

Brintnell Neighbourhood Structure Plan

Office Consolidation June 2021

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 12492 (as amended) was adopted by Council in March 2001. In June 2021, this document was consolidated by virtue of the incorporation of the following bylaws which were amendments to the original Bylaw 12492. This Plan is an amendment to the Pilot Sound Area Structure Plan, Bylaw 6288, as approved by Council in June 1981.

<i>Bylaw 12492</i>	Approved March 6, 2001 (To adopt the Brintnell Neighbourhood Structure Plan)
<i>Bylaw 13407</i>	Approved June 11, 2003 (To delete a commercial site and amend the Neighbourhood Profile and Population Generation tables)
<i>Bylaw 13528</i>	Approved December 16, 2003 (To reconfigure the Neighbourhood Park site)
<i>Bylaw 14155</i>	Approved December 5, 2005 (To reconfigure the land uses to the south of 167 Avenue and east of the future 50 Street)
<i>Bylaw 14340</i>	Approved July 11, 2006 (To reconfigure land uses in the north central part of the neighbourhood)
<i>Bylaw 15764</i>	Approved June 20, 2011 (To reconfigure the North Stormwater Management Facility and Medium Density Residential Site locate in the north central part of the neighbourhood)
<i>Bylaw 16055</i>	Approved July 4, 2012 (To adjust the northern boundary to reflect the realignment of 167 Avenue)
<i>Bylaw 16586</i>	Approved September 16, 2013 (To amend land uses along a portion of Brintnell Boulevard from Commercial to Medium Density Residential uses)
<i>Bylaw 19725</i>	Approved June 8, 2021 (PLAN REPEALED)

Editor's Note:

This is an office consolidation edition of the Brintnell Neighbourhood Structure Plan, Bylaw 12492, as approved by City Council on March 6, 2001. This edition contains all amendments and additions to Bylaw 12492.

For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

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

City of Edmonton
Urban Planning and Economy



**BYLAW 16586
APPROVED
BRINTNELL
Neighbourhood Structure Plan
(as amended)**

- | | | | |
|---|-----------------------------|---|---------------------------------------|
|  | Low Density Residential |  | Stormwater Management Lake |
|  | Medium Density Residential |  | Local Road Connection |
|  | Convenience Commercial |  | Primary Pedestrian Routes (Schematic) |
|  | Community Commercial Centre |  | Boundary of Brintnell N.S.P. |
|  | Neighbourhood Park | | |

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.

Table 1
BRINTNELL NEIGHBOURHOOD STRUCTURE PLAN
PROPOSED LAND USE AND POPULATION STATISTICS
BYLAW 16586
(Amended September 16, 2013)

	Area (ha)	% of GA				
GROSS AREA	125.3	100.0%				
Utility Right-of-Way	6.0	4.5%				
GROSS DEVELOPABLE AREA	119.3	100.0%				
Commercial						
Major Commercial	6.1	5.1%				
Neighbourhood Commercial	0.6	0.5%				
Parkland, Recreation, School (Municipal Reserve)						
CKC / School / Park	5.2	4.4%				
Transportation						
Circulation @ 20%	28.7	24.1%				
Infrastructure / Servicing						
Stormwater Management Facilities	8.1	6.8%				
<hr/>						
TOTAL Non-Residential Area	48.8	40.8%				
Net Residential Area (NRA)	70.6	59.2%				
<hr/>						
RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT						
Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
Low Density Residential (LDR)						
Single/Semi-Detached	62.40	25	1,560	2.8	4,368	88.4%
Medium Density Residential (MDR)						
Row Housing	4.50	45	203	2.8	567	6.4%
Low-rise/Multi-/Medium Units	3.7	90	333	1.8	599	5.2%
Total Residential	70.6		2,096		5,534	100.0%
<hr/>						
SUSTAINABILITY MEASURES						
Population Density (ppnha)					78	
Units Density					30	
Single/Semi-Detached // [Low-rise/Multi-/Medium Density Housing]						89% / 11%
Population (%) within 500m of Parkland					70%	
Population (%) within 400m of Transit service					100%	
Population (%) within 600m of Commercial service					80%	
<hr/>						
STUDENT GENERATION COUNT						
Public School Board			504			
Elementary School	252					
Junior / Senior High School	252					
Separate School Board			202			
Elementary School	100					
Junior High School	51					
Senior High School	51					
Total Student Population			706			

BRINTNELL

NEIGHBOURHOOD STRUCTURE PLAN

SCHEFFER ANDREW LTD.

COCHRANE ENGINEERING LTD.

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1.0 INTRODUCTION

1.1 Background

The Pilot Sound Area Structure Plan was originally approved in 1981. It defined a Neighbourhood 1 (Brintnell) bounded by 153 Avenue on the south, a new alignment of 50 Street on the west, the existing 167 Avenue on the north, and Manning Drive on the east. An amendment to the Pilot Sound Area Structure Plan was submitted concurrently with this neighbourhood structure plan for the Brintnell Neighbourhood. It *altered* the 167 Avenue alignment further to the south, but the neighbourhood boundaries *remained* as they were originally approved.

Amended by Editor

Some development has occurred within the Pilot Sound area. Neighbourhood 3 (Matt Berry) and Neighbourhood 2 (Hollick-Kenyon) and Neighbourhood 1 (Brintnell) are nearing completion. Neighbourhood 4 (McConachie) is currently being developed and Neighbourhood 5 (Cy Becker) will begin developing in 2012.

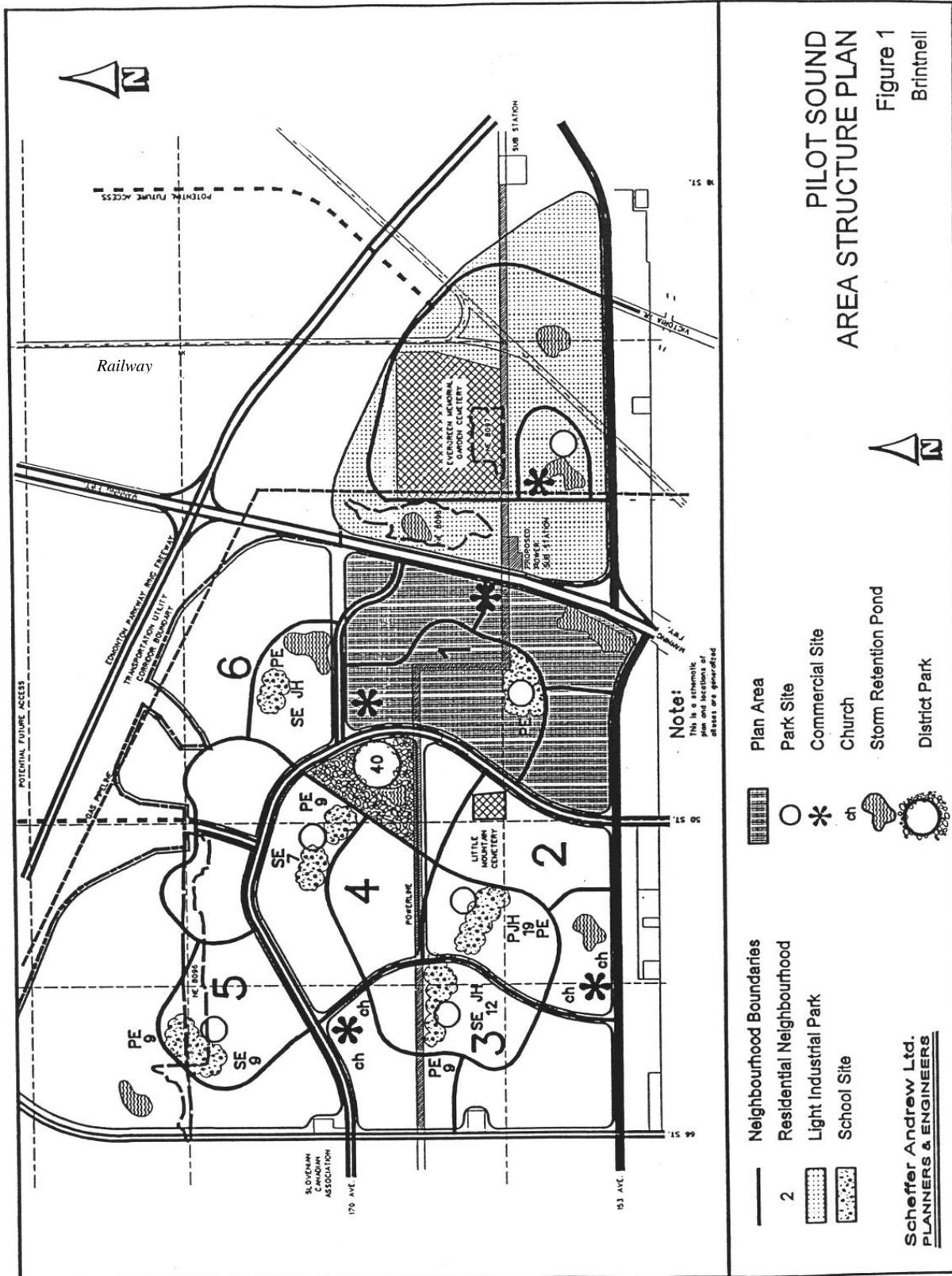
Bylaw 16055
July 4, 2012

[Paragraph deleted. Bylaw 16055, July 4, 2012]

1.2 Location

Figure 1 shows the location and boundaries of the revised Brintnell plan area in the context of the amended Pilot Sound Area Structure Plan development concept.

Figure 1 – Pilot Sound Areas Structure Plan
 (Bylaw 12492, March 6, 2001)



2.0 FACTORS INFLUENCING DEVELOPMENT

2.1 Zoning

The majority of the Brintnell Neighbourhood is zoned to accommodate residential and commercial development.

Bylaw 16055
July 4, 2012

2.2 Existing Land Use

Figure 2 Existing Features shows Brintnell Neighbourhood as it *existed at the time the Bylaw 12492* was prepared. The majority of the area *was* in agricultural use or *was* undeveloped. However, some exceptions exist. In the southeast corner of the neighbourhood, the first stage of a storm water management facility *had* been constructed. This facility is consistent with the Pilot Sound Area Master Plan Storm Drainage Concept and will be developed as part of the Brintnell Neighbourhood.

Amended by Editor

A power line right-of-way owned by *a private utilities corporation* traverses the central portion of the Brintnell Neighbourhood as shown in Figure 2. Figure 2 also shows the approximate locations of the structures supporting the power line.

Amended by Editor

2.3 Adjacent Land Use

At the time Bylaw 12492 was prepared, the land surrounding Brintnell Neighbourhood *was* generally in agricultural use or undeveloped. The Little Mountain Cemetery exists and will continue to exist west of the future alignment of 50 Street within the Hollick-Kenyon neighbourhood. The eastern portion of Hollick-Kenyon, south of 162 Avenue and west of the current alignment of 50 Street, contains a number of small holdings which are generally in rural residential use. Suburban residential development exists immediately west of the current alignment of 50 Street.

Amended by Editor

The approved Miller Neighbourhood Area Structure Plan provides for general residential development south of 153 Avenue. It is currently under development. The Pilot Sound Area Structure Plan designates the area west of the future alignment of 50 Street for general residential development, and the area immediately north of the *private utilities corporation* right-of-way for a district park and athletic facility.

The areas to the northwest and north of Brintnell were zoned for business industrial development. Changes to these *areas were approved in an* application to amend the Pilot Sound Area Structure Plan (*Bylaw 12493, March 6, 2001*).

East of Manning Drive, the Pilot Sound Area Structure Plan calls for light industrial development between 153 Avenue and the Transportation/Utility Corridor.

2.4 Ownership

There are three major holdings within Brintnell. The City of Edmonton owns approximately 50 hectares in the southern portion of the neighbourhood. A *private corporation (1 and 3; refer to Figure 3: Land Ownership)* owns approximately 40 hectares generally north of the City's holdings. *Another private corporation (4, 6)* (successor to a *third private corporation*) owns approximately 44 hectares along Manning Drive south of the current alignment of 167 Avenue.

There is a single ownership of 4.0 ha in the centre of the plan area, south of 167 Avenue.

2.5 Natural Area Assessment

The Little Mountain Cemetery Natural Area is located generally east of existing 50 Street and south of the *private utility corporation* right-of-way. A small portion of the natural area lies within the Brintnell Neighbourhood. In 1993, it was designated as "Significant Natural Area No. NE 8093" by the City of Edmonton's "Inventory of Environmentally Sensitive and Significant Natural Areas". A Natural Area Assessment dealing with Site NE 8093 and generally with environmental considerations throughout the Brintnell Neighbourhood concluded that this site was sustainable in an urban environment.

At its meeting of November 2, 1999, after extensive negotiations with the landowner, Edmonton City Council determined that the preservation of the Little Mountain Cemetery Natural Area should not be pursued.

An intermittent drainage course follows an alignment from the north central portion to the northeast corner of the plan area. This drainage course has been reviewed by Alberta Environment, who has decided not to claim ownership of the

bed and shore. They have, however, advised that the drainage flow from this area into Lake 5, east of Manning Drive, must be maintained.

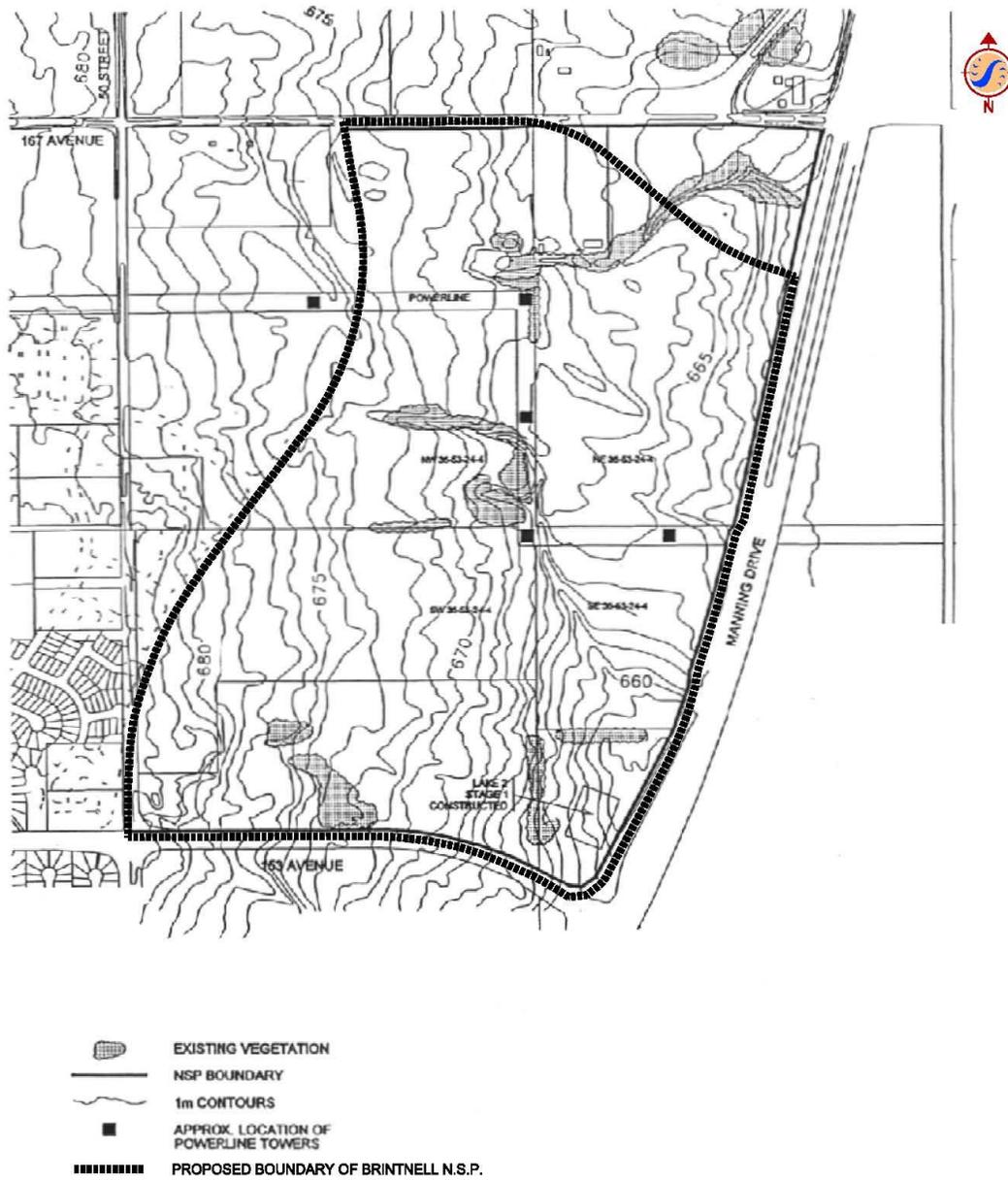
2.6 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) has been prepared for the Brintnell Neighbourhood to identify any potential concerns with respect to site contamination resulting from existing or historical use within the area. The Assessment, submitted under separate cover, includes a substantial area north of the proposed northern boundary of Brintnell. The Assessment concludes that only one area requires further investigation in the form of a Phase II ESA. This is the southeast corner of the SW 1-54-24-4, which is outside the boundary of the Brintnell Neighbourhood.

2.7 Historical/Cultural Resources

In a letter dated July 17, 1995, Alberta Community Development indicated that a Historical Resources Assessment will not be required for the Brintnell area.

Figure 2 – Existing Features
 (Bylaw 16055, July 4, 2012)



NOT TO SCALE



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Project
 BRINTNELL
 NEIGHBOURHOOD STRUCTURE PLAN
 (AS AMENDED)

Figure No.
2

Title
Existing Features

January 2012
 1161 100135

Figure 3 – Land Ownership
 (Bylaw 16055, July 4, 2012)



----- Proposed Boundary of Brintnell N.S.P.

NOT TO SCALE



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Project
 BRINTNELL
 NEIGHBOURHOOD STRUCTURE PLAN
 (AS AMENDED)

Figure No.
3

Title
Land Ownership

January 2012
 1161 100135

3.0 DEVELOPMENT OBJECTIVES

The purpose of this neighbourhood structure plan is to provide guidance to the future *rezoning*, subdivision, and development of lands within the Brintnell Neighbourhood. The plan is generally consistent with the objectives and policies of the City of Edmonton Municipal Development Plan and the Pilot Sound Area Structure Plan as amended.

Amended by Editor

The development objectives guiding the preparation of this plan are as follows:

- To identify locations for community service facilities including schools, parks, a community league, and convenience commercial facilities
- To provide a variety of forms of housing in response to changing market demand;
- To provide for the completion of development in Hollick-Kenyon, which depends on servicing connections through the south portion of Brintnell.
- To provide for the future development of the Pilot Sound Community Commercial Centre and associated residential development;
- To provide an efficient pattern of internal roadways; and
- To provide pathways for pedestrians and cyclists utilising the *private utility corporation* right-of-way and connecting the neighbourhood's storm water lake, higher density residential nodes, and community service facilities (schools, community league and convenience commercial) with the Pilot Sound Community Commercial Centre.

Amended by Editor

4.0 TRANSPORTATION

A Transportation Impact Analysis (TIA) has been prepared for Brintnell Neighbourhood and has been accepted by the City of Edmonton Transportation and Streets Department.

Access to the arterial road system will be available to Brintnell Neighbourhood from 153 Avenue on the south, 50 Street on the west, and 167 Avenue on the north. The alignment of 167 Avenue reflects the requirements of the Transportation Master Plan and the need to provide a separation between the 167 Avenue/Manning Drive intersection and the Outer Ring Road/Manning Drive interchange. In addition, there will be a direct connection of the internal collector road system to Manning Drive at a location north of the private utility corporation right-of-way. All collectors will be constructed to a four lane divided standard to the extent required to accommodate anticipated traffic flows near their intersections with arterials.

Amended by Editor

The internal road network proposed for Brintnell Neighbourhood includes collector roads, as shown in Figure 4, to convey local traffic to the surrounding arterial roads. Each collector is a potential bus route, ensuring adequate access to public transit. Collector connections to arterial roads, however, are to be supplemented by additional direct local road connections to the arterials. These local connections will be built to a four lane undivided standard as required to accommodate anticipated traffic flows near intersections. Direct residential frontage (access) will not be permitted from a collector or a local road where it intersects with an arterial.

A transit terminal will be developed as part of the Community Commercial Centre at the intersection of the re-aligned 50 Street and 167 Avenue.

Noise attenuation measures will be required along the east boundary of the neighbourhood adjacent to Manning Drive. Residential lots backing on to Manning Drive should be designed with extra length to allow for the possibility that portions of a noise attenuation device will extend outside the Manning Drive right-of-way.

Manning Drive and 50 Street are currently designated as 24 hour truck routes.

Figure 4 Development Concept shows, schematically, pedestrian routes that will be provided by a combination of walkways and sidewalks at the subdivision stage. Every effort should be made to ensure that these routes are as direct and efficient as possible. A multi-use trail will be developed within the *private utility corporation* right-of-way.

Amended by Editor

Figure 4 – Development Concept
 (Bylaw 16586, Approved September 16, 2013)

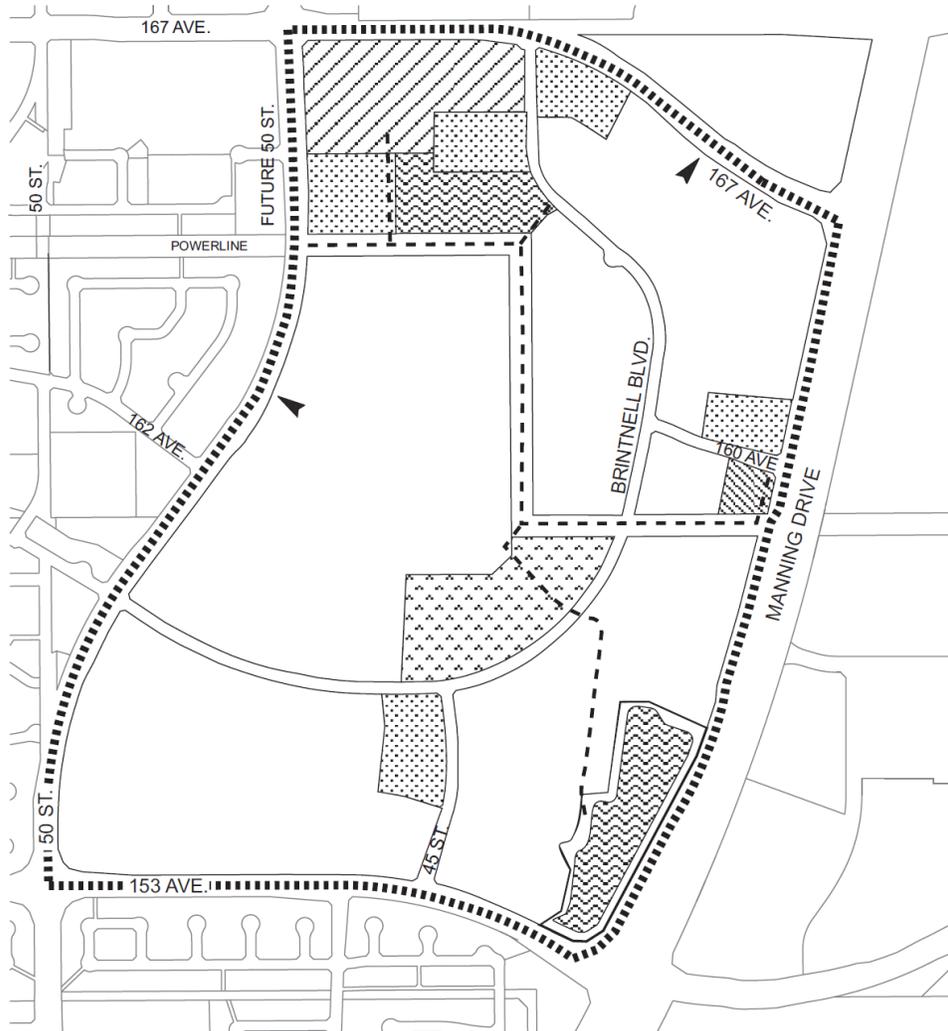


FIGURE 4
APPROVED BRINTNELL
 Neighbourhood Structure Plan
 (as amended)



DEVELOPMENT CONCEPT

	Low Density Residential		Stormwater Management Lake
	Medium Density Residential		Local Road Connection
	Convenience Commercial		Primary Pedestrian Routes (Schematic)
	Community Commercial Centre		Boundary of N.S.P.
	Neighbourhood Park		

SUSTAINABLE DEVELOPMENT

5.0 LAND USE

A breakdown of the land uses proposed for the Brintnell Neighbourhood is shown in *Table 1 Land Use Statistics and Population Statistics*.

Bylaw 13528
December 16, 2003

**Table 1: PROPOSED LAND USE AND POPULATION STATISTICS
(Bylaw 16586, September 16, 2013)**

	Area (ha)	% of GA
GROSS AREA	125.3	100.0%
Utility Right-of-Way	6.0	4.5%
GROSS DEVELOPABLE AREA	119.3	100.0%
Commercial		
Major Commercial	6.1	5.1%
Neighbourhood Commercial	0.6	0.5%
Parkland, Recreation, School (Municipal Reserve)		
CKC / School / Park	5.2	4.4%
Transportation		
Circulation @20%	28.7	24.1%
Infrastructure / Servicing		
Stormwater Management Facilities	8.1	6.8%
TOTAL Non-Residential Area	48.8	40.8%
Net Residential Area (NRA)	70.6	59.2%

RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT

Land Use	Area (ha)	Units/ha	Units	People/Unit	Population	% of NRA
Low Density Residential (LDR)						
Single/Semi-Detached	62.40	25	1,560	2.8	4,368	88.4%
Medium Density Residential (MDR)						
Row Housing	4.50	45	203	2.8	567	6.4%
Low-rise/Multi-/Medium Units	3.7	90	333	1.8	599	5.2%
Total Residential	70.6		2,096		5,534	100.0%

SUSTAINABILITY MEASURES

Population Density (ppnha)	78
Units Density	30
Single/Semi-Detached // [Low-rise/Multi-/Medium Density Housing]	89% / 11%
Population (%) within 500m of Parkland	70%
Population (%) within 400m of Transit service	100%
Population (%) within 600m of Commercial service	80%

STUDENT GENERATION COUNT

Public School Board	504
Elementary School	252
Junior / Senior High School	252
Separate School Board	202
Elementary School	100
Junior High School	51
Senior High School	51
Total Student Population	706

5.1 Residential

The majority of the neighbourhood will be developed for low density residential uses. In keeping with current City policy, it is intended that approximately 19% of the dwelling units will be in the form of a combination of row housing and low rise apartments. Some medium density residential sites have been located at entrances to the neighbourhood to minimize internal neighbourhood traffic. Other such sites have been located on the collector roads to provide maximum convenience for residents in medium density housing forms. Medium density residential development is also designated adjacent to the Community Commercial Centre in the northwest corner of the neighbourhood.

[Paragraph deleted. Bylaw 16055, July 4, 2012]

Bylaw 15764
June 20, 2011

Bylaw 14155
Bylaw 16055
July 4, 2012

5.2 Schools/Parks

Based on current City of Edmonton standards, the central park site will accommodate a *neighbourhood park and a community league facility*. It is located on the neighbourhood collector road with sufficient frontage to allow direct access to the facilities to be developed on the site. The site will also be connected to pedestrian pathways within the *private utility corporation* right-of-way.

The central park site originally accommodated an elementary school. However, as a result of the rationalization plans for schools in Pilot Sound, the school site was eliminated through Bylaw 13528, December 16, 2003.

Bylaw 13528
December 16, 2003

Amended by Editor

Bylaw 13528
December 16, 2003
Amended by Editor

5.3 Stormwater Management

Consistent with the Pilot Sound Area Structure Plan, stormwater management facilities exist in the southeast corner of Brintnell and in north Brintnell. Both facilities have roadway exposure and are accessible by the pedestrian network shown on Figure 4.

The stormwater management facility in north Brintnell was established upon the completion of a study on the feasibility of retaining a saline wetland north or the private power corporation right-of-way and east of the future Brintnell Boulevard. A saline wetland exists in the same area as the north Brintnell stormwater management facility. The saline wetland is not identified in the City of Edmonton's Inventory of Environmentally Sensitive Natural Areas: Consolidated Technical

Bylaw 14155
December 5, 2005

Bylaw 14155
December 5, 2005

Report (Geowest, 1993), as it does not meet the minimum size criterion for inclusion (not larger than 1.0 hectare), and is not recommended for conservation. During the preparation of the Brintnell Neighbourhood Structure Plan, Alberta Environment indicated that they have no interest in laying claim to the bed and shore of the saline wetland as a permanent water body pursuant to the Public Lands Act. The saline or seepage spring and the depression in which it lies are approximately 70 metres in diameter. The saline spring described as a feature of unusual occurrence in the Edmonton area that supports a possibly unique, vegetation community of halophytic (salt-tolerant) plants.

On October 21, 2003, an application to amend the Pilot Sound Area Structure Plan was forwarded to Council that undertook a comprehensive review of the Pilot Sound area and proposed several changes to the land use pattern, neighbourhood delineation and roadway network. This same amendment to the Pilot Sound Area Structure Plan (Bylaw 13492) proposed the development of a stormwater management facility on top of the “saline spring”. At the same time, another application to protect the “saline spring” through the designation of the site “Medium Density Residential” to “Natural Area – Wetland” (and also proposed other land use changes resulting from this designation) was heard by City Council. As a result, Council passed the following motion:

The stormwater management facility in Neighbourhood 1 (Brintnell) will be a “constructed wetland”. A “saline wetland” exists immediately north of the private utility corporation right-of-way in the same approximate location as the proposed stormwater management facility. The proponent and City Administration will investigate, based on available information, the practicality of incorporating the saline wetland as an wetland as an integral part of the stormwater management facility. The saline wetland is to be left as nearly as possible to its natural state so that, while it will serve a stormwater management function, it will be allowed the opportunity to continue to operate as it does naturally. The area required for the integrated facility should be approximately the size required for the stormwater management facility alone. Upon completion of this investigation, a neighbourhood structure plan amendment will be forwarded to Council for consideration including a description of the components and facilities incorporated within the “constructed wetland”.

Following Council's direction from Bylaw 13492 to undertake a study to investigate the practicality of incorporating the saline wetland as an integral part of the stormwater management facility, in late October and November of 2003, consultants retained by the land owner of the saline wetland conducted geotechnical investigations and analyses for the design of the stormwater management facility. Some additional information was also gathered to help provide a basis for the preparation of a design that would satisfy the terms of the ASP. In December 2003, an initial meeting was held between members of the proponent's consulting team, members of the City of Edmonton Planning and Development Department and Drainage Branch, and a representative of the Edmonton Natural History Club to clarify the terms of the investigation.

Based on City of Edmonton standards for the design of "constructed stormwater management facilities", the owner's consultants then attempted to design a facility that would satisfy the criteria set out in the Area Structure Plan. A second meeting was held in January, 2004 to exchange information and ideas and to review options.

At a meeting held on July 12, 2004, attended by experts in the fields of earth science, engineering, hydrology, soil science, and botany, staff from the City of Edmonton Planning and Development Department and the Drainage Branch, the landowner, and the landowner's consulting engineers, it was accepted that the stormwater management facility could not be designed in a way that would allow for the continued existence of the saline wetland feature based on the criteria set out in the Area Structure Plan.

It was determined that these criteria could not be satisfied because of the elevation of the bottom of the saline wetland relative to the surrounding basin. To provide the required stormwater storage, it would be necessary to do one of the following options:

- 1. Lower the elevation of the bottom of the stormwater management facility and the saline wetland by approximately 2.5 metres, effectively destroying the natural feature; or*
- 2. Raise the elevation of the land draining to the stormwater management facility by 1-2 metres to ensure that 1) the stormwater management facility would be deep enough to provide the required storage, and b) to ensure*

that the surrounding land would drain by gravity to the stormwater management facility.

The first option was considered unacceptable because it would destroy the natural feature. The second option was considered unacceptable because of the substantial costs of raising the surrounding land.

Another option that was discussed was the possibility of relocating the stormwater management facility within the proponent's land. This option was rejected because it did not satisfy a criterion set out in the Area Structure Plan, namely that the area required for the integrated saline wetland and stormwater management facility be the same as the stormwater management facility alone. This option would require the proponent to give up land for the saline wetland feature and the stormwater management facility separately, with the total being substantially greater than the proposed integrated facility.

Other options pursued by the proponents included:

- 1. The possibility of locating the stormwater management facility on another owner's land to the east. The owner was contacted and was not prepared to accept or support this change.*
- 2. Lowering the bottom level of the stormwater management facility and the saline wetland by the required depth, while retaining samples of the unique vegetation that characterize the feature. The samples would then be replanted in the same location, but at a lower elevation, with the hope that the underground saline water would continue to come to the surface. The anticipation would have been that the feature would regenerate itself similar to its current form. However, it was concluded that the plants would be unlikely to survive.*

Ultimately, it was accepted by all parties that the retention of the saline wetland would be impractical. Accordingly, the amendments to the Pilot Sound Area Structure Plan implement these results.

As the "saline wetland" is not proposed to be retained, the stormwater management facility will be a 2.5 ha "constructed wetland" designed in accordance with the City's standards. The ultimate design will be evaluated upon the submission of engineering drawings, however, it is planned to include permanent pools at the inlet and outlet, a central wetland and side slopes with

Bylaw 14155
December 5, 2005

diverse natural vegetation. Public access to the stormwater management facility and commercial site will be provided with a north-south pedestrian linkage through to pedestrian trail system planned in the private utility corporation right-of-way, which is an important pedestrian linkage that connects Matt Berry, Hollick Kenyon and Brintnell.

5.4 Commercial

The Brintnell Neighbourhood includes a Community Commercial Site of approximately 8 ha at the southeast corner of 50 Street and 167 Avenue. This facility, in addition to the community commercial site in the Hollick Kenyon Neighbourhood, will serve a market area well beyond the Brintnell Neighbourhood.

Bylaw 14155
December 5, 2005

A convenience commercial site has been designated in Brintnell. It will be located on the south side of the collector connection to Manning Drive.

Bylaw 13407
June 11, 2003
Amended by Editor

6.0 DEMOGRAPHY

Table 1 in Section 5 provides a demographic profile of the Brintnell Neighbourhood.

Bylaw 14155
December 5, 2005
Bylaw 13528
December 16, 2003
Amended by Editor

The population generation figures provided are based on the most recent generation factors from the City of Edmonton Planning and Development Department.

7.0 UTILITY SERVICING

The following is a brief overview of the servicing concepts for Brintnell Neighbourhood. These concepts are treated in more detail in the Brintnell Neighbourhood Drainage Design Report and Water Network Analysis.

7.1 Water

As shown in Figure 5, Brintnell will be supplied with water by means of an extension of the existing 900 mm water main within the *private utility corporation* right-of-way. This facility now ends just west of the current alignment of 50 Street. An additional connection to a 450 mm stub in 54 Street in Hollick-Kenyon is also available to serve early stages of development in Brintnell.

Amended by Editor

7.2 Sanitary

Figure 6 shows the sanitary drainage concept for Brintnell. The entire neighbourhood will drain generally to the east to a 675 mm trunk paralleling the west boundary of Manning Drive, then south to an existing 750 mm trunk along 153 Avenue, which conveys sewage to the existing 1067 mm Clareview Sanitary Trunk.

7.3 Storm

As shown in Figure 7, the Brintnell Neighbourhood occupies parts of three storm drainage sub-basins. These concepts are treated in more detail in the Brintnell Neighbourhood Design Report, the Brintnell North Stormwater Management Design Report, and the Water Network Analysis. The area generally south of the private utility corporation right-of-way drains into Lake 2 in the southeast corner of the plan area. Lake 2 discharges into an existing 1050 mm trunk at 153 Avenue and Manning Drive.

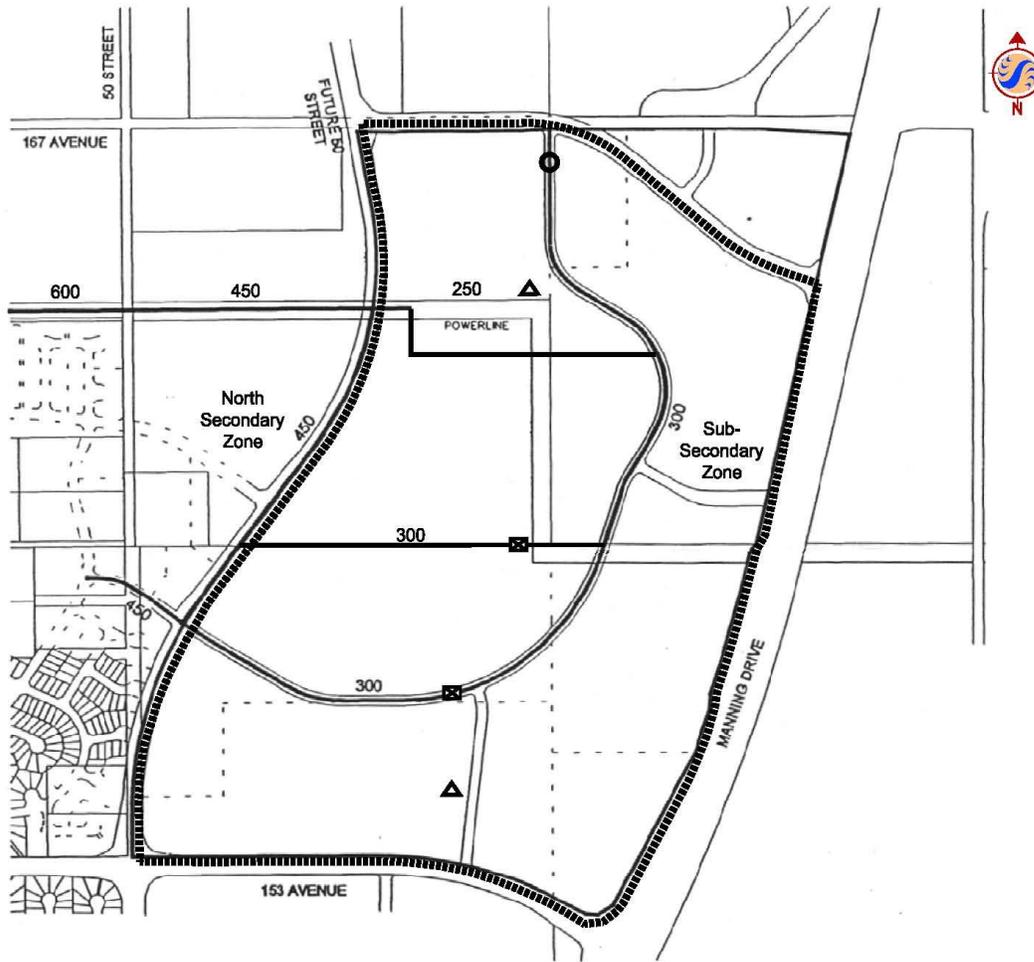
North of the private utility corporation right-of-way and south of 167 Avenue, stormwater from the eastern portion of Brintnell currently drains east across Manning Drive. This development pattern will continue after development occurs. Stormwater will drain east across Manning Drive to Lake 5 as shown in Figure 7. The outfall from Lake 5 will connect to the existing 1050 mm trunk on 153 Avenue. The west portion of Brintnell will drain to the proposed Wetland 3B, located north of the private utility corporation right-of-way and west of the future Brintnell Boulevard. Wetland 3B discharges into Lake 2, as shown of Figure 7.

7.4 Shallow Utilities

Shallow utilities will be extended from existing development to the west in Hollick-Kenyon.

Bylaw 14155
December 5, 2005
Amended by Editor

Figure 5 – Water
 (Bylaw 16055, July 4, 2012)



- ▲ Zone Separation Valve
- ⊠ Pressure Reducing Valve
- Check Valve
- Proposed Boundary of Brintnell N.S.P.

NOT TO SCALE



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Project
 BRINTNELL
 NEIGHBOURHOOD STRUCTURE PLAN
 (AS AMENDED)

Figure No.
5

Title
Water

January 2012
 1161 100135

Figure 6 - Sanitary
 (Bylaw 16055, July 4, 2012)



----- Proposed Boundary of Brintnell N.S.P.

NOT TO SCALE



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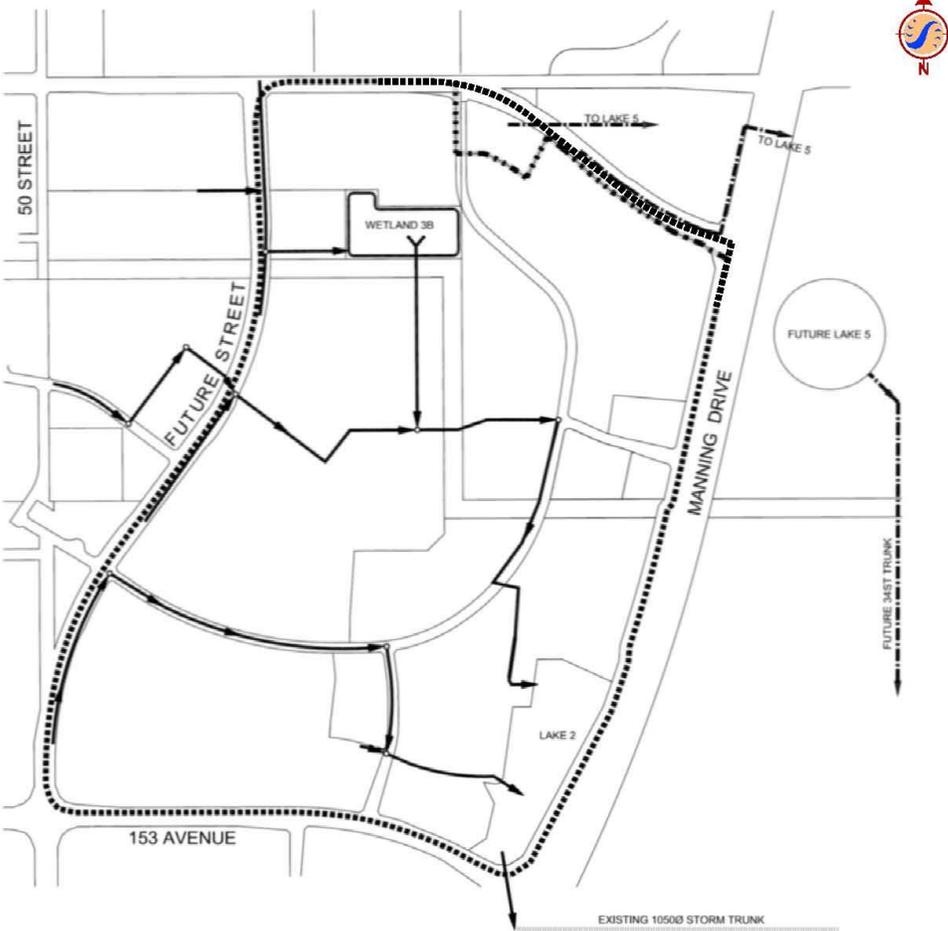
Project
 BRINTNELL
 NEIGHBOURHOOD STRUCTURE PLAN
 (AS AMENDED)

Figure No.
6

Title
Sanitary

January 2012
 1161 100135

Figure 7 – Storm
 (Bylaw 16055, July 4, 2012)



- Legend**
- Boundary of Brintnell N.S.P.
 - Drainage Basin Boundary

NOT TO SCALE



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Project
 BRINTNELL
 NEIGHBOURHOOD STRUCTURE PLAN
 (AS AMENDED)

Figure No.
7

Title
Storm

January 2012
 1161 100135

8.0 DEVELOPMENT SEQUENCE

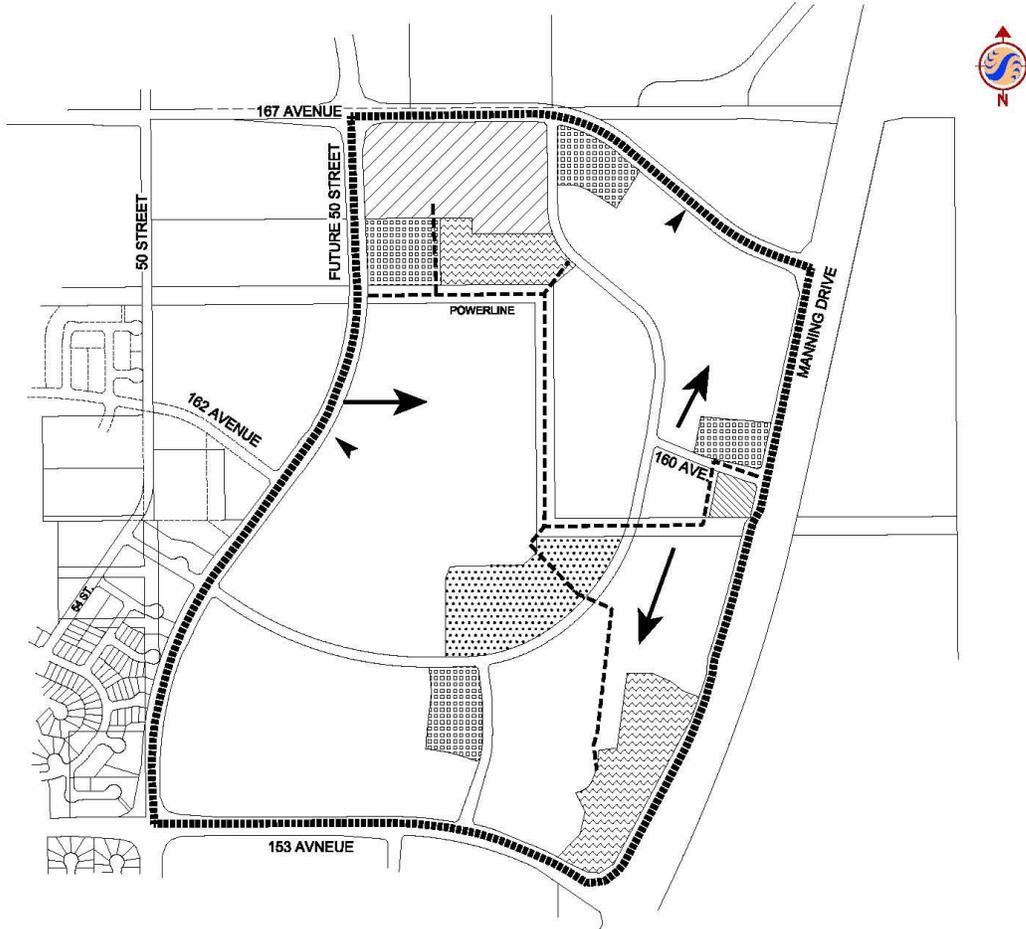
As shown in Figure 8, it is anticipated that the earliest stages will occur in two locations: (1) in the east, utilising the collector entrance from Manning Drive for access, and (2) in the west, near 162 Avenue.

The Brintnell park site originally accommodated an elementary school. However, the location of school sites in the Pilot Sound area has changed and the site in Brintnell was eliminated through Bylaw 13528, December 16, 2003.

It is expected that residential development in the south half of Brintnell will help support the construction of schools in the Hollick-Kenyon school/park site. These will be available to accommodate students living in Brintnell.

The development of schools in Hollick-Kenyon is partly dependent on development in Brintnell. The Hollick-Kenyon neighbourhood cannot be completed, adding population to support the construction of new schools, until servicing connections are made available through the south portion of Brintnell. Development in the south half of Brintnell may also be served by and support the development of a school in the Miller Neighbourhood south of 153 Avenue.

Figure 8 – Development Sequence
 (Bylaw 15764, June 20, 2011)



- | | |
|---|---|
|  Low Density Residential |  Stormwater Management Lake |
|  Medium Density Residential |  Local Road Connection |
|  Convenience Commercial |  Primary Pedestrian Routes (Schematic) |
|  Community Commercial Centre |  Proposed Boundary of Brintnell N.S.P. |
|  Neighbourhood Park | |

NOT TO SCALE



Project
 BRINTNELL
 NEIGHBOURHOOD STRUCTURE PLAN
 (AS AMENDED)

Figure No.
8

Title
Development Sequence

January 2012
 1161 100135

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9.0 RATIONALE

This neighbourhood structure plan is consistent with the amended Pilot Sound Area Structure Plan.

The southwest portion of Brintnell is contiguous to the east boundary of Hollick-Kenyon Neighbourhood. Full development of the Hollick-Kenyon Neighbourhood cannot occur without the extension of servicing connections through Brintnell. Development in Brintnell will help support the provision of a school in Hollick-Kenyon.

Utility services are available to support development in Brintnell, as indicated in Section 7 Utility Servicing.