

Kirkness Outline Plan

Office Consolidation July 2008

Prepared by:

*Planning and Policy Services Branch
Planning and Development Department
City of Edmonton*

The Kirkness Outline Plan was approved by the Municipal Planning Commission in October 1978. In July 2008, this document was consolidated by virtue of the incorporation of the following amendments:

October 12, 1978	Approved by Municipal Planning Commission (to adopt the Kirkness Outline Plan)
April 28, 1983	Approved by Municipal Planning Commission (to adjust the land use pattern and 153 Avenue road alignment in the area north of 151 Avenue)
August 16, 1993	Approved by Resolution (to adjust the land use pattern in the area located north of 151 Avenue and west of Victoria Trail)
April 18, 1994	Approved by Resolution (to redesignate a portion of a parcel from commercial to row housing development)
December 12, 2006	Approved by Resolution (to accommodate housing development for first time homebuyers on a vacant surplus school building envelope located on a school/park site)
July 21, 2008	Approved by Resolution (to redesignate an area north of 151 Avenue and west of 30 Street to Low Density Residential)

Editor's Note:

This is an office consolidation edition of the Kirkness Outline as approved by the Municipal Planning Commission on October 12, 1978. This edition contains all amendments and additions to the Outline Plan.

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 Outline Plan. 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 plan, available at the office of the City Clerk.

City of Edmonton
Planning and Development Department



NOTE: This Outline Plan was passed through the approval of the Municipal Planning Commission. The original Outline Plan included a set of recommendations and discussion put forth by the Municipal Planning Commission. Amendments to the Outline Plan, those approved by the Municipal Planning Commission and later by City Council, have been incorporated into the original recommendations and discussion.

Amended by Editor

Notwithstanding any part or policy of this Plan, an opportunity to develop housing for first time homebuyers exists on a vacant surplus school building envelope on the school/park site as illustrated on the approved land use Plan map and as specified under the Community Services Zone. The Community Services Zone reflects the underlying, pre-existing zoning and will, in addition, allow for row housing and related accessory uses. The housing opportunity will occur on an area equal to the portion of the surplus school building envelope. The precise location of this housing within the entire School/Park site will be reviewed and determined by the City. The dwelling units and population generated by this development under the Community Zone are not included in the statistical summary.

Resolution
December 12, 2006

RECOMMENDATIONS:

I. That the Municipal Planning Commission APPROVE in principle the Neighbourhood Outline Plan for Clareview Neighborhood 6, subject to the following conditions:

1. that all subdivisions submitted within the neighbourhood be in conformance with the Neighbourhood Outline Plan;
2. that the developer enter into a servicing agreement with the City of Edmonton at the time of subdivision;
3. that at the time of subdivision all roadway requirements including widths, provision of bus stops and shelters, provision of laneways, bollards, sidewalks, emergency access routes and provision of turnarounds be to the satisfaction of Transportation Planning, as illustrated on the attached map;
4. that the alignment of 153 Avenue be revised to the satisfaction of Transportation Planning;
5. that no access be permitted to 144 Avenue, Victoria Trail and 153 Avenue from abutting development;
6. that an application be made to close the existing 34 Street roadway;
7. that easements, alignments and utility lots be provided to the satisfaction of Edmonton Telephones, Edmonton Power, *a private gas corporation* and Edmonton Water and Sanitation;
8. that the *private gas corporation's* right-of-way adjacent to the rail line and berm not be considered part of circulation dedication but be taken from the gross developable acreage and that *the private gas corporation* assume title to the right-of-way and any maintenance costs;
9. that the tot-lot not be taken as circulation dedication;
10. that the developer provide all lands required for municipal purposes at the time of

Amended by Editor

Amended by Editor

detailed subdivision as the public lands are based on the overall area but are located entirely within the present city boundaries;

11. that the applicant, in conjunction with other Clareview owners, undertake the construction of one carriageway of 144 Avenue from Victoria Trail to the Manning Freeway, at their expense, including possible expropriation costs, immediately upon the applicant and the City of Edmonton obtaining:

- a. approval from Alberta Transportation of the connection to the Manning Freeway;

Amended by Editor

- b. approval by the Canadian Transport Commission of the level crossing of *railway mainline*;

- c. the balance of the right-of-way not owned by Traders or Genstar;

12. that the Municipal Planning Commission, through the Commission Board, recommend to City Council that the Local Policy Plan (1979-1983) be amended to include the construction of two lands of Victoria Trail from 39 Avenue to 153 Avenue and the extension of 137 Avenue to the Manning Freeway in 1980;

13. that the developer be advised that any support of the plan by the Municipal Planning Commission indicates support of the proposed land uses only and is not an indication of inherent developability;

14. *the provision of noise attenuation devices in the rear yards of 153 Avenue in accordance with a noise attenuation study to be provided at the developer's expense at the subdivision stage to the satisfaction of the City Engineer;*

M.P.C
April 28, 1983

15. that the playground be reviewed and a location acceptable to the *Parkland Services Branch of the Asset Management and Public Works Department and Planning and Development Department* be determined at the time of subdivision;

Amended by Editor

16. *provision of noise attenuation devices or measures along the CNR line.*

M.P.C
April 28, 1983

II. That the development and servicing agreement include, among other things:

1. the provision of fencing along those residential properties adjacent to school sites;
2. that the existing pole line on 34 Street remain to provide service until such time as the property is subdivided and all costs of easements and relocation of facilities be borne by the developer;
3. that the *private corporation's* pole line to the south of the existing 153 Avenue alignment be relocated, maintained and eventually removed at the Developer's expense;
4. that all costs associated with crossing the rail line be borne by the developer;
5. that the west side of the berm adjacent to the rail line be constructed of rip rap to the satisfaction of the Engineering Department;
6. that the materials used to construct the noise attenuation fence adjacent to the rail line

Amended by Editor

be to the satisfaction of the Engineering Department; and

7. the provision of screen fencing adjacent to 144 Avenue, Victoria Trail and 153 Avenue.

DISCUSSION:

The Neighbourhood Outline Plan for Clareview 6 is in general conformance with the Clareview Outline Plan approved by the Municipal Planning Commission in 1972.

The plan has been circulated to all civic and provincial departments concerned.

The plan was presented to the Technical Review Committee on September 13, 1978. This Committee recommended that the plan proceed to the Municipal Planning Commission and its recommendations are noted in the above conditions.

The elongated shape of the neighbourhood created several design problems with park and school location the most serious. The Separate School Board requested a more central location geographically with improved road access to Neighbourhood 7, where they do not have a school site. This would have involved an intersection on Victoria Trail which then would not meet the requirements of Alberta Transportation for cost shareability of the roadway. An acceptable solution was reached with the location of the Separate School in the north east corner of the park adjacent to the intersection of the north-south and east-west collectors, both of which are proposed bus routes. The school site therefore is not geographically central to the catchment area but has excellent road accessibility.

The Public School Board requested that:

1. Existing buildings on proposed school/park site be removed at the Developer's expense.
2. Two concrete pads be provided adjacent to school site at the Developer's expense.

These issues were raised at the Technical Review Committee and it was concluded that they were on site development requirements and that these costs should be borne by the park developer. The school board requested that these be brought to the attention of the Municipal Planning Commission.

The plan was also compared to the Neighbourhood Density Guidelines prepared by Planning and supported by the Municipal Planning Commission on August 10, 1978. Through the revision process the plan has come into general conformance with these guidelines.

As 153 Avenue will now connect to the Outer Ring Road, it may become a truck route. The City Council policy of 200' (61 metres) will apply. However, traffic volumes are not available and they are not anticipated to be great at this point. The condition states that a satisfactory noise attenuation device be developed pending noise studies to be carried out. This can be determined at the time of subdivision but the possibility of a buffer must be recognized at this time.

Amended by Editor

The question of access to this neighbourhood and congested state of the existing road network in Clareview is of paramount concern. Conditions 11 and 12 relate specifically to this problem and its resolution. They are consistent with conditions in Clareview Neighbourhood 7. Condition 13 relates to this also and the problems experienced in Neighbourhood 7. The Developer must be aware that support of the Neighbourhood Outline Plan at this time by the Municipal Planning Commission in no way is a commitment to the approval of subsequent subdivision applications within a certain time period. This will ensure that the transportation problems in this area can be satisfactorily resolved.

Land Use

M.P.C
April 28, 1983

West of Kirkness Road and south of 151 Avenue, the lands are proposed for a large school/park site with two low rise apartment sites designated in the centre of the northern boundary of this area. To the west, a proposed buffer will separate the residential area from the CNR Vegreville Subdivision and the proposed medium industrial use.

The internal distribution of housing types has been designated on the principle that low density uses shall be located on the internal road system with multiple family uses situated so that immediate access to the collector road, 151 Avenue, is available. This limits the volume of road traffic that will use the local streets and improves the safety and limits noise intrusions from vehicular traffic.

Furthermore, concentration of multiple family units are provided to the westerly portion of the plan area because of the accessibility of the area to a possible future LRT station in the vicinity of 151 Avenue and the CNR line and to the school/park site to the south. The easterly townhouse area will be convenient to transit service which will be provided along 151 Avenue between Kirkness Road and Victoria Trail.

Resolution
August 16, 1993

The area north of 151 Avenue is designated for Low Density Development, including single detached and semi-detached residential development.

A neighbourhood commercial site is located north of 144 Avenue and east of Kirkness Road.

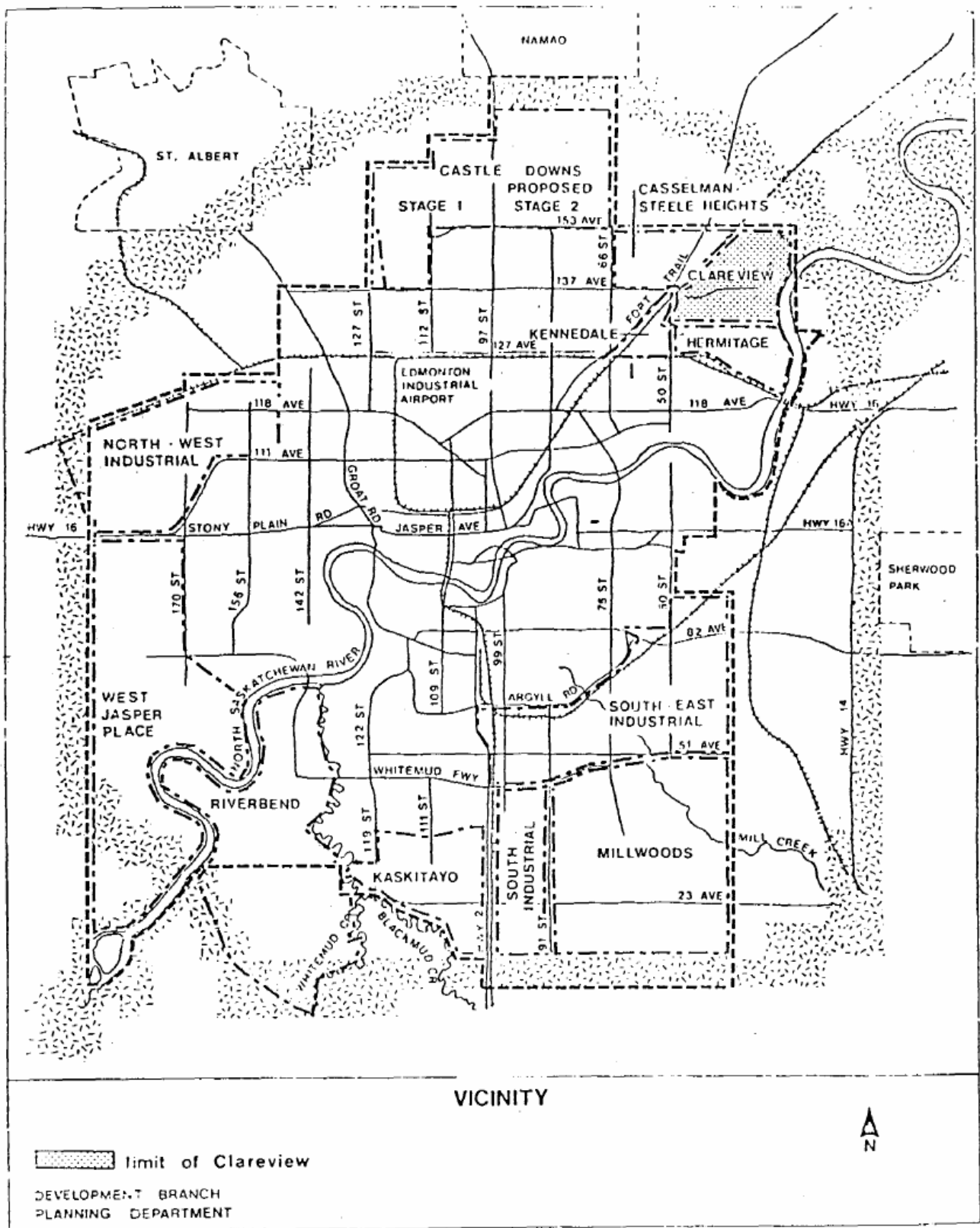
Resolution
April 18, 1994

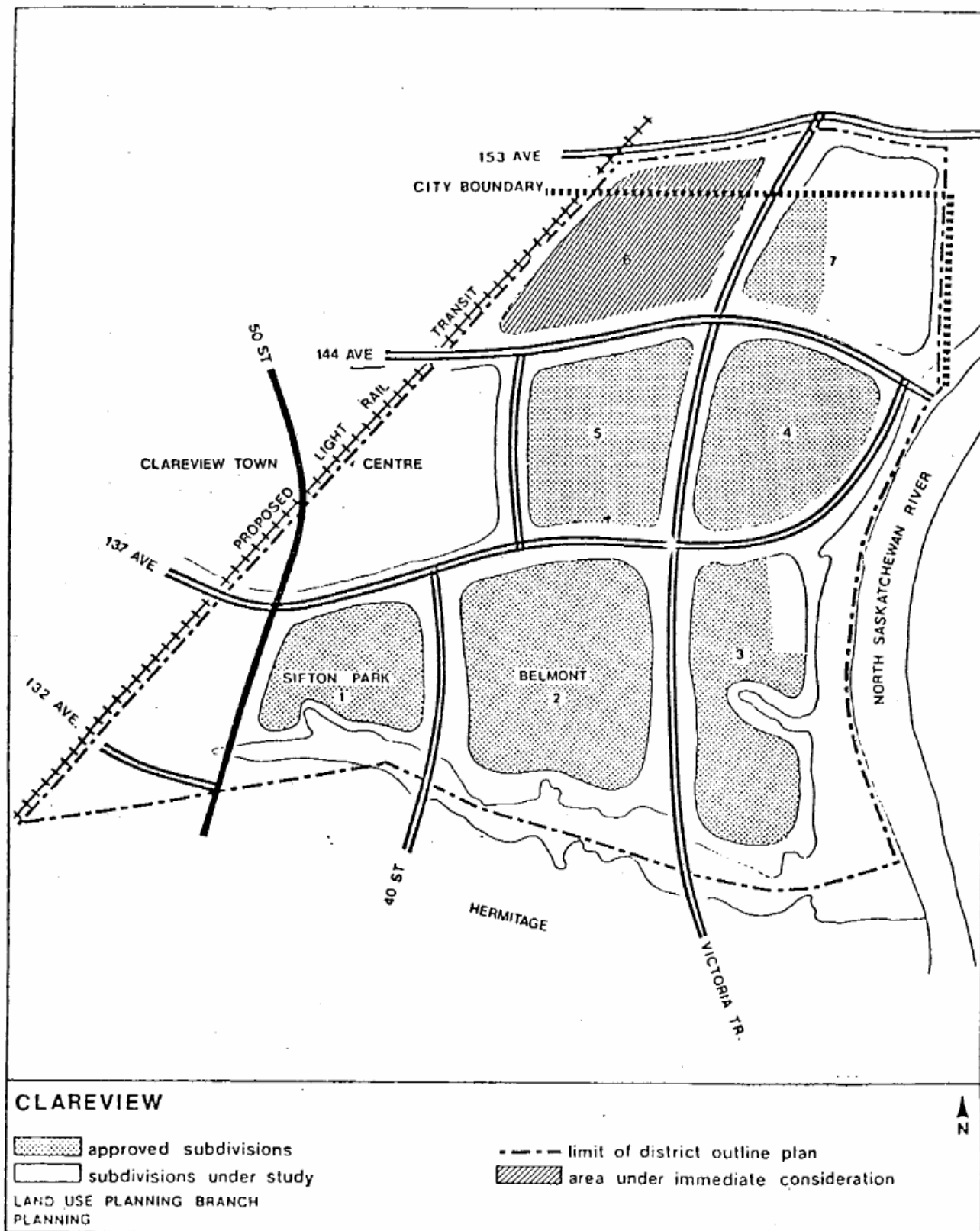
The Neighbourhood Outline Plan offers the following residential land use breakdowns:
(1978 Approved Statistics)

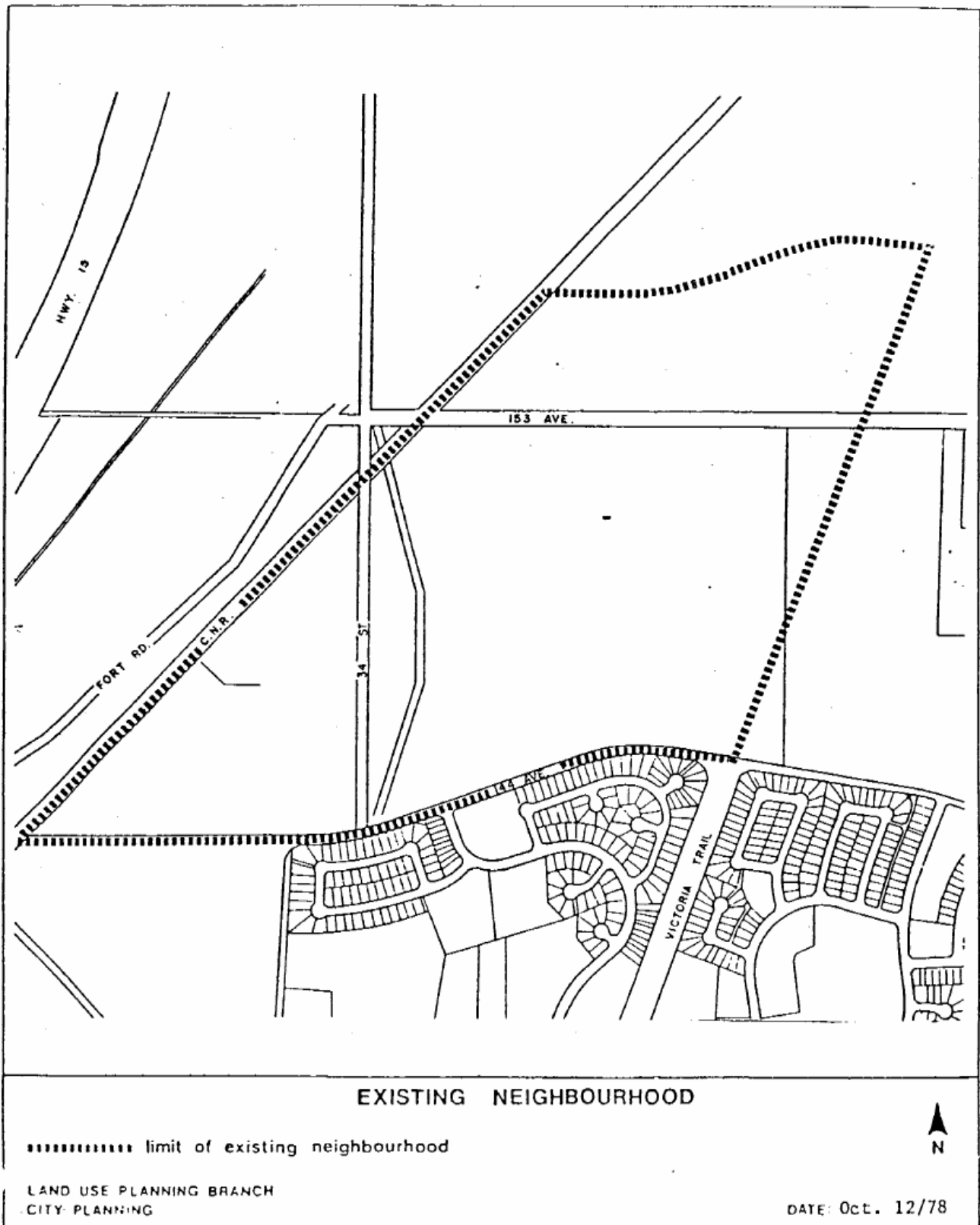
Amended by Editor

	<u>Acres / Hectares</u>	<u>Percent</u>	<u>Units</u>	<u>Population</u>
R-1 (Single Family Residential)	77.8 / 31.5	32.6	500	1895
R-2 (Semi-detached Residential)	29.9 / 12.1	12.5	328	1315
R-2A (Row Housing)	12.8 / 5.2	5.4	192	762
R-3 (Low Rise Apartment)	9.6 / 3.9	4.0	258	648
P-3 (Public housing)	3.1 / 1.3	1.3	53	229
C-1 (Neighbourhood Commercial)	2.1 / 0.8	0.8	NIL	NIL
			TOTAL	4849

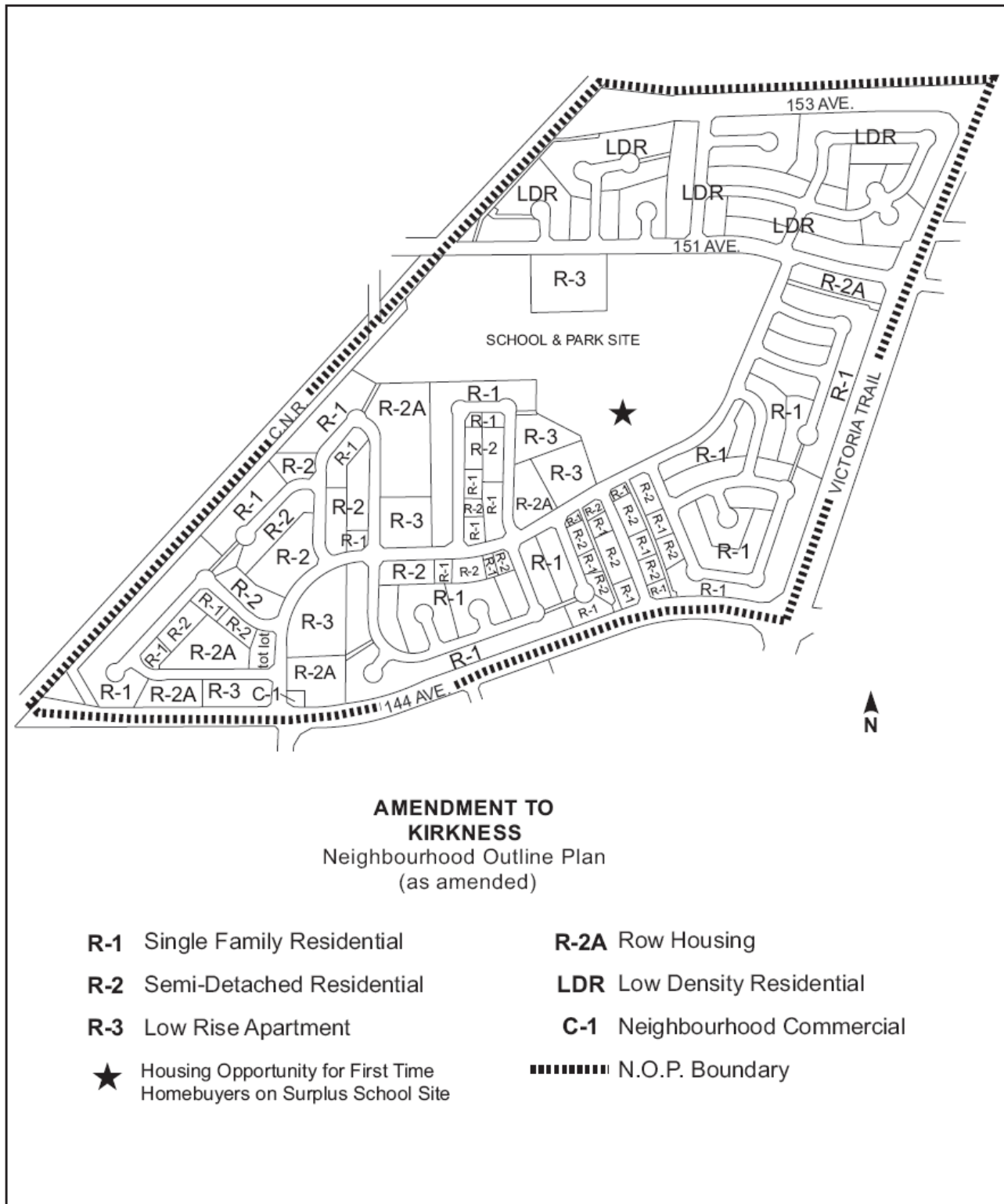
The school and park site will comprise 37.5 acres (15.2 hectares).







(As Amended July 21, 2008)



**APPROVED KIRKNESS
NEIGHBOURHOOD OUTLINE PLAN**
(as amended July 21, 2008)

-  Single Family Residential (R-1)
-  Semi-Detached Residential R-2)
-  Low Rise Apartment (R-3)
-  Row Housing (R-2A)
-  Low Density Residential (LDR)
-  Neighbourhood Commercial (C-1)
-  Park
-  P.U.L
-  N.O.P. Boundary
-  Housing Opportunity for First Time Homebuyers on Surplus School Site

