

Bylaw 20613

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 with “River’s Edge.”;
- b. Deleting all references to “Edmonton Transit System” and replacing it with “Edmonton Transit Service.”;
- c. Deleting the second sentence of second paragraph in Section 3.1 “Neighbourhood Concept” and replacing it with the following;
“The neighbourhood’s District Park and Urban Village Park are located along the TOB and TOB roadway and provide not only aesthetic and recreational benefits, but also an interesting place to provide community amenities, such as community gardens or edible landscaping.”;
- d. Deleting the last sentence in Section 4.1 “Streetscapes and Built Form, Objective 1, Implementation” 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.”;

- e. Deleting number 2. in after the third paragraph in Section 4.1 “Streetscapes and Built Form, Objective 2” and replacing it with the following;
 “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, where appropriate.”;
- f. Deleting the second paragraph in Section 4.1 “Streetscapes and Built Form, Objective 2”, and replacing it with the following;
 “Special design consideration will be given to 199 Street and Maskêkosihk Trail pedestrian crossings as these two arterial roadways are major barriers between neighbourhoods. In order to provide safe pedestrian connections across Maskêkosihk Trail and 199 Street, priority pedestrian crossings at key intersections will be provided to encourage safe pedestrian movement across these high traffic arterial roadways. Further, to create an active Pedestrian Zone, the streets and public gathering areas should be designed to provide convenient and safe corridors both between and through the station area. Provisions for end of trip facilities for bicycles including secure bicycle parking, bicycle maintenance facilities, wayfinding information (maps and signage) are encouraged to facilitate the transition to walking/wheeling from other modes of travel. Figure 13: Active Mode Transportation Network illustrates the location of the Pedestrian Zone, where the streets and public spaces will be designed to encourage active transportation and a higher quality pedestrian environment.”;
- g. Adding a sentence at the end of the implementation paragraph in Section 4.1 “Streetscapes and Built Form, Objective 2, Implementation” with the following;
 “The configuration, integration, and size of the Transit Centre may be refined at the rezoning and subdivision stage.”;
- h. Deleting the first sentence in the first paragraph in Section 5.1 “Residential, Overview and Rational” and replacing it with the following;
 “Residential uses in River’s Edge are comprised of Single/Semidetached Housing, Street Oriented Residential, (Stacked) Row Housing, Low-rise/Medium Density Housing, and High Density Housing.”;
- i. Adding a paragraph after the third paragraph in Section 5.1 “Residential, Overview and Rational” and replacing it with the following;
 “The Street Oriented Residential designation allows for the development of a mix of housing including Zero Lot Line/reduced setback housing, Single-detached, Semidetached, Row Housing, and Stacked Row Housing, with smaller front yard setbacks and vehicular access and egress from a rear lane. Street Oriented Residential allows for flexibility of built

form by expanding the types of residential uses within the designation, and creating an attractive, pedestrian friendly, and safe streetscape.”;

- j. Deleting the fourth paragraph in Section 5.1 “Residential, Overview and Rational” and replacing it with the following;

“The Row Housing and Low-rise/Medium Density Housing designations allow for higher density residential uses such as row housing, stacked row housing and apartment housing. Such higher density residential developments are best situated near transit routes, within walking distance of the transit centre and other community destinations to create a more compact, walkable and liveable neighbourhood that reduces vehicular dependence. Row Housing in this neighbourhood is expected to achieve higher densities through compact configurations, including those supported by Special Area zones.”;

- k. deleting the last sentence in the first paragraph in Section 5.2 “Riverview Station Area, Objective 14”, and replacing it with the following:

Land uses within approximately 200 m of the transit facility accommodate the highest amount of density in the form of Mixed Uses, Low Rise/Medium Density Housing, Mid-Rise/High Density Housing and other compatible land uses.”;

- l. Deleting the third sentence in Section 6.1 “Ecological Areas, Objective 19, Implementation” and replacing it with the following;

“Both the District Park and Urban Village Park are located abutting the top-of-bank and top-of-bank roadway in the southeastern 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.”;

- m. Adding a sentence to the end of the last paragraph in Section 6.3 “Parks and Open Space, School Park Site” with the following:

“This park site may also accommodate a community league building.”;

- n. Adding a sentence to the end of the paragraph in Section 6.3 “Parks and Open Space. Urban Village Park” with the following:

“Active recreation space may include options such as ice rinks, sports fields or landscaped green spaces.”;

- o. Deleting the second sentence in the first paragraph in Section 7 “Infrastructure and Servicing” and replacing it with the following:

“The River’s Edge NSP will be a fully serviced neighbourhood designed and constructed in accordance with City and EPCOR servicing standards.”;

- p. Deleting the first and second paragraph in Section 7.1 “Sanitary and Stormwater Servicing” and replacing it with the following:
 “Permanent sanitary servicing for the Riverview areas is proposed using a network of onsite gravity mains and a lift station draining north to the existing Edgemont Lift Station. From the Edgemont lift station, sewage will be pumped to the Lessard Road Trunk draining to the West Edmonton Sanitary Sewer (WESS). WESS will ultimately carry the neighbourhood sanitary flows to the Gold Bar Wastewater Treatment Plant. Wet weather storage is required for the servicing of Riverview through WESS. Interim measures are required to allow development to advance within Riverview since the ultimate sanitary servicing is not in place at the time of original ASP and NSP approval. A comprehensive history of the servicing of Riverview through WESS, instead of SESS, is provided in the Area Master Plan Amendment, by Select Engineering Consultants dated May 2022.”;
- q. Deleting the last sentence in fourth paragraph four in Section 7.1 “Sanitary and Stormwater Servicing” with the following:
 “A monitoring program will be reviewed with EPCOR at the time of outfall design.”;
- r. Deleting the sixth paragraph in Section 7.1 “Sanitary and Stormwater Servicing” and replacing with the following:
 “Further details regarding the sanitary and stormwater drainage scheme for Riverview 3 are provided in the associated NDR (WSP, September 2023), submitted under separate cover.”;
- s. Deleting the first sentence in the first paragraph in Section 7.2 “Water Distribution” and replacing it with the following:
 “Water services for the neighbourhood will be extended from the Riverview 1 neighbourhood via water mains located within 199 Street and Maskêkosihk Trail rights-of-way.”;
- t. Deleting the second sentence in the first paragraph in Section 7.3 “Staging” and replacing it with the following:
 “Initial development is expected to advance from north to south from Maskêkosihk Trail and westward from 184 Street, proceeding through the Plan area with the station area and District Park areas seeing slower staged growth.”;
- u. Adding a paragraph after the first paragraph in Section 7.4 “Environment and Energy Infrastructure” with the following:
 “Existing well heads will be accommodated through grading design and located within open space, road right-of-way, or other land uses as appropriate.”;
- v. Deleting the sixth paragraph in Section 8 “Transportation” and replacing it with the following;

“ The active modes network illustrated in Figure 13: Active Mode Transportation, identifies a connected network that will utilize options such as shared use paths, shared roadways, road rights-of- way, parks and open spaces, walkways, and access easements, where identified and contextually appropriate, to connect residents with key destinations within River’s Edge and surrounding neighbourhoods.

Pedestrian permeability through the pedestrian zone, generally as identified in Figure 13, will be provided on road right of way or via walkways per the Complete Streets Design and Construction Standards to include a walkway and other aspects such as lighting, intermittent access points, and other details to promote a safe and inviting space.”;

- w. Deleting all the paragraphs in Section 8.1 “Roadway Network, Overview and Rational: and replacing it with

“Access to River’s Edge is provided via Maskêkosihk Trail (23 Avenue), 199 Street, and Riverview Boulevard. Maskêkosihk Trail is a principal roadway that connects to Anthony Henday Drive at the Cameron Heights Interchange to the east and continues as Highway 627 in Parkland County to the west.

Maskêkosihk Trail is generally anticipated to be constructed as a four to six-lane divided urban arterial. 199 Street is planned to be constructed as four-lane urban divided arterial adjacent to River’s Edge. Riverview Boulevard is planned as a new street oriented arterial roadway that bisects River's Edge.

Riverview Boulevard is proposed to intersect Maskêkosihk Trail at a T-intersection. The northbound to westbound left-turn movement at the Maskêkosihk Trail/Riverview Boulevard intersection will be permitted onto Maskêkosihk Trail on an interim basis (as identified on Figure 12: Transportation Network). Such left-turn movement shall be removed when Maskêkosihk Trail is upgraded from a 2-lane to a 4-lane roadway, or when alternate access is provided which accommodates the northbound to westbound left turn movement, or when merited by deficient levels of service along Maskêkosihk Trail, whichever comes first, at the discretion of Transportation Services. The function and design of Maskêkosihk Trail and 199 Street area will facilitate way-finding and priority pedestrian crossings across 199 Street and Maskêkosihk Trail (see Figure 13: Active Mode Transportation Network).

The collector network has been designed to provide efficient and convenient transit service through the neighbourhood, including destinations at the district park, school/park site and

the station area. The collector network has also been designed to prevent shortcutting through residential communities and to ensure that sufficient distance is available to allow for right and left turn-bay development along arterial roadways as required. Local roadways provide access to adjacent land uses and maintain a limited role in the overall movement of traffic within River's Edge.”;

- x. Deleting the second sentence in paragraph one in Section 8.2 Transit and land Use Integration, Objective 37 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 NSP should include direct connections to Richard Rice Boulevard, including walkways when the road network is unable to provide a direct connection.”;
- y. Deleting number 1. after paragraph one in Section 8.2 “Transit and Land Use Integration, Objective 37” and replacing it with the following:
 “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.”;
- z. Deleting number 2. after paragraph one in Section 8.2 “Transit and Land Use Integration, Objective 37” in its entirety.;
- aa. Adding to number 3. after the first paragraph one in Section 8.2 “Transit and Land Use Integration, Objective 37” with the following:
 “Neighbourhood design for areas outside of a 600m walking distance to transit should be designed to minimize walking distance to transit through the use of walkways and shorter block lengths.”;
- bb. Renumbering the three numbers after the first paragraph in Section 8.2 “Transit and Land Use Integration, Objective 37” accordingly;
- cc. Deleting the second and third sentence in the implementation paragraph in Section 8.2 “Transit and Land Use Integration, Objective 37, Implementation” in its entirety;
- dd. Deleting the first and second sentence of the second paragraph in Section 8.2 “Transit and Land Use Integration, Objective 38”, in its entirety’;
- ee. Deleting the number 1 after the second paragraph in Section 8.2, Objective 38 Transit Land Use and Integration" and replace with the the following:
 “Commercial, Low-rise/Medium Density Residential, Mixed-Use developments, and High Density Residential shall be located adjacent to arterial or collector roadways, or within 600m of a transit centre.”;

- ff. Deleting the second and third sentence in the second implementation paragraph in Section 8.2 “Transit and Land Use Integration, Objective 38, Implementation” in its entirety;
- gg. Deleting sentence two and three in the third paragraph in Section 8.3 “Active Modes Network” and replacing with the following:

“All surrounding development and internal street oriented arterial roadways will be developed to provide a continuous and direct active mode connection between neighbourhoods in the Riverview ASP. In addition, all local roadways will be developed with sidewalks on both sides of the road, and collector roadways shall be developed with sidewalks on both sides of the street or a sidewalk on one side and shared pathway on the other. Bikeway facilities are also required along collector roadways where illustrated on Figure 13: Active Mode Transportation Network, and shall be incorporated with the City bike network, following current city guidelines.”;
- hh. Deleting the fourth paragraph in Section 8.3 “Active Modes Network” and replacing with the following:

“In addition to the roadway network, shared pathways are to be constructed within the public utility corridors, SWMFs, along the edge of the NSRV, and connecting to the Anthony Henday Drive pedestrian bridge. The portion of 184 Street road right of way between Maskêkosihk Trail and 21 Avenue will be closed to vehicular traffic and converted into a greenway with a shared use path once servicing is completed and the existing residents, oil and gas operations, and EPCOR facilities no longer require it for service and access to existing infrastructure or their properties. These shared use paths allow for continuous, uninterrupted pedestrian linkages through the neighbourhood.”;
- ii. Adding a paragraph after the fifth paragraph in Section 8.3 “Active Modes Network” with the following:

“Tiers of active mode facilities in public right-of-way have been identified on Figure 13: Active Mode Transportation (in addition to connections in park/open space, public utility lots, and easements) to clarify the type of facility to be provided. Active mode connections can be achieved through a range of facilities, including shared use paths, sidewalks, walkways, or on-street markings, with the type provided to be contextually appropriate and with consideration for the overall active transportation network.”;
- jj. Deleting number 5. after the second paragraph in Section 8.3 “Active Modes Network, Objective 40”, and replacing with the following:

“Mid-block crossings shall be designed to facilitate safe pedestrian movements across collector or arterial roadways, including appropriate crossing controls as required.”;

- kk. Deleting number 6. after the second paragraph in Section 8.3 “Active Modes Network, Objective 40”, and replacing with the following:
 “All collector roadways shall be developed with sidewalks on both sides of the street or a sidewalk on one side and shared pathway on the other. Bikeway facilities are also required along collector roadways where illustrated on Figure 13: Active Mode Transportation Network, and shall be incorporated with the City bike network, following current city guidelines.”;
- ll. Deleting the first sentence in the last paragraph, in Section 8.3 “Active Modes Network, Objective 40, Implementation” and replacing with the following:
 “Figure 13: Active Mode Transportation Network shall guide the future application of walkways, sidewalks, greenways, shared roadways, and shared use paths.”;
- mm. Following the table of contents, adding the map entitled “Bylaw 20613 – Amendment to River’s Edge Neighbourhood Structure Plan”, attached hereto as Schedule “A” and forming part of this bylaw;
- nn. Deleting “Appendix 3 Land Use and Population Statistics Riverview Neighbourhood 3 Neighbourhood Structure Plan” and replacing it with “Appendix 3 Land Use and Population Statistics The River’s Edge – Bylaw 20613”, attached hereto as Schedule “B” and forming part of this bylaw;
- oo. Deleting “Figure 5 – Development Concept” and replacing it with “Figure 5 – Development Concept”, attached hereto as Schedule “C” and forming part of this bylaw;
- pp. Deleting “Figure 6 – Ecological Network & Parks” and replacing it with “Figure 6 – Ecological Network & Parks”, attached hereto as Schedule “D” and forming part of this bylaw;
- qq. Deleting “Figure 7 – Urban Agriculture & Food” and replacing it with “Figure 7 – Urban Agriculture & Food”, attached hereto as Schedule “E” and forming part of this bylaw;
- rr. Deleting “Figure 8 – Sanitary Servicing” and replacing it with “Figure 8 – Sanitary Servicing”, attached hereto as Schedule “F” and forming part of this bylaw;
- ss. Deleting “Figure 9 – Stormwater Servicing” and replacing it with “Figure 9 – Stormwater Servicing”, attached hereto as Schedule “G” and forming part of this bylaw;
- tt. Deleting “Figure 10 – Water Servicing” and replacing it with “Figure 10 – Water Servicing”, attached hereto as Schedule “H” and forming part of this bylaw;
- uu. Deleting “Figure 11 – Staging” and replacing it with “Figure 11 – Staging”, attached hereto as Schedule “I” and forming part of this bylaw;

- vv. Deleting “Figure 12 – Transportation” and replacing it with “Figure 12 – Transportation”, attached hereto as Schedule “J” and forming part of this bylaw;
- ww. Deleting “Figure 13 – Active Mode Transportation” and replacing it with “Figure 13 – Active Mode Transportation”, attached hereto as Schedule “K” and forming part of this bylaw; and
- xx. Deleting “Figure 14 – Low Impact Development Opportunities” and replacing it with “Figure 14 – Low Impact Development Opportunities”, attached hereto as Schedule “L” and forming part of this bylaw.

| | | |
|-------------------------|--------|---------------|
| READ a first time this | day of | , A. D. 2023; |
| READ a second time this | day of | , A. D. 2023; |
| READ a third time this | day of | , A. D. 2023; |
| SIGNED and PASSED this | day of | , A. D. 2023. |

THE CITY OF EDMONTON

MAYOR

CITY CLERK

10/22

To Anthony Henday Drive

The Uplands

Maskekosink Trail (23 Ave)

Amendment Area

600m

Stillwater

199 Street NW

DP

Future Riverview
NBHD 4

North Saskatchewan River



**BYLAW 20613
AMENDMENT TO
RIVER'S EDGE
Neighbourhood
Structure Plan
(as amended)**

- Existing County Residential
- Single / Semi-detached Residential
- Row Housing
- Low Rise / Medium Density Housing
- Mixed Uses
- Neighbourhood Commercial
- Public Upland Area (ER)
- Park
- School / Park
- District Activity Park
- Urban Village Park
- Stormwater Management Facility
- Public Utility
- NSP Boundary
- Arterial Roadway
- Street Oriented Arterial Roadway
- Collector Roadway
- Top-of-Bank Roadway / Park
- Enhanced Local Roadway
- Road Right-of-Way
- Street Oriented
- Mid Rise / High Density Residential
- Transit Centre
- Booster Station
- Amendment Area

Note: This map is conceptual in nature. The exact location and alignment of land uses, facilities, roadways, and services will be determined at the zoning and subdivision stage.

River's Edge Neighbourhood Structure Plan Land Use and Population Statistics – Bylaw 20613

| | Area (ha) | % of GA | % of GDA |
|--|---------------|-------------|--------------|
| Gross Area | 314.85 | 100% | |
| Environmental Reserve | | | |
| Public Upland Setback (ER) | 17.06 | 5.4% | |
| Pipeline & Utility Right-of-Way | 1.16 | 0.4% | |
| Arterial Road Right-of-Way | 16.12 | 5.1% | |
| Existing Country Residential | 16.34 | 5.2% | |
| Top of Bank Non-credit Municipal Reserve | 1.49 | 0.5% | |
| Gross Developable Area | 262.67 | | 100% |
| Commercial | | | |
| Neighbourhood Commercial | 2.88 | | 1.1% |
| Mixed Use | 0.46 | | 0.2% |
| Parkland, Recreation, School (Municipal Reserve) | | | |
| District Park | 34.13 | | 13.0% |
| School / Park | 13.01 | | 5.0% |
| Urban Village Park | 3.54 | | 1.3% |
| Pocket Park | 1.03 | | 0.4% |
| Transportation | | | |
| Circulation | 52.53 | | 20.0% |
| Transit Centre | 1.32 | | 0.5% |
| Infrastructure & Servicing | | | |
| Booster Station | 0.25 | | 0.1% |
| Stormwater Management | 13.38 | | 5.1% |
| Total Non-Residential Area | 122.53 | | 46.6% |
| Net Residential Area (NRA) | 140.14 | | 53.4% |

RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION

| Land Use | Area (ha) | Units/ha | Units | % of NRA | People/Unit | Population |
|-------------------------------------|-----------|----------|-------|----------|-------------|------------|
| Single/Semi-Detached | 97.12 | 25 | 2,428 | 69.3% | 2.80 | 6,798 |
| Street Oriented | 22.39 | 35 | 784 | 16.0% | 2.80 | 2,195 |
| Row Housing | 8.89 | 60 | 533 | 6.3% | 2.80 | 1,492 |
| Low-rise/Medium Density Housing | 10.81 | 90 | 973 | 7.7% | 1.80 | 1,751 |
| Mid-Rise/High Density Residential | 0.46 | 225 | 105 | 0.3% | 1.80 | 189 |
| Town Centre Mixed Use / Residential | 0.46 | 225 | 104 | 0.3% | 1.50 | 156 |

| | | | | | | |
|--------------|---------------|--|--------------|-------------|--|---------------|
| Total | 140.14 | | 4,927 | 100% | | 12,582 |
|--------------|---------------|--|--------------|-------------|--|---------------|

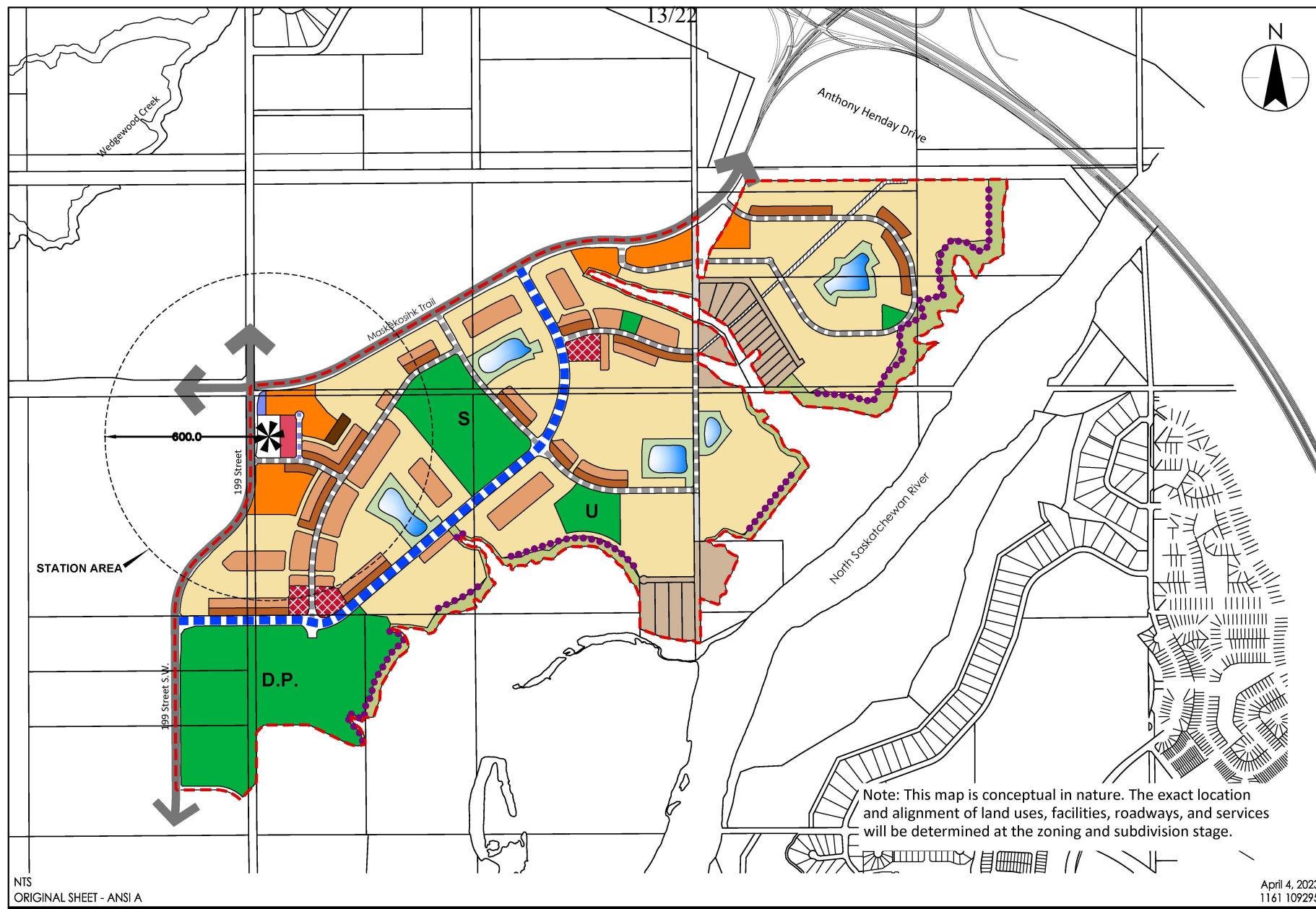
SUSTAINABILITY MEASURES

| | | | | | | |
|---|--|--|-------|-------|---------------|------|
| Population Per Net Hectare (p/nha) | | | | | | 89.8 |
| Dwelling Units Per Net Residential Hectare (du/nrha) | | | | | | 35 |
| [Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio | | | | | 49.3% / 50.7% | |
| Population (%) within 500m of Parkland | | | | | | 93% |
| Population (%) within 600m of Transit Service | | | | | | 100% |
| Population (%) within 600m of Commercial Service | | | | | | 43% |
| Presence/Loss of Natural Areas | | | Land | Water | | |
| Protected as Environmental Reserve | | | 17.06 | 0.0 | | |
| Conserved as Naturalized Municipal Reserve (ha) | | | 0.0 | 0.0 | | |
| Protected through other means (ha) | | | 1.18 | 0.0 | | |
| Lost to Development (ha) | | | 15.4 | 0.0 | | |

STUDENT GENERATION STATISTICS

| Level | Public | Separate |
|--------------------|---------------|-----------------|
| Elementary | 525 | 263 |
| Junior High School | 263 | 131 |
| Senior High School | 263 | 131 |
| Total | 1,051 | 525 |

*Town Centre Mixed Use area is divided amongst Residential Uses (50%) and Non-Residential Uses (50%) (i.e. if Total area is 0.92 ha; area to residential is 0.46 ha and non-residential is 0.46 ha)



Legend

- | | |
|-------------------------------------|--------------------------------|
| Existing Country Residential | Public Upland Area (ER) |
| Single/ Semi-Detached Residential | District Park |
| Row Housing | Urban Village Park |
| Street Oriented | School/Park |
| Low Rise / Medium Density Housing | Park |
| Mid Rise / High Density Residential | Stormwater Management Facility |
| Mixed Uses | Public Utility |
| Neighbourhood Commercial | Transit Centre |

- | |
|----------------------------------|
| Booster Station |
| Top-of-Bank Roadway / Park |
| Road Right-of-Way |
| Enhanced Local Roadway |
| Collector Roadway |
| Street Oriented Arterial Roadway |
| Arterial Roadway |
| NSP Boundary |

Client/Project

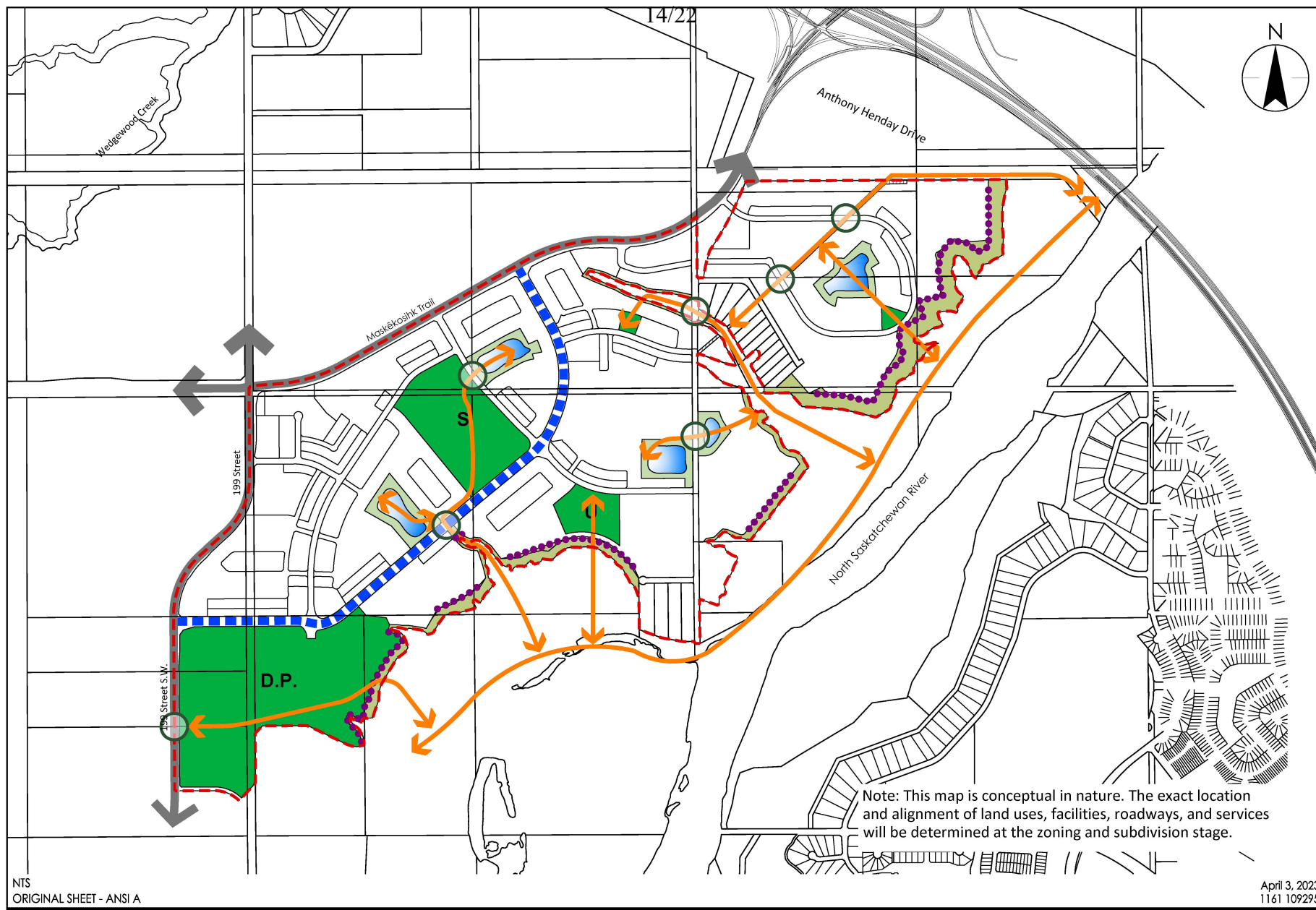
River's Edge
Neighbourhood Structure Plan

Figure No.

5.0

Title

Development Concept



Legend

- Public Utility
- D.P. District Park
- U Urban Village Park
- S School/Park
- Park
- Stormwater Management Facility
- Potential Wildlife Passage

- Public Upland Area (ER)
- Ecological Link
- Top-of-Bank Roadway / Park
- Arterial Roadway
- Street Oriented Arterial Roadway
- NSP Boundary

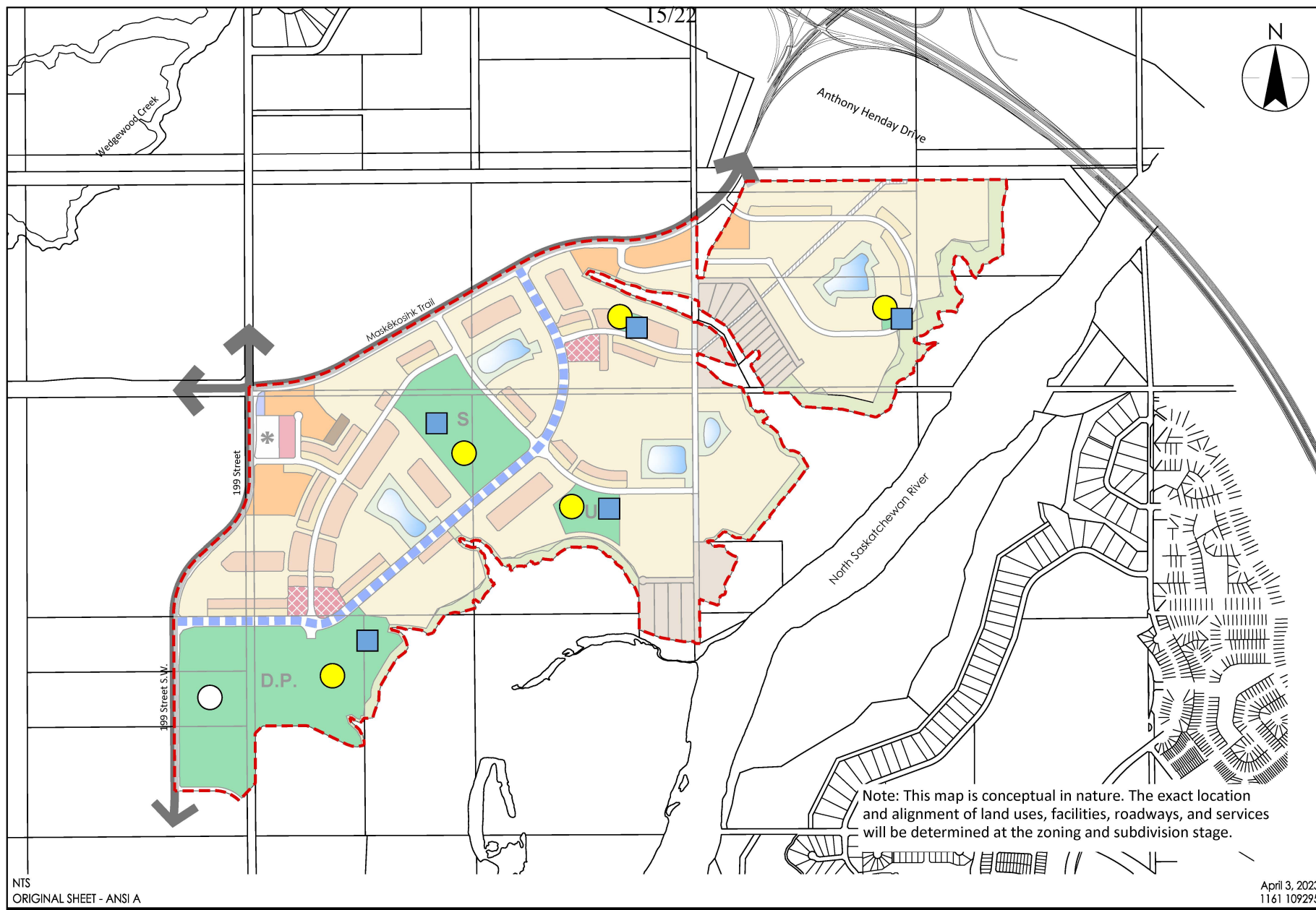
Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.

6.0

Title

Ecological Network & Parks



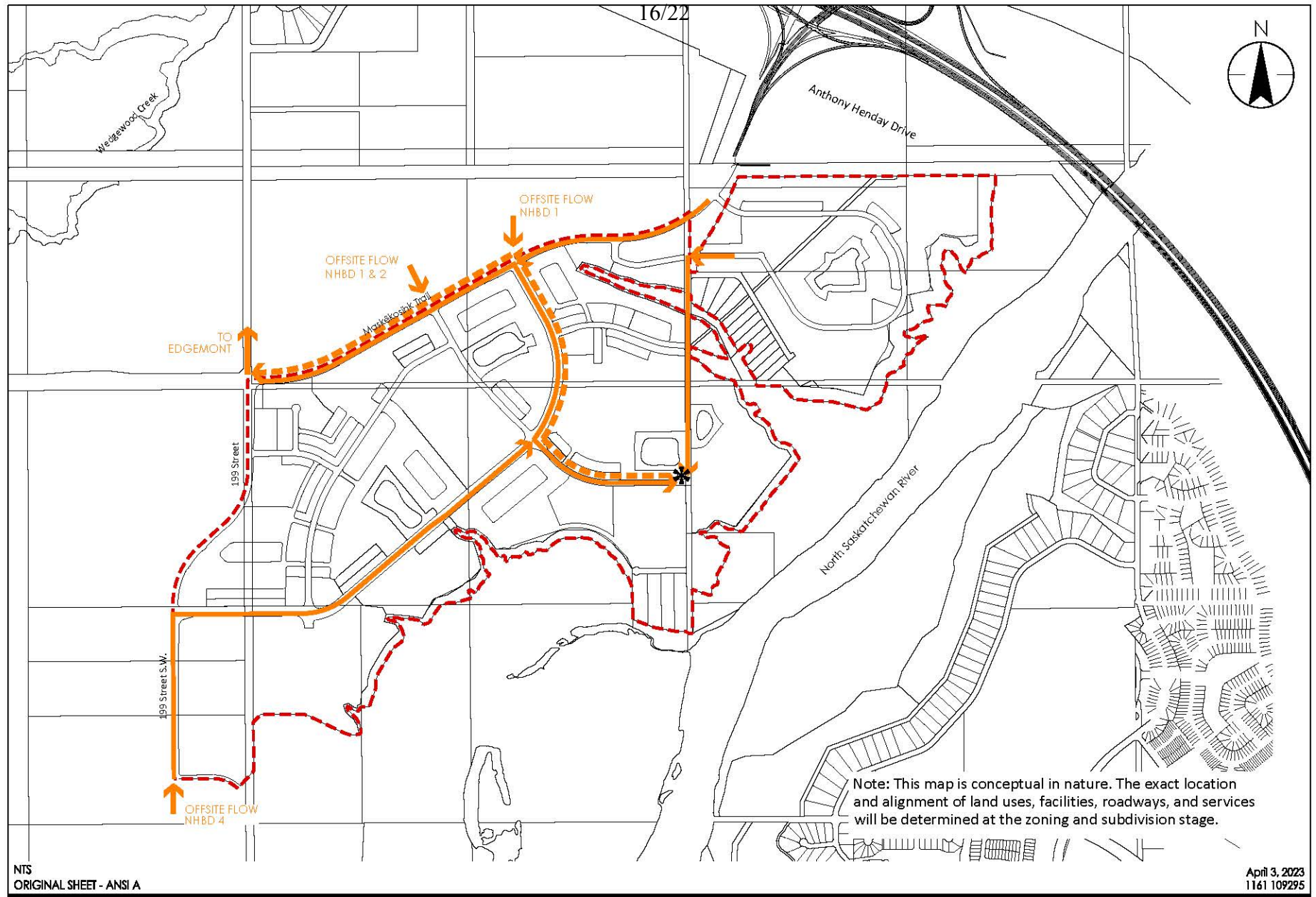
Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.

7.0

Title

Urban Agriculture & Food

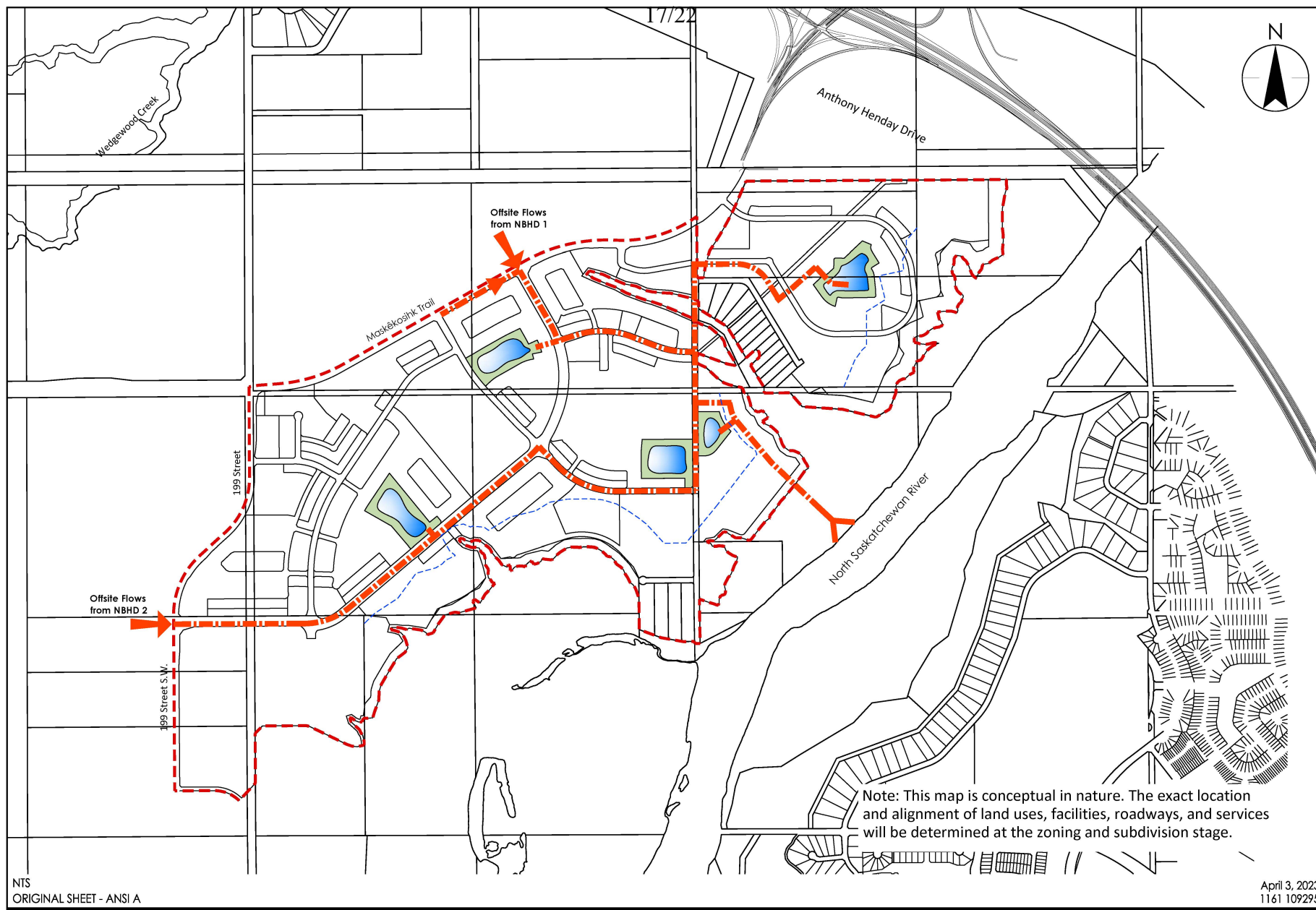


- Legend**
- Sanitary Trunk
 - Sanitary Forcemain
 - Lift Station (Exact location to be determined. SWMF configuration subject to change.)
 - NSP Boundary

Client/Project
River's Edge
 Neighbourhood Structure Plan

Figure No.
8.0

Title
Sanitary Servicing



Legend

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

Client/Project

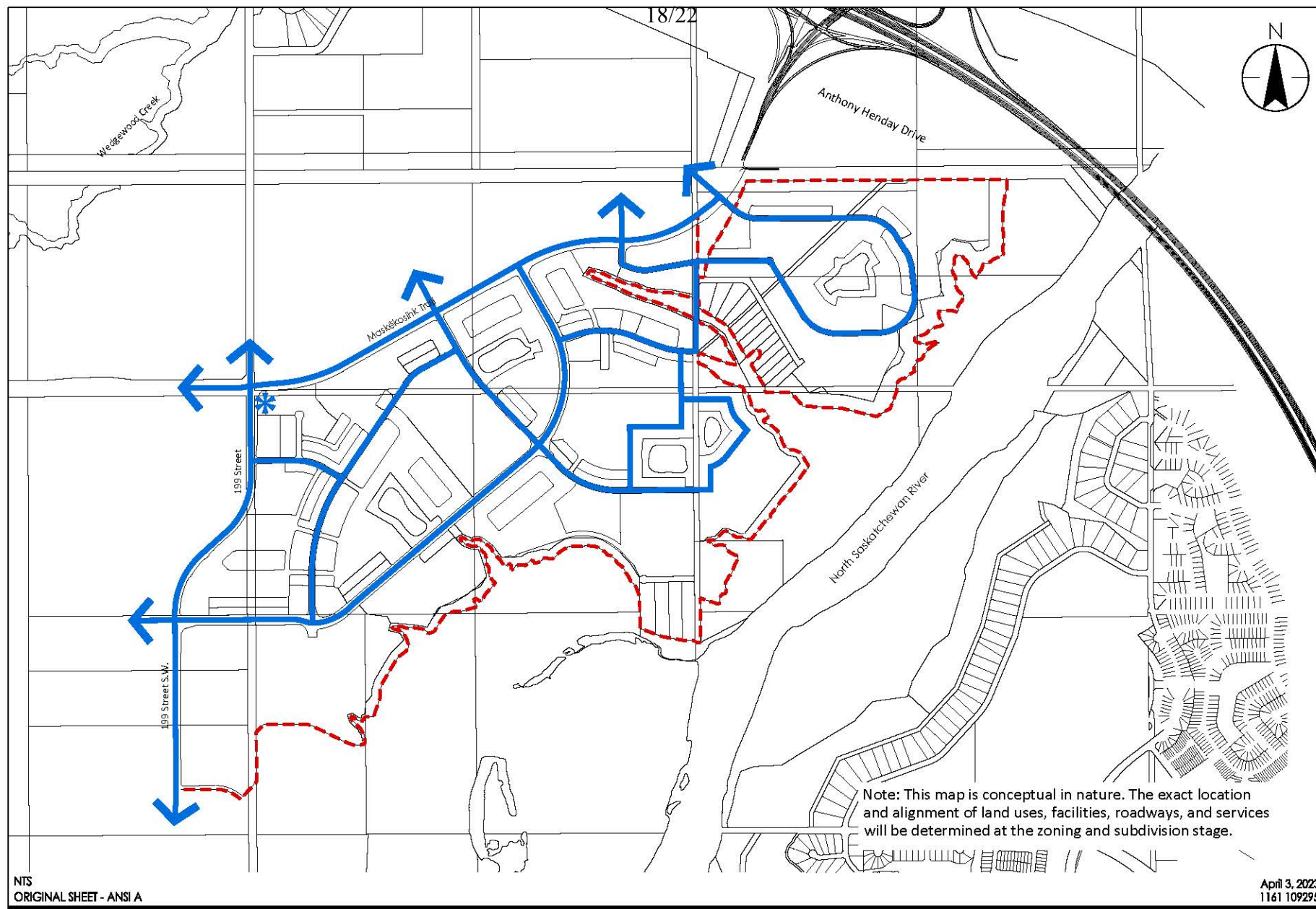
River's Edge
Neighbourhood Structure Plan

Figure No.

9.0

Title

Stormwater Servicing




- Legend**
- Water Main
 - ✱ Booster Station
 - NSP Boundary

Client/Project
River's Edge
 Neighbourhood Structure Plan

Figure No.
10.0

Title
Water Servicing

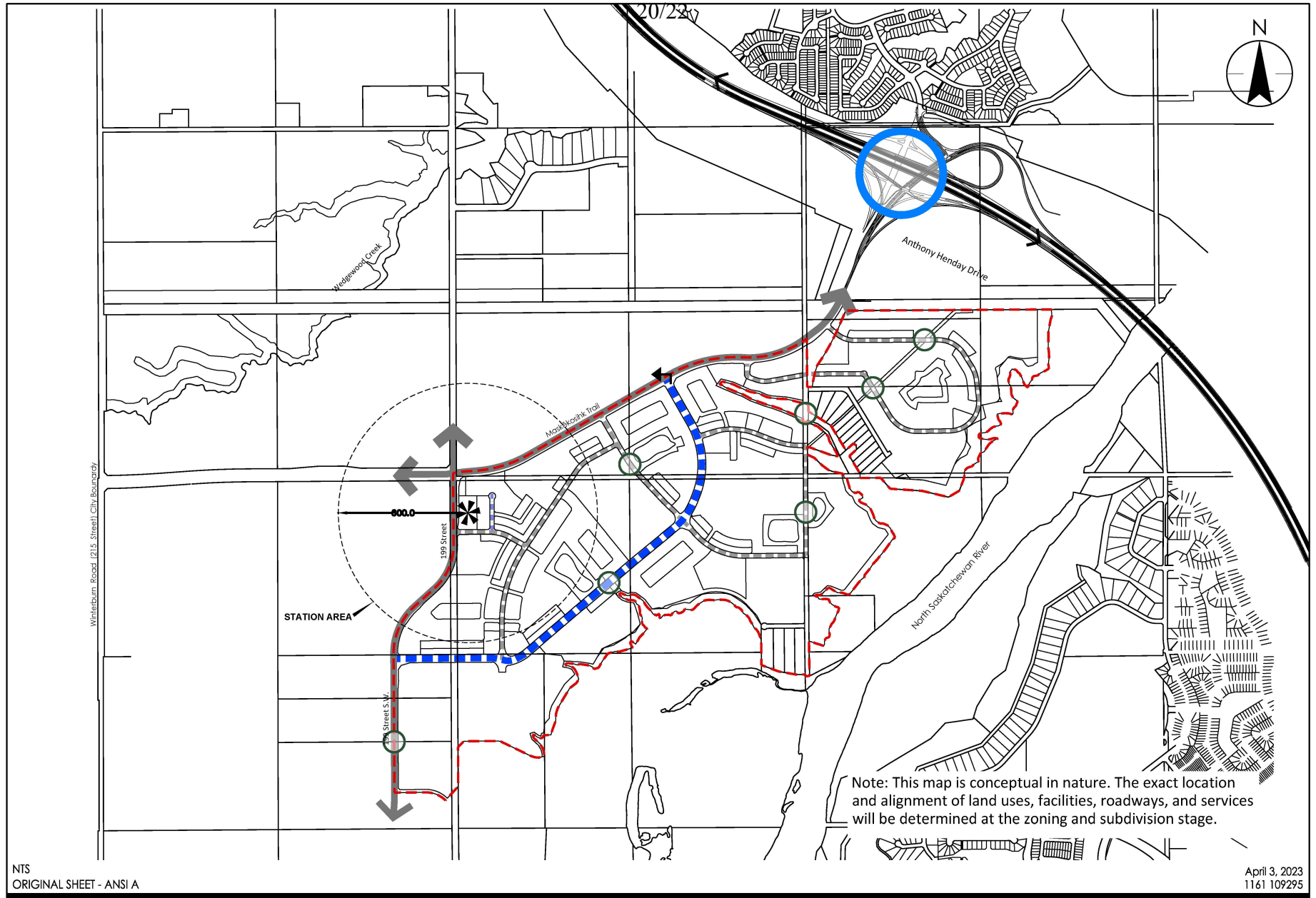


Legend
 General Direction of Development
 NSP Boundary

Client/Project
River's Edge
Neighbourhood Structure Plan

11.0

Staging



Legend

- Freeway (Anthony Henday Drive)
- Arterial Roadway
- Street Oriented Arterial Roadway
- Collector Roadway
- Enhanced Local Roadway
- Service Interchange

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

*See ENRII for Passage Details

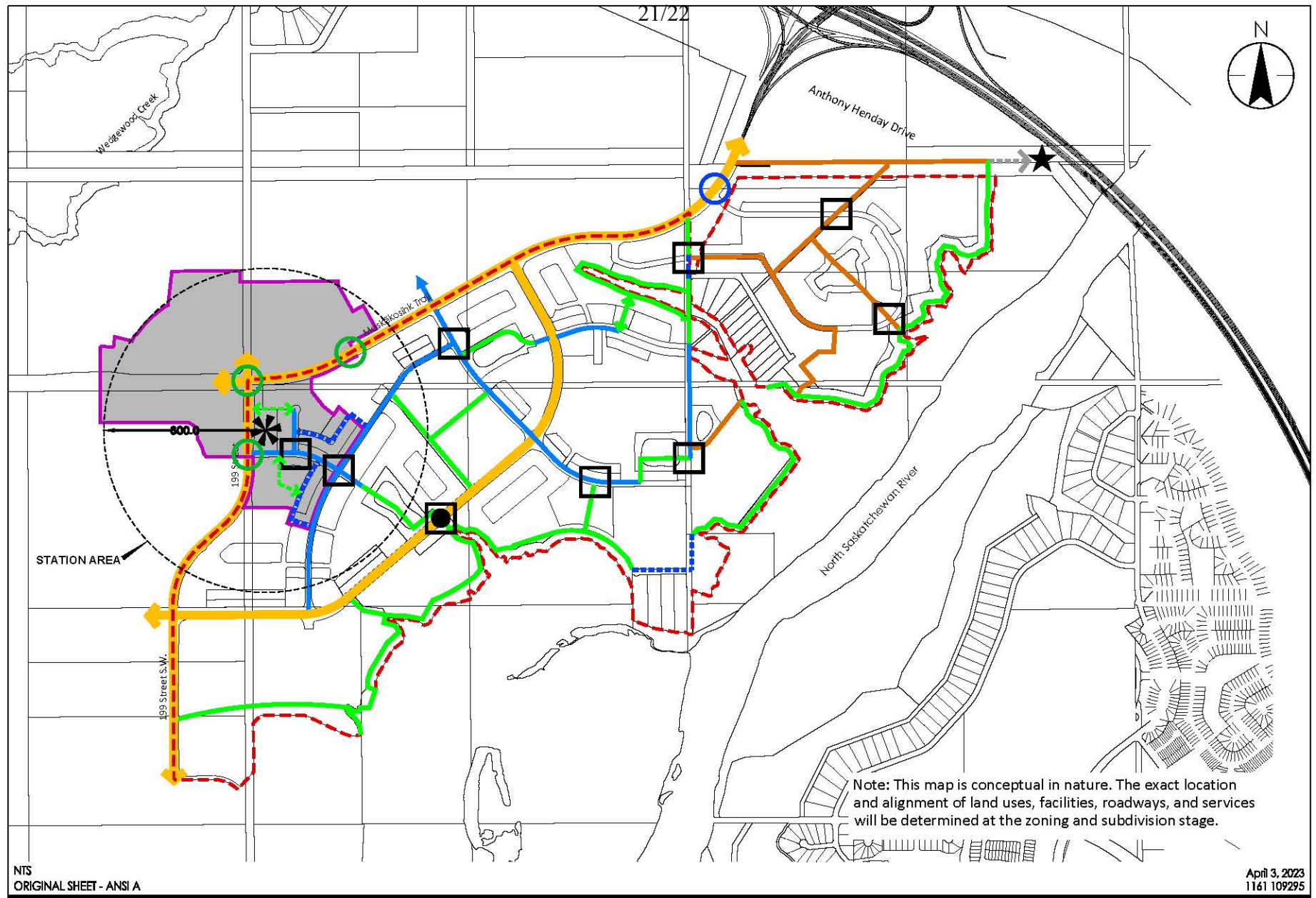
Client/Project
River's Edge
Neighbourhood Structure Plan

Figure No.

12.0

Title

Transportation



Legend

- Tier 1 - Shared Use Path on Both Sides
- Tier 2 - Shared Use Path on One Side
- - - Tier 3 - Shared Roadway with Wayfinding
- Active Modes Connection
- Shared Use Path in Park/Open Space
- - - Pedestrian Permeability (Via Access Easements or Right-of-Way)
- Pedestrian Zone
- ✱ Potential Transit Centre

- Priority Pedestrian Crossing
- Two-Stage Pedestrian Crossing
- ★ Potential Future Regional Connection
- Potential Traffic Calming Locations and/or Mid-block Crossings
- Higher Order Pedestrian Crossing Control
- - - NSP Boundary

Client/Project

River's Edge
Neighbourhood Structure Plan

Figure No.

13.0

Title

Active Mode Transportation

