

Hollick Kenyon Neighbourhood Structure Plan

Office Consolidation June 2010

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 9744 was adopted by Council in April 1991. In June 2010, this document was consolidated by virtue of the incorporation of the following bylaws:

- Bylaw 9744* Approved April 10, 1991 (to adopt the Hollick Kenyon Neighbourhood Structure Plan)
- Bylaw 10711* Approved May 24, 1994 (to change the land use of a 2.85 ha site located in the northwest portion of the neighbourhood from Row Housing to Single Detached Residential)
- Bylaw 12489* Approved April 19, 2001 (to bring the NSP into conformity with Pilot Sound ASP and add an area of approximately 12.5 ha to the northeasternmost portion of the neighbourhood)
- Bylaw 13342* Approved April 9, 2003 (to reconfigure the future land uses in the vicinity of the Little Mountain Cemetery site; realign the north/south collector north of 160 Street; adjust the boundary between the neighbourhoods of Hollick-Kenyon and Matt Berry to the west to reflect the alignment of the 59 A Street Boundary)
- Bylaw 13493* Approved October 21, 2003 (to expand the neighbourhood north of the power line right-of-way to 167 Avenue, between the future 50 Street and 59 A Street, thereby adding 45 ha to the gross area of the neighbourhood)
- Bylaw 14048* Approved July 13, 2005 (to introduce a 6.0 ha commercial parcel adjacent to 167 Avenue and 50 Street)
- Bylaw 15334* Approved February 17, 2010 (to redesignate residential land uses located at 50 Street and 159 Avenue from Row Housing and Single Family uses to Fire Station use)

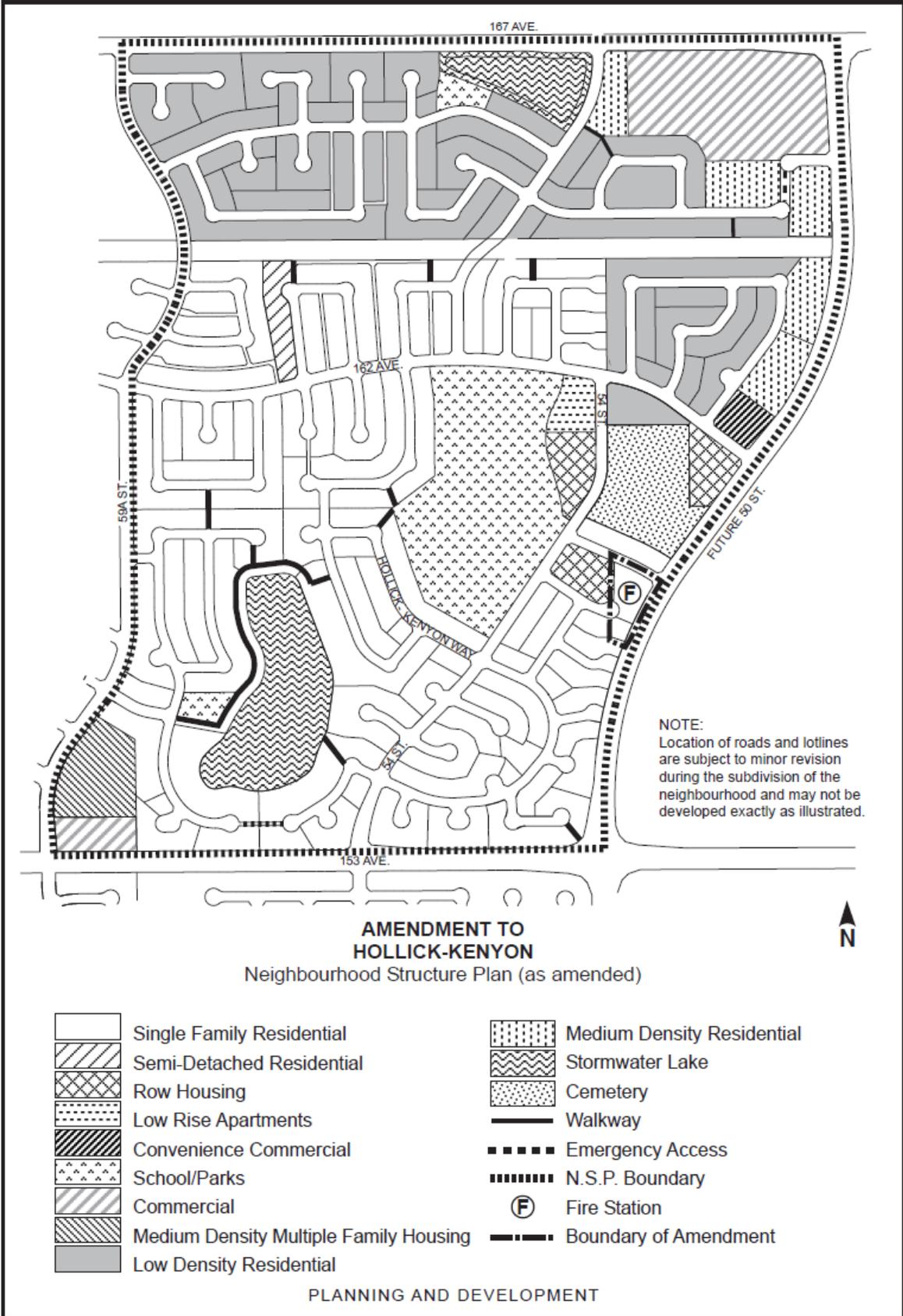
Editor's Note:

This is an office consolidation edition of the Hollick Kenyon Neighbourhood Structure Plan, Bylaw 9744, as approved by City Council on April 10, 1991. This edition contains all amendments and additions to Bylaw 9744.

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



**NEIGHBOURHOOD STRUCTURE PLAN
HOLLICK-KENYON - NEIGHBOURHOOD 2
PILOT SOUND DISTRICT
NORTH-EAST EDMONTON**

BYLAW 9744

APRIL, 1991

CITY OF EDMONTON



1897-

H. HOLLICK-KENYON

Herbert (Bertie) Hollick Kenyon, COF, was born at London, England on April 17, 1897, emigrated to Ewing's Landing, British Columbia as a youth and worked locally until 1914 when he joined the Canadian Army as a trooper. He went overseas that same year and was wounded at both the Somme and Ypres in France during 1916 and was invalided back to Canada. The following year he was medically discharged and took employment as a fruit packer in the Okanagan Valley of British Columbia as therapy for an injured arm.

He then joined the Royal Flying Corps in Canada in 1917, passed through the School of Aeronautics in Ontario at the University of Toronto, underwent flying training at Fort Worth, Texas and graduated as a commissioned pilot from Camp Borden, Ontario in 1918. He was retained there as an instructor for the balance of that year, assigned to service in the United Kingdom immediately preceding the war's end, and served in England with the Royal Air Force until his unit was disbanded. For two years, until 1921, he served as an officer with the Royal Irish Constabulary in that country.

In 1922 he rejoined the RAF as a flying instructor, and during his tour of duty, which ended in 1928, he helped to pioneer the early British sound detection system to warn against incoming aircraft. A desire to return to Canada resulted in employment with West Canada Airways Limited as a pilot and he initially flew out of The Pas, Manitoba. In 1930, when WCA became the western division of Canadian Airways Limited, he, with several other Hall of Fame Members was assigned to the night Prairie Airmail Service on the Winnipeg-Regina route.

When the MacAlpine Expedition was marooned in the Canadian Arctic during 1929, he was detailed to the lengthy and difficult search and when the party, including Hall of Fame Member S. R. McMillan was eventually located, he flew them from the Arctic Ocean to civilization. In 1933 he was assigned to fly the Edmonton-Great Bear Lake route and with Hall of Fame Member W. E. Gilbert, inaugurated the airmail service to Cameron Bay.

CAI lost his services in 1935-36 to explorer Lincoln Ellsworth for an Antarctic expedition. He was selected to pilot the aircraft, a single-engine Northrop Gamma monoplane, across a major area of the continent from Dundee Island to Little America, a flight of some 2250 miles over a land never before seen by humans. The actual flying time of the trip was 20 hours, during which period numerous mechanical and meteorological problems were encountered, forcing him and Ellsworth to remain on the hostile terrain for two months. The flight called for his piloting the ski-equipped aircraft across 300 miles of open water of the Weddell Sea and over 12,000 foot mountains, with only basic navigational aids and without the benefit of weather science.

In tribute to his outstanding achievement, a major land area on the Antarctic continent was named the Hollick Kenyon Plateau and the Royal Canadian Air Force promoted him to the rank of honorary Air Commodore.

On his return from Antarctica he was employed as a pilot with Hall of Fame Member Jack Moar's Skylines Express and in 1937 he became involved in what was to become one of aviation's greatest aerial searches, covering the western Arctic from Siberia through Alaska and the Yukon. In a vain attempt at locating the famous Russian pilot, Sigmund Levanefsky and his five companions, missing on a trans-polar flight from Moscow, Russia to Fairbanks, Alaska, the Russian government named Australian explorer Sir Hubert Wilkins to head a rescue expedition. He was then selected to pilot Sir Hubert's long-range aircraft during the search, which he flew on historic search patterns from Point Barrow, Alaska to Coppermine, Northwest Territories and then to within 120 miles of the geographic North Pole. He flew almost five months of the nine month long search during the hours of polar night.

When Trans-Canada Air Lines was formed in 1937, he was hired as dispatcher at Winnipeg, Manitoba, then transferred to Toronto and finally to Lethbridge, Alberta as operations superintendent of the pilots who pioneered the Rocky Mountain route to Vancouver, British Columbia. As a tribute to the complete mastery of his craft, the airport at Lethbridge was named Kenyon Field.

In 1942 he joined Canadian Pacific Airlines and served in flying capacities in Manitoba, Saskatchewan, Alberta, British Columbia and the Northwest Territories, beginning as superintendent at Whitehorse, Yukon Territory and rising through check pilot to become the line's first chief pilot. He eventually took command of all CPA's pilot training at Vancouver, retiring from the company in 1962.

During his extended career he flew 45 aircraft types as pilot in command for 14,000 hours and became one of the few airmen to pilot an aircraft across areas adjacent to both the North and South Poles.

He was named a Member of Canada's Aviation Hall of Fame in 1973 with the following citation:

"The long range flights he captained during the Antarctic expedition and the Levanefsky search allowed the mapping of hitherto uncharted areas, which contributions have proven of great benefit to the international fraternity of aviators, and of outstanding benefit to Canadian aviation."

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(Amended by Bylaw 14048)

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(Amended by Bylaw 14048)

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1.0 INTRODUCTION

1.1 Forward

The objective of the Hollick-Kenyon Neighbourhood Structure Plan is to provide a detailed guide for the subdivision and subsequent development of approximately 157.4 hectares (389.0 acres) of land in the southwest sector of Pilot Sound. The plan has been prepared by the Land Management Branch, Planning and Development Department on behalf of the land owners in the neighbourhood in anticipation of a continued demand for quality residential development in North Edmonton. This will be the second neighbourhood to advance in the Pilot Sound district since the Pilot Sound Area Structure Plan was approved by City Council in June, 1981. The first Neighbourhood Structure Plan approved in Pilot Sound was for Matt Berry. It was approved by City Council as Bylaw 8936 on August 16, 1988.

Bylaw 13493
October 21, 2003

It should be noted that on December 12, 1989, City Council approved Bylaw 9233 which excluded 3.85 hectares of land from the southwest portion of Hollick-Kenyon and included it in the adjacent Matt Berry Neighbourhood. Although this area of land is no longer in Hollick-Kenyon it nonetheless is functionally part of the Hollick-Kenyon Neighbourhood and is identified as such in the Pilot Sound Area Structure Plan.

1.2 Location

Hollick-Kenyon (Neighbourhood 2) is located in the southwest sector of the Pilot Sound district in northeast Edmonton. It comprises approximately 157.4 hectares (389.0 acres) with the majority of land being controlled by a private corporation, the City of Edmonton and a private owner (a private corporation and a private owner are beneficial owners). Hollick Kenyon is bounded on the north by 167 Avenue, on the west by 59A Street collector roadway, on the south by the 153 Avenue arterial roadway and on the east by the new alignment of the 50 Street arterial roadway. Although the Area Structure Plan shows the northern boundary of the neighbourhood being formed by an east-west collector roadway, the Neighbourhood Structure Plan shifts the roadway to the south to better utilize land adjacent to the Private Utilities Corporation Right of Way. Figure I shows the location of the Pilot Sound district while Figure 2 illustrates the

Bylaw 13493
October 21, 2003
Amended by Editor

neighbourhoods of Pilot Sound.

1.3 Scope and Planning Context

The *Hollick Kenyon* Structure Plan has been prepared in the context of the Pilot Sound Area Structure Plan and the City's Terms of Reference for Neighbourhood Structure Plans. In keeping with the residential development objective of the Pilot Sound Area Structure Plan, *Hollick Kenyon* allows for a range of housing types that will generate a sufficient population base to ensure the efficient and economic utilization of basic local services. Further, by being contiguous to the developing neighbourhoods of Matt Berry and McLeod Meadows, municipal servicing can be provided in an orderly and efficient manner.

Amended by Editor

The Hollick-Kenyon Neighbourhood Structure Plan provides for the orderly development of the neighbourhood by identifying objectives and specifying land uses, residential density patterns, park and school requirements and locations, roadway patterns, transportation requirements, and servicing and utility requirements. The design for the area is intended to establish a framework within which development will take place and incorporates municipal requirements for the area, in order that consistent and coordinated development may take place responsive to the needs and requirements of the future residents.

The plan document is divided into several sections to provide a description of the land in the neighbourhood in its present and future condition. Section 2.0 discusses factors influencing development of the area while Section 3.0 lists the development objectives of the plan. The land use concept is detailed in Section 4.0. Section 5.0 outlines municipal servicing and the anticipated staging of development for the neighbourhood. Appended to the document are the large scale land use concept plan and copies of letters of notification sent to land owners in the neighbourhood.

Figure 1 – Location
(Bylaw 9744, April 10, 1991)

Figure 1

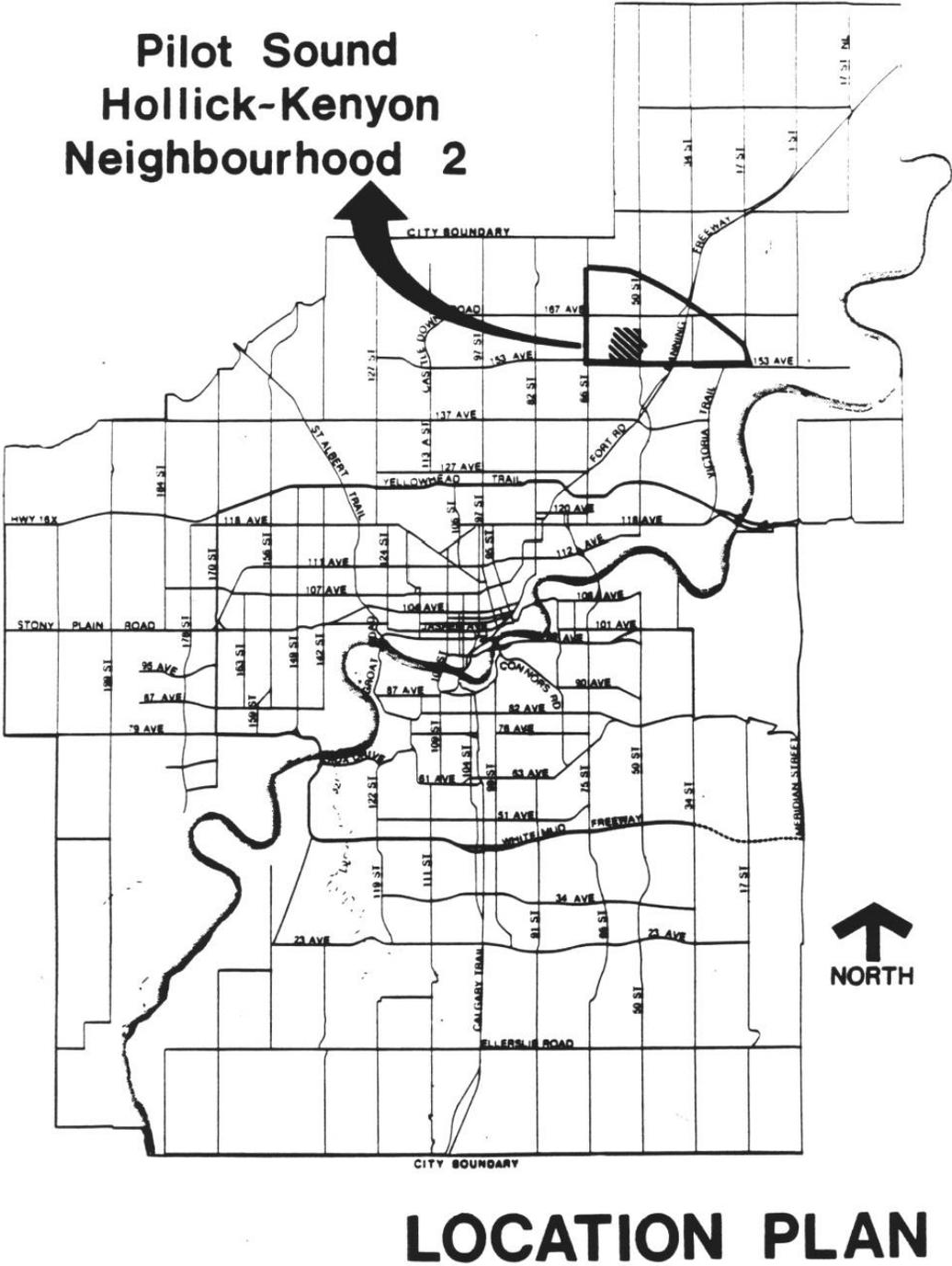
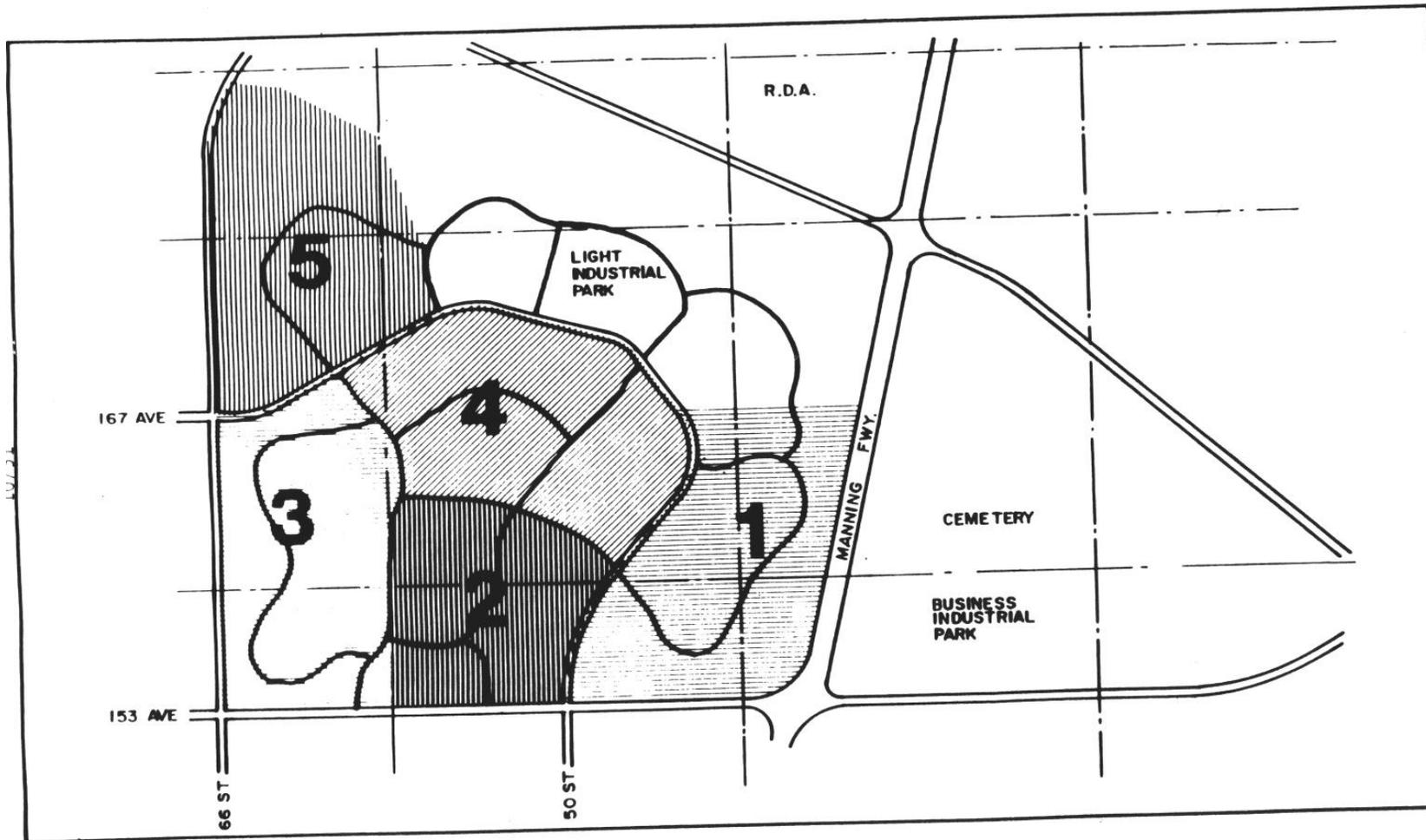


Figure 2 – Pilot Sound Area Structure Plan Neighbourhoods
(Bylaw 9744, April 10, 1991)



PILOT SOUND
Area Structure Plan Neighbourhoods
Bylaw 6288

Figure 2

2.0 FACTORS INFLUENCING DEVELOPMENT

2.1 General

The purpose of this section is to give the reader a familiarity with the factors that will influence development of the area. The section includes existing land use, soils, vegetation, topography, land use district and land ownership information. Figure 3 is an aerial photo of the neighbourhood.

2.2 Existing Land Use

The 157.4 hectares (389.0 acres) area consists primarily of inactive farmland and undeveloped areas of scrub brush. Existing uses in the area include business uses and residential development on the west side of *the former 50 Street*, the Little Mountain Cemetery on the east side of *the former 50 Street* and the Hollick-Kenyon stormwater lake under construction in the south west sector of the neighbourhood.

Bylaw 13493
October 21, 2003

Amended by Editor

The northern boundary of the neighbourhood is formed by *167 Avenue*. In the *east* sector of the neighbourhood is the Little Mountain Cemetery which is maintained by the City of Edmonton, *Community Services* Department. The cemetery will be incorporated into the overall development of the area. The plan shows a reconfiguration of the cemetery site through a possible land exchange with *a private corporation*. It also allows for future expansion of the cemetery through consolidation with a portion of the 50 Street Government Road Allowance (*former 50 Street*). In the south west portion of the neighbourhood is a large excavation for a storm water lake. The lake is being constructed in stages and will ultimately provide stormwater drainage service for portions of the McLeod and Matt Berry neighbourhoods and a large portion of the Hollick-Kenyon Neighbourhood.

Bylaw 13493
October 21, 2003

Amended by Editor

Within the neighbourhood, there are seven existing single family residences and three operating businesses. The businesses include a painting service, landscaping service and a recreational vehicle storage business. Since these are older single family residences and the businesses are not labour intensive but rather small family businesses it is not anticipated that either will prevent the orderly staged development of the area. All of the landowners in the area have

Figure 3 – Aerial Photo
(Bylaw 9744, April 10, 1991)

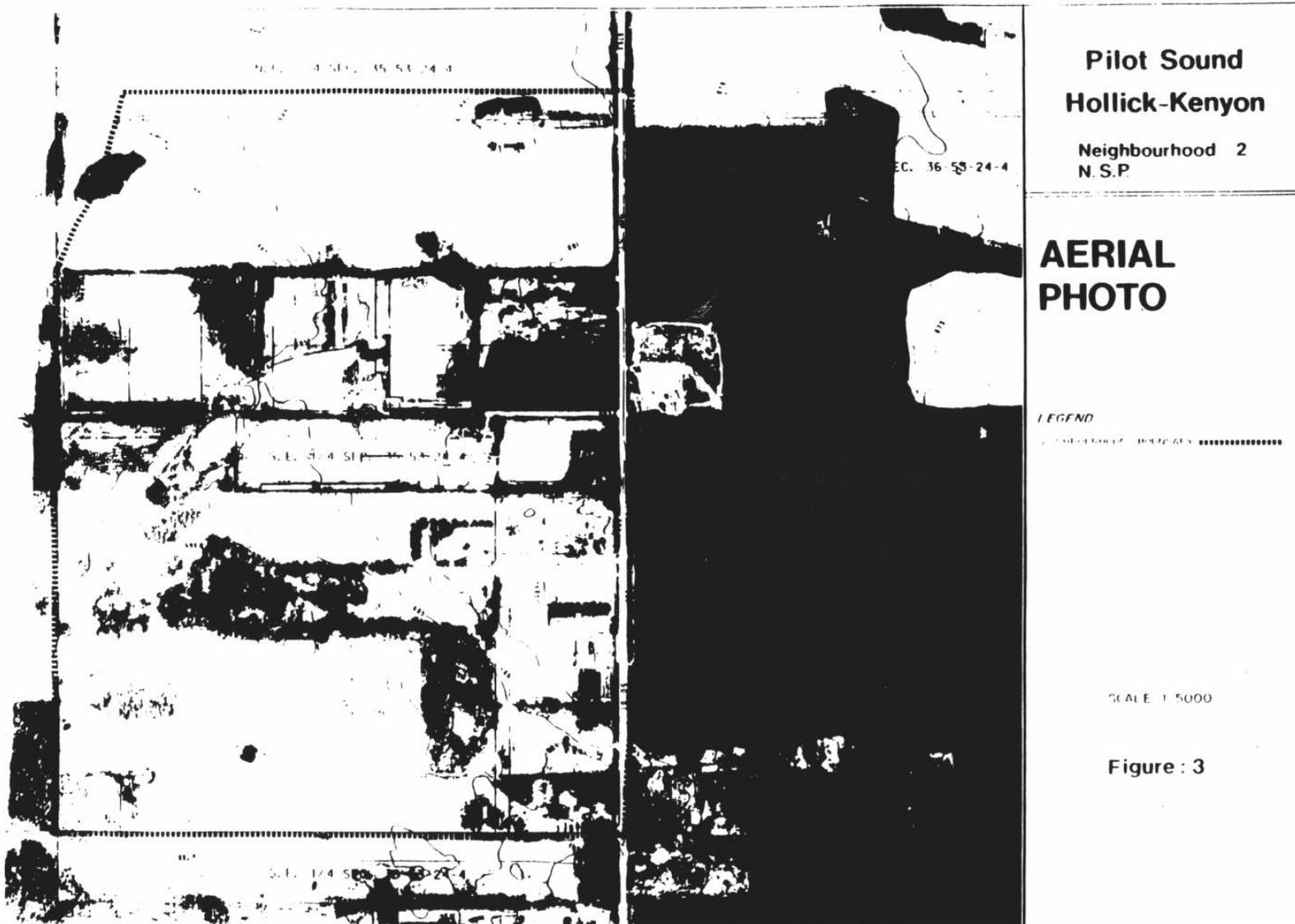
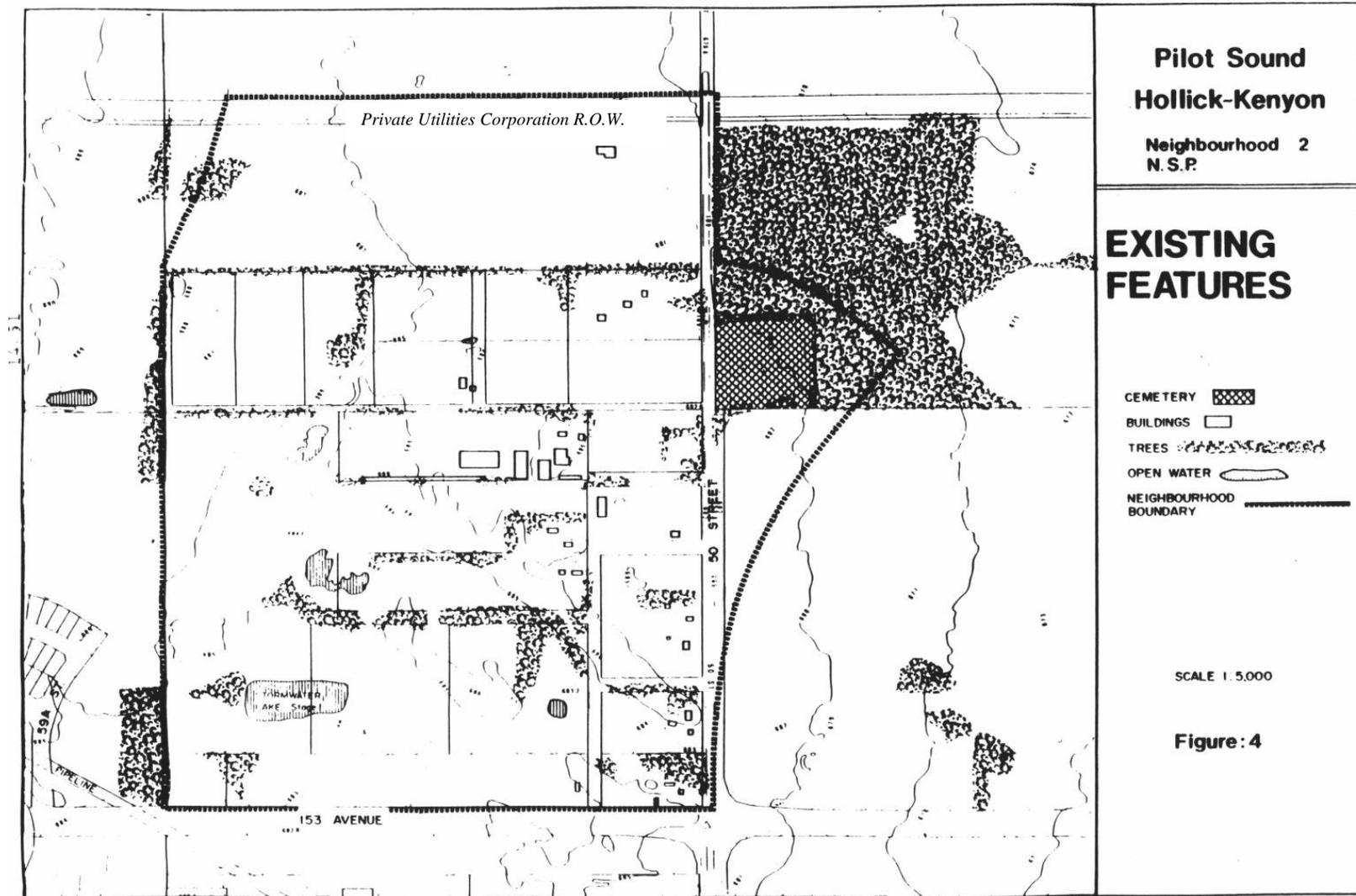


Figure 4 – Existing Features*
 (Bylaw 9744, April 10, 1991)



*Amended by Editor

been contacted. In our subsequent discussions with them, two of the owner occupied residents have expressed a desire to remain at their present location but none have indicated a desire to impede development of the area. Figure 4 illustrates the existing features of the neighbourhood.

2.3 Soils

A detailed geotechnical investigation has been undertaken by Hardy BBT Limited and their report has been submitted under separate cover. Generally, the soil profile consists of topsoil overlying glacial or lacustrine clays and sands, overlying sandstone and mudstone bedrock containing seams of coal and bentonite. The soil conditions encountered are generally good and will not be an impediment to servicing and development of this area in accordance with the City's normal servicing standards.

2.4 Vegetation

The neighbourhood has a number of smaller concentrations of trees and low scrub brush. A major tree stand is located in the northeast sector of the neighbourhood adjacent to the Little Mountain Cemetery. Spruce is the major tree species in the area and exist at varying stages of maturity primarily as shelter belts. Some pockets of tree cover may be capable of survival. These will be retained as part of the developed landscape where feasible.

2.5 Topography

The neighbourhood generally slopes downward from the northwest to the south and east with the most significant topographic features being a ridge which traverses the central area in a north west/south east direction and two low-lying areas in the southwest. The ridge forms the drainage basin boundary while the low-lying areas become part of the stormwater lake. These features do not present undue constraints to the residential development of the neighbourhood.

2.6 Land Use District

The entire neighbourhood is presently *zoned* AG - *Agricultural Zone* under the City of Edmonton Land Use Bylaw 5996. Surrounding lands to the north and east are also *zoned* agricultural. In the adjacent Matt Berry Neighbourhood to the

Amended by Editor

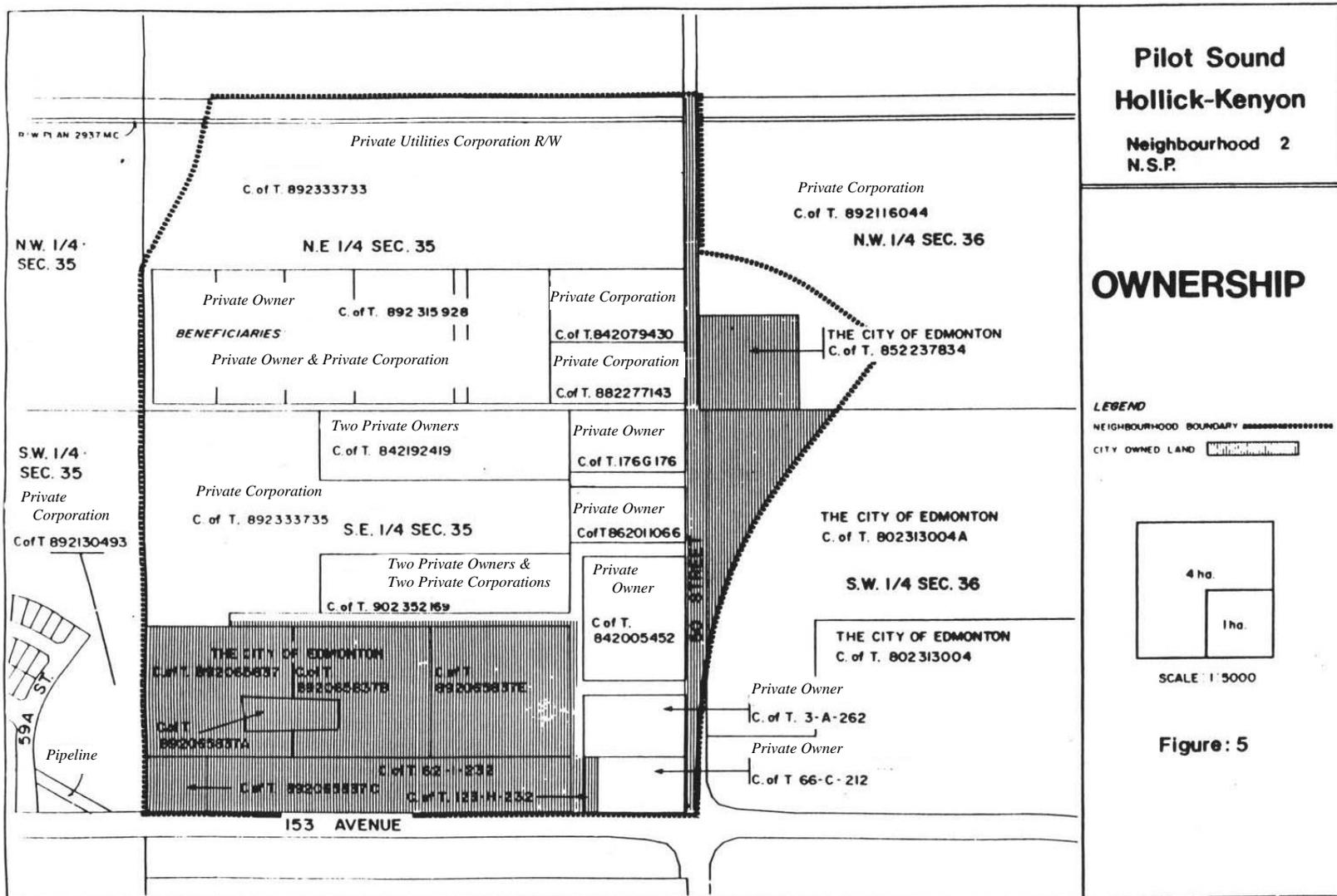
west, subdivision activity is occurring and housing construction is well underway. Immediately south of Hollick-Kenyon across 153 Avenue, is the residential neighbourhood of McLeod which is almost completely developed except for a few isolated parcels.

2.7 Ownership

Ownership of the 96.07 hectares within *Hollick Kenyon* (*the size of the NSP area and ownership pattern reflects Bylaw 9744*) is dominated by three land owners, a private corporation (30.16 ha.), the City of Edmonton (26.12 ha.) and a private owner (private corporation and private owner are beneficial owners) (12.86 ha.). Other land owners include two private owners (3.89 ha), private corporation, a private corporation and two private owners (3.71 ha), a private owner (3.37 ha) and a private corporation (2.86 ha). The remaining parcels in the neighbourhood are owned by several interests, none having title to more than 2.50 hectares. Detailed ownership information is shown on Figure 5, Ownership Map, and is documented on the accompanying Ownership Table I.

Amended by Editor

Figure 5 – Ownership*
 (Bylaw 9744, April 10, 1991)



*Amended by Editor

Table 1 – Ownership*

(Bylaw 9744, April 10, 1991)

GROSS AREA 96.07 Hectares (237.38 Acres)		100%		
Registered Owner	Legal Description	Hectares	Acres	Percentage
<i>Private Corporation</i>				
	N.E. 1/4 Sec.35-53-24-W4 Block T, Plan 2736 E.T.	30.16	74.52	31.39
City of Edmonton	Lots 1, 2 Pul, 3 and 4 Block 2, Plan 782-0759 Block Z, Plan 8474 A.H. Lot 1, Plan 2736 E.T. West 66 feet of Block Y N.W. 1/4 Sec.36-53-24-W4 50 Street Government Road Allowance S.W. 1/4 Sec.36-53-24-W4 (East of 50 Street Government Road Allowance)	26.12	64.54	27.13
<i>Private Owner (Private Corporation and Private Owner are beneficial owners)</i>	Lots 3-9 inclusive Plan 5570 A.V.	12.86	31.78	13.39
<i>Two Private Owners</i>	S.E. 1/4 Sec.35-53-24-W4	3.89	9.61	4.05
<i>Two Private Corporations, and Two Private Owners</i>	Lot 6, Plan 2736 E.T.	3.71	9.16	3.86
<i>Private Owner</i>	Block Z, Plan 588 A.J.	3.37	8.33	3.51
<i>Private Corporation</i>	N.W. 1/4 Sec.36-53-24-W4	2.86	7.07	2.98
<i>Private Utilities Corporation</i>	N.E. 1/4 Sec.35-53-24-W4	2.56	6.32	2.66
<i>Private Corporation</i>	Lot 2A, Plan 1579 R.S.	2.17	5.36	2.26
<i>Private Corporation</i>	Lot IA, Plan 1579 R.S.	2.12	5.24	2.21
<i>Private Owner</i>	Block X, Plan 588 A.J.	1.77	4.37	1.84
<i>Private Owner</i>	Block Y, Plan 588 A.J.	1.77	4.37	1.34
<i>Private Owner</i>	Block M, Plan 588 A.J.	1.66	4.10	1.72
<i>Two Private Owners</i>	Block Y, Plan 8474 A.H.	1.05	2.59	1.09

*Amended by Editor

3.0 DEVELOPMENT OBJECTIVES

3.1 General

This Section outlines the development objectives for *Hollick Kenyon*. It incorporates the objectives of the Pilot Sound Area Structure Plan and policies and objectives of the General Municipal Plan. Those policies and objectives provide the guidelines for the land use concept which is discussed in detail in Section 4.

Amended by Editor

3.2 General Objectives

To develop a neighbourhood that is contiguous with other developing neighbourhoods in order to ensure the orderly, efficient and economic extension of municipal services.

To develop a neighbourhood that will provide the service and amenity needs for its residents within a reasonable timeframe.

3.3 Residential Objectives

To develop a neighbourhood that will provide a broad range of affordable housing types.

To develop a neighbourhood that offers a safe, quiet and an aesthetically pleasing living environment.

3.4 Institutional Objectives

To meet the requirements of the Edmonton Public School Board with respect to school site size and location.

To allow for expansion and continuing operation and maintenance of the existing Little Mountain Cemetery.

To provide a suitable site for religious assembly that has good accessibility and is compatible with adjacent land uses.

3.5 Open Space Objective

To meet the municipal reserve requirement with respect to the location and size of park sites.

3.6 Commercial Objective

To provide a neighbourhood convenience commercial site that has suitable access, serves the basic daily needs of neighbourhood residents and is compatible with adjacent land uses.

3.7 Circulation Objectives

To provide a hierarchical road system and to ensure that the road linkages within the neighbourhood are compatible with adjoining neighbourhoods.

To create a circulation system that is safe, attractive and functional for both pedestrians and vehicles.

To utilize the *Private Utilities Corporation* Right-of-Way as a continuous bicycle pathway from the adjacent Matt Berry Neighbourhood.

Amended by Editor

3.8 Amenity Objective

To retain site features and vegetation where feasible for park areas, visual buffers and aesthetic purposes.

3.9 Public Utility Objective

To establish a stormwater management system which provides an amenity feature while serving the primary function of accommodating the stormwater retention needs of the neighbourhood.

To provide a fire station in the community as determined by Fire Rescue Services.

Bylaw 15334
February 17, 2010

4.0 NEIGHBOURHOOD STRUCTURE PLAN

4.1 General

This section discusses in detail the proposed land use concept for *Hollick Kenyon* as illustrated on Figure 6. It provides data on the types of land uses proposed and their distribution as well as statistical calculations on dwelling units, population and student generation.

Amended by Editor

4.2 Concept Plan Discussion

Hollick Kenyon is a predominantly residential neighbourhood as identified in the Pilot Sound Area Structure Plan (Bylaw 6288). Although the Area Structure Plan was approved in 1981, the Neighbourhood Structure Plan strives to incorporate the Area Structure Plan objectives within the current level of planning standards as they apply to *Hollick Kenyon*.

Amended by Editor

The Neighbourhood Structure Plan proposes a predominantly single-family residential neighbourhood with ancillary land uses such as a commercial site, school and park sites, an open space linkage system and institutional uses. Multiple family sites are proposed at specific strategic locations within the neighbourhood in an attempt to provide a balanced residential community as a means of meeting the City's diverse housing needs.

4.2.1 Residential

The Pilot Sound Area Structure Plan designates *Hollick Kenyon* as predominantly residential with an emphasis on single-family housing and a sufficient population base to ensure that municipal servicing will be provided in an efficient and economic manner.

Amended by Editor

As Table 2 indicates, the Neighbourhood Structure Plan proposes a development with approximately 58% of its area as residential (44% single-family) which is capable of generating 875 dwelling units and a population of 3,036 people.

Amended by Editor

Bylaw 14048
July 13, 2005

The multiple housing sites are located in the northeast and *southwest* sectors of the neighbourhood. The high proportion of multiple housing sites reflects the desire of land owners of these sites who feel that there is a trend towards an

Bylaw 10711
May 24, 1994
Bylaw 13342
April 9, 2003

increased demand for this type of accommodation in new suburban areas. However, the multiple sites are located on land that could be converted to accommodate single-family development at the subdivision stage in accordance with the future demand for multiple family housing. Should changes in market conditions occur, conversion of multiple family sites to low density residential development will require a Neighbourhood Structure Plan amendment and the appropriate *rezoning*.

Amended by Editor

The multiple housing sites are located at the periphery of the neighbourhood to discourage increased traffic generated by these higher density uses being drawn into the interior of the neighbourhood. *At the southwest corner of the intersection of future 50 Street and 162 Avenue*, three multiple housing sites are clustered around the existing Little Mountain Cemetery take advantage of the open space afforded by the cemetery. Further, the multiple housing sites in the northeast sector are in close proximity to-the school/park site, the neighbourhood convenience commercial site and future public transit routes in order to reinforce use of these facilities. Also, the sites are grouped together to improve land use compatibility.

Bylaw 13342
April 9, 2003

The 5.0 hectare site located in the northwest corner of the neighbourhood, *south of the private utilities corporation right of way*, immediately east of 59A Street and north of 162 Avenue, is intended to be utilized for *low density residential development*. The *proposal* includes a combination of *single detached and semi-detached* developed under an appropriate built form. Also, a 6 m laneway is provided to allow an alternate access for the row of single detached housing fronting 162 Avenue. This will eliminate the absolute need for front drive access to the individual lots.

Bylaw 10711
May 24, 1994
Amended by Editor

The Medium Density Residential (MDR) sites to the south and west of the commercial site in the northeast portion of the neighbourhood shall include a private pedestrian access to the Commercial site. Vehicular access within these MDR sites shall be facilitated through an internal roadway network. No direct vehicular access from the MDR units shall be permitted to the local roadways. In addition, access to the MDR site adjacent to 55 Street shall be provided by a single access and be located as far south as possible along 55 Street.

Bylaw 14048
July 13, 2005

In situations where multiple housing sites abut single-family development,

special site planning and development criteria will be carefully implemented through a *DC2*, Site Specific Development Control *Provision* in order to ensure compatibility by controlling such features as development setbacks, building heights, architectural guidelines, site design, exterior finishing and treatment, performance standards and extensive landscaping requirements. However, the proposed multiple family sites will not have to be developed under a *DC2 Provision* if the Land Use Bylaw is amended so as to ensure a compatible relationship with abutting single family development.

Amended by Editor

Some planned lot residential development under the RPL *Zone* may be included in this neighbourhood at a later date. However, this type of development will not comprise more than 15% of the total single detached residential development and the planned lot residential development will not be located so as to create large tracks of this form of development.

Amended by Editor

Sufficient multiple housing sites are provided such that 5% of the projected population of the neighbourhood can be accommodated at an RF5 or higher density. The *Community Services Department* has identified Hollick-Kenyon as a neighbourhood suitable for future social housing development. Depending upon budget availability and satisfactory negotiations, a row housing site in the northern portion of the neighbourhood may, in future, be acquired for this purpose. The Site Selection Guidelines for social housing will be used to assess the suitability of individual parcels at the appropriate time.

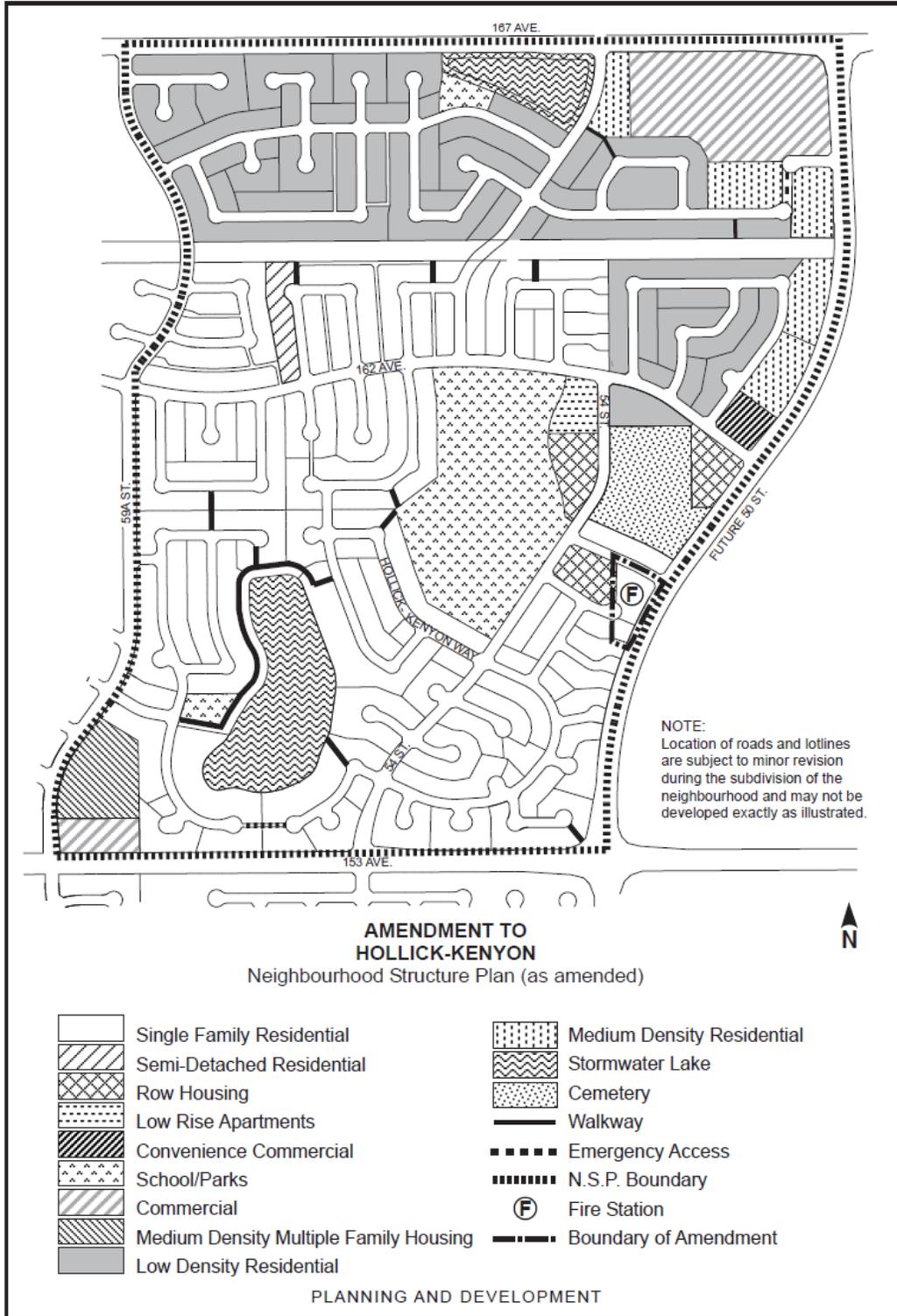
Amended by Editor

4.2.2 Institutional

The Pilot Sound Area Structure Plan shows a shared school/park site in the northwest sector of the neighbourhood. In addition to the park component, the shared site was intended to accommodate both a public elementary and a public junior high school. The Neighbourhood Structure Plan respects the general location of the combined school/park site as shown in the Area Structure Plan but has shifted the site slightly to the northeast due to the location of the stormwater facility and the school/park site in the adjacent Matt Berry Neighbourhood. Two drop-off bays are provided for the school/park site at the request of the Public School Board to improve safety and alleviate stopping/parking generated by drop-off activity. The *Transportation and Streets Department* supports the drop-off bays and have agreed that the drop-off-bays be provided as an expansion of

Amended by Editor

Figure 6 – Hollick-Kenyon Neighbourhood Structure Plan
 (Bylaw 15334, approved February 17, 2010)



the road right-of-way.

As Table 3 indicates, the neighbourhood will generate 396 Public Elementary students and 170 Public Junior High students. This is somewhat less than the 481 Public Elementary students and 196 Public Junior High students projected by the Pilot Sound Area Structure Plan. The discrepancy is due mainly to the neighbourhood now having a smaller area to actually develop for residential purposes due to the increased size of the stormwater lake, *the expansion of the cemetery site and a proposed fire station at 50 Street and 159 Avenue*. Consequently, fewer units are generated resulting in a population of 1,733 people less than that projected by the Pilot Sound Area Structure Plan (3,267 as opposed to 5000).

Amended by Editor
Bylaw 10711
May 24, 1994

Bylaw 15334
February 17, 2010

Bylaw 10711
May 24, 1994

In the northeast sector of the neighbourhood is the Little Mountain Cemetery. The *Community Services* Department has requested that the opportunity to expand the cemetery be included in the plan, in order to meet the long term need for cemetery lands in North Edmonton. The Neighbourhood Structure Plan helps to accommodate this requirement by expanding the cemetery from its present 2.02 hectares to approximately 2.8 hectares (*6.9 acres*) by including a portion of the 50 Street Government Road Allowance (*former 50 Street*). Further, in discussions with *a private corporation*, who own land to the north and east of the cemetery, they have advised that they would be amenable to an equitable land exchange which would improve the configuration of their site and at the same time improve the site configuration of the cemetery. The exchange would provide the cemetery with frontage onto the 162 Avenue collector roadway.

Amended by Editor

Bylaw 13342
April 9, 2003

Amended by Editor

A tree assessment has been carried out by the *Community Services* Department on the privately-owned *private corporation's* land involved in the proposed land exchange. This land contains the only significant tree stand in the neighbourhood. *Community Services* has advised that should the exchange take place, they will retain as many trees as possible when the cemetery expands onto this land. Any trees that must be removed will be replaced with an equal value of trees in accordance with the City's Corporate Tree Management Policy.

Amended by Editor

The Pilot Sound Area Structure Plan designates a church site in the southwest corner of *Hollick Kenyon* adjacent to a proposed commercial site. *The proposed commercial and church sites have been replaced with a future expansion area for*

Amended by Editor
Bylaw 13342
April 9, 2003

the cemetery and a row of single family residential homes.

4.2.3 Open Space

The Pilot Sound Area Structure Plan designates two park sites combined with two schools. The Neighbourhood Structure Plan respects this principal, but designates one large joint school/park site of approximately 9.3 hectares (23.0 acres) in the central portion of the neighbourhood. The Neighbourhood Structure Plan also designates *two viewpoint park sites totalling 0.9 hectares (2.2 acres)* in the southwest *and north portions* of the neighbourhood adjacent to the stormwater *ponds*. The Drainage Branch of the *Asset Management and Public Works Department* supports a proposed landscaped walkway along the west side of the pond which will provide access to the pond frontage. Other walkways are established to provide linkages and convenient access to other areas of the neighbourhood and to adjacent neighbourhoods.

Bylaw 13493
October 21, 2003
Amended by Editor

Land acquisition required for the school/park entitlements will be based on unsubdivided and unserviced land values. Due to the fragmented pattern of land ownership, assembly of the school/park site may be delayed until such time as an agreement is reached with the owners on either a land exchange or land acquisition.

That portion of the *Private Utilities Corporation* Right-of-Way included within the neighbourhood will be landscaped to the satisfaction of the *Community Services* Department, in consultation with the *Private Utilities Corporation*, at the expense of the first developer(s) developing land adjacent to the right-of-way. Within the landscaped right-of-way, a bicycle pathway will be developed, also at the expense of the first adjacent developer(s), as a continuation of the proposed pathway from the adjacent Matt Berry Neighbourhood.

Amended by Editor

4.2.4 Commercial

The Pilot Sound Area Structure Plan designates a neighbourhood convenience commercial site in the southwest corner of the neighbourhood at 153 Avenue and 59A Street. This commercial site, which was transferred to the Matt Berry Neighbourhood by Bylaw 9233, is designated and districted for commercial development. *The southwest boundary of Hollick Kenyon has been modified to correspond to the alignment of 59A Street and reflect actual neighbourhood*

Bylaw 13342
April 9, 2003

boundaries between Hollick Kenyon and Matt Berry. This commercial site is currently integrated into the Hollick Kenyon Neighbourhood Structure Plan. The Neighbourhood Structure Plan designates a second commercial site located along the proposed 50 Street arterial roadway at 162 Avenue, which is a major entryway to the Hollick-Kenyon Neighbourhood. At this strategic location, near the north/south spinal roadway and future public transit route, the commercial site is brought much closer to the majority of Hollick-Kenyon residents and, as the site falls within the neighbourhood, the commercial centre can be identified as being an integral part of the neighbourhood.

Bylaw 13342
April 9, 2003

The primary function of this commercial site is to provide facilities that will serve the basic daily needs of a resident population of approximately 3,428 people. Due to its location, the commercial site will also be able to provide service to vehicular traffic along the proposed 50 Street arterial roadway. The site can be easily accessed by neighbourhood residents and is located near the multiple housing units to take advantage of the higher concentration of population. Further it is located so that there will not be a commercial intrusion into the neighbourhood and the commercial uses generated will be compatible with the adjacent cemetery and low rise apartment land uses.

A 6.0-hectare (14.8-acre) commercial parcel adjacent to 167 Avenue and future 50 Street arterial roadway has also been provided. Specific attention to land use transitioning, interface and setbacks between the commercial area and adjacent residential uses has been considered. A landscaped 1 meter high berm and 1.8 meter screen fence shall be constructed along the western and southern boundaries of the commercial site. This will provide adequate physical separation and assist in reducing potential visual nuisances. The berm may include additional landscaping and vegetation. Setback distances, fencing and landscaped yards shall be developed as required by the City of Edmonton Zoning Bylaw. The Commercial site shall provide access for future private pedestrian connections from the adjacent Medium Density Residential sites to the west and south. Walkway connections from the commercial site to 167 Avenue and the future 50 Street arterial roadway shall also be provided. Details regarding the location and other specifics shall be determined at the development permit stage.

Bylaw 14048
July 13, 2005
Amended by Editor

4.2.5 Roadways

The Pilot Sound Area Structure Plan designates a hierarchy of roads for *Hollick Kenyon* bounded by 4-lane arterial roadways to the south (153 Avenue) and east (proposed 50 Street). Within the neighbourhood, the Area Structure Plan shows a semi-circular collector roadway connecting the 2-lane 59A Street collector to a collector south of the *Private Utilities Corporation* Right-of-Way with a single stub out to 153 Avenue.

Amended by Editor

The Neighbourhood Structure Plan shows a series of internal roadways designed to maximize efficiency for local vehicular traffic while enhancing safety/privacy by discouraging non-local traffic from short-cutting through the neighbourhood. The internal roadways are connected to numerous cul-de-sacs providing easy access to the collectors. An emergency access is provided at the south end of the stormwater lake as required by the Fire Department.

The Neighbourhood Structure Plan shows 54 Street as the major 2-lane north/south collector roadway through the neighbourhood. 54 Street commences at the existing 153 Avenue 4-lane arterial roadway and branches out south of the school/park site. To the west it internalizes into a local road network and eventually connects to the 2-lane 162 Avenue east/west collector through an indirect route. To the east, 54 Street retains its collector status and connects directly with 162 Avenue providing east/west access out of the neighbourhood. To the east, 162 Avenue connects to the proposed 50 Street which will be constructed in stages as a 4-lane arterial roadway. Both 54 Street and 162 Avenue will become the main public transit loop servicing the neighbourhood. At the 54 Street and 153 Avenue entryway, 54 Street flares to a 24 m right-of-way to allow for special entrance treatment. The 24 m right-of-way is maintained north to the first intersection with a transition to the standard 20 m right-of-way.

The 162 Avenue collector will be a 24 m right-of-way from *the future* 50 Street to 100m west of the intersection with a transition to the standard 20 m right-of-way. This collector will also provide direct access out of the neighbourhood exiting at the *future* 50 Street arterial roadway to the east and the 59A Street collector to the west. At 160 Avenue between *the future* 50 Street and 54 Street a 24 m right-of-way will be maintained due to the higher intensity land uses proposed along both sides of 160 Avenue.

Amended by Editor

There are two direct connecting roadways provided to the adjacent Matt Berry Neighbourhood to the west. One is via 162 Avenue while the other is via a connecting roadway in the south/west corner of the neighbourhood, west of the neighbourhood park and stormwater pond. There is one direct roadway connection to the existing McLeod Neighbourhood to the south, via 54 Street.

To discourage short-cutting between 167 Avenue and future 50 Street and/or 153 Avenue, access to local roads in the northernmost portion of the neighbourhood will be provided from the collector roadway that extends north from 162 Avenue and from 59 A Street to the west.

Bylaw 13493
October 21, 2003
Amended by Editor

The MDR site (south of the Commercial site) shall be accessible by a local roadway connecting to 55 Street to the west. The MDR Site (east of 55 Street) shall be served by a single access located within the southern portion of the site. The Commercial site in the northeastern portion of the neighbourhood and the MDR site to the south shall be accessible by a cul-de-sac with a connection to 50 Street to the east.

Bylaw 14048
July 13, 2005
Amended by Editor

During the initial stages of development progressing from west to east along 153 Avenue, access to Hollick-Kenyon will be from roadways constructed off 59A Street. A portion of 59A Street is already constructed to its ultimate standard and design. Another access to the neighbourhood in its initial stages of development will be from the construction of 54 Street, a portion of which is proposed to be constructed in either 1991 or 1992 in order to provide access to other first stage development lands.

It should be emphasized that roadways will be closed in an orderly manner and in cooperation with the affected landowners. In all cases, existing access roads to individual parcels will remain open until such time as they are no longer required or some form of alternate access is provided.

Table 2 – Land Use and Population Statistics (Amended by Editor)

(Bylaw 15334, February 17, 2010)

	Area (ha)	% of GDA
Gross Area	157.4	
<i>Private Utilities Corporation</i>	5.8	
Gross Developable Area	151.6	100.0
Land Use		
Fire Station	0.7	0.5
Commercial	7.4	4.9
School/Park	9.3	6.1
Viewpoint Park	0.9	0.6
Cemetery	2.8	1.8
Storm Water Lake	10.4	6.9
Circulation	33.3	22.0
Residential	86.8	57.2
Total	151.6	<u>100.0</u>

Residential Style	Area/Ha	Units/Ha	Units	People/Unit	Population
Single-Detached	48.5	18.0	873	3.47	3,029
Semi-Detached	0.6	18.0	12	3.47	40
Low Density	27.2	18.0	490	3.47	1,700
Row Housing	2.0	53.3	107	2.52	270
Low Rise Apartments	1.2	53.3	64	2.52	161
Medium Density	5.3	53.3	282	2.52	711
Medium Density Multiple Family Housing	2.0	53.3	107	2.52	269
Totals	86.8		1,935		6,180

Gross Density: 39.3 persons per gross hectare

% Medium Density Units: 30.1%

*Includes land potentially releasable from the R.D.A

4.2.6 Dwelling Unit and Population Generation

As shown on Table 2 the neighbourhood will generate 1,969 dwelling units and a population of 6,266 persons making it efficient and economical from a municipal services perspective. This population is *more* than the range of 4,700 to 5,100 persons set for it by the Pilot Sound Area Structure Plan. Of the 1,969 units generated, 592 or 30% are from higher density land uses (low rise apartment, *row housing, Medium Density Residential and Medium Density Multiple Family Housing*).

Bylaw 14048
July 13, 2005
Amended by Editor

4.2.7 Population Density

The density for this neighbourhood is 39.8 persons per gross developable hectare (*16 persons per gross developable acre*). This density is less than the range of 49 - 54 people per gross developable hectare (20 - 22 per gross developable acre) suggested by the Pilot Sound Area Structure Plan. This relatively low overall density is primarily due to the fact that only 57.7% of the GDA of the neighbourhood is residential.

Bylaw 14048
July 13, 2005

4.2.8 Student Generation

Based on the student generation numbers on Table 3, there is a requirement for a Public Elementary School in the neighbourhood as the 396 Elementary students would fall within the acceptable range for a Public Elementary School. This number is less than that generated for the neighbourhood in the Pilot Sound Area Structure Plan, 396 as compared to 481.

Bylaw 10711
May 12, 1994
Amended by Editor

The Junior High and Senior High numbers are less than the Pilot Sound Area Structure Plan. The Edmonton Public School Board has advised that a Public Junior High School is required in the neighbourhood but there is no requirement for a Senior High School in *Hollick Kenyon*.

Amended by Editor

Using the same unit numbers with factors supplied by the Edmonton Catholic School District results in a generation of only 170 Elementary, 76 Junior High and 44 Senior High students in *Hollick Kenyon*. Based on these student generation figures, a Separate School is not required in *Hollick Kenyon*.

Table 3 - Student Generation (Amended by Editor)
 (Bylaw 10711, May 24, 1994)

(a) Public Schools

Land Use	Dwelling Units	Elementary Total	Junior High Total	Senior High Total	Total By Land Use
Single-Detached	725	312	145	116	573
Semi-Detached	21	9	3	2	14
Row Housing	137	59	16	16	91
Low Rise Apartment	144	16	6	6	28
	1,027	396	170	140	706

(b) Separate Schools

Single-Detached	725	131	65	36	232
Semi-Detached	21	4	1	1	6
Row Housing	137	25	7	4	36
Low Rise Apartment	144	10	3	3	16
	1,027	170	76	44	290

5.0 MUNICIPAL SERVICING

5.1 General

This section of the report indicates the manner in which it is proposed to service the neighbourhood. Services and utilities will be provided in accordance with the City of Edmonton standards.

5.2 Water

The ultimate servicing for this neighbourhood will be provided by the following:

- The extension of a 900mm water transmission line from 82 Street to *the former 50 Street* to be installed along the *Private Utilities Corporation* Right-of-Way adjacent to the northern boundary of the neighbourhood;
- The extension of the existing 250mm/300mm watermain at 59A Street/154 Avenue just west of the neighbourhood;
- The extension of a 450mm transmission line at approximately 54 Street and 153 Avenue, south of the neighbourhood.

Amended by Editor

This system will satisfy the requirements of the City's Servicing Standards Manual as demonstrated by the Network Analysis prepared by IBI Group and submitted to the *Asset Management and Public Works* Department.

Amended by Editor

The proposed water system is shown on Figure 7. Figure 7 also shows the tentative phasing for the neighbourhood. Phases 1 and 2 can be serviced from the existing systems to the west and south and meet the City's pressure criteria, including fire flow requirements, for each stage of development. For phase 3 to be developed, extension of the 900mm water transmission line along the *Private Utilities Corporation* Right-of-Way from 82 Street to 59A Street is required. For phase 4 development, further extension of this water transmission main to the new alignment of 50 Street and south of 162 Avenue is required.

Amended by Editor

5.3 Sanitary

The neighbourhood will be serviced by three sanitary sewer trunks. The majority of the neighbourhood will drain to trunks T1 and T2 located at 50 Street and

MacLeod Road and 59 A Street and 156 Avenue respectively in the McLeod Neighbourhood. The 1990 upgrading of these downstream trunk facilities has provided the capacity for the designated Hollick-Kenyon land. The balance of the neighbourhood will be serviced by the Clareview Sanitary Trunk. This facility presently terminates at 153 Avenue and approximately 31 Street. Extension of this trunk to Hollick-Kenyon will be necessary to service the northeast portion of the neighbourhood. The alignment for this extension has been tentatively identified as the *Private Utilities Corporation* Right-of-Way. The sanitary basins and location of outfalls are illustrated on Figure 8. The Neighbourhood Design Report for storm and sanitary prepared by I.D. Engineering Company Limited has been reviewed and approved by the affected City Departments.

Amended by Editor

Figure 7 – Water Distribution
 (Bylaw 9744, April 10, 1991)

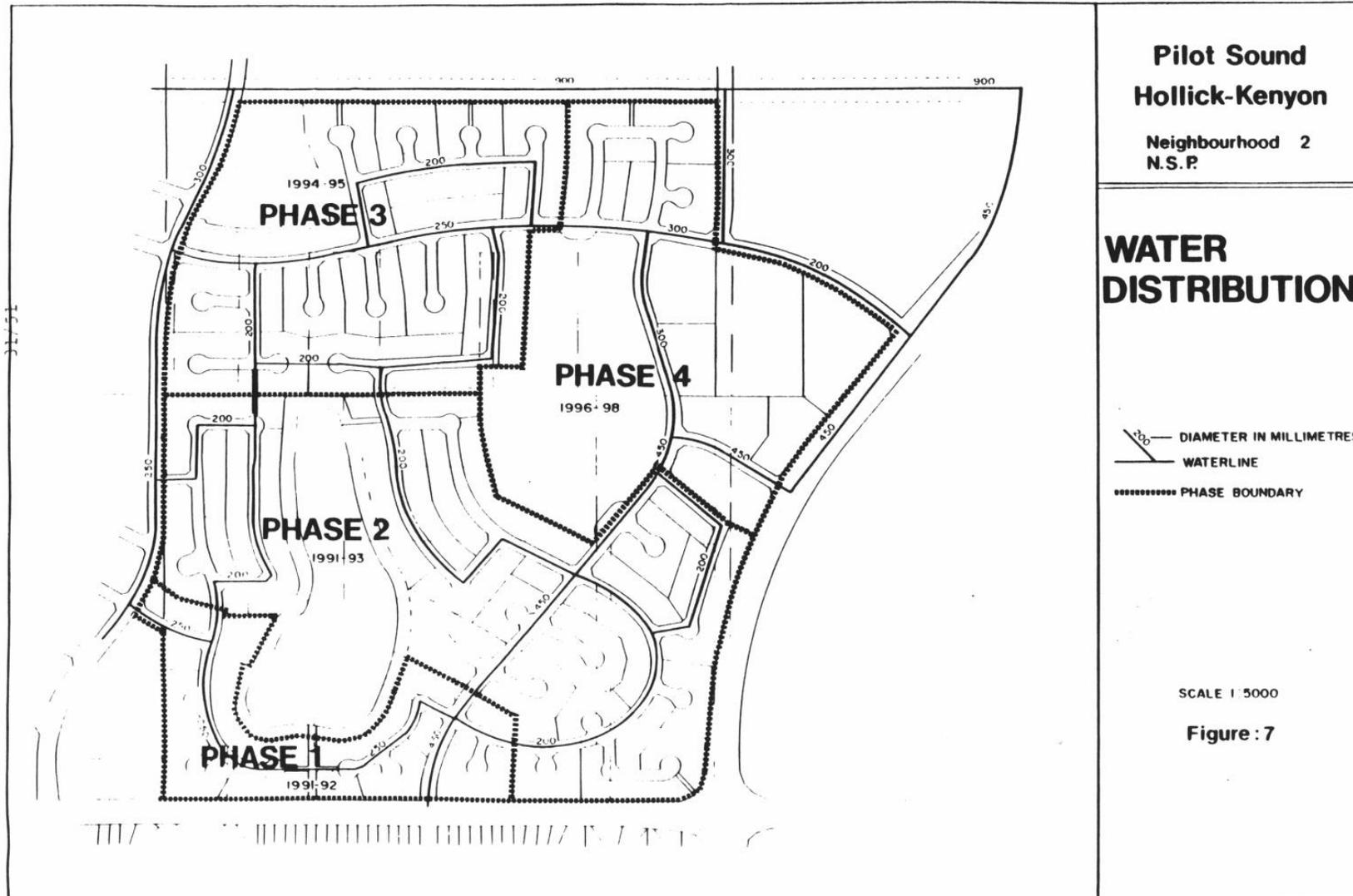
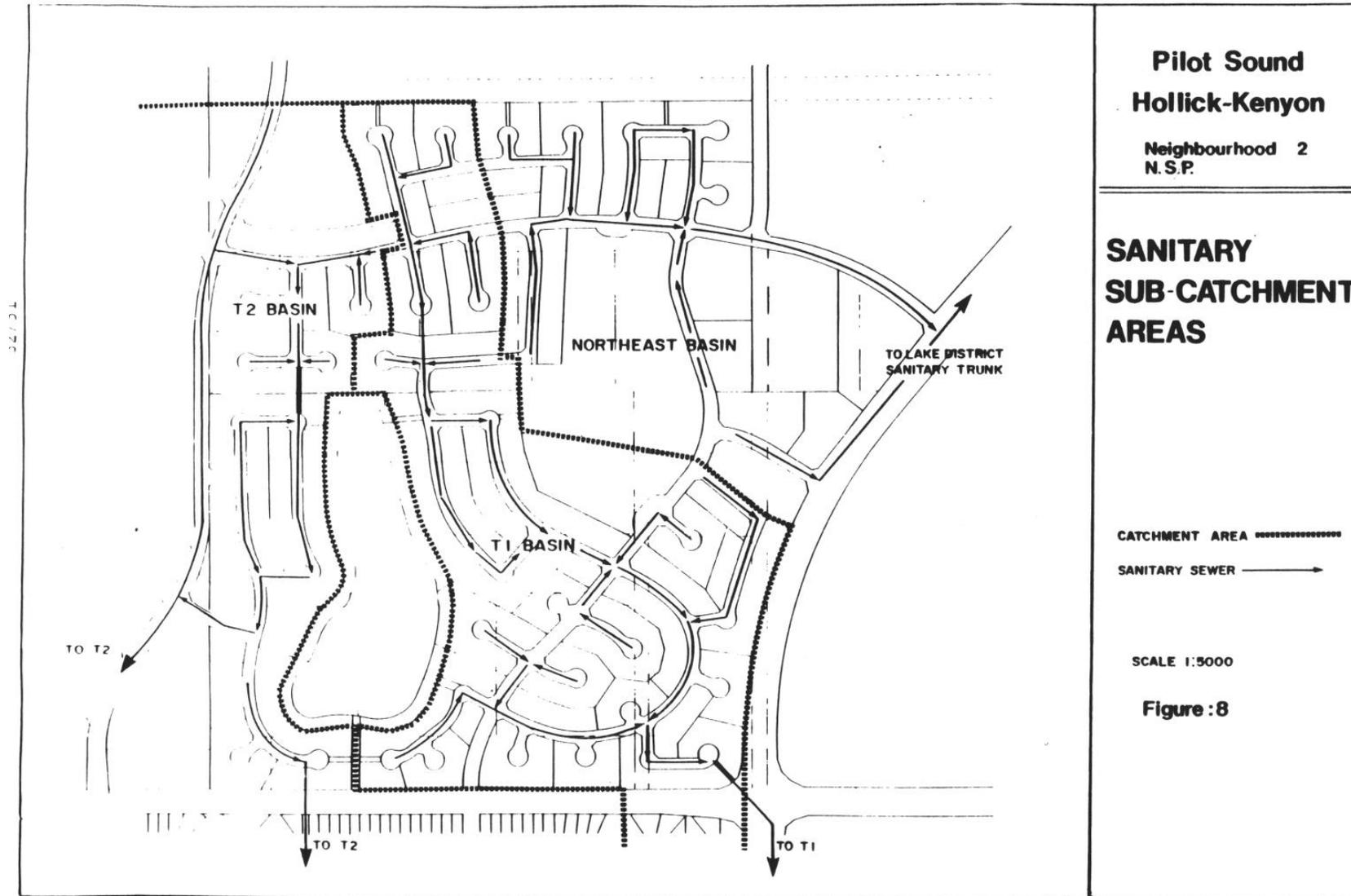


Figure 8 – Sanitary Subcatchment Areas
 (Bylaw 9744, April 10, 1991)



5.4 Storm Drainage

Storm drainage flows for Hollick-Kenyon are split between two storm drainage basins. The southern and western portion of the neighbourhood will drain to Lake 1 in the Pilot Sound drainage system. Construction of this lake has commenced in the southern portion of the neighbourhood. This lake currently accommodates stormwater flows from portions of 153 Avenue, McLeod and Matt Barry Neighbourhoods. The northeastern portion of Hollick-Kenyon will drain to Lake 2 in the Brintnell Neighbourhood. This lake has been partially constructed for drainage of 153 Avenue. Both lakes are interconnected and presently have a temporary surface outfall to the Kennedale system. The permanent outfall will be to the existing storm trunk at approximately 153 Avenue and 31 Street. Completion of this outfall is scheduled for 1992 construction.

The stormwater management facility in the north central portion of Hollick Kenyon, south of 167 Avenue, will also drain into Lake 2. Lake 2 discharges into the storm trunk system at 153 Avenue to the southeast.

Bylaw 13493
October 21, 2003
Amended by Editor

Storm water will be conveyed to the storm water lakes by both the 'minor' and 'major' systems. The minor system will be a system of storm sewers, with inlets primarily being catch basins, discharging to the lake. The major system will operate when storm runoff exceeds the capacity of the storm sewer system. Runoff will be conveyed on the surface, along streets, and public utility lots to the lake. The storm drainage basins, Lake 1 inlets and Lake 1 outlet are shown on Figure 9. As Lake 1 drains portions of McLeod and Matt Berry as well as a substantial part of Hollick-Kenyon, development phasing of these lands will likely dictate the completion of the lake to its final form prior to full development of Hollick-Kenyon Neighbourhood. The Neighbourhood Design Report for storm and sanitary systems prepared by I.D. Engineering Company Limited has been reviewed and approved by the affected City Departments.

5.5 Shallow Utilities

It is proposed that telephone and power be extended from adjacent development as required to service the neighbourhood. Power servicing will be provided from extension of existing underground power at 59A Street, north of 153 Avenue and/or by extension of the existing aerial power line on 50 Street on an interim

basis. ED TEL proposes to provide service from 59 A Street and 153 Avenue.

Gas servicing can be supplied under one of two options. In the first option, servicing can be extended up 50 Street and enter the neighbourhood along one of the roadways via 50 Street through a PUL Lot that connects 50 Street to the road system within the neighbourhood. The second option is through a PUL Lot in the southeast corner of the plan area which connects 50 Street to the road system within the neighbourhood.

Existing rural power, telephone and gas services will be abandoned or relocated, as necessary, when development within the neighbourhood proceeds.

5.6 Staging

The ability to economically and efficiently service the neighbourhood determines where development can start and in what direction it will proceed. The development of Hollick-Kenyon will start within the catchment area of Lake 1.

The next logical stages of development will be within the sanitary basin draining to McLeod and also within the storm basin draining to Lake 2. The final stages of development will likely be within the sanitary basin draining to Clareview. Figure 10 outlines the anticipated direction and staging of development.

Figure 9 – Storm Drainage System
(Bylaw 9744, April 10, 1991)

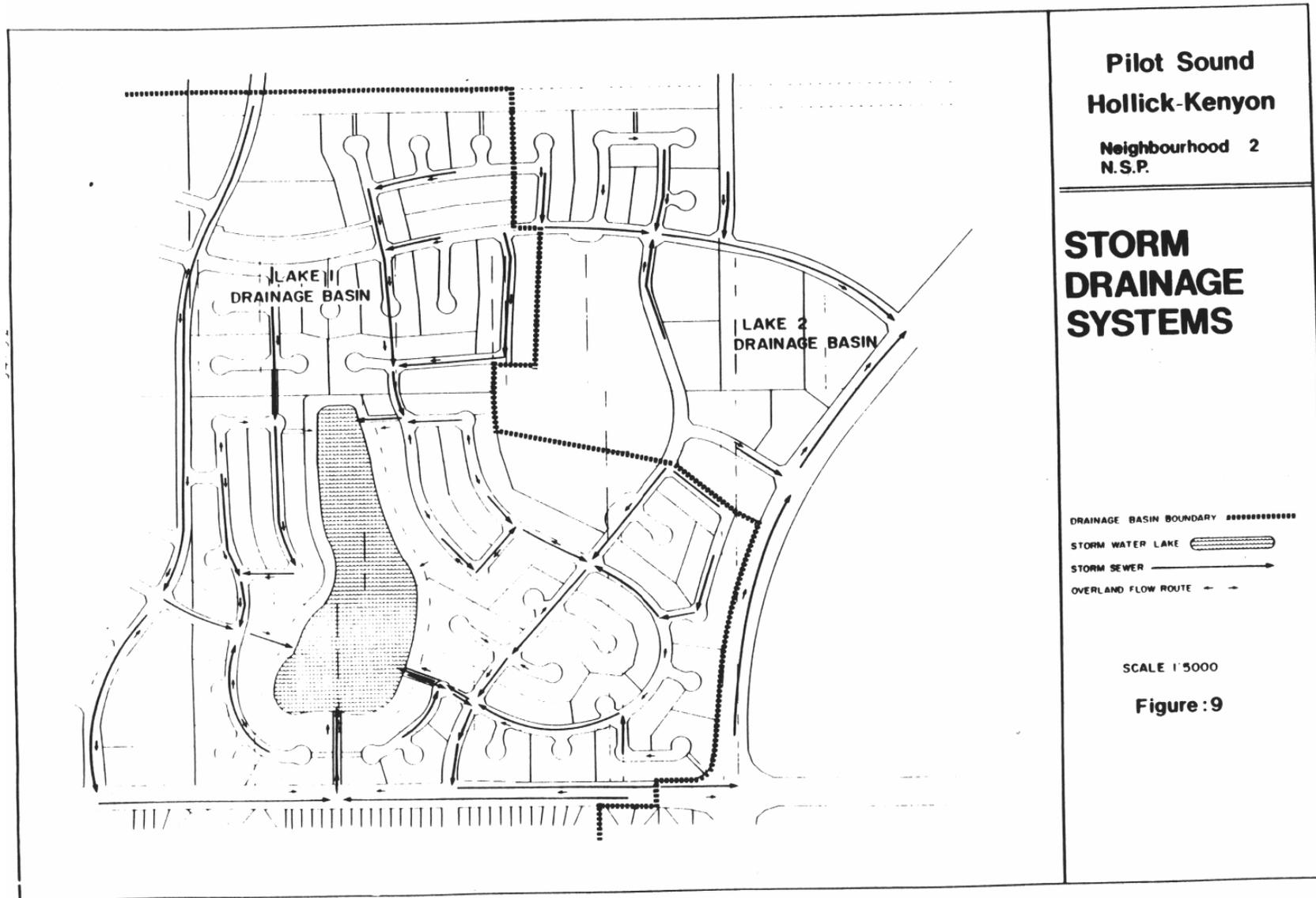
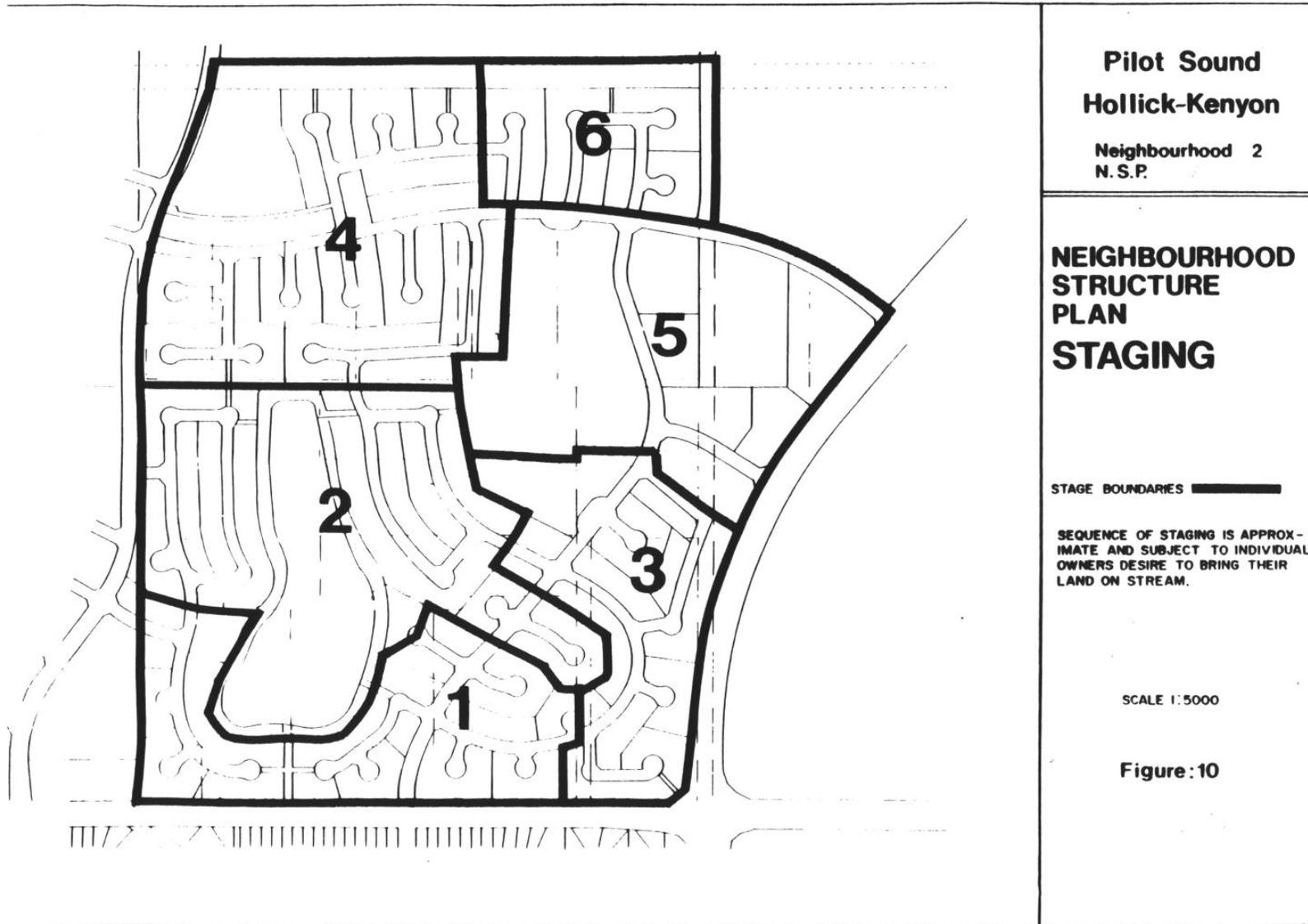


Figure 10 – Staging
(Bylaw 9744, April 10, 1991)



APPENDIX

October 3, 1989

Fax No: 428-8769

Dear Sir:

Subject: Hollick-Kenyon Neighbourhood Structure Plan in Pilot Sound

The City of Edmonton wish to advise you that they are in the process of preparing a Neighbourhood Structure Plan for Hollick-Kenyon in Pilot Sound. Our search at Land Titles indicates that you are an owner of land within the neighbourhood boundary. Consequently, we wish to inform you of our intentions.

We are contacting all owners in the neighbourhood advising them of our intentions. The process that we are going through does not obligate you to sell or develop your lands. It does, however, make them more readily developable in terms of the City's planning process.

We would be pleased to discuss our plans for the neighbourhood with you. In this regard, we will be sending you a copy of the plan so that you can review it and provide us with any comments you may have. In the meantime, should you wish to meet with us in person to discuss the plan please do not hesitate to contact Bob Graden at (403) 428-5989.

Yours truly,

M. Gourley, General Supervisor Land Development & Analysis Land Management Branch

MG:HC:kja

October 16, 1989

Fax No. 428-8769

Dear Sir:

Subject: Hollick-Kenyon Neighbourhood Structure Plan in Pilot Sound

Further to our letter of October 3, 1989, enclosed is a copy of our Neighbourhood Structure Plan for Hollick-Kenyon in Pilot Sound. As a landowner in the neighbourhood we are requesting that you review the plan and provide us with any comments you may have before November 13, 1989. If we do not hear from you by this date we will assume that you have no concerns with the plan.

Please address your written comments to:

Bob Graden, Project Planner Land Management Section
Planning and Development Department
2nd Floor, Centennial Building 10015 - 103 Avenue
Edmonton, Alberta T5J OH1

Should you wish to discuss the plan with Mr. Graden he can be reached at (403) 428-5989.

Yours truly,

M. Gourley, General Supervisor
Land Development
Land Management Branch

MG:BG:jml

Enclosure

March 15, 1990

Fax No. 428-8T6

Dear Sir:

Subject: Hollick-Kenyon Neighbourhood Structure Plan in Pilot Sound

Enclosed is a copy of our Neighbourhood Structure Plan for Hollick-Kenyon in Pilot Sound. As a land owner in the neighbourhood we are requesting that you review the plan and provide us with any comments you may have before April 18, 1990. If we do not hear from you by this date we will assume that you have no concerns with the plan.

Please address your written comments to:

Bob Graden, Project Planner
Land Management Branch
Planning and Development Department 2nd Floor, Centennial Building 10015 - 103 Avenue
Edmonton, Alberta T5J OH1

Should you wish to discuss the plan with Mr. Graden he can be reached at (403) 428-5989.

Yours truly,
M. Gourley, General Supervisor
Land Development & Analysis
Land Management Branch

MG:BG:lew

Encls.

August 9, 1990

Fax No: 428-8769

Dear Property Owner:

Subject: Hollick-Kenyon Neighbourhood Structure Plan in Pilot Sound

Enclosed for your review and comments is a revised draft of our Neighbourhood Structure Plan for Hollick-Kenyon in Pilot Sound. As the plan indicates, a number of changes have been made as a result of our review of the second draft with City Departments and other property owners in the area.

As a property owner or representative of a property owner in the Neighbourhood we are requesting that you provide us with any comments you may have on the plan before September 7, 1990. If we do not hear from you by this date, we will assume that you have no concerns with the plan.

Please address your written comments to:

Bob Graden, Project Planner
Planning and Development Department Land Management Branch
2nd Floor, Centennial Building 10015 - 103 Avenue
Edmonton, Alberta
T5J OH1

Should you wish to meet with us and further discuss the plan, please do not hesitate to contact either myself at (403) 428-5989 or Mike Gourley at (403) 428-2826.

Yours truly,

R. Graden, Project Planner
Land Management Branch

RG:kjm

Enclosure