



City of Grande Prairie
Development Services Department

South Avondale Area Redevelopment Plan



Bylaw C-1202
Adopted June 16, 2008

CITY OF GRANDE PRAIRIE

OFFICE CONSOLIDATION

BYLAW C-1202

**A Bylaw to Adopt the South Avondale
Area Redevelopment Plan**

(As Amended by C-1202A, C-1202B and C-1202C)

**THE MUNICIPAL COUNCIL OF THE CITY OF GRANDE PRAIRIE, IN THE
PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:**

1. This Bylaw shall be cited as the “South Avondale Area Redevelopment Plan” bylaw.
2. The South Avondale Area Redevelopment Plan attached as “Appendix B-1” is hereby adopted pursuant to Section 634 of the Municipal Government Act, RSA 2000, Chapter M-26.
3. This Bylaw shall take effect on the date it is passed.

READ a first time this 5th day of May , 2008.

“D. Logan” (signed)
MAYOR

“J. Ferguson” (signed)
CITY CLERK

READ a second time this 16th day of June , 2008.

READ a third time and finally passed this 16th day of June , 2008.

“D. Logan” (signed)
MAYOR

“J. Ferguson” (signed)
CITY CLERK

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Section 1.0 Introduction

1.1 Organization of the Plan

The plan is organized into five sections:

- Section 1.0 Outlines the reasons for preparing a plan, the status of the plan, and describes the plan area.
- Section 2.0 Summarizes the main issues and concerns facing the neighbourhood as identified by neighbourhood residents.
- Section 3.0 Identifies the mission and vision statement for the neighbourhood and the values of the plan.
- Section 4.0 Contains the objectives, policies and action statements that have been put forward to address the issues facing the neighbourhood.
- Section 5.0 Outlines the means by which the policies and recommendations of the plan are to be implemented and put into effect.

1.2 Need for a Plan

The City of Grande Prairie's Municipal Development Plan identifies the South Avondale neighbourhood as one of five neighbourhoods for which an Area Redevelopment Plan is to be prepared.

Due to the historical and present land use districts and the uses permitted therein, redevelopment has been occurring for many years in the South Avondale neighbourhood. These redevelopment pressures are likely to continue into the future. The South Avondale Area Redevelopment Plan (herein referred to as the ARP) will provide policies and guidelines for redevelopment ensuring increased compatibility with existing developments, both residential and commercial, and maintaining the opportunity for revitalization of the neighbourhood through new developments.

1.3 Legislative Context of the Plan

An ARP is a statutory plan as described by the Municipal Government Act. It is a document that will guide future development within the South Avondale neighbourhood, and as such, land use planning and development decisions must respect the policies contained in the plan. The Land Use Bylaw is the main instrument through which the land use policies of the plan will be implemented.

1.4 The Planning Process

One of the most important factors of the urban planning process is public involvement. The opinions, insight, and participation of the public become even more critical during the creation of an area redevelopment plan. Many more stakeholders are involved when working in the context of an existing neighbourhood rather than a green field development. As such, the creation of this document involved the public during the entire process. The public was notified of events and meetings by way of letters to all property owners, newspaper advertisements, radio advertisements, and hand delivered flyers.

In the spring of 2007, public meetings were held to introduce the idea of an ARP to the public and the process that was going to take place. Shortly thereafter, an “Issues Identification” meeting was held in order to gain an understanding of what South Avondale residents valued about their neighbourhood, what they disliked, and what changes they would like to see (the results of that exercise are discussed on pages 8 & 9). From this exercise, the Mission, Vision, and Values Statements were created.

A Steering Committee of seven members was established in the spring of 2007. The committee was composed of neighbourhood residents, residential property owners, commercial property owners, as well as developers. The Steering Committee worked with planning staff to create the ideas presented in this plan, constantly referring back to the Mission, Vision, and Values Statements to ensure that the work was consistent with the information the public provided during previous meetings. In November 2007, two open houses were held in order to provide information and gain feedback on the ideas contained in this plan. Minor revisions to the plan were made in order to address concerns which were presented at the open house. Overall feedback from those open houses was very positive which gave the Steering Committee and planning staff confidence that the plan reflected the preferences of the South Avondale residents.

1.5 Plan Area

The land covered by the ARP consists of the area located south of 108th Avenue, east of Muskoseepi Park, west of 100th Street, and north of the Central Commercial District, which is defined by a lane between 102nd and 103rd Avenue. (See Map 1: Plan Area.)

1.6 The History of South Avondale

The origin of the name Avondale is somewhat a matter of speculation. The word “Avon” is derived from the Welsh word “afon” for river. The word “Dale” is a word for an open river valley. Both of which would likely be referring to Bear Creek and its Valley. The first mention of the name Avondale in historical records is when Grande Prairie’s second elementary school, Avondale School, was opened in September of 1957. As time passed and lands north of 108th Avenue developed into a residential area, it adopted the name of the new school. In subsequent decades, the area south of 108th was referred to as South Avondale. Therefore, this neighbourhood existed long before it came to be known as South Avondale.

In 1910, the town site east of the Bear Creek Valley was surveyed and construction began. The original survey plan for this area, Plan 1410 A.C., envisioned 102nd Street as the main street running north/south and 102nd Avenue as the main avenue running east/west. On the original plan, 102nd Street was titled Main Street and 102nd Avenue was First Avenue. Both streets were given large right-of-ways as a result. However, due to the location of major trails in the area, early commercial development took place at what is now 100th Avenue and 100th Street instead. Subsequently, 102nd Street developed into a predominantly residential and institutional area. In its earliest times 102nd Street was known as “Carriage Lane” as well as “The Boulevard”. A tree lined boulevard in the middle of the street was present until approximately 1948.

The neighbourhood has always been predominantly residential in character with some institutional developments. Hillcrest School was a convent for St. Joe’s Academy as well as a Business College. St. Joe’s Academy was located on the corner of 103rd Avenue and 101st Street which is now currently a parking lot. Residential development was slowly replaced by commercial development along 100th Street. During the late 1970’s and 1980’s the area experienced a significant amount of redevelopment in the form of apartment buildings. More recent redevelopments have taken the form of multi-attached dwellings in the 4-plex model.

1.7 Present Day South Avondale

South Avondale is a predominantly residential neighbourhood. Commercial developments dominate the east boundary of the neighbourhood (100th Street) and occur sporadically along 102nd Street. A school, a church, and the main access to Muskoseepi Park combine to create a public space node in the South-West corner. A portion of the Community Village and the old RCMP building create a public service focal point along the south boundary of the neighbourhood.

South Avondale has an enviable position with respect to location in the city and proximity to a variety of other land uses. Most notably, the entire west boundary of the neighbourhood is adjacent to Muskoseepi Park. There are numerous trail connections from the park to the neighbourhood as well as several recreational opportunities such as tennis courts, the swimming pools (indoor and outdoor), walking/biking trails, and the skateboard park. The Central Commercial district forms the southern boundary of the neighbourhood which provides a number of consumer, social, health, and government services. The east boundary of the neighbourhood (100th Street) provides several points of access to the area as well as additional commercial uses including convenience stores, fast food outlets, and other general commercial uses. The north boundary of the area is made up of primarily residential and school uses. The Avondale Elementary School (city public) and Harry Balfour School (county public) are located on the north side of 108th Avenue with the Public High School only a few blocks further north.

In close proximity to the area are numerous opportunities for meeting one’s basic consumer needs such as grocery, hardware, and general merchandise outlets, restaurants, government and health care services, and education facilities. When considering the proximity to all these amenities, it is certain that the South Avondale neighbourhood is the most centrally located residential neighbourhood in the entire City of Grande Prairie. The built form of the area coupled with the aforementioned ideas also makes this area one of the most walkable neighbourhoods in the city.

One of the most striking features of the area is the maturity of the trees. Tree canopies extend over the streets in some areas while trees located on private property fill in the rest of the area. Dominant species include Green Ash, Northwest Poplar, and various types of Spruce. In many areas, mature trees are reaching the end of their life cycle and are being removed or will be removed in the following years. The Green Ash trees which have lined the edges of 102nd Street for decades are no exception. Numerous trees have already been removed and more will be removed as their condition declines. The area with the least amount of mature trees is the commercial area near 100th Street along the entire east boundary of the plan area.

The Plan area is approximately 36 hectares. As of 2007, the population of South Avondale was estimated to be 1707 (city census data). This translates into a population density of 47.4 persons per hectare which is above the City wide average of approximately 35 persons per hectare. The unit density is approximately 22.5 units/ha. The rate of residential ownership is approximately 20% with the remaining 80% in rental.

The neighbourhood includes residential, institutional, and commercial land uses. The following table provides information on the built environment in South Avondale.

Table 1.1: Developments in the South Avondale Neighbourhood

South Avondale Neighborhood	Properties	Units
Single Detached	156	156
Semi-Detached	15	30
Multi Attached	43	175
Apartment	31	454
Commercial	19	31
Vacant	6	0
Parking	3	0
Institutional (School, Church)	2	2
TOTAL	275	848

Section 2.0 The Issues

The following list provides a glimpse into the characteristics that residents value about the South Avondale neighbourhood¹:

- Small and local businesses
- Availability of parking
- New buildings
- Proximity to Farmers Market
- Lot sizes and large yards
- Bus routes/stops/services
- Rear lanes
- Character of homes
- Population diversity
- People
- Wide streets with mostly two sidewalks
- Presence of St. Josephs Church
- Not much vandalism
- Limited traffic
- Quiet residential neighbourhood
- Proximity to Leisure Centre
- Proximity to Muskoseepi Park
- Location
- Lots of trees
- Close to schools

Some aspects of the South Avondale neighbourhood that residents dislike or would like to see changed are listed below:

- More development controls
- Too much emphasis on vehicular traffic
- Bear Creek & Reservoir underutilized
- Too much on-street parking/parking congestions
- Streetscape on 102nd Street needs improvement
- Run-down buildings/lack of property maintenance
- Bright lights/light pollution from car dealerships
- Lack of advanced notice of redevelopment
- Too many apartment buildings
- Road and sidewalk maintenance
- Too much traffic
- Traffic on 102nd Street
- Too much garbage and litter
- Snow removal
- Lack of green space/trees
- Trees being cut down
- Lack of lane maintenance
- Undesirable people
- School zone on 102nd Street

The following table summarizes potential policies or solutions that represent residents' suggested solutions for the issues identified above (note: some of the "solutions" listed below are contradictory and/or are not feasible from an ARP perspective).

Possible Solution	Votes
More commercial on 102 nd Street	10
Maintain landscaping and replace with mature vegetation	9
Design controls for multi-unit dwellings/architecture controls/design panel	7
Take measures to increase safety in Muskoseepi Park	6
Pedestrian crossings and other considerations	6
Make the streetscape pedestrian friendly	5

¹ This information was attained during an "Issues Identification" Exercise which took place at a public meeting in April of 2007. South Avondale residents and property owners participated in the exercise.

Better maintenance of roads including snow removal	5
Create neighbourhood association/neighbourhood watch	4
Create sidewalk replacement program	3
No commercial development on 102 nd Street	3
Traffic calming	3
Post tow-away signs in lanes	3
Require apartment tenants to use parking lots at night	3
Better park entrance and signage	3
Paved lanes	3
Neighbourhood clean-up	3
Prohibit Parking close to corners of 104 th Avenue and 102 nd Street	2
Create more parking for multi-unit developments	2
Better notification of proposed developments	2
Increase side yards for multifamily developments	2
Create mixture of buildings on adjacent lands	1
More public garbage cans	1
Light pollution policy	1

Section 3.0: South Avondale - The Way Forward

3.1 Mission Statement

To make South Avondale a desirable community in which to live, work and enjoy.

3.2 Vision Statement

An enhanced, mature, diverse, neighbourhood in a unique central location providing a vibrant urban working and living experience for everyone.

3.3 Values

- accessibility
- aesthetically pleasing
- proximity
- functionality
- walkability
- safety
- population diversity
- mixed-use development
- mature trees

Section 4.0 Objectives and Policies/Actions

4.1 Future Land Use and Development Standards

Redevelopment of older neighbourhoods within and around a city's core is a natural trend. As vacant land around the edges of an urban municipality become developed and the city grows outward, there becomes a gradual tipping point where individuals (both residents and developers alike) begin to look inward at opportunities in existing central neighbourhoods. The benefits of living in existing central neighbourhoods are numerous. Centrality, maturity, and diversity are just some of the values that inner-city residents have for their neighbourhoods. Quite often, redevelopment takes shape as some form of multi-unit development. Increasing population densities by way of multi-unit housing developments in and near the central core of a city is a natural and positive occurrence for many reasons including provision of different housing options, increased rental inventory, decreasing urban sprawl, decreased reliance on an automobile, and efficient re-use of existing infrastructure.

It is essential that all redevelopment, residential and commercial alike, occurs in a way that enhances a neighbourhood, not diminish it. This will be accomplished through a future land use development concept, architectural controls, as well as site design considerations.

Objectives:

- To ensure that all future land use redesignations (rezonings) as well as new developments compliment the existing neighbourhood and serve to enhance the area as a whole.
- To create interesting and aesthetically pleasing pedestrian friendly streetscapes by way of improving the overall aesthetics of private developments.
- To create a vibrant, pedestrian friendly, residential and commercial environment along 102nd Street.
- To make 102nd Street the backbone of the neighbourhood that brings the neighbourhood and its people together.

Policies/Actions for All Development Proposals

All new development proposals (land use redesignation or development permit applications) shall adhere to the following policies:

- 4.1.1 Future land use redesignations shall adhere to the Future Land Use Development Concept Map. (See Map 2: Future Land Use Concept Map.) The Future Land Use Map is generalized and not meant to be interpreted as specific to any lot lines or boundaries that may be visible on the map. Each individual rezoning application will be considered in the context of its own unique location with respect to adjacent land uses, and the values, policies, and ideas presented in this plan.

4.1.2 Deleted by Bylaw C-1202B - December 14, 2015.

4.1.3 All developments providing some form of outdoor lighting other than porch lights or other small decorative lighting shall adhere to *Section 47 - Lighting* of the Land Use Bylaw. A light pattern plan must be submitted with the development permit application. Lighting shall not project into adjacent residential properties or project upwards into the sky.

4.1.4 All new developments are encouraged to provide a portion of residential units as affordable housing. Developers can contact the City of Grande Prairie Community Services Department to enquire about any programs they may be able to apply to. Policy 609 - Density Bonusing and Policy 607 - Waiver of Fees may be applicable.

4.1.5 Special consideration for a front yard setback variance for any development shall be provided when the following criteria are considered:

- ▶ Will the required parking be located in the rear yard?
- ▶ Will the front façade enhance the streetscape?
- ▶ Will the variance result in preservation of mature trees?
- ▶ Is the variance necessary to accommodate other Land Use Bylaw requirements?
- ▶ Is the architecture of the front and side façades sensitive to the streetscape and adjacent properties?
- ▶ Is there special consideration to appearance and aesthetics of the side walls that will be more visible to the street because of the decreased front yard?

4.1.6 Parking shall be provided in the rear of the property for all major developments and wherever possible for all other developments. The use of lanes to access the parking lots for major developments is required. Accessing parking off of the street creates access points that break up the sidewalks. If placement of the parking to the rear of the property is impossible due to unique circumstances, parking may be considered in the side yard. Considerable efforts with regard to the design of the parking lot and landscaping facing the street and adjacent properties are required in this scenario.

In the case of mixed use and apartment developments, a reduced front yard setback and a stepped back building design with parking located under upper floors is an ideal design solution. With this design, a portion of the parking requirements are provided within the building footprint. Combined with the potential for a decreased front yard setback this option enhances the streetscape, hides parking lots, and increases developability of individual properties.



- 4.1.7 Consistent with existing City Policy, major developments may trigger the relocation of overhead powerlines underground. This will have to be reviewed on a case by case basis in consultation with ATCO Electric.
- 4.1.8 Uses that are listed as *Discretionary* in the Land Use Bylaw are uses that warrant additional review and consideration with respect to compatibility with adjacent land uses, the mission, vision, and value statements of this document, and any other site specific factors. During the discretionary use approval process, adjacent property owners will be notified by mail of the proposed development as well as the date, time, and location information for when the decision on the application will be made.

Policies/Actions for Mixed Use Developments

- 4.1.9 All Mixed Use Apartment Buildings located within the boundaries of this ARP must have a mixture of residential and commercial, retail, or institutional uses in the same building.
(Bylaw C-1202B - December 14, 2015)
- 4.1.10 All Mixed Use Apartment Buildings must maintain, at a minimum, 50% of the gross floor area for residential use (dwelling units or dwelling; or dwelling units, supported).
(Bylaw C-1202B - December 14, 2015)
- 4.1.11 All areas of the ground floor of a Mixed Use Apartment Building which have street frontage (face the street) shall be used for commercial, retail, or institutional uses listed in the same land use district as the dwelling units in the building. Residential use (dwelling unit or dwelling; or dwelling unit, supported) may be located within the rear half of the ground floor, not within the half containing the main/front entry side of the building; and, residential use shall not occupy more than 25% of the total floor area of the ground floor.
(Bylaw C-1202B - December 14, 2015)
- 4.1.12 Only residential uses shall be located above the second floor of a development.
(Bylaw C-1202B - December 14, 2015)
- 4.1.13 Pedestrian Oriented Commercial and Mixed Use Developments should consider providing some front yard setbacks and articulated façades to accommodate outdoor eating areas/patios as well as canopies and awnings.

- 4.1.14 Mixed Use Apartment Buildings should only be developed utilizing a Direct Control District. Direct Control Districts within the plan area should support conformity with this ARP while enabling Council or the delegated Development Authority to vary from the plan as it considers necessary to exercise particular control of unique or complex developments, having regard to the policies and standards of the plan.

(Bylaw C-1202B - December 14, 2015)

Policies/Actions for Multi-Unit Developments (apartment buildings)

- 4.1.15 Apartment building design and site design shall mitigate impact of the development on adjacent properties. This includes considerations such as privacy, noise, aesthetics, shading, lighting, and traffic.
- 4.1.16 For apartment buildings in the Medium Density Residential (RM) District specific consideration for a two metre variance on the front yard setback requirement shall be provided in the case where the front wall of the 3rd and 4th stories of the building are stepped back 2 metres from the 1st and 2nd floors and parking is located to the rear of the building.

Policies/Actions for Multi-Unit Developments (multi-attached)

- 4.1.17 The City of Grande Prairie Land Use Bylaw shall provide for row house multi-attached developments to be permitted and front-to-back multi-attached developments (4-plexes) to be discretionary in the South Avondale neighbourhood.
- 4.1.18 Row housing units shall be encouraged. A variance for the front yard or side yard standards may be contemplated in the case where lot standards are proving difficult to meet in an attempt to accommodate a row-housing development.

Policies/Actions for Development along 100th Street

- 4.1.19 Direct access on to 100th Street shall not be permitted. Upon redevelopment, existing driveway access locations shall be removed and relocated onto the respective Avenue or lane to which the property is bound by. A Driveway Crossing Permit must be approved by Engineering Services.
- 4.1.20 New buildings shall have the main façade front onto 100th Street with minimal separation between the east property line and the building itself. The parking lot shall be located to the rear of the property. Special consideration for a front yard (east boundary) variance shall be provided in this scenario. The façade of the building and the site layout should create a pedestrian friendly environment through the use of landscaping, pedestrian scale features, benches, lighting, sidewalk cafes, canopies, awnings, etc.
- 4.1.21 Upon redevelopment, all public land shall be reclaimed by the city and, where possible, shall be incorporated into the overall streetscape through means of landscaping or sidewalk widening or both. This shall be addressed by way of a development agreement between the property owner and the City.

- 4.1.22 A landscaped buffer shall be provided as per the Land Use Bylaw where commercial properties are adjacent to residential properties.

4.2 Architecture

The impact of quality architecture on one's enjoyment of an area cannot be understated. Building aesthetics are a vital ingredient in the overall "feel" that one experiences when spending time in a quality built environment. In the past two or three decades a number of developments, both residential and commercial, were built in the South Avondale neighbourhood with little regard for a visually appealing finished product. Blank walls, repeated building design, small windows, and overuse of similar materials and features have a cumulative effect which results in an overall unpleasant and uninspired streetscape.

The implementation of architectural controls will have significant benefits to the South Avondale neighbourhood. The Mission, Vision, and Values statements that this plan was based on envisions the area as a place to live, work, and enjoy. An attractive setting is critical in compelling people to spend time in a place as well as stimulating redevelopment interest and confidence.

Objectives:

- To ensure that all new development respects the existing neighbourhood and serves to enhance the area as a whole.
- To provide some variation and interest in multi-unit residential developments.
- To balance values such as affordability and development economics with diversity and aesthetics.
- To enhance the overall streetscapes of the South Avondale neighbourhood.
- To provide some flexibility for unique developments by virtue of previous development, lot size, shape, topographic features, or existing uses.

Policies/Actions

- 4.2.1 All new developments shall adhere to the Architectural Controls. (See Appendix 1 and 2.) Adaptive reuse of existing structures are not required to conform to the architectural controls. Should additions to existing structures be applied for, the architectural controls shall be considered and adhered to where appropriate.
- 4.2.2 All development proposals which will be located adjacent to the top of bank shall adhere to *Section 37 - Bear Creek Valley* of the Land Use Bylaw. Additionally, any wall of future developments that will face on to the park shall be evaluated in the context of the architectural controls section as if that wall is facing a street. All developments visible from within Muskoseepi Park shall exhibit high standards of architecture, design, and finishing materials.

- 4.2.3 Except within a Direct Control District, should a development proposal be at variance with the Architectural Controls, the applicant can apply to receive an exemption and the application will follow the discretionary use development permit procedure. The Community Growth Committee will be the Development Authority in such situations. Development Officers and the Development Authority shall consider the following criteria in making their decision to support the exemption:

(Bylaw C-1202B - December 14, 2015)

- ▶ Is the proposal unique in scale, purpose, function?
- ▶ Will the development include a high level of architectural detail and features?
- ▶ Will the proposed development be aesthetically pleasing?
- ▶ Are there site specific reasons that uniquely constrain this development?
- ▶ Is the proposed development in scale and character of the neighbourhood?
- ▶ Will the proposed development enhance the streetscape and area?

The above procedure does not apply to Direct Control Districts. For a Direct Control District within the plan area, Council or the delegated Development Authority has the discretion to determine applicable regulations as is set out within the Direct Control District and may approve variance of this ARP Architectural Controls having regard to the criteria in this Section.

(Bylaw C-1202B - December 14, 2015)

4.3 Transportation

Due to the traditional grid pattern, there are abundant vehicular access opportunities to and from the South Avondale neighbourhood to major roadways such as 100th Street, 100th Avenue and 108th Avenue.

The main roadway within the neighbourhood is 102nd Street which divides the neighbourhood in half and thus all properties in South Avondale are within two blocks of 102nd Street. Since 102nd Street forms the backbone of the South Avondale neighbourhood, ideas and policies regarding transportation are closely knit with the vision for 102nd Street as a vibrant mixed use district. The opportunities for improving the design of 102nd Street are endless. Elements such as separate sidewalks, tree lined boulevards, bicycle lanes, pedestrian bulbs, benches, public art, and other pedestrian scale features could be strategically located in such a fashion as to encourage and accommodate non-vehicular traffic, increase safety, calm traffic, and create a vibrant destination.

Sidewalks are located on both sides of the streets for most of the neighbourhood. There are some areas where a sidewalk is located on one side of the street only. The sidewalks are predominantly mono-sidewalks (immediately adjacent to roadway) with the minority being separate sidewalks (with grass strip between sidewalk and roadway). In some areas of the neighbourhood, there are treed boulevards where separate sidewalks are present while other boulevards are without trees and not maintained.

The sidewalks in the neighbourhood are quite narrow however they are generally in good condition. There are numerous opportunities for replacing dilapidated sidewalks, widening other sections, and edging back encroaching growth in other areas.

Rear lanes are predominant in the area providing additional access opportunities than non-laned neighbourhoods. The majority of the rear lanes are not paved.

Although Muskoseepi Park provides good opportunities for recreational bicycle trail riding, the neighbourhood does not formally recognize and accommodate bicycles as a mode of transportation as there are no dedicated bicycle lanes.

Objectives:

- Create environments where alternative modes of transportation are encouraged and accommodated. This includes consideration for pedestrians, bicyclists, public transit users, and the physically impaired.
- Create a pedestrian friendly streetscape for 102nd Street through the introduction of numerous possible streetscape features such as, but not limited to, pedestrian bulb-outs, wider sidewalks, bicycle lanes, benches, landscaping, treed boulevards, public art, etc.
- Upgrade the sidewalks in the neighbourhood by means of replacement, widening, and edging the vegetation.
- Enhance the boulevards in the neighbourhood.
- Mitigate the impact of increased traffic on 102nd Street due to the extension to 116th Avenue.
- Increase the use of rear lanes.

Policies/Actions

- 4.3.1 The City shall consider implementing streetscape design features and traffic calming measures along 102nd Street. Such features could include but not be limited to pedestrian bulb-outs, a treed meridian, wider sidewalks, separate sidewalks with treed boulevard, and bicycle lanes. (See Appendix 3: 102nd Street - A Vision for a Complete Street.)
- 4.3.2 All capital improvements to 102nd Street shall adhere to 102nd Street Redevelopment Guidelines. (See Appendix 3: 102nd Street - A Vision for a Complete Street.)
- 4.3.3 Major developments (multi-unit attached developments of four units or more) will necessitate the paving, or a portion thereof, of the rear lane that will service that development.

- 4.3.4 The City shall endeavor to improve the sidewalks in the South Avondale neighbourhood. Map 3 - Sidewalk and Boulevard Inventory identifies the conditions and opportunities of the sidewalks and boulevards in the area. (See Map 3: Sidewalk and Boulevard Inventory.)
- 4.3.5 The City shall consider renaming 102nd Street to reflect its former moniker, *The Boulevard* (similar approach as Richmond and Clairmont Roads).

4.4 Parks, Open Space and Landscaping

South Avondale is extremely fortunate with respect to its proximity to Muskoseepi Park. The entire west boundary of the neighbourhood is the top of the bank to the park. Numerous access opportunities to the park, both formal and informal, exist throughout the neighbourhood; however, a number of points of access have not been formalized and are in a rather rough condition. Aside from Muskoseepi Park, there are no other parks or open spaces in South Avondale.

Mature trees are present everywhere in the neighbourhood. Mature trees are predominantly located on private property and in some cases on public boulevards in the case of a separate sidewalk. There are numerous opportunities for increasing the treatment of boulevards which would result in a classic tree lined roadway. 101st Street presents a fantastic opportunity to plant trees in the boulevard between the sidewalk and the curb on both sides of the road.

Objectives:

- To take advantage of the proximity to Muskoseepi Park.
- To improve and formalize accesses to Muskoseepi Park.
- Enhancing the landscaping of the neighbourhood through the introduction of street furniture and planting trees in boulevards and other public places.

Policies/Actions

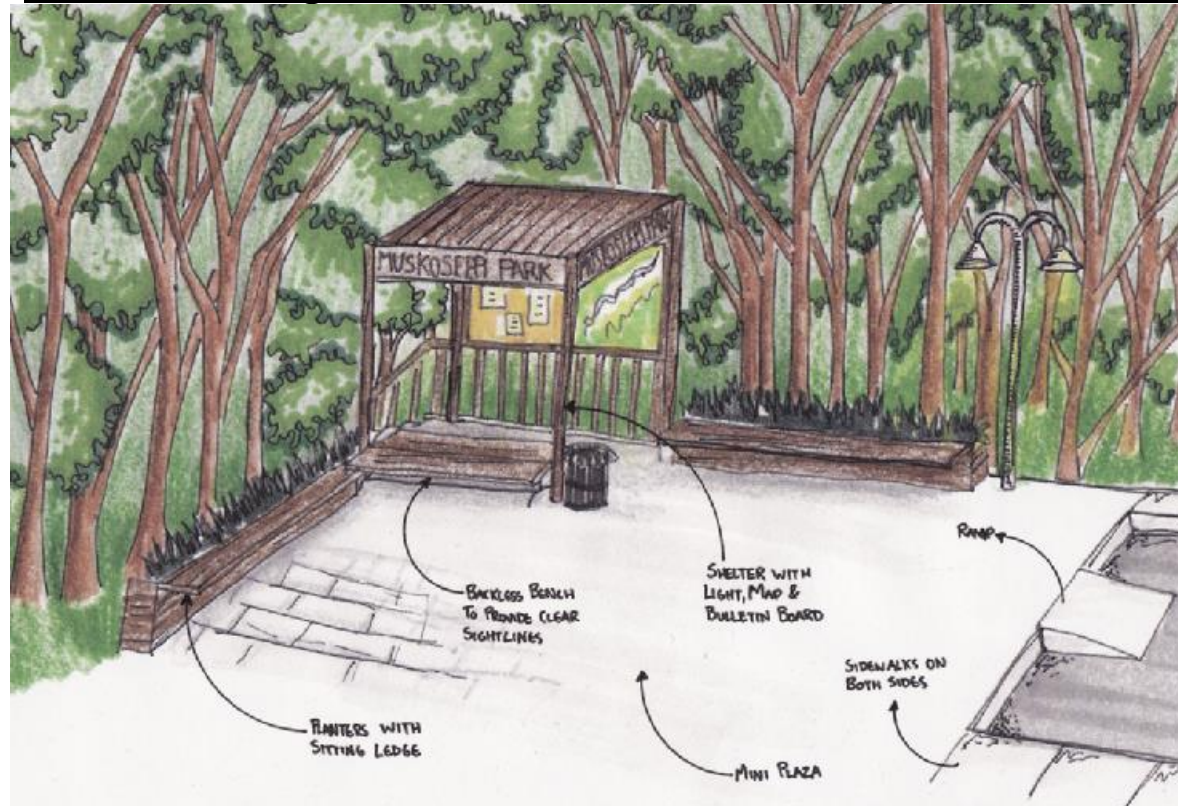
- 4.4.1 The dead-ends located on the west ends of 103rd, 105th, and 106th Avenues shall be improved and by constructing formal park entrances (see pictures and artistic renderings on following pages). The artistic renderings shown below are conceptual only. Based on budget and feasibility of certain elements, the final design may look quite different. The purpose of the renderings is to provide the reader with an image of how the entrances can be improved based on the usage of design elements. These improvements should include but not be limited to the following features:

- Signage
 - Landscaping (trees and shrubs)
 - Concrete bollards
 - Benches
 - Lighting
 - Garbage containers
 - Trail Connections to Muskoseepi Park Trails (on 105th Avenue most importantly)
 - Planters
 - Bulletin/Information boards or Poster bollard
 - Maps
 - Repair or replacement of existing paving, sidewalks, curbing, etc.
 - Xerilandscaping
- 4.4.2 The City shall improve boulevards which are in disrepair and are not being used to their full potential. Enhancements shall be made by grading, landscaping, and tree-planting boulevards where opportunities exist. (See Map 3: Sidewalk and Boulevard Inventory.) 101st Street is an extraordinary opportunity and as such shall have high priority.
- 4.4.3 Special consideration for variances shall be used in the case where the variance facilitates efforts to preserve and maintain mature trees, shrubs, etc.
- 4.4.4 Additional signage orienting pedestrians from 100th Street to the future Muskoseepi Park entrance at 105th Avenue shall be erected.

Existing Condition of 103rd Avenue Park Entrance



Artist's Rendering of 103rd Avenue Park Entrance Improvement (conceptual only)



Existing Condition of 105th Avenue Park Entrance



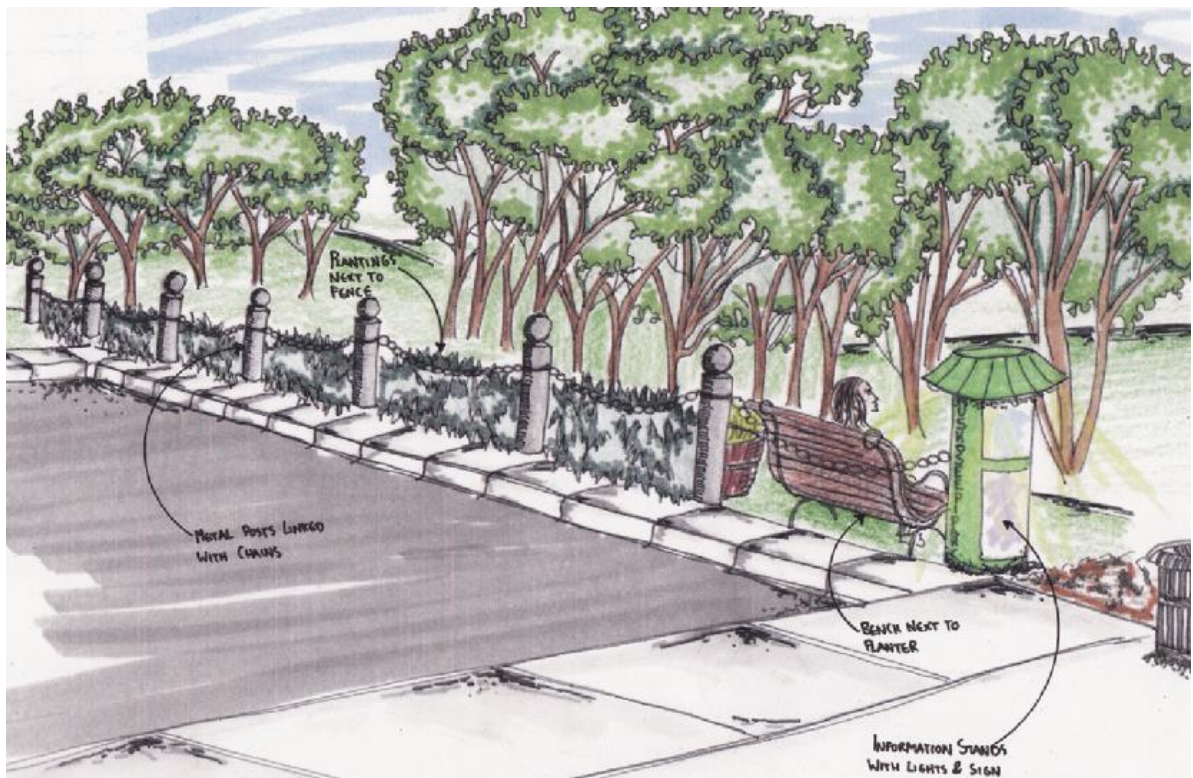
Artist's Rendering of 105th Avenue Park Entrance Improvement (conceptual only)



Existing Condition of 106th Avenue Park Entrance



Artist's Rendering of 106th Avenue Park Entrance Improvement (conceptual only)



4.5 Water and Sanitary Infrastructure

Due to the fact that South Avondale is one of the oldest areas of the city, water and sanitary servicing constraints may exist. Consideration for the physical condition and servicing capacities of existing infrastructure will have to be reviewed on an individual basis. During the rezoning and development permit process, Aquatera Utilities will be circulated for comment on the Water and Sanitary servicing capacities associated with the proposed development.

Objectives:

- To ensure that redevelopment of the neighbourhood does not unduly strain the existing water and sanitary infrastructure.
- To seek creative solutions to allow for redevelopment in the instance where water and sanitary capacity may be problematic.

Policies/Actions

- 4.5.1 In the instance where water servicing limitations exist, options to counter the constraint will be explored. Possible solutions may include but are not limited to on-site solutions (sprinkler systems and other building construction solutions) and off-site improvements.
- 4.5.2 In cases where sanitary servicing limitations exist, options to offset the constraint will be investigated. Solutions to sanitary servicing limitations may include but are not limited to on-site storage, off peak pumping, and low demand fixtures (such as low flow toilets) as well as off-site improvements.
- 4.5.3 Should a servicing constraint arise and a solution agreed upon by administration and the applicant, certain measures to ensure compliance may be required. A caveat registered on the property certificate of title or Direct Control zoning are possible solutions.
- 4.5.4 In cases where the water and sanitary services are adequate for a proposed development but are insufficient for the land use district necessary to support the rezoning, Direct Control districting may be considered.
- 4.5.5 The City should consider conducting a water and sanitary engineering study to determine capacity of the existing infrastructure in the area. Results of this study would help determine where and how much densification is possible.

Section 5.0 Implementation

In order to implement the various policies and recommendations the following provides the key actions that should be undertaken.

5.1 Amending This Plan

Proposals for development that do not meet the policies and guidelines contained in this plan require a plan amendment. In evaluating the merits of an application to amend the policies, guidelines or future land use map of this plan, Council will consider the following:

- How well the proposed amendment advances the vision and objectives of the area redevelopment plan;
- The potential impacts of the proposed amendment relative to what is already permitted and called for under the ARP; and
- The ability of the existing municipal infrastructure systems to support the type of development that could result from the proposed amendment.

5.2 Land Use Bylaw Amendments

Land Use Bylaw C-1100 will be amended concurrently with adoption of the plan by Council. An overlay district will be created which will contain general policy reflective of ideas mentioned in this plan and will also show the area covered by this plan on the Land Use Bylaw map. Additional text amendments will be required in order to reflect the ideas and policies of this plan.

5.3 Capital Projects

5.3.1 Tree Planting Program

The City shall implement a tree planting program in the South Avondale neighbourhood. Map 3 identifies locations where trees are needed in the boulevard between the sidewalk and the roadway. Approximately 45 - 65 trees are necessary in order to fill areas with no trees at all. More trees may be necessary as older trees reach the end of their life cycle and need to be removed. Removal of existing trees shall be followed up by replacement with a new tree. Trees that are planted shall be from Category 1 or 2 of the City's *Design and Construction Manual* to ensure survival. A mixture of tree species is encouraged to increase diversity in appearance of the canopy during the growing season as well as fall colours.

5.3.2 Sidewalk Improvement

The City shall endeavor to improve the conditions of sidewalks in the South Avondale neighbourhood. Map 3 identifies areas where sidewalks are in need of improvement, widening, edging, or replacement. A review of the most appropriate strategy for accomplishing these goals would be the first step in implementing a program. In some cases, edging back existing vegetation and growth may be all that is necessary. In other instances, complete removal of the sidewalk and replacement will be necessary. This effort will be done with consultation and coordination with the City's existing Sidewalk Replacement Program.

5.3.3 Muskoseepi Park Entrance Improvements

The construction of park entrances located at the west end of 103rd Avenue, 105th Avenue, and 106th Avenue shall occur over the next three years. 105th Avenue will be a priority as it provides a much needed entrance to the park from the neighbourhood. The renderings shown in this document are conceptual only. Final design will likely differ somewhat as it may be affected by site specific factors, forthcoming ideas, and budget limitations. Possible avenues to explore for assistance in sponsorship/funding for these projects include but are not limited to Community Groups, Aquatera (Xerilandscaping Display), and Communities in Bloom.

5.3.4 102nd Street Streetscaping

A 102nd Street Streetscaping plan should be created which would identify desirable changes that could be made to enhance the streetscape overall. 102nd Street is a significant opportunity to redesign it into a "Complete Street". One of the primary ideas of a complete street model is to put a large street on a "road diet" and using the extras space to add additional features which make the street an environment which accommodates a variety of users including pedestrians, cyclists, transit users, and the mobility impaired. (See Appendix 3: 102nd Street - A Vision for a Complete Street, for a discussion of desirable features.)

Appendix 1: South Avondale Architectural Controls

Architectural Controls

NOTE: The Architectural Controls are broken down into two sections:

- 1) Controls that apply to **ALL** developments, and
- 2) Controls that apply to certain types of developments.

Proposed developments need to meet the criteria in both sections. For example: A mixed use development proposal must meet the controls in the section immediately below as well as the controls listed in the Mixed Use Developments section.

Architectural Controls for ALL Developments in South Avondale

Required

- The main façade shall be oriented to the street. For developments on corner lots, the walls of the building which have street frontage shall be treated the same as the primary façade with respect to the requirements listed herein as well as the style and finish of the primary façade.
- An articulated roofline divided into smaller components through the use of dormers, gables, cross gables, varying planes, extended entryways or other decorative elements required when a sloped roof is present.
- Emphasized entryways.
- Separate units with similar elevations must be built with at least 2 developments between on either side of the street (i.e. XOYX represents repetition pattern). To be different, an alternative elevation must reflect significant change to exterior treatment in roof design, windows, styling, and finish.
- Proposed developments shall vary from adjacent developments in two of the following three elements: footprint, height, and location on property.
- Articulated wall planes to reduce mass and scale are required for any wall that fronts a road (which would include side walls in the case of a corner lot).

Recommended

- Projections, recesses and overhangs.
- Architectural details on all walls, such as a belt course, coping, cornice, bargeboard, quoins, sills, trim or other decorative feature.
- Consideration in the transition from one cladding material to another.
- A minimum of two major exterior cladding materials.
- Large windows.
- Variety is encouraged with regards to development type and style both among different buildings and within the same building.
- Creativity in architectural styles.
- Consideration given to privacy relative to adjoining properties.

Mixed-use Developments

Required

- All walls must have windows except for walls that could potentially be developed as a party wall due to Zero lot line placement.
- Building height maximum of 5 stories on 102nd Street south of 105th Avenue; for all other mixed-use structures the building height maximum is 4 stories.
- The window to wall ratio for commercial portion shall be a minimum of 1:3 for any façade that fronts onto a street (including side walls in the case of a corner lot) and 1:6 on all other façades.
- The window to wall ratio for residential portion shall be a minimum of 1:5 for any façade that fronts onto a street (including side walls in the case of a corner lot) and 1:6 on all other façades.
- Side façades which abut another private property are exempt from the window to wall provisions.

(Bylaw C-1202C - September 21, 2015)

- Separate entrances are required for commercial and residential uses.
- Awnings, canopies, cantilevers or other architectural details over the commercial portion of the development to provide shelter to pedestrians.
- Commercial, retail, or institutional uses in mixed use structures are limited to the 1st and 2nd floors. Residential shall occupy subsequent floors.

(Bylaw C-1202B - December 14, 2015)

- If signs are present they shall be located within the floor area of the commercial portion, ie: no commercial signage shall occur above the 1st story façade.
- Visual separation between commercial and residential components to reduce the perceived mass of the building.
- Illumination for security on pedestrian walkways, parking lots and loading areas, entrances, internal roadways, public or semi public amenity spaces.
- Pedestrian scale lighting (approx. 3 metres in height).
- Focused/Directional lighting.
- Night lighting in the interior portion of the commercial component of the building.
- All main entrances facing the street to which the development is addressed on; secondary access are permitted to face the sides and rear of the building.
- Up to 50% of any façade may be vinyl siding.
- The primary façade of a mixed use development must be at a pedestrian scale. This can be accomplished by providing at-grade features such as display windows, lighting, landscaping, benches, sidewalk cafes, entrances, entrance features, etc. The main floor of the building shall maintain a similar level of grade as the surrounding exterior. Protruding basements which result in an elevated first floor will not be permitted.

Recommended

- Individual units are discernable.
- Hidden rooftop equipment.
- Large picture or display windows for commercial uses.
- Use of decorative windows.
- Overhanging (projecting) signs.
- A variety of colours excluding roof and minor components like flashings, casings, trims, windows, doors, decorative accessories.

- Private exterior space in the form of porches, balconies, patios and/or roof terraces provided for as many residential units as feasible.
- Side street or accessible rooftop outdoor patios.
- Windows, doors and architectural features based on human scale (approx. 2 metres).

Single Unit Residential Dwellings

Recommended

- Larger houses that are visually broken into smaller elements to reduce the perceived mass of the building.
- Step-backed second storey.
- Porches or verandas.
- Garage door that does not dominate view from street.
- Garage construction of a similar design as the home itself.

Multi-unit Dwellings: Apartment Buildings

Required

- For apartment buildings in the Medium Density Residential (RM) District specific consideration for a two metre variance on the front yard setback requirement shall be provided in the case where the front wall of the 3rd and 4th stories of the building are stepped back 2 metres from the 1st and 2nd floors.
- The maximum height is 4 stories.
- A minimum window (incl. doors) to wall ratio is 1:5 for the front façade and 1:6 for all other façades.
- Side façades which abut another private property are exempt from the window to wall provisions.

(Bylaw C-1202C - September 21, 2015)

- Vinyl siding shall be limited to a maximum of 50% of the exterior material on the front and rear façades as well as side façades in the case where the side of the building fronts a street, park space, or other public area. Side façades which face another private property shall be allowed to use vinyl siding without limitation.
- Illumination for security and ambience is required for all pedestrian walkways, parking lots and loading areas, entrances, internal roadways, public or semi public amenity spaces
- Pedestrian scale lighting (approx. 3 metres in height).
- Focused/Directional lighting.
- All main entrances to face the street; secondary accesses are permitted to face the sides and rear of the building.
- A secondary access must be provided adjacent to dedicated parking area.

Recommended

- A variety of colours excluding roof and minor components like glazing, flashings, casings, trims, windows, doors, decorative accessories.
- Individual units are discernable.
- Decorative windows.
- Private exterior space in the form of porches, balconies, patios and/or roof terraces should be provided for as many residential units as feasible.
- Windows, doors and architectural features based on human scale (approx. 2 metres).
- Rooftop equipment hidden from the street-side of development.

Multi-unit Dwellings: Townhouses, 4-plexes, Duplexes and Triplexes

Required

- A minimum window (incl. doors) to wall ratio is 1:5 for the front façade and 1:6 for all other façades if there are not doors present; if a door is present 1:5 is required.
- Side façades which face another private property are exempt from the window to wall provisions.

(Bylaw C-1202C - September 21, 2015)

- Detail between the top of the windows and the peak of the roof (for example: louvers, a small window, exposed rafters, gambrel roof, etc).
- Vinyl siding shall be limited to a maximum of 50% of the exterior material on the front and rear façades as well as side façades in the case where the side of the building fronts a street, park space, or other public area. Side façades which face another private property shall be allowed to use vinyl siding without limitation.

Recommended

- Larger buildings that are visually broken into smaller elements to reduce the perceived mass of the building.
- A variety of 2 colours excluding roof and minor components like glazing, flashings, casings, trims, windows, doors, decorative accessories.
- Varied colours within a townhouse/rowhouse development.
- Individual units are discernable.
- Decorative windows.
- Private exterior space in the form of porches, balconies, patios and/or roof terraces provided for as many residential units as feasible.

Commercial Developments

Required

- For single storey commercial developments the minimum storefront height facing a street is 4.8 metres to the top of the parapet.
- Rooftop equipment hidden from the street.
- Openings (windows, doors and balconies) oriented to street and/or public amenity spaces.
- Awnings, canopies or architectural details.
- 50% of any façade may be vinyl siding.
- Window (incl. doors) to wall ratio of 1:3 on the front façades and 1:6 on all other sides that face a street.
- Illumination for security and ambience for all pedestrian walkways, parking lots and loading areas, entrances, internal roadways, public or semi public amenity spaces.
- Pedestrian scale lighting (approx. 3 metres in height).
- Focused/Directional lighting.
- All main entrances must face the street; secondary accesses are permitted to face the sides and rear of the building.

Recommended

- Individual units are discernable.
- Decorative windows and light shelves.
- Large picture or display windows.
- Step back design - with the step back after the second storey.
- Overhanging (projecting) signs.

- A variety of colours excluding roof and minor components like glazing, flashings, casings, trims, windows, doors, decorative accessories.
- Variety in wall, roof planes and architectural features in conjoined units.
- Incorporate side street or accessible rooftop outdoor patios.
- Incorporate variety within each project.
- Landmark architecture.
- Windows, doors and architectural features based on human scale (approx. 2 metres).

Appendix 2: Visual Compliment to the South Avondale Architectural Guidelines

The following are images which provide some visual insight of certain elements of the architectural guidelines. It is hoped that through the provision of numerous examples of positive architectural elements, prospective developers will more easily comprehend the ideas and aspirations that the creators of the plan hoped to see reflected in the final built form.

Multi-attached Developments (duplex, triplex, fourplex, etc)



- Articulated roof planes
- Articulated wall planes
- Stucco siding
- Balanced window to wall ratio
- Emphasized Entryways

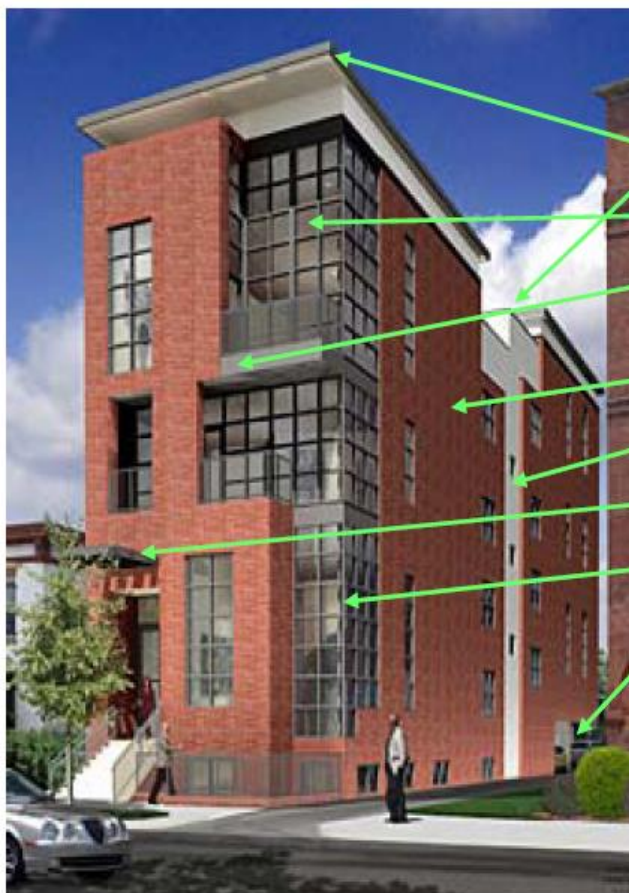


- Detail between top of window and peak of roof
- Decorative window features
- Architectural details on walls
- Individual units are discernable with use of color and materials
- Larger building broken into smaller elements to reduce perceived mass and scale.

Apartment Buildings



- articulated roofline
- use of stone siding material
- projections, recesses, and overhangs
- balanced window to wall ratio
- emphasized entryway
- main entrance facing the street



- articulated roofline
- balanced window to wall ratio
- projections, recesses, and overhangs which create an articulated façade and walls
- brick finish
- interesting use of secondary cladding material
- emphasized entryway
- creative architectural style
- parking located at the rear of the building at ground level underneath 2nd storey

Mixed Use Developments



- articulated roof line
- decorative features
- stucco siding material
- variety of colors
- balanced wall to window ratio
- pedestrian scale lighting as well as façade features
- signs located on ground floor level
- awnings, canopies, cantilevers and architectural projections over commercial portion



- roof line decorative feature
- interesting windows
- decorative wall features
- brick finish
- awnings
- sidewalk cafes

Commercial Developments



- interesting roofline
- decorative wall features
- individual units are discernable
- canopies
- subtle yet effective signage
- hanging baskets and landscaping despite lack of soft surfaces
- multiple façade materials
- large display windows
- pedestrian scale lighting
- emphasized entryways by way of façade coloring and use of canopies

Single Detached Dwellings



- articulated roofline divided into smaller components
- interesting windows
- emphasized entryway
- stucco siding
- garage door is blended in with primary façade, does not dominate view from the street
- well landscaped

Appendix 3: 102nd Street - A Vision for a Complete Street

At public and Steering Committee meetings during the creation of this plan there was much discussion about making 102nd Street a “Complete Street”. The Complete Street philosophy is based on the idea of making roadways pleasant places to be rather than simply corridors to move vehicular traffic.

Due to the fact that 102nd Street will be connected to the 116th Avenue Bypass by mid-2008, numerous residents, property owners, and Steering Committee members alike have concerns about the amount of traffic that will be introduced into the neighbourhood. These concerns led us to consider how the City might balance transportation needs with sensitivity to the character and residents of the neighbourhood.

One method of completing a street is to accommodate multiple modes of transportation within the street corridor. This includes pedestrians, cyclists, public transit users, and mobility impaired individuals. Physical improvements needed to accomplish this task include the creation of bicycle lanes, crosswalks with pedestrian bulbs, and wider sidewalks separated from the roadway by a tree lined boulevard.

Another popular method of completing a street is to put a road on a “diet”. Road diets essentially reduce the physical size of the road by reducing drive aisle widths, reducing the number of lanes (in this case reduce from 4 lanes to 2 lanes), widening the sidewalks, adding a boulevard down the center of the road, and introducing other traffic calming measures.

Sample Road Diet

Before Road Diet



After Road Diet



(source: www.completestreets.org)

In the example above, this street was improved in the following ways:

- a new pedestrian crossing
- addition of bike lanes
- colored concrete and asphalt
- removal of power lines
- tree lined boulevard in center of road
- sidewalks on both sides
- more lighting (decorative as well)
- less lanes
- tree planting
- transit stop

The opportunities for increasing the quality of the 102nd Street environment are limitless due to the wide right-of-way within the 102nd Street corridor. A number of road diet and complete street ideas can be implemented. The curb to curb width of 102nd Street varies between 19 - 21 metres. The width of the right-of-way (property line to property line) is approximately 30 metres. Currently 102nd Street accommodates four lanes of vehicular traffic and parking on both sides of the street.

The City intends to explore the following recommendations for redesign of 102nd Street. Recommendations include but are not limited to the following ideas/elements:

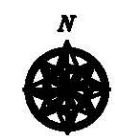
- Reduce the number of lanes from four to two.
- Introduce tree lined median in center of road.
- Bicycle lanes.
- Universal Accessibility features (for mobility impaired individuals).
- Wider sidewalks.
- Sidewalks/Bike path with parking in between the path and the flow of traffic rather than the bike path between the flow of traffic and parked cars.
- Pedestrian bulbs and explore the need for pedestrian crossing lights.
- Plant trees in boulevard adjacent to sidewalk.
- Enhance public transit stops.
- Pedestrian scale lighting.
- Public art.
- Benches.



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South Avondale Area Redevelopment Plan

Map 1: Plan Area



Bylaw C-1202, June 16, 2008

Legend

-  Area Redevelopment Plan Boundary
- Date of Photography: 06-05-15

The content of this map as indicated by the Title of this drawing, was last revised as per the revision date in the lower right corner of this drawing. The revision date does not reflect the revision date of the background data used to present the content of this map.

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South Avondale Area Redevelopment Plan

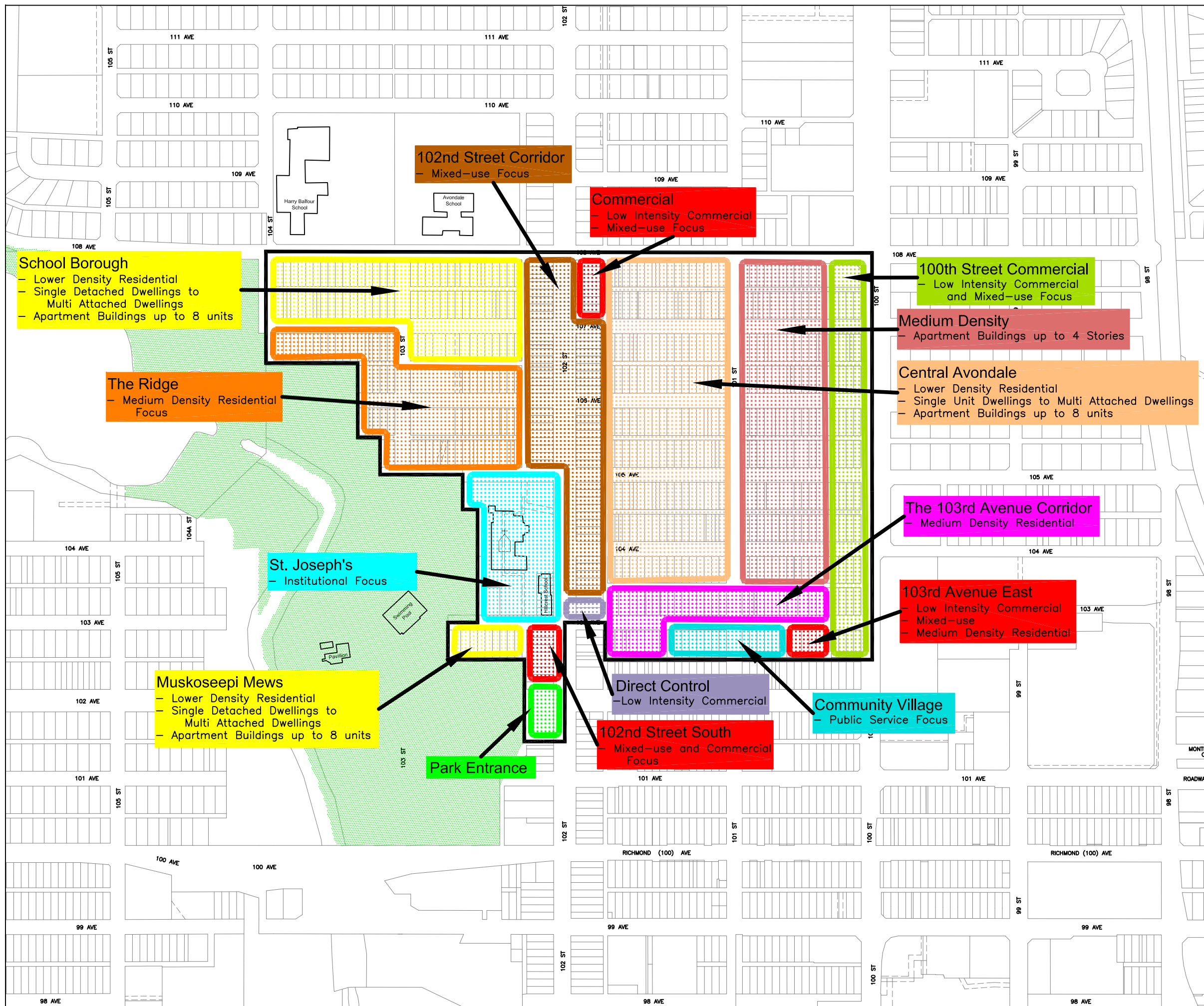
Map 2: Future Land Use Concept



Bylaw C-1202A October 15, 2012

Legend

-  Area Redevelopment Plan Boundary
-  Muskoseepi Park





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

South Avondale Area Redevelopment Plan

Map 3: Sidewalk & Boulevard Inventory - 2007



Bylaw C-1202, June 16, 2008

Legend

-  Area Redevelopment Plan Boundary
-  Narrow Sidewalk – needs to be wider
-  Damaged Sidewalk – needs repair
-  Good Condition Sidewalk
-  No Sidewalk
-  Existing Sidewalk not adjacent to roadway
-  Trees Needed
-  Sidewalk Needed
-  Dead Ends – need to be paved, curbed and Trail Heads
-  Muskoseepi Park

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DATE: 08/06/19
SCALE: NTS
FILE NO.: C07034

