

Bylaw 15333

A Bylaw to amend Bylaw 6288, as amended,
being the Pilot Sound Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Planning Act on June 24, 1981, the Municipal Council of the City of Edmonton passed Bylaw 6288, as amended, being the Pilot Sound Area Structure Plan; and

WHEREAS Council found it desirable from time to time to amend Bylaw 6288, as amended, being Pilot Sound Area Structure Plan by adding new neighbourhoods; and

WHEREAS Council has amended the Pilot Sound Area Structure Plan through the passage of Bylaws 12493, 13492, 14047, 14154, 14172 and 14920; and

WHEREAS Council considers it desirable to further amend Bylaw 6288, as amended, the Pilot Sound Area Structure Plan;

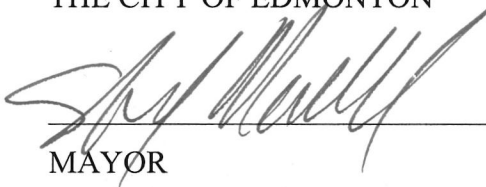
NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. Bylaw 6288, as amended, the Pilot Sound Area Structure Plan, is hereby further amended by:
 - a) deleting therefrom the map entitled "Bylaw 14920 Amendment to the Pilot Sound Area Structure Plan" and substituting therefor the map entitled "Bylaw 15333 Amendment to the Pilot Sound Area Structure Plan" attached hereto as Schedule "A" and forming part of this Bylaw;

- b) deleting therefrom the statistics entitled "Land Use and Population Statistics Pilot Sound Area Structure Plan Bylaw 14172" and substituting therefor the statistics entitled the "Pilot Sound Area Structure Plan Land Use and Population Statistics Bylaw 15333" attached hereto as Schedule "B", and forming part of this Bylaw;
- c) adding thereto, the Consultant's report entitled "Pilot Sound Area Structure Plan Amendment" attached hereto as Schedule "C" and forming part of this Bylaw; and
- d) adding thereto the Planning and Development Department's report dated December 7, 2009, attached hereto as Schedule "D" and forming part of this Bylaw.

READ a first time this	18 th	day of	January	, A. D. 2010;
READ a second time this	18 th	day of	January	, A. D. 2010;
READ a third time this	17 th	day of	February	, A. D. 2010;
SIGNED and PASSED this	17 th	day of	February	, A. D. 2010.

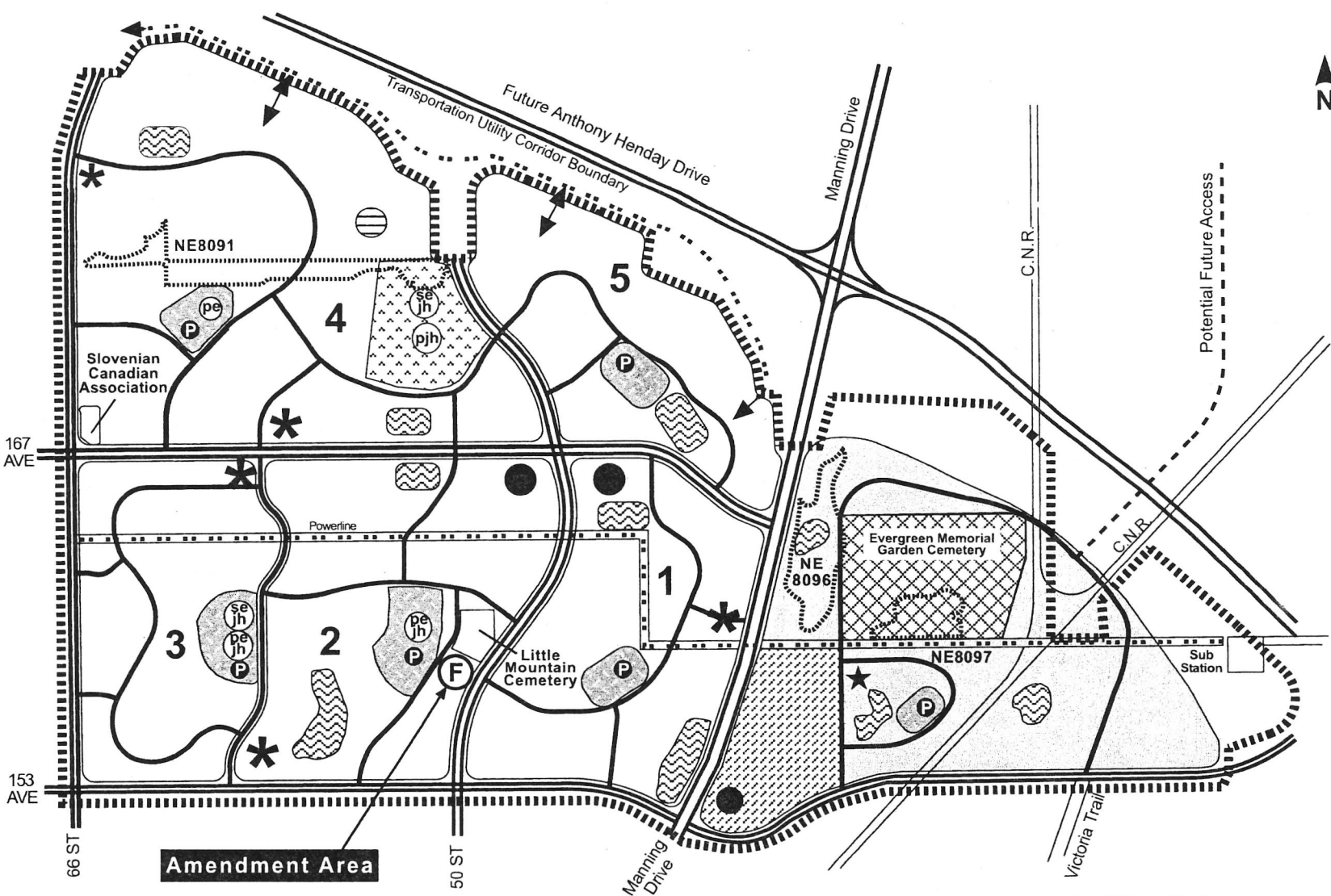
THE CITY OF EDMONTON



MAYOR











CITY CLERK



Amendment Area

**BYLAW 15333
AMENDMENT TO
PILOT SOUND
Area Structure Plan
(as amended)**

PLANNING AND DEVELOPMENT

-  Residential Neighbourhood
-  Light Industrial Park
-  School/Park Site
-  Natural Areas
-  Cemetery
-  District Park
-  Storm Retention Pond
-  Possible Future Storm Retention Pond

-  Multi-Use Trail
-  Multi-Use Trail Access
-  Community Commercial Site
-  Convenience Commercial
-  Industrial Service Centre
-  Community Commercial (DC1)
-  A.S.P. Boundary
-  Fire Station

**PILOT SOUND AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 15333**

	1	2	3	4	5	
	Brintnell	Hollick- Kenyon	Matt Berry	McConachie		Totals
Gross Area	132.0	157.4	114.0	255.9	98.4	757.7
TransAlta	6.0	5.8	3.0	0.0	0.0	14.8
Major Arterials	0.0	0.0	0.0	7.6	0.0	7.6
Pipeline Corridor	0.0	0.0	0.0	1.7	0.0	1.7
Gross Developable Area	126.0	151.6	111.0	246.6	98.4	733.6
Fire Station	0.0	0.7	0.0	0.0	0.0	0.7
Commercial	8.4	1.4	0.5	2.1	1.5	13.9
Residential	75.8	91.8	77.3	141.5	57.1	443.5
School/Park	5.2	12.6	9.6	5.7	5.0	35.7
District Park	0.0	0.0	0.0	22.6	0.0	22.6
Institutional	0.0	0.0	0.0	1.3	0.0	1.3
Natural Area NE 8091 & Buffer	0.0	0.0	0.0	15.5	0.0	15.5
Storm Water Management	7.9	10.2	0.0	6.1	10.2	34.4
Circulation	28.7	34.9	26.6	51.8	24.6	166.6
Population Generation						
Population	5,120	6,635	5,062	10,532	4,428	31,779
Density (ppgdha)	43.4	43.8	45.6	42.7	45	43.3

5/37

SCHEDULE "C"

PILOT SOUND AREA STRUCTURE PLAN AMENDMENT

**CITY OF EDMONTON
ASSET MANAGEMENT & PUBLIC WORKS**

JUNE 2009

TABLE OF CONTENTS

1. INTRODUCTION	1
2. BACKGROUND.....	1
3. AMENDMENT.....	1
4. AMENDMENT TO BYLAW	1
5. APPENDIX.....	1

1. Introduction

This proposed amendment to the Pilot Sound Area Structure Plan has been prepared by the Asset Management and Public Works Department on behalf of the City of Edmonton, land owner in the amendment area. The purpose of this amendment is to identify a proposed Fire Station located at the south west corner of 50 Street and 159 Avenue.

Applications to amend the Hollick Kenyon Neighbourhood Structure Plan, to subdivide and rezone the subject property, and to close a portion of road right-of-way are also submitted concurrently with this amendment.

The Pilot Sound subdivision is located in the northeast sector of the City. Development in this area is guided by the Pilot Sound Area Structure Plan which was first approved by City Council in June 1981 under Bylaw 6288. Throughout the years the plan was amended numerous times with developments in the different neighbourhoods.

2. Background

The Pilot Sound Area Structure Plan was approved by City Council in June 1981 under Bylaw 6288. Since 1981, there have been six amendments with the most recent occurring in July 2008 under Bylaw 14920.

The subject area is located in northeast Edmonton, south of 159 Avenue and west of 50 Avenue on the eastern edge of the Hollick Kenyon neighbourhood. The subject property is currently vacant and the surrounding areas are partially developed with the residential neighbourhood of Brintnell on the east and south, some residential uses and an auto-salvage storage yard on the west, and vacant land to the north.

3. Amendment

The Fire Rescue Services Branch (FRS) has identified the need for a Fire Station in the Hollick Kenyon neighbourhood. An amendment to the ASP is required as part of the application to facilitate this proposed fire station development and to maintain consistency between the affected statutory plans.

The proposed amendment is consistent with the ASP's Development Objectives specifically:

VI: Public and Semi-Public Development Objective:

To provide suitable sites of adequate size for all forms of public and semi-public uses so that they may render the most economical and efficient service to the projected residential and industrial population within Pilot Sound.

VIII: Public Utility Development Objective: To provide safe, adequate, economic, and reliable utility systems to serve the needs of the projected residential and industrial population within Pilot Sound.

Plan Edmonton - Municipal Development Plan

The Edmonton Municipal Development Plan (MDP) designates the Pilot Sound area as a Suburban Area. The proposed amendment was prepared in accordance with the MDP and complies with the policy “*Our Priority: Safety and Security*” to ensure the protection of people and property through the provision of acceptable levels of police, fire and ambulance services for all areas of the city” and “*Our Priority: Safe Community: to ensure a safe and secure community for all citizens. Strategy 2.10.1: Provide acceptable levels of police and emergency services which meet the community's requirements for safety and security.*”

Public Consultation

The Asset Management and Public Works Department hosted an open house on May 29, 2009 to gather community input regarding the proposed Fire Station. Notices were sent to 1940 home owners and advertisements were placed on the City of Edmonton’s online Event Calendar and in the Examiner. In response the Department received five questionnaires, four emails, and six telephone calls. The majority of the responses were positive, with some concern expressed over the potential noise and a perceived loss in property values. 14 people, including the two Ward Councilors, attended the open house session.

Further Community consultation will be arranged by the Planning and Development Department through the standard amendment process and will include an additional notification letter, a public meeting and a public hearing.

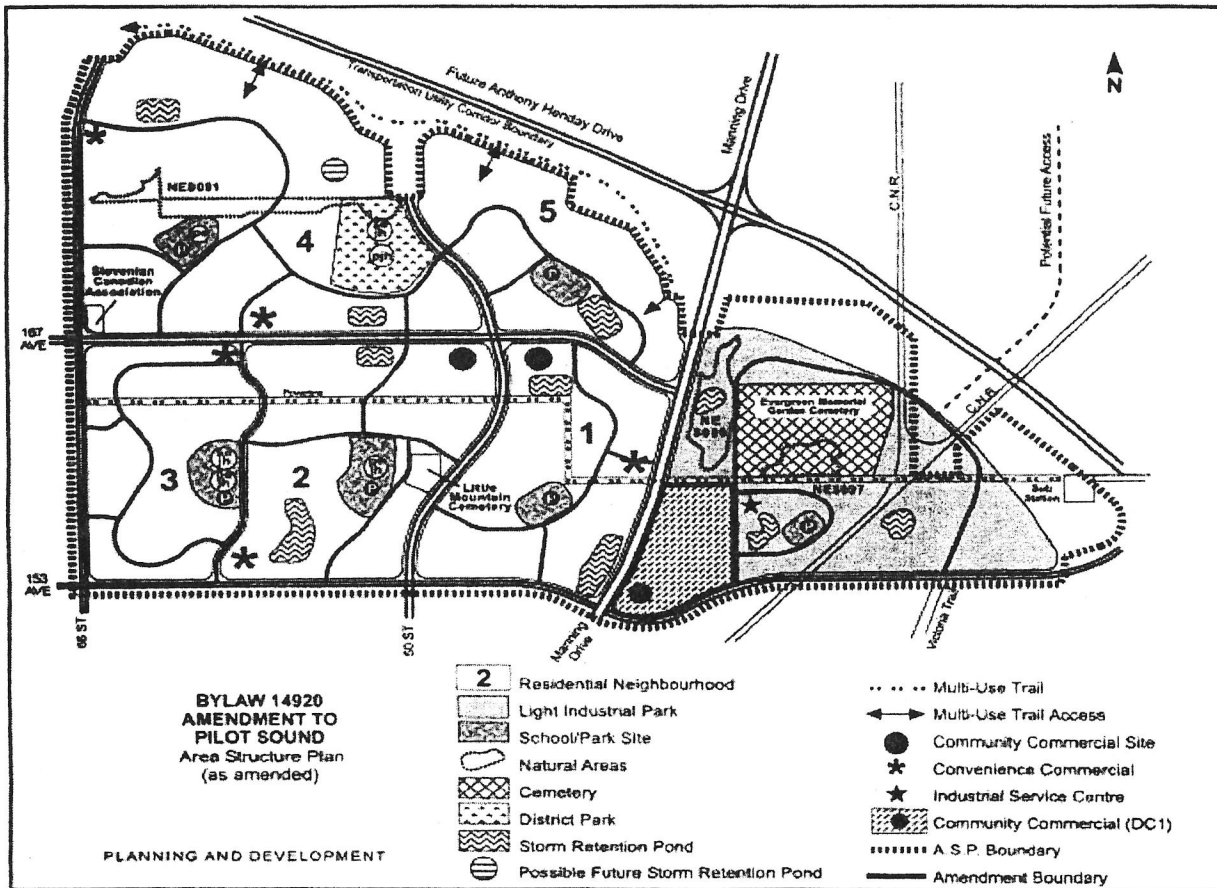
4. Amendment to Bylaw

The proposed amendment will be reflected in the ASP by replacing the approved *Figure 7 – The Development Concept* with the Proposed Development Concept attached in the Appendix of this document as well as the Land Use and Population Statistics.

5. Appendix

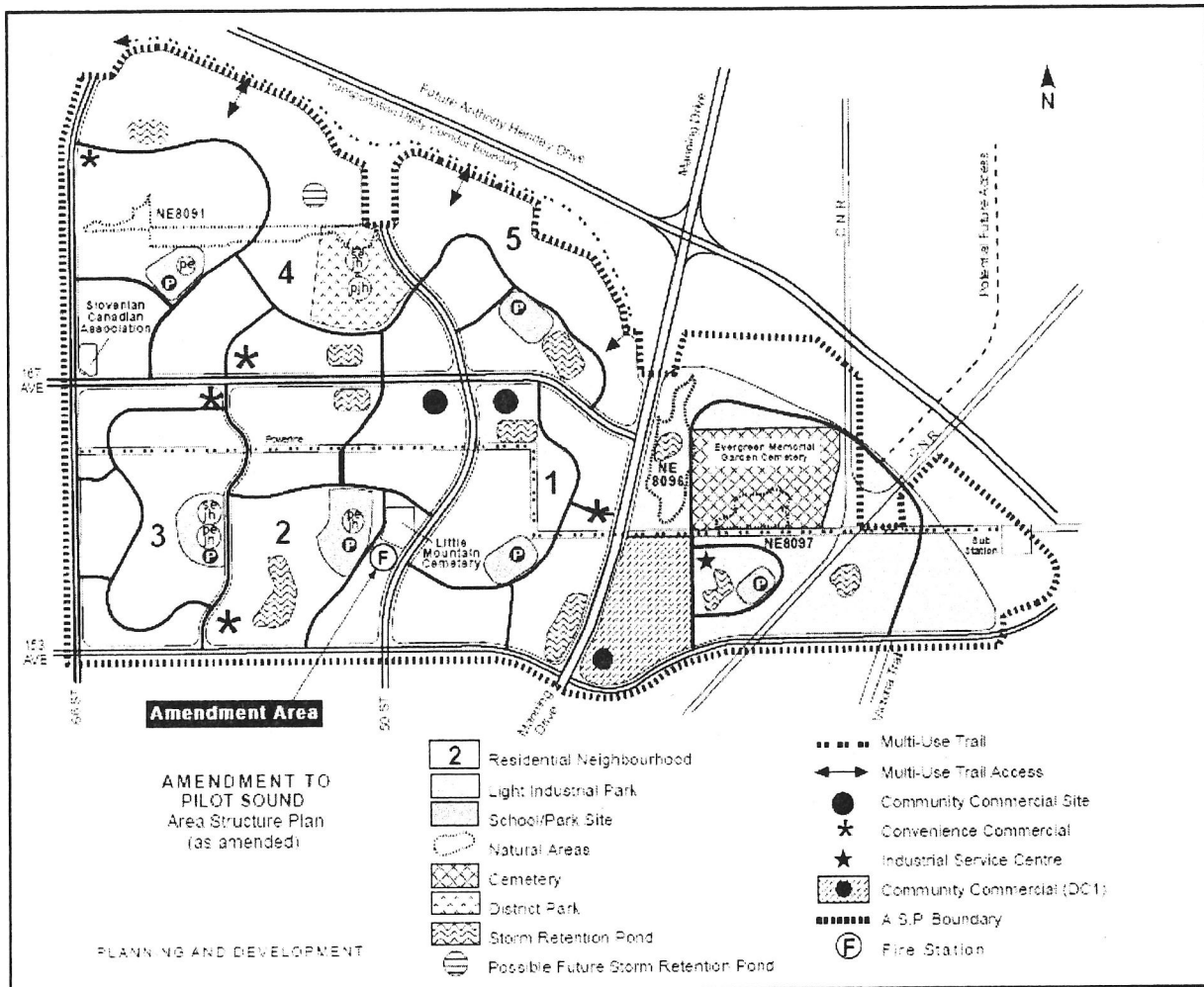
- Figure 1 Approved Pilot Sound ASP Development Concept Map
- Figure 2 Proposed Pilot Sound ASP Development Concept Map
- Approved Land Use and Population Statistics
- Proposed Land Use and Population Statistics

Figure 1



*Amended by Editor

Figure 2



**Table 1 – Pilot Sound Area Structure Plan
Land Use and Population Statistics
(Bylaw 14172, January 24, 2006)**

	1	2	3	4	5	
	Brintnell	Hollick Kenyon	Matt Berry	McConachie		Totals
Gross Area	132.0	157.4	114.0	255.9	98.4	757.7
Power Line	6.0	5.8	3.0	0.0	0.0	14.8
Major Arterials	0.0	0.0	0.0	7.6	0.0	7.6
Pipeline Corridor	0.0	0.0	0.0	1.7	0.0	1.7
Gross Developable Area	126.0	151.6	111.0	246.6	98.4	733.6
Commercial	8.4	1.4	0.5	2.1	1.5	13.9
Residential	75.8	92.5	77.3	141.5	57.1	446.6
School/park	5.2	12.6	9.6	5.7	5.0	35.7
District Park	0.0	0.0	0.0	22.6	0.0	22.6
Institutional	0.0	0.0	0.0	1.3	0.0	1.3
Natural Area NE 8091 & Buffer	0.0	0.0	0.0	15.5	0.0	15.5
Storm Water Management	7.9	10.2	0.0	6.1	10.2	34.4
Circulation	28.7	34.9	26.6	51.8	24.6	166.6
Population Generation						
Population	5,120	6721	5,062	10,534	4,428	31,863
Density (ppgdha)	43.4	42.7	45.6	42.7	45	43.9

**Proposed Table 1 – Pilot Sound Area Structure Plan
Land Use and Population Statistics**

	1	2	3	4	5	
	Brintnell	Hollick Kenyon	Matt Berry	McConachie		Totals
Gross Area	132.0	157.4	114.0	255.9	98.4	757.7
Power Line	6.0	5.8	3.0	0.0	0.0	14.8
Major Arterials	0.0	0.0	0.0	7.6	0.0	7.6
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Gross Developable Area	126.0	151.6	111.0	246.6	98.4	733.6
Fire Station	0.0	0.7	0.0	0.0	0.0	0.7
Commercial	8.4	1.4	0.5	2.1	1.5	13.9
Residential	75.8	91.8	77.3	141.5	57.1	443.5
School/park	5.2	12.6	9.6	5.7	5.0	35.7
District Park	0.0	0.0	0.0	22.6	0.0	22.6
Institutional	0.0	0.0	0.0	1.3	0.0	1.3
Natural Area NE 8091 & Buffer	0.0	0.0	0.0	15.5	0.0	15.5
Storm Water Management	7.9	10.2	0.0	6.1	10.2	34.4
Circulation	28.7	34.9	26.6	51.8	24.6	166.6
Population Generation						
Population	5,120	6,635	5,062	10,534	4,428	31,779
Density (ppgdha)	43.4	43.8	45.6	42.7	45	43.3

DESCRIPTION: AMENDMENT TO THE PILOT SOUND AREA STRUCTURE PLAN; HOLLICK-KENYON

AMENDMENT TO THE HOLLICK-KENYON NEIGHBOURHOOD STRUCTURE PLAN

ZONING BYLAW AMENDMENT from (AG) Agricultural Zone to (PU) Public Utility Zone; HOLLICK-KENYON

PROPOSED CLOSURE of a portion of road right-of-way, east of the old 50 Street alignment and south of 159 Avenue; HOLLICK-KENYON

LOCATION: 5015 – 159 Avenue; South of 159 Avenue and west of the new 50 Street alignment

LEGAL DESCRIPTION: Portion of SW 36-53-24-4

APPLICANT: The City of Edmonton
Asset Management and Public Works Department
19th Floor, 9803 – 102A Avenue
Edmonton, AB
T5J 3A3

OWNER: The City of Edmonton
City Hall
Edmonton, AB
T5J 0R2

ACCEPTANCE OF APPLICATION: June 16, 2009

EXISTING DEVELOPMENT: Vacant land and treed area located within the proposed road closure area

**BYLAW 15333
BYLAW 15334
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BYLAW 15336
FILE: LDA09-0119
HOLLICK-KENYON**

14/37

**PLANNING AND
DEVELOPMENT
DEPARTMENT'S
RECOMMENDATION:**

That Bylaw 15333 to amend the Pilot Sound Area Structure Plan be APPROVED.

That Bylaw 15334 to amend the Hollick-Kenyon Neighbourhood Structure Plan be APPROVED.

That Bylaw 15335 to amend the Zoning Bylaw from (AG) Agricultural Zone to (PU) Public Utility Zone be APPROVED.

That Bylaw 15336 to close a portion of road right-of-way, within the eastern portion of the old 50 Street road alignment and south of 159 Avenue be APPROVED.

DISCUSSION

1. The Application

The report describes four associated applications proposed to accommodate a new Fire Station within the south-eastern portion of the Hollick-Kenyon Neighbourhood:

The first application proposes to amend the Pilot Sound Area Structure Plan (ASP) by:

- introducing a 0.7 ha Fire Station use within the south-eastern portion of the Hollick-Kenyon neighbourhood (Neighbourhood 2); and
- consequently reducing the land designated for Residential uses by 0.7 ha for the proposed Fire Station use.

The second application proposes to amend the Hollick-Kenyon Neighbourhood Structure Plan (NSP) by:

- adding a new land designation to allow for Fire Station use (0.7 ha);
- reducing the total area of land designated for Single Family Residential use by 0.1 ha; and
- reducing the total area of land designated for Row Housing use by 0.6 ha.

The third application proposes to rezone the land located within a portion of SW 36-53-24-4 in the south-eastern portion of the Hollick-Kenyon Neighbourhood from (AG) Agricultural Zone to (PU) Public Utility Zone. The PU Zone would accommodate the development of the proposed new Fire Station at the application area.

The fourth application proposes to close a portion of the old 50 Street road right-of-way south of 159 Avenue. The intent of this proposed road closure is to close 0.12 ha of the road right-of-way, which will be consolidated with a portion of SW 36-53-24-4 to create a parcel of the size that is large enough to accommodate the proposed Fire Station. This proposed road closure will not affect the physical roadway which exists within the right-of-way.

A corresponding subdivision application has also been submitted to create a parcel from a portion of SW 36-53-34-4, which will be consolidated with the proposed road closure area to accommodate the development of the proposed Fire Station.

2. Site and Surrounding Area

The application area is located south of 159 Avenue, east of the old 50 Street alignment and west of the new 50 Street alignment within the south-eastern portion of the Hollick-Kenyon Neighbourhood. The area subject to the amendment applications is located within a portion of SW 36-53-24-4 and is currently vacant.

BYLAW 15333
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HOLLICK-KENYON

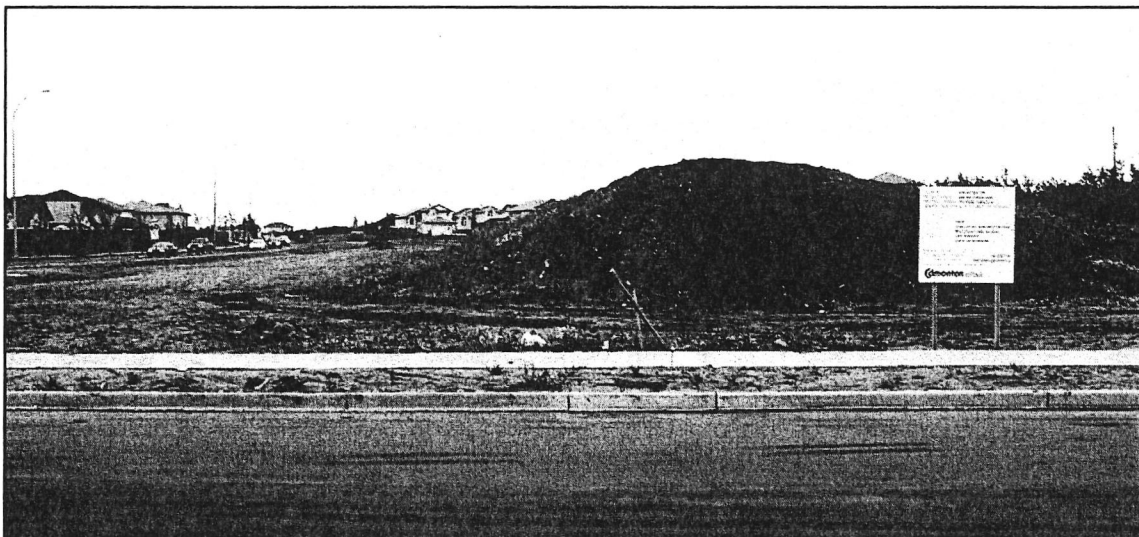
16/37

The area to the south (within the south-eastern portion of the Hollick-Kenyon Neighbourhood) and southeast (within the Brintnell Neighbourhood) are primarily developed with single detached residential buildings with (RF1) Single Detached Residential Zone, (RSL) Residential Small Lot Zone and (RPL) Planned Lot Residential Zone.

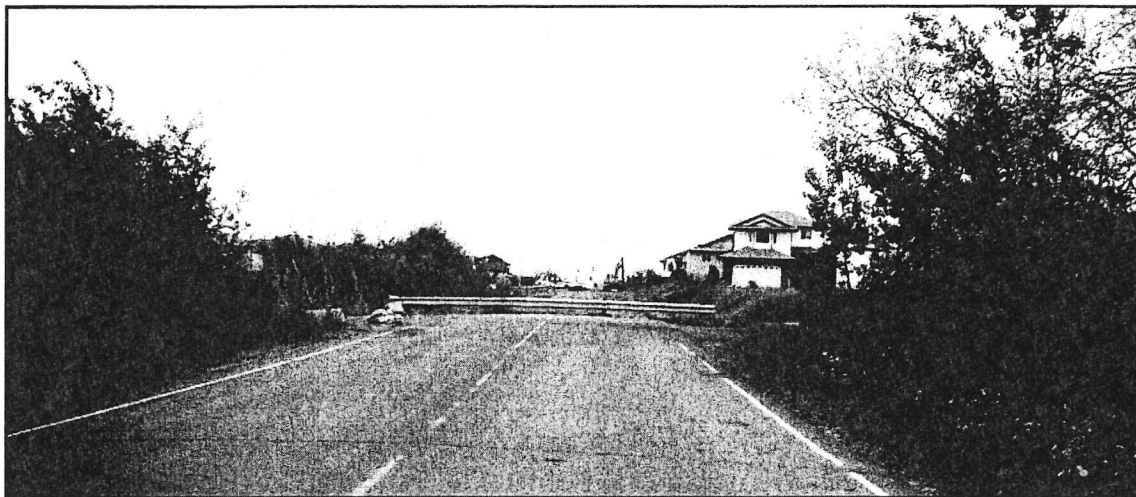
The site immediately to the west is the zoned (AG) Agricultural Zone and is occupied by an automobile salvage yard.

The lands located immediately to the north are zoned (RSL) Residential Small Lot Zone. The lands to the north of the RSL site are zoned (AG) Agricultural Zone and occupied by the Little Mountain Cemetery.

The proposed road closure area is located immediately to the east of the amendment application area and vegetated with trees. The proposed closure affects a portion of the old 50 Street road right-of-way located immediately south of 159 Avenue and west of the proposed amendment and rezoning area. The portion of old 50 Street located to the south of this proposed road closure area has been closed through Bylaw 14820 (approved on January 14, 2008) to facilitate the planned residential development south of the application area. This proposed road closure will not affect the physical roadway which exists within this portion of the 50 Street road right-of-way; providing access to the property west of the closure area.



View of site looking south from 159 Avenue and west of the realigned 50 Street



View of a portion of 50 Street road right-of-way located south of 159 Avenue

ANALYSIS

1. Compliance with Approved Plans and Land Use Compatibility

The Edmonton Municipal Development Plan (MDP) designates the Pilot Sound area for Suburban Area uses. The proposed amendment was prepared in accordance with the MDP and complies with the following policies:

Our Priority: Safe Community: to ensure a safe and secure community for all citizens.
Strategy 2.10.1: Provide acceptable levels of police and emergency services which meet the community's requirements for safety and security.

Our Priority: Safety and Security: to ensure the protection of people and property through the provision of acceptable levels of police, fire and ambulance services for all areas of the city.
Strategy 3.3.3: Establish basic service and operating standards for emergency services.

The area subject to this application is located within the Pilot Sound Area Structure Plan (ASP), currently identified for Residential uses. The proposed amendment to this ASP would change the land use designation of 0.7 ha of land from Residential uses to Fire Station use to accommodate a new Fire Station within the Hollick Kenyon neighbourhood that is identified by the Office of Fire Rescue to be necessary to serve the needs and protect the safety of the area residents.

BYLAW 15333
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FILE: LDA09-0119
HOLLICK-KENYON

18/37

The proposed amendment is consistent with the Pilot Sound ASP's Development Objectives specifically:

VI: Public and Semi-Public Development Objective: To provide suitable sites of adequate size for all forms of public and semi-public uses so that they may render the most economical and efficient service to the projected residential and industrial population within Pilot Sound.

VIII: Public Utility Development Objective: To provide safe, adequate, economic, and reliable utility systems to serve the needs of the projected residential and industrial population within Pilot Sound.

The proposed amendment to the Hollick-Kenyon Neighbourhood Structure Plan would introduce a new land designation to allow for Potential Fire Station use (0.7 ha), reduce the total area of land designated for Single Family Residential use by 0.1 ha and reduce the total area of land designated for Row Housing use by 0.6 ha. The proposed amendment area is expected to reduce the number of Single Family Residential unit by 2 units and the number of Row Housing unit by 32 units, which results in a reduction of the projected population by approximately 86 persons.

The proposed (PU) Public Utility Zone would allow for the proposed development of a new Fire Station at this portion of the Hollick-Kenyon Neighbourhood to ensure the provision of acceptable level of emergency services for the area residents. The proposed closure of 0.12 ha of the road right-of-way is intended to be consolidated with the rezoning area, to create a parcel of the size that is large enough to accommodate the development of the proposed Fire Station.

Alternative Site Locational Analysis

The Planning and Development Department has worked with Fire Rescue Services to identify a number of potential alternative sites within the Northeast sector of the City and discussed these alternative sites with various City Departments to evaluate the opportunities and constraints of developing the proposed Fire Station at these selected sites.

There are a total of eight sites selected for this locational analysis, including:

- The area subject to the amendment application in Hollick-Kenyon (at 5015-159 Avenue);
- Five sites located within the vicinity of 50 Street and 167 Avenue;
- A site located southeast of Manning Drive and 153 Avenue; and
- The area located between the Northbound and Southbound of Manning Drive (located North of 144 Avenue).

Through the comparison of the potential fire station sites, the site subject to the application in Hollick-Kenyon at 50 Street and 159 Avenue is the preferred location due to the improved emergency response coverage and response time for the entire Pilot Sound area (particularly at the Hollick-Kenyon, Brintnell, Cy Becker, and Gorman (West) Neighbourhoods, where the existing 4-minute response coverage is significantly deficient).

According to the 4-minute response coverage model, the absence of a fire station within the Pilot Sound area does not allow for the 4-minute response time standard to be achieved in the Hollick-Kenyon, Brintnell, Cy Becker and Gorman (West) Neighbourhoods. This proposed location (a portion of 5015 – 159 Avenue) allows for the 4-minute response time for the majority of the above-noted area to be attained. Moreover, having a new fire station at the proposed location also improves the 4-minute response time for the neighbourhoods located south of the Pilot Sound area including McLeod, Miller, Steele Heights, York and Ebbers Neighbourhoods, as well as the southern portion of Matt Berry. All are currently served by the existing Fire Stations #14 (Londonderry) and #18 (Clareview).

The five northerly alternative sites (167 Avenue and 50 Street) have the potential to accommodate the proposed development. The emergency services to the Pilot Sound area provided by locating a fire station at these sites would be similar to the proposed site. The 4-minute response time for the Pilot Sound area can be attained from all six sites. However, as these five sites are situated to the north of the proposed location, improvements to the area south of the Pilot Sound area are not as substantial compared to the improvements derived from the proposed location.

The last two alternative locations (Manning Drive and 153 Avenue; and Manning Drive and 144 Avenue) are not considered suitable locations for the proposed new fire station, as both locations would not be able to provide an acceptable response time for the Cy Becker neighbourhood. Moreover, the overall improvements on 4-minute response time generated by these locations are relatively poor compared to the other sites, particularly for the Pilot Sound area. In addition, the Transportation Department does not support surplusing the road right-of-way between Manning Drive Northbound and Southbound, as it could prejudice further widening along this corridor.

Furthermore, as the proposed site is City-owned land, this land could be available for the proposed development immediately, subject to City Council's approval to the proposed plan amendments, rezoning and road closure applications, and subsequently appropriate subdivision and development approvals. In comparison, except for the road right-of-way area located north of 144 Avenue between the Northbound and Southbound Manning Drive, the rest of the selected alternative sites are privately-owned and the availability and acquisition cost for any of these properties are unpredictable.

2. Smart Choices Assessment

The Smart Choices Initiatives of Walkability is relevant to this application.

- Walkability

- The proposed development contributes to the Smart Choices Initiative of Walkability by providing a sidewalk adjacent to the application area.

3. Transportation and Utilities

The Transportation Department has expressed no objection to the proposed plan amendments, rezoning and road closure applications, subject to the following conditions for the road closure application:

- The road closure area on the east side of old 50 Street must be consolidated by plan with the adjacent property. All costs associated with the closure, including survey and registration costs, will be at the expense of the owner/applicant; and
- The owner/applicant is responsible for physical closure of the roadway to public access and will be responsible for all costs associated with roadway modifications deemed necessary as a result of the closure.

The Drainage Services Branch of the Asset Management and Public Works Department has no objection to the proposed plan amendments, rezoning and road closure applications.

EPCOR Water has expressed no objection to the proposed plan amendments, rezoning and road closure applications, and advises that there is an existing 450mm water main located adjacent to the property on 159 Avenue, which may be utilized to provide additional water service connections to the property.

The owner/applicant is also advised that there is a deficiency in on-street fire protection adjacent to the property along 159 Avenue and 50 Street. The proposed development requires 90m hydrant spacing and the applicant/owner is required to construct one on-street fire hydrant to serve this development. Construction of the necessary on-street hydrant will provide additional on-street fire protection for a small portion of the application area only. On-street fire protection is not available from 50 Street. A large portion of this parcel will be located at a considerable distance from existing on-street hydrants. Additional levels of on-site fire protection requirements must be addressed at the Building Permit stage. The applicant/owner will be responsible for all costs associated with providing City standards of water supply including any changes to the existing water infrastructure required by this application.

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HOLLICK-KENYON**

ATCO Gas has expressed no objection to the proposed plan amendment and rezoning applications, and requires a suitable alignment be provided within the boulevards of all arterial and major roads for the ATCO Gas feeder mains.

EPCOR T&D Engineering has expressed no objection to the proposed plan amendment, rezoning and road closure applications, and advises that there are existing power facilities in the area, including an existing 13,800-Volt overhead power line. Minimum clearances must be maintained.

ATCO Pipelines, Canada Post, Capital Health, Shaw Cable, and TELUS expressed no objections to the proposed plan amendment, rezoning and road closure applications.

4. Parks and School Boards

The Parks Branch of the Asset Management and Public Works Department has expressed no objection to the proposed applications and advises that the proposed road closure area should be consolidated with the adjacent land (a portion of 5015 – 159 Avenue located south of 159 Avenue).

The Edmonton Public School Board and Edmonton Catholic School expressed no objection to the proposed applications.

5. Disposition

Once closed, it is the applicant's intent to consolidate the proposed closure area with the adjacent titled lot (portion of SW 36-53-24-4), to form a parcel that is large enough to accommodate the proposed development of the new Fire Station (Protective and Emergency Services use).

6. Environmental Site Review

An update to the Phase 1 Environmental Site Assessment (ESA) Report has been approved by the Planning and Development Department. This ESA Report indicated that the subject lands are suitable for the intended use.

7. Surrounding Property Owners' Concerns

Prior to the submission of the plan amendments, rezoning and road closure applications, the applicant held an open house on May 29, 2009 to obtain inputs from the affected residents and applicable Community Leagues regarding the proposed Fire Station development. Invitations were sent out to 1,940 home owners and advertisements were placed on the City of Edmonton's online Event Calendar and in the Examiner. In response the Department received five questionnaires, four emails, and six telephone calls. The majority of the responses were positive, with some expressed concerns over the potential noise and depreciation in property values. A total of fourteen people, including the two Ward Councilors, attended this Open House session.

A notification letter was sent to the surrounding property owners, the Liberty Village McLeod Community Association, Horse Hill Community League (1995) Association, McLeod Community League, Area Council No. 17 and Clareview and District Area Council on July 21, 2009. In response to the notification letter, the Planning and Development Department received three phone calls and four written responses. Five of the respondents expressed no objection to the proposed applications and asked for further information/clarifications regarding the intent of the applications. Two of the correspondents expressed objection to locating the proposed new Fire Station in a residential neighbourhood, concerned regarding the increase in noise pollution and depreciation in property value.

The Planning and Development Department sent a second notification letter regarding these applications to the above-mentioned recipients on August 24, 2009, advising them of a public information meeting to be held on September 17, 2009. The Planning and Development Department received two written responses as a result of this notification, expressing concern regarding the noise generated by fire trucks and depreciation in property value. A Ward Councillor and approximately 9 residents attended the meeting. The comments/concerns provided by the attendees are summarized in the following:

1. Excessive noise
 - Concerns regarding whether there will be something to help ease the excess noise and other nuisances generated by the fire station; and
 - Concerns regarding the noise pollution that will accompany the development that would allow fire trucks roaming in and out of the proposed site, on top of the existing noise from the traffic along 153 Avenue and police sirens.

- In response to the concerns with respect to noise generated by the fire trucks and the Fire Station Operation, the Deputy Fire Chief was in attendance at the public information session to explain the technological improvement that allow the fire truck sirens to radiate directly straight out and not on the sides to minimize the noise impact on the surrounding residential neighbourhood. Also, during emergency situations, fire trucks tend to travel quickly, so that the noise generated from the sirens should only be momentarily.
2. Location selection for the Proposed Fire Station
- Concerns expressed regarding a feeling of some residents that this application is as good as done, without any regard of what they want and having to deal with “surprises” like this application for a fire station that can be brought in without really having a voice or say in it;
 - Question about the timeline in finding locations for fire stations;
 - Suggestion regarding investigating the possibility of putting the fire station at an alternative location, including: the commercial areas located at 167 Avenue and 50 Street, within the vicinity of 144 Avenue and Manning Drive, 167 Avenue and Manning Drive, 137 Avenue and Manning Drive and between the northbound and southbound of Manning Drive;
 - Question regarding how the Fire Rescue Services Branch models and determines the location of fire stations around the city;
 - Questions regarding whether the response time of the Fire Department is the same as the EMS and whether the idea of merging EMS and Fire station is still being considered;
 - Question regarding when construction will start;
 - Question to the Deputy Fire Chief regarding how many stations has the Fire Department re-located because of these types of meetings, and whether the stations stayed where they were planned;
 - Comment provided suggesting that there is a catch 22 when it comes to this application - one might not want a Fire Station close to their residences, but when one is in need of Fire Rescue, a Fire Station located nearby would reduce the response time;
 - Question regarding the location selection for the fire station and where it would be proposed if this proposed site has already developed with residential units; and
 - Suggested that there will be plenty of opposition from other residents from the surrounding area who were unable to attend the public meeting.

BYLAW 15333
BYLAW 15334
BYLAW 15335
BYLAW 15336
FILE: LDA09-0119
HOLLICK-KENYON

24/37

The Fire Rescue Department has a 10-year Master Plan and the Planning and Development Department became aware of this proposal shortly before the official submission of this application. The proposed fire station is currently not funded and will take about 1.5 to 2 years for construction subject to availability of funding.

In response to the questions specific to the location selection of the proposed fire station, the Planning and Development Department has worked with various City Departments to evaluate the alternative locations suggested by the residents as well as other potential sites to house the proposed new fire station (a summary of this locational analysis is included in the earlier section of this report). As a result of this investigation, the subject application area is considered the optimal location for the proposed fire station primarily because of the improvement it provides on emergency response coverage and response time, as well as the availability of land (being City-owned land).

3. Transportation

- Concern regarding the left hand turn entry into the site from 50 Street because the realigned 50 Street is only a two-lane road and too narrow to accommodate the left turn traffic generated by the proposed fire station;
- Question regarding the timing of the 50 Street, north of 153 Avenue to become a four-lane roadway;
- Concern regarding the lack of traffic lights at the intersection of 159 Avenue/Brintnell Boulevard and 50 Street, which is a dangerous uncontrolled intersection; and
- Question regarding how the fire trucks will deal with the intersection.
- In response to the comments expressed by the attendees, a representative from the Transportation was in attendance and informed the residents that the realigned 50 Street is not scheduled to be expanded to a four-lane roadway in the near future. Also, the traffic signals will be required at the Development Permit stage in conjunction with the proposed Fire Station development.

4. Neighbourhood Structure Plan

- Concern expressed regarding the “surprise” that the City put forward this application for a fire station in their neighbourhood. Some residents indicated that they have done their due diligence by talking to the developers and personnel from the City, as well as checked neighbourhood plans prior to purchasing a property in the area. They expect to have residential development and not a fire station in their backyard; and

- Question regarding how neighbourhood planning is conducted, why the Fire Station has not been identified on the Hollick-Kenyon Neighbourhood Structure Plan (NSP) when it was developed originally.
- A representative from the Planning and Development Department provided information regarding the process of developing a NSP for a specific neighbourhood, that City Departments and utility agencies, as well as the public would have opportunities to provide input to the proposed land use concept in the NSP. The original Hollick-Kenyon NSP was approved through Bylaw 9744 in 1991 and no fire station was identified at the time when the original NSP was developed. A representative from the Fire Rescue Services Branch also noted that the need for a fire station is derived from the increasing population within this sector of the city. The proposed new fire station has been identified in the Branch's 10-year Master Plan and the Branch started to search for a site to accommodate a new fire station in this portion of the city about two years ago.

5. Property value

- Owners feel slighted because many feel that their property will be depreciated resulting from this application;
- Question regarding whether there has been a specific assessment study to evaluate how much depreciation to the surrounding property's value will be affected by locating a fire station near residential uses; and
- Comment provided regarding location is everything when someone purchases a home (assessment value of properties mean nothing if no one wants to buy a house near the fire station).

In response to the questions regarding the potential depreciation of property value resulting from this proposed fire station development, prior to the public information meeting the Assessment and Taxation Branch had been contacted and advised that the development of a fire response station at this location will have minimal impact upon the surrounding property value, that is taken into account when property assessment are prepared. The values can change from year to year depending upon market trends and a variety of considerations for location, building type, and proximity to amenities and services.

BYLAW 15333
BYLAW 15334
BYLAW 15335
BYLAW 15336
FILE: LDA09-0119
HOLLICK-KENYON

26/37

JUSTIFICATION

The Planning and Development Department recommends that Bylaws 15333, 15334, 15335 and 15336 be APPROVED on the basis that the proposed development complies with the Priorities and Strategies identified in the MDP, the intent of the land use objectives of the Pilot Sound ASP and is deemed necessary to provide essential emergency services to serve the needs and protect the safety of residents in Hollick-Kenyon and the surrounding neighbourhoods.

ATTACHMENTS

1. Approved Pilot Sound Area Structure Plan - Land Use and Population Statistics – Bylaw 14172
2. Proposed Pilot Sound Area Structure Plan - Land Use and Population Statistics – Bylaw 15333
3. Approved Hollick-Kenyon Neighbourhood Structure Plan - Land Use and Population Statistics – Bylaw 14048
4. Proposed Hollick-Kenyon Neighbourhood Structure Plan - Land Use and Population Statistics – Bylaw 15334
5. Approved Pilot Sound Area Structure Plan – Bylaw 14920
6. Proposed Pilot Sound Area Structure Plan - Bylaw 15333
7. Approved Hollick-Kenyon Neighbourhood Structure Plan – Bylaw 14048
8. Proposed Hollick-Kenyon Neighbourhood Structure Plan – Bylaw 15334
9. Surrounding Land Use Map
10. Proposed Rezoning – Bylaw 15335
11. Proposed Road Closure – Bylaw 15336

Written by: Jackie Tse
Approved by: Willard Hughes
Planning and Development Department
December 7, 2009

TABLE 1
PILOT SOUND AREA STRUCTURE PLAN
APPROVED LAND USE AND POPULATION STATISTICS
BYLAW 14172

	1	2	3	4	5	
	Brintnell	Hollick- Kenyon	Matt Berry	McConachie		Totals
Gross Area	132.0	157.4	114.0	255.9	98.4	757.7
TransAlta	6.0	5.8	3.0	0.0	0.0	14.8
Major Arterials	0.0	0.0	0.0	7.6	0.0	7.6
Pipeline Corridor	0.0	0.0	0.0	1.7	0.0	1.7
Gross Developable Area	126.0	151.6	111.0	246.6	98.4	733.6
Commercial	8.4	1.4	0.5	2.1	1.5	13.9
Residential	75.8	92.5	77.3	141.5	57.1	446.6
School/Park	5.2	12.6	9.6	5.7	5.0	35.7
District Park	0.0	0.0	0.0	22.6	0.0	22.6
Institutional	0.0	0.0	0.0	1.3	0.0	1.3
Natural Area NE 8091 & Buffer	0.0	0.0	0.0	15.5	0.0	15.5
Storm Water Management	7.9	10.2	0.0	6.1	10.2	34.4
Circulation	28.7	34.9	26.6	51.8	24.6	166.6
Population Generation						
Population	5,120	6,721	5,062	10,534	4,428	31,863
Density (ppgdha)	43.4	42.7	45.6	42.7	45	43.9

TABLE 2
PILOT SOUND AREA STRUCTURE PLAN
PROPOSED LAND USE AND POPULATION STATISTICS
BYLAW 15333

	1	2	3	4	5	
	Brintnell	Hollick-Kenyon	Matt Berry	McConachie		Totals
Gross Area	132.0	157.4	114.0	255.9	98.4	757.7
TransAlta	6.0	5.8	3.0	0.0	0.0	14.8
Major Arterials	0.0	0.0	0.0	7.6	0.0	7.6
Pipeline Corridor	0.0	0.0	0.0	1.7	0.0	1.7
Gross Developable Area	126.0	151.6	111.0	246.6	98.4	733.6
Fire Station	0.0	0.7	0.0	0.0	0.0	0.7
Commercial	8.4	1.4	0.5	2.1	1.5	13.9
Residential	75.8	91.8	77.3	141.5	57.1	443.5
School/Park	5.2	12.6	9.6	5.7	5.0	35.7
District Park	0.0	0.0	0.0	22.6	0.0	22.6
Institutional	0.0	0.0	0.0	1.3	0.0	1.3
Natural Area NE 8091& Buffer	0.0	0.0	0.0	15.5	0.0	15.5
Storm Water Management	7.9	10.2	0.0	6.1	10.2	34.4
Circulation	28.7	34.9	26.6	51.8	24.6	166.6
Population Generation						
Population	5,120	6,635	5,062	10,532	4,428	31,779
Density (ppg/ha)	43.4	43.8	45.6	42.7	45	43.3

TABLE 3
HOLLICK-KENYON NEIGHBOURHOOD STRUCTURE PLAN
APPROVED LAND USE AND POPULATION STATISTICS
BYLAW 14048

	Area (ha)	% of GDA
Gross Area	157.4	
TransAlta Utilities	5.8	
Gross Developable Area	151.6	100.0
Land Use		
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	87.5	57.7
Total	151.6	<u>100.0</u>

Residential Style	Area/ Ha	Units/ Ha	Units	People/ Unit	Population
Single-Detached	48.6	18.0	875	3.47	3,036
Semi-Detached	0.6	18.0	12	3.47	40
Low Density	27.2	18.0	490	3.47	1700
Row Housing	2.6	53.3	139	2.52	349
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	<u>87.5</u>		<u>1,969</u>		<u>6,266</u>

Gross Density: 39.8 persons per gross hectare
 % Medium Density Units 30.1%

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

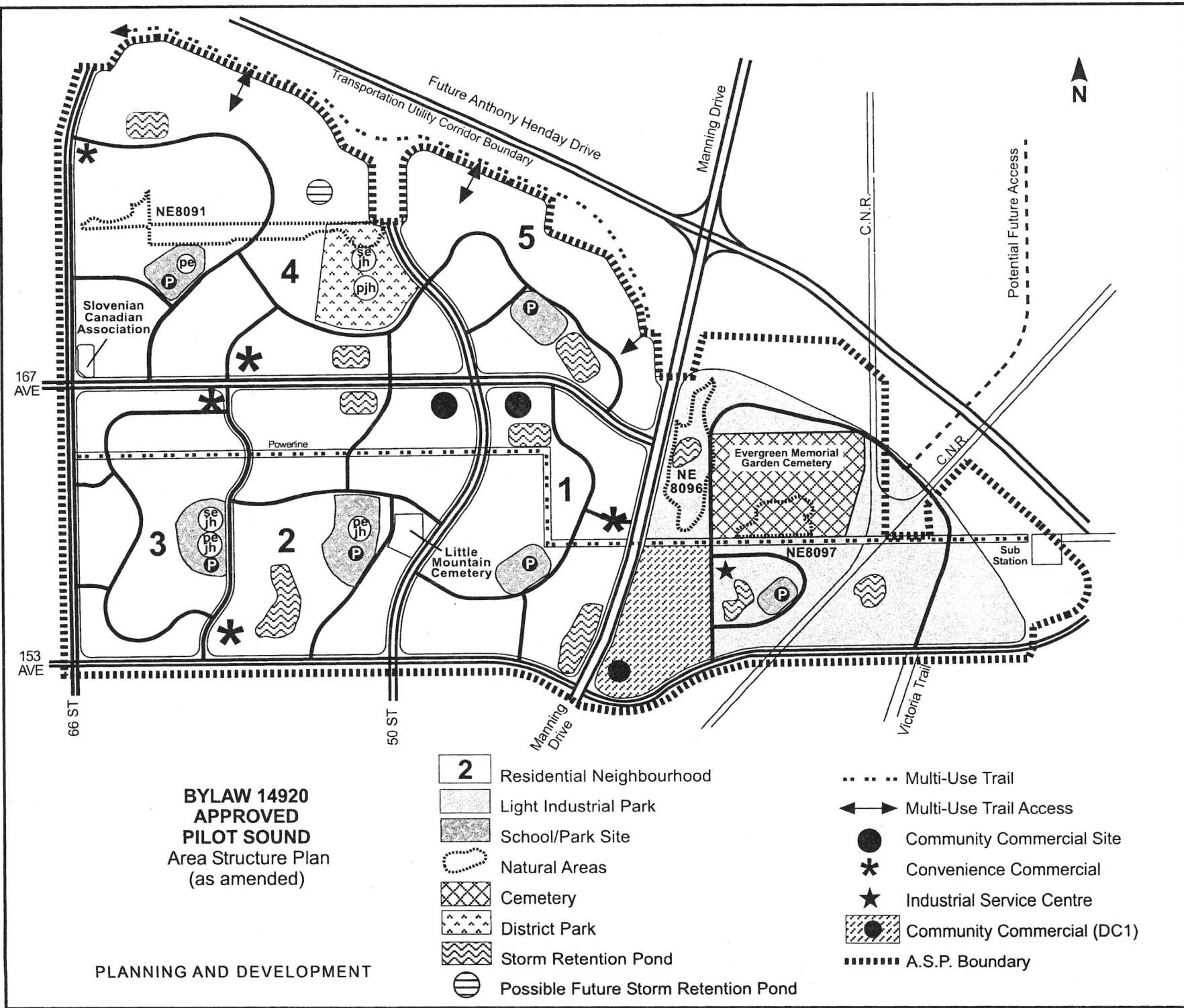
TABLE 4
HOLLICK-KENYON NEIGHBOURHOOD STRUCTURE PLAN
PROPOSED LAND USE AND POPULATION STATISTICS
BYLAW 15334

	Area (ha)	% of GDA
Gross Area	157.4	
TransAlta Utilities	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	1700
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	<u>86.8</u>		<u>1,935</u>		<u>6,180</u>

Gross Density: 39.3persons per gross hectare
 % Medium Density Units 30.1%

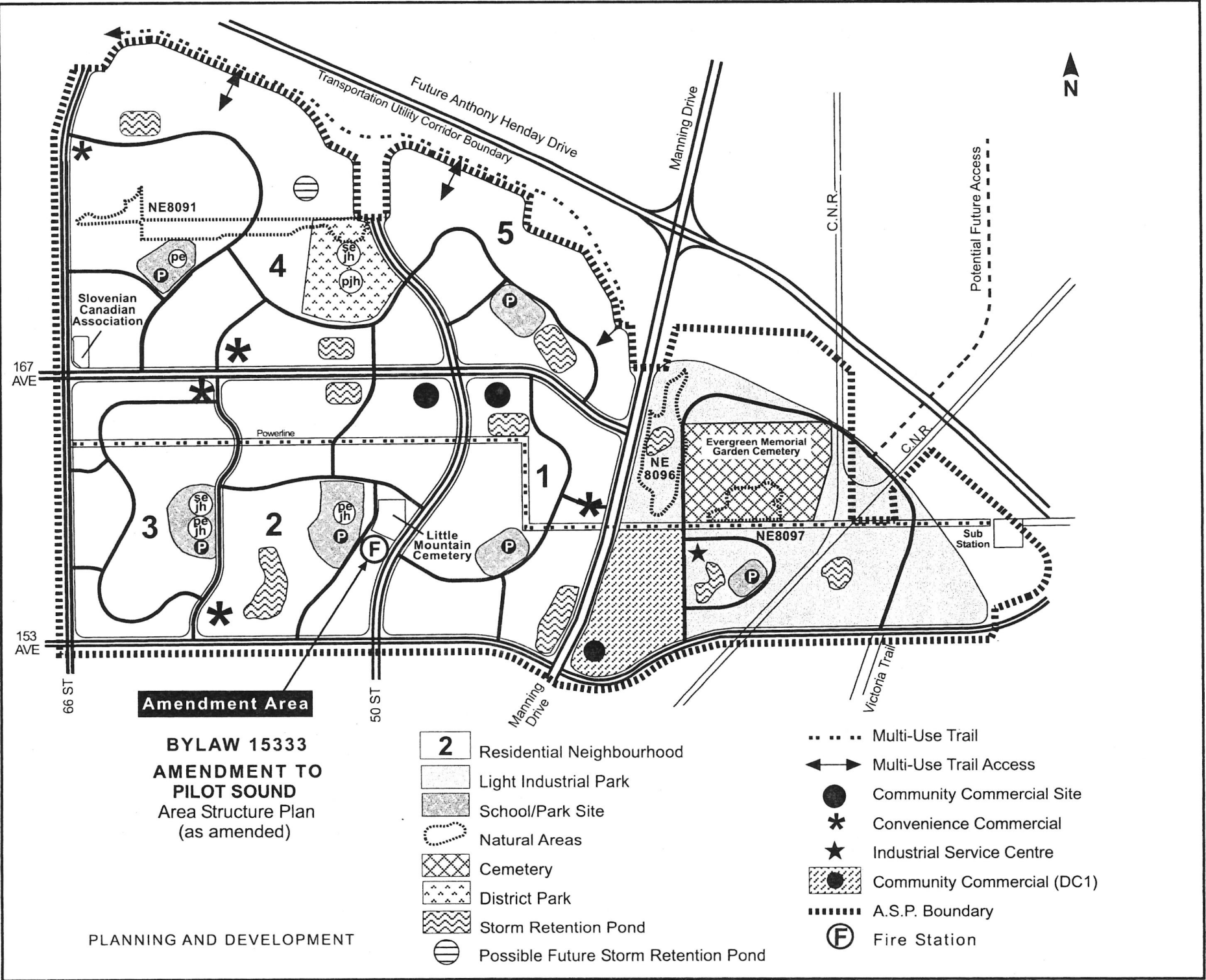
*Includes land potentially releasable from the R.D.A.

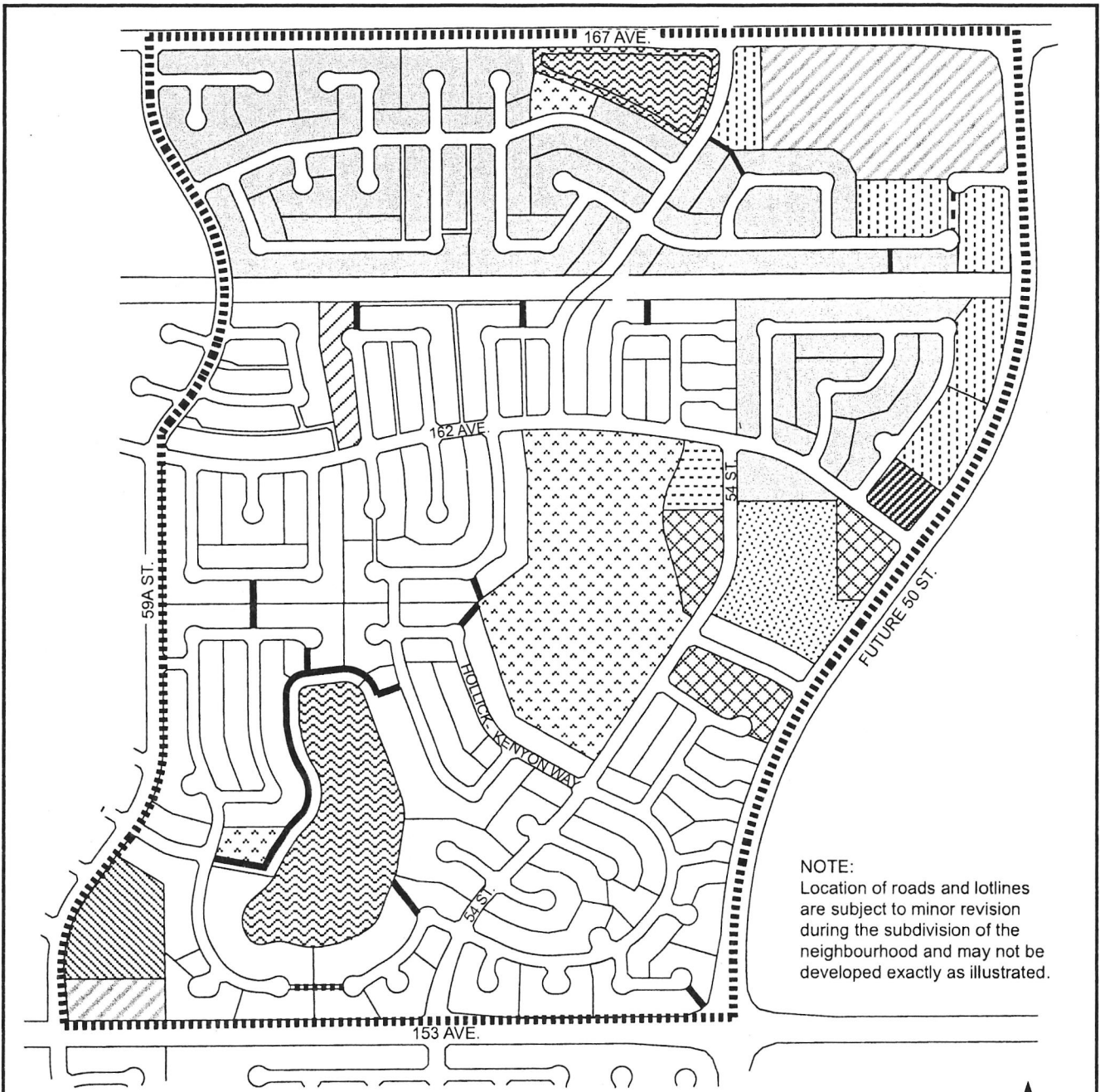


**BYLAW 14920
APPROVED
PILOT SOUND
Area Structure Plan
(as amended)**

PLANNING AND DEVELOPMENT

- | | | | |
|--|--------------------------------------|--|----------------------------|
| | 2 Residential Neighbourhood | | Multi-Use Trail |
| | Light Industrial Park | | Multi-Use Trail Access |
| | School/Park Site | | Community Commercial Site |
| | Natural Areas | | Convenience Commercial |
| | Cemetery | | Industrial Service Centre |
| | District Park | | Community Commercial (DC1) |
| | Storm Retention Pond | | A.S.P. Boundary |
| | Possible Future Storm Retention Pond | | |

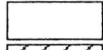

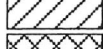




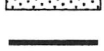
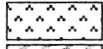

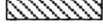



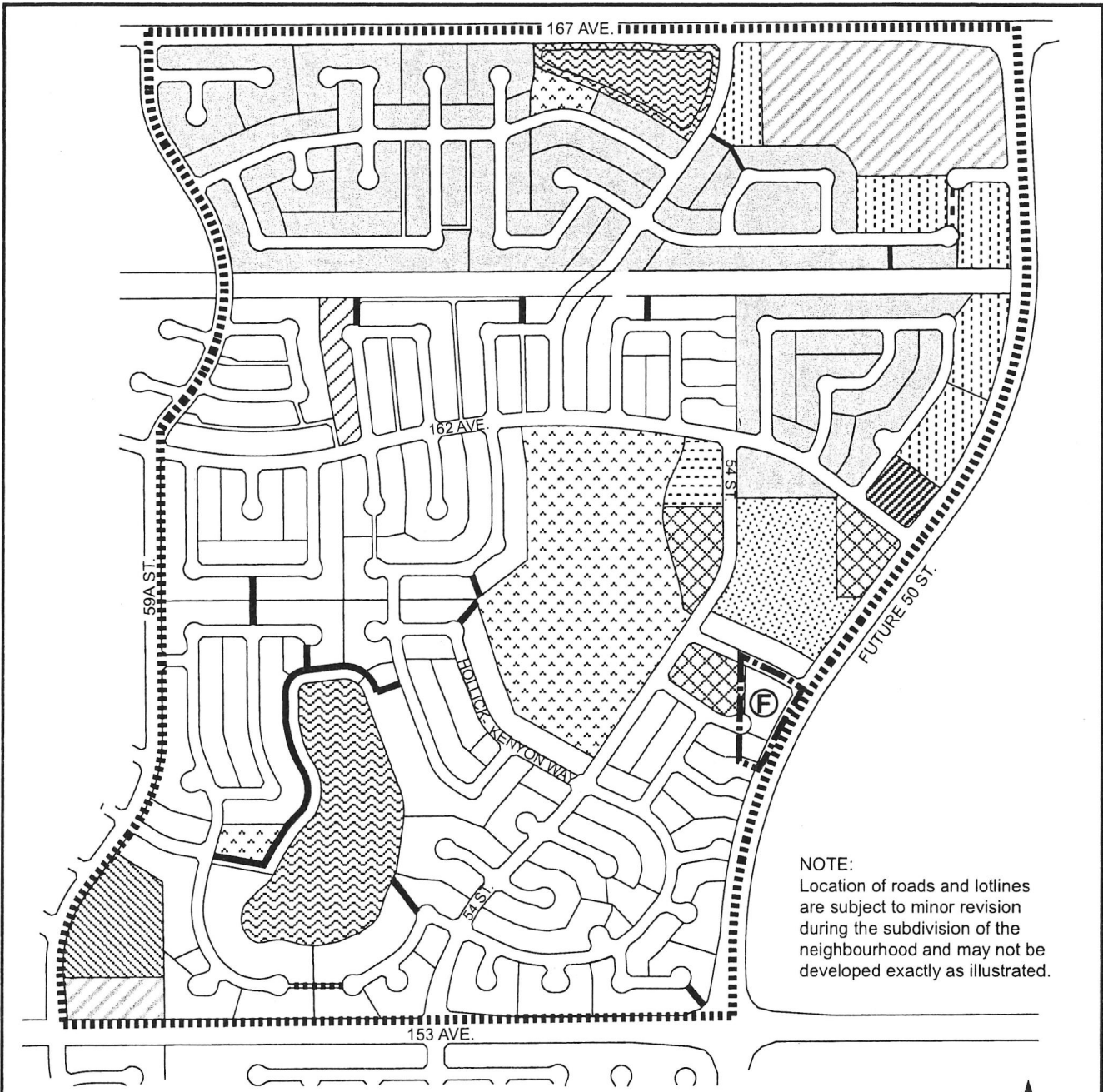


NOTE:
Location of roads and lotlines
are subject to minor revision
during the subdivision of the
neighbourhood and may not be
developed exactly as illustrated.



BYLAW 14048
APPROVED
HOLLICK - KENYON
Neighbourhood Structure Plan (as amended)

- | | | | |
|---|--|---|----------------------------|
|  | Single Family Residential |  | Low Density Residential |
|  | Semi-Detached Residential |  | Medium Density Residential |
|  | Row Housing |  | Storm Water Lake |
|  | Low Rise Apartments |  | Cemetery |
|  | Convenience Commercial | | Walkway |
|  | School/Parks | | Emergency Access |
|  | Commercial | | N.S.P. Boundary |
|  | Medium Density Multiple Family Housing | | |
















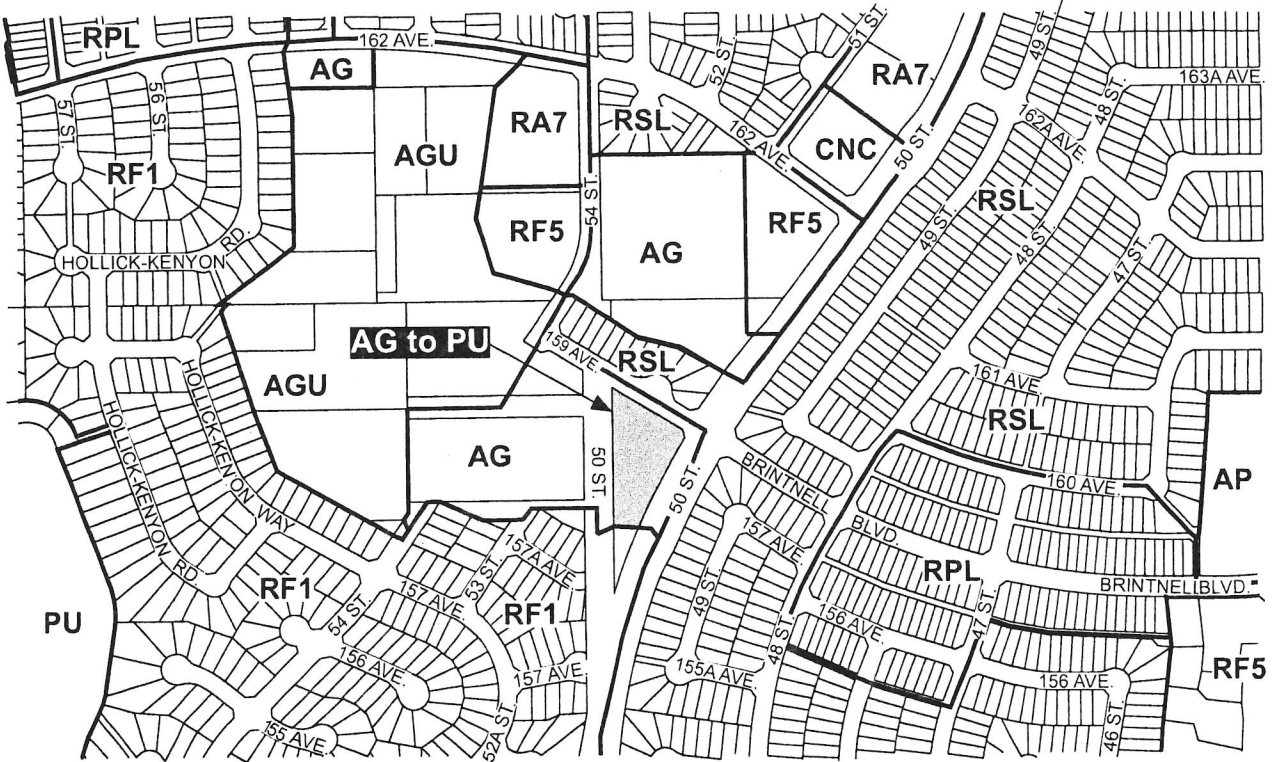
NOTE:
Location of roads and lotlines are subject to minor revision during the subdivision of the neighbourhood and may not be developed exactly as illustrated.

**BYLAW 15334
AMENDMENT TO
HOLLICK-KENYON**

Neighbourhood Structure Plan (as amended)



- | | | | |
|---|--|---|----------------------------|
|  | Single Family Residential |  | Medium Density Residential |
|  | Semi-Detached Residential |  | Stormwater Lake |
|  | Row Housing |  | Cemetery |
|  | Low Rise Apartments | | Walkway |
|  | Convenience Commercial | | Emergency Access |
|  | School/Parks | | N.S.P. Boundary |
|  | Commercial |  | Fire Station |
|  | Medium Density Multiple Family Housing | | Boundary of Amendment |
|  | Low Density Residential | | |



SURROUNDING LAND USE ZONES

FILE: LDA09-0119
DATE: December 7, 2009
BYLAW 15335





PROPOSED CLOSURE

FILE: LDA09-0119
DATE: November 9, 2009
BYLAW 15336

