIGNMENT OF ACTIVE MODE CONNECTIONS THROUGH SWMFs ARE CONCEPTUAL AND WILL BE DETERMINED AT SUBDIVISION / DETAILED DESIGN STAGE.



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- Legend**
- Absorbent Landscaping
 - Bioswale
 - Naturalized Storm Water Management Facility
 - Bioretention Area
 - Back of Lot Drainage & Increased Top Soil Depth
 - - - NSP Boundary

Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.
14.0

Title
Low Impact
Development Opportunities