

# ***Kennedale Industrial Area Structure Plan***

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Office Consolidation September 2013

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*Prepared by:*

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

**Bylaw 6401 was adopted by Council in April 1981. In September 2013, this document was consolidated by virtue of the incorporation of the following bylaws:**

- Bylaw 6401*      Approved April 14, 1981 (to adopt the Kennedale Industrial ASP)
- Bylaw 11295*    Approved July 15, 1996 (to allow Public Utility and Industrial Business uses north of 130 Avenue and west of 50 Street; change the land use designation on the former northeast hospital site to Industrial Business; allow Industrial Business uses on two small sites west of 52 Street and north of 127 Avenue)
- Bylaw 13885*    Approved March 23, 2005 (to allow Medium Industrial uses along a rectangular site located along the railway corridor and northwest of Sherin Road)
- Bylaw 15610*    Approved December 13, 2010 (to amend the ASP to accommodate the expansion of the Traffic Operations and Roadway Maintenance Yard by redesignating the site located south of Sherin Road and west of 56 Street from Medium Industrial uses to “Public Utility District”)
- Bylaw 16459*    Approved June 17, 2013 (to redesignate the Kennedale Integrated Yard from Medium Industrial and General Business uses to Public Utility District uses)
- Bylaw 16596*    Approved September 16, 2013 (to redesignate the area south of the North-East Edmonton LRT Yard and west of 50A Street from Medium Industrial and Industrial Business uses to Public Utility District uses).

**Editor’s Note:**

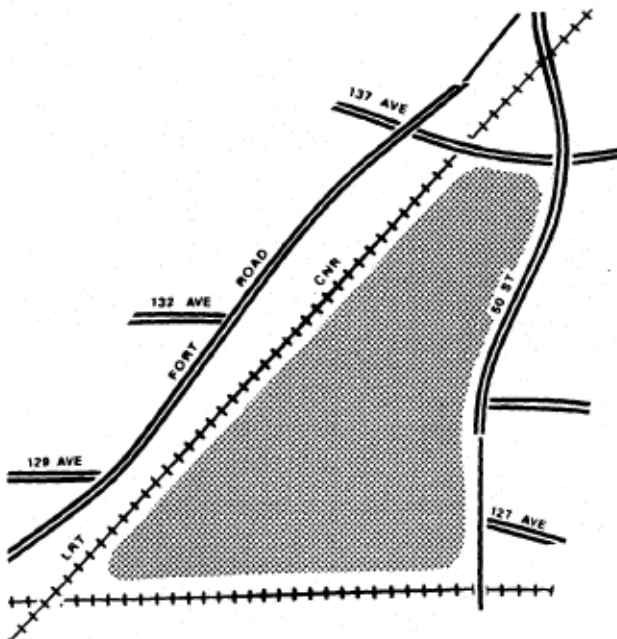
This is an office consolidation edition of the Kennedale Industrial Area Structure Plan, Bylaw 6401, as approved by City Council on April 14, 1981. This edition contains all amendments and additions to Bylaw 6401.

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  
Planning and Development Department

# Kennedale Industrial



## area structure plan

February, 1981

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(Amended by Editor)

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## **1.0 Setting**

### **1.1 Introduction**

The Kennedale area is located in a triangle of land bounded on the west by the *Private Corporation* Rail line, on the north by 137 Avenue, on the south by the *Private Corporation* Rail line and on the east by 50 Street. Map 1 outlines the area under study in relation to other part of the city. Map 2 shows the study area boundary in detail and location of the Kennedale Industrial Area with respect to the surrounding residential uses and the existing pattern of roadways and subdivision.

Amended by Editor

The total area within the plan boundaries is approximately 111 ha (275 acs).

### **1.2 Authorization**

Preparation of the Kennedale plan was authorized by the Commissioner, on the direction of Council, on 1980 11 08.

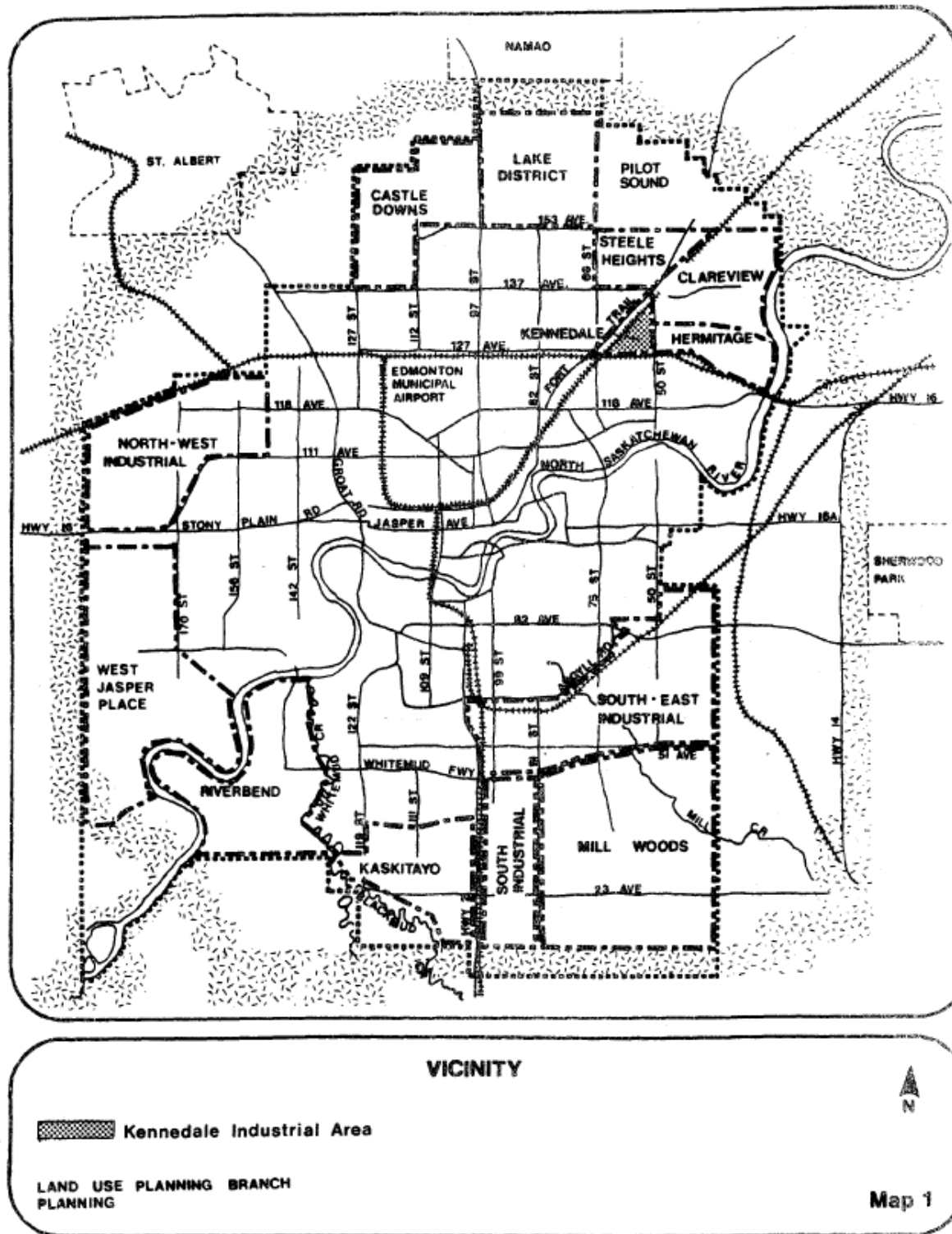
### **1.3 Purpose**

The purpose of the Area Structure Plan is to provide a framework for making decisions by placing proposals for specific action in the context of a comprehensive, long-range scheme. In Kennedale specifically, the emphasis of the plan will be to upgrade the area and make what is essentially an existing industrial area more viable and compatible with surrounding uses.

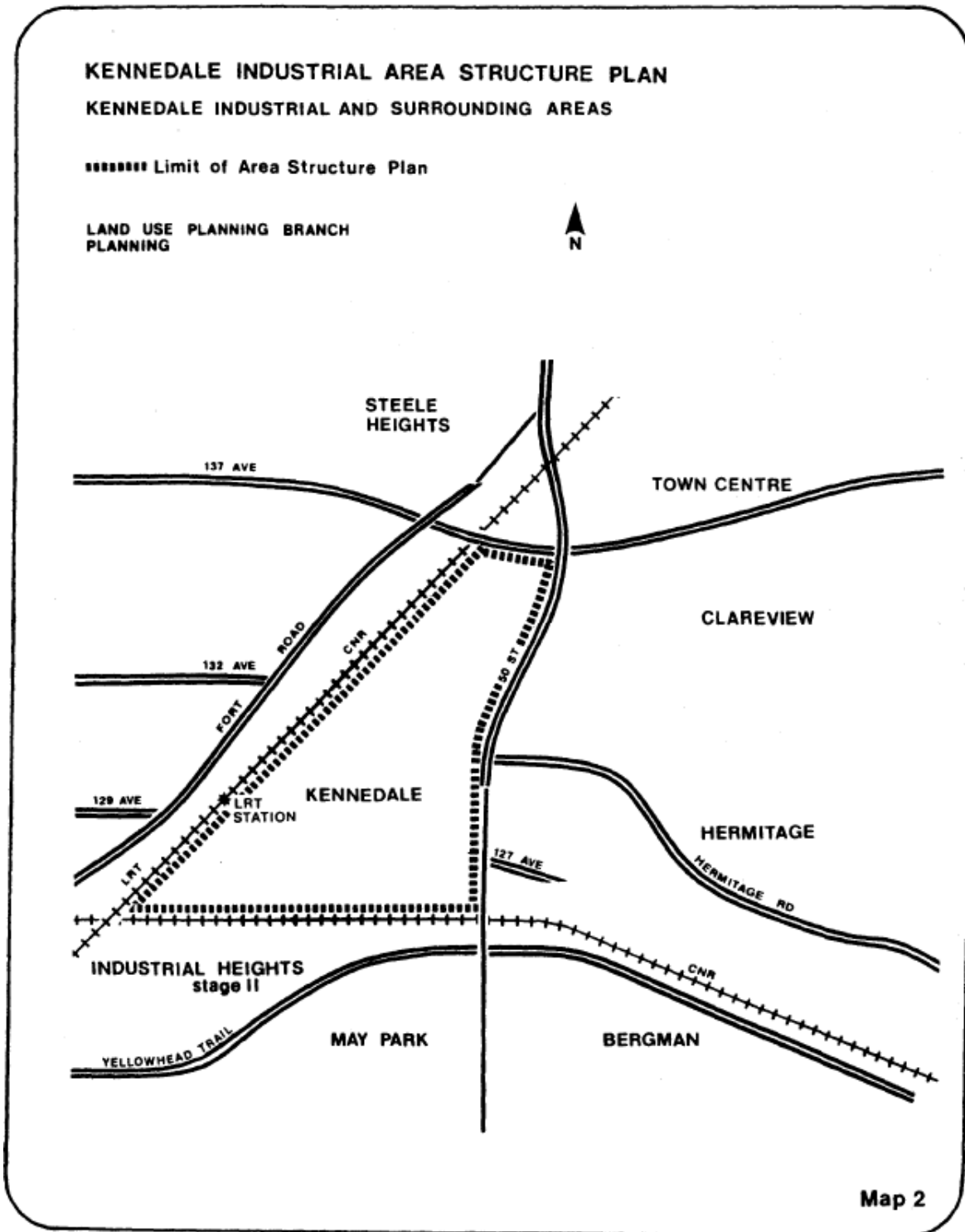
The Area Structure Plan conforms with, and also serves to implement, the policies set out in the General Municipal Plan. In general, implementation of this plan will further General Municipal Plan objectives and policies relating to enhancement of employment opportunities in the City, decentralization of office and employment centres, and improvement of accessibility of both vehicular and transit facilities on a City wide basis as well as within the area. Some of the specific policies of Bylaw 6000, the General Municipal Plan, and this plan's relation to them are set out in Appendix I.

The existing form of subdivision in the area is in many cases unsuitable for new development. (See Map 3) The City requires extension of the major collector through the area, many portions of which still require servicing, and it is extremely important that

**Map 1 – Kennedale and Vicinity**  
(Bylaw 6401, April 14, 1981)

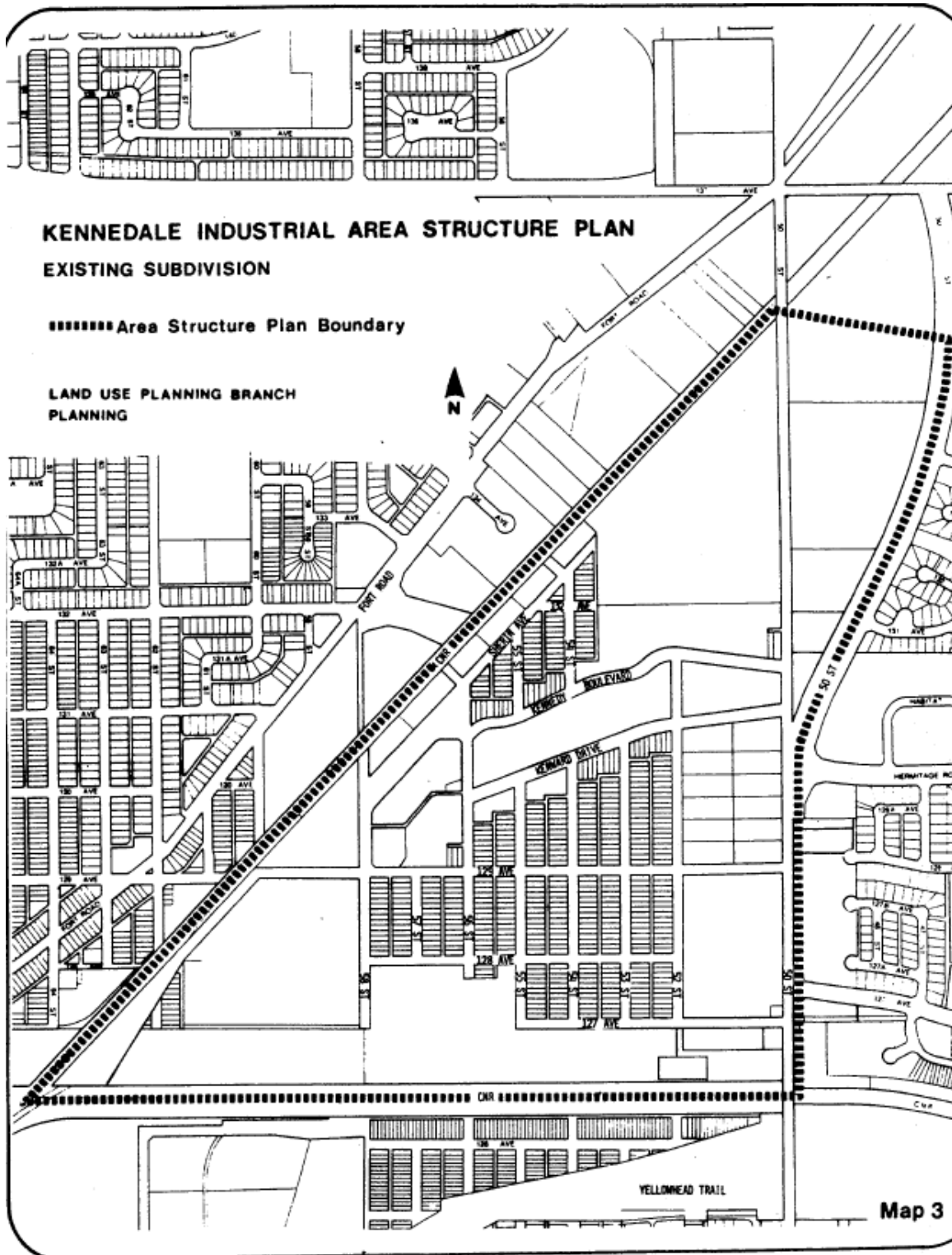


**Map 2 – Plan Boundaries\***  
(Bylaw 6401, April 14, 1981)



\*Amended by Editor

**Map 3 – Existing Subdivision\***  
(Bylaw 6401, April 14, 1981)



\*Amended by Editor

existing and proposed uses are compatible among themselves and with surrounding uses.

#### 1.4 History of Planning in the Area

The first study involving this area was prepared by City Planning in 1967 and was entitled "Feedlot and Piggery Operations in Edmonton". The Study reviewed all feedlot operations in the Kennedale area with regard to the existing health regulations. The study recommended that while the City did have the power under Section 377 of the City Act (which allows City Council to prohibit businesses creating a nuisance) to shut down these businesses, the remaining operations which did conform to the regulations should be left alone. This was based on the theory that an upgrading of land uses in the area by means of an outline plan would raise the value of land and thus encourage a gradual change in land uses.

A second report entitled "Northeast Edmonton Outline Plan Study" prepared by City Planning in 1968 reviewed land uses throughout the northeast. This report was accepted by the Municipal Planning Commission as a guide to development in the northeast and was to be used in preparation of privately initiated outline plans. The principle aim of this study was to discuss the possibility of newer residential development in the northeast, but the study did include Kennedale as an industrial area. The report further recognized that a district outline plan for Kennedale should be prepared.

In spite of this recognition of Kennedale as an existing and future industrial area, this area was included in Council's zoning freeze which covered the area included in the Northeast Light Rail Transit Corridor Study. Original plans called for the Kennedale area to be redeveloped in a mixture of high density residential and office uses, because of its proximity to the Belvedere LRT Station, however this was later revised and Kennedale was left out of the study. This delayed preparation of a district outline plan for the area.

The Area Structure Plan also encompasses an area which was previously designated as Clareview Neighbourhood 8. However, due to the small size of this neighbourhood, the number of roads surrounding it which would require buffering, and the large proportion of it owned by the City for institutional purposes, the area was redesignated by Council on 1980 10 07 as part of Kennedale.

The final uncertainty which caused a delay in the preparation of a comprehensive plan for Kennedale concerned the City's plans for the southward extension of the Manning Freeway. Finally, early in 1980, Council passed a motion which eliminated this extension from the City's transportation plan. With this last unknown factor resolved, preparation of this Area Structure Plan can proceed.

#### 1.5 Topography

The area is generally flat and slopes gently to the east, except for a shallow depression running through the middle of the plan area, which is the extension of the Kennedale Ravine. It is now used as a dump site for fill. As it is located in the middle of the plan area north of the existing Kenward Drive, this depression could cause some problems in terms of site development. Detailed engineering work done at the time of replotting will determine the amount of additional fill required to properly level this area.

#### 1.6 Soil Conditions

The soil in the Kennedale area is classified as Ponoka Loam which is a well drained and weakly eluviated black soil developed on alluvial lacustrine deposits with medium textured materials. This area is given a Class 1 Agricultural Land capability rating.

#### 1.7 Environmental Impact

Because the "natural" environment of Kennedale has for so long been affected by man's activities, none of the area remains in its natural state. Further development of the types proposed herein and installation of services is expected to have a marginal effect on the environment of Kennedale, and may even improve it, in terms of encouraging nuisance - producing activities to relocate or redevelop.

## **2.0 Existing Situation**

### **2.1 Existing Land Uses**

The establishment of Western Stock Yards in 1916, and of Capital Packers and Alsask Rendering in the late 1940s have had a significant influence on the types and quality of industrial development that has been attracted to the Kennedale area. The early advantage of this location for these operations was access to rail and road and at that time the area was on the periphery of urban development. Because of the nature of these operations, high quality industrial operations were not originally attracted to this area. Existing development from this period includes activities associated with the stock yard and rail lines such as feedlots, and activities which require relatively large amounts of unserviced land such as auto wreckers.

However, more recent developments have generally conformed to the regulations of the M-1 (IB) or M-2 (IM) *Zones*. The newer industrial development in the area is comprised mainly of small industrial operations in multi-bay warehouses, and auto-related businesses. Most of these operations received their development permits from the Development Appeal Board under the former AG-MR1 zoning.

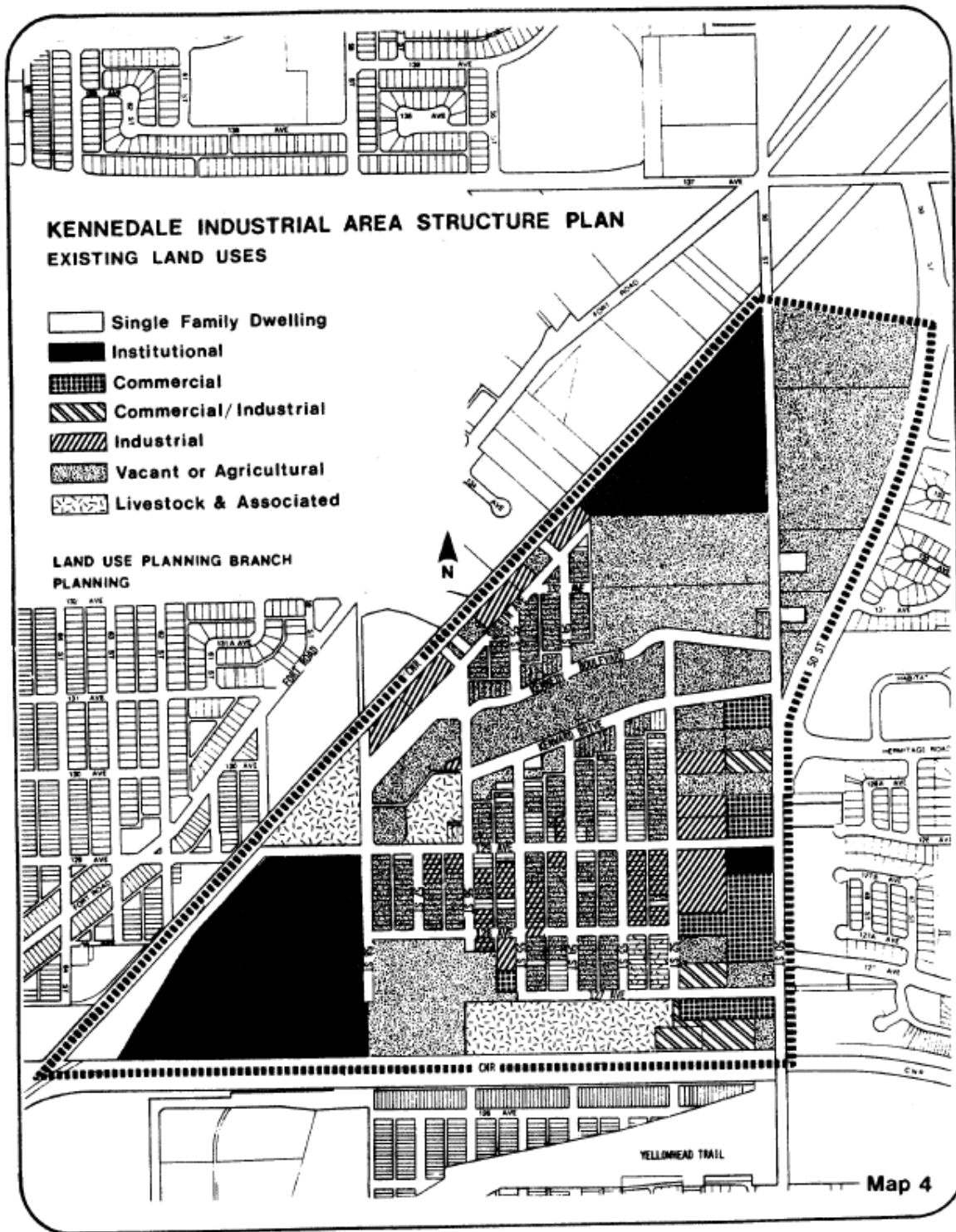
Amended by Editor

In keeping with the form of existing subdivision in the central part of the plan, there still remain a small number of single family dwellings in the area. These are of wood frame construction, and most are in fair to poor condition. Several are already signed "For Sale." The total existing population of Kennedale according to the 1980 Civic Census is 78 persons.

The City of Edmonton has recently become the major land owner in the area north of the existing Kenward Drive. Edmonton Transit has purchases 10.2 ha (20 acres) in the western portion of the area for their Transit Service Yard. The eastern half of this triangular area, containing approximately 12.1 ha (30 acres), was approved for purchase by Council on 1980 09 23 for the purpose of constructing the North East Edmonton Hospital.

Map 4 shows existing development in the area.

**Map 4 – Existing Land Uses\***  
(Bylaw 6401, April 14, 1981)



\*Amended by Editor

## 2.2 Existing Access

The major arteries serving the area include north/south access along the Fort Trail and 50 Street which connect with 137 Avenue, Yellowhead Trail, and 118 Avenue, thus providing east/west connections to the City and to Highway 15 to the north. Since most of these roadways are designated truck routes, Kennedale has excellent external access for its industrial developments. The area's major problems presently with respect to access relate to the internal system. Streets or lanes have been provided throughout much of this area by previous subdivisions in 1929 and 1936, but none of these internal roads are paved. Given the relatively large amount of truck traffic in the area, the roads are in poor condition.

## 2.3 Existing Ownership

Due to the original form of subdivision in the area, ownership in Kennedale is fragmented; however as pressure for development has increased and as serviced industrial land in the northeast has become more scarce, consolidations have become more common. As well, there appears to be a considerable market for small parcels, and Kennedale is the only industrial area in the City where such properties are still available.

*The City has title to approximately 67.5 ha (166.82 acres) within the plan boundaries. Much of this area was acquired for extension of roadways, in particular Manning Freeway, through the area and for institutional purposes. The surplus land will be available to facilitate implementation of this plan.*

Bylaw 16459  
June 17, 2013

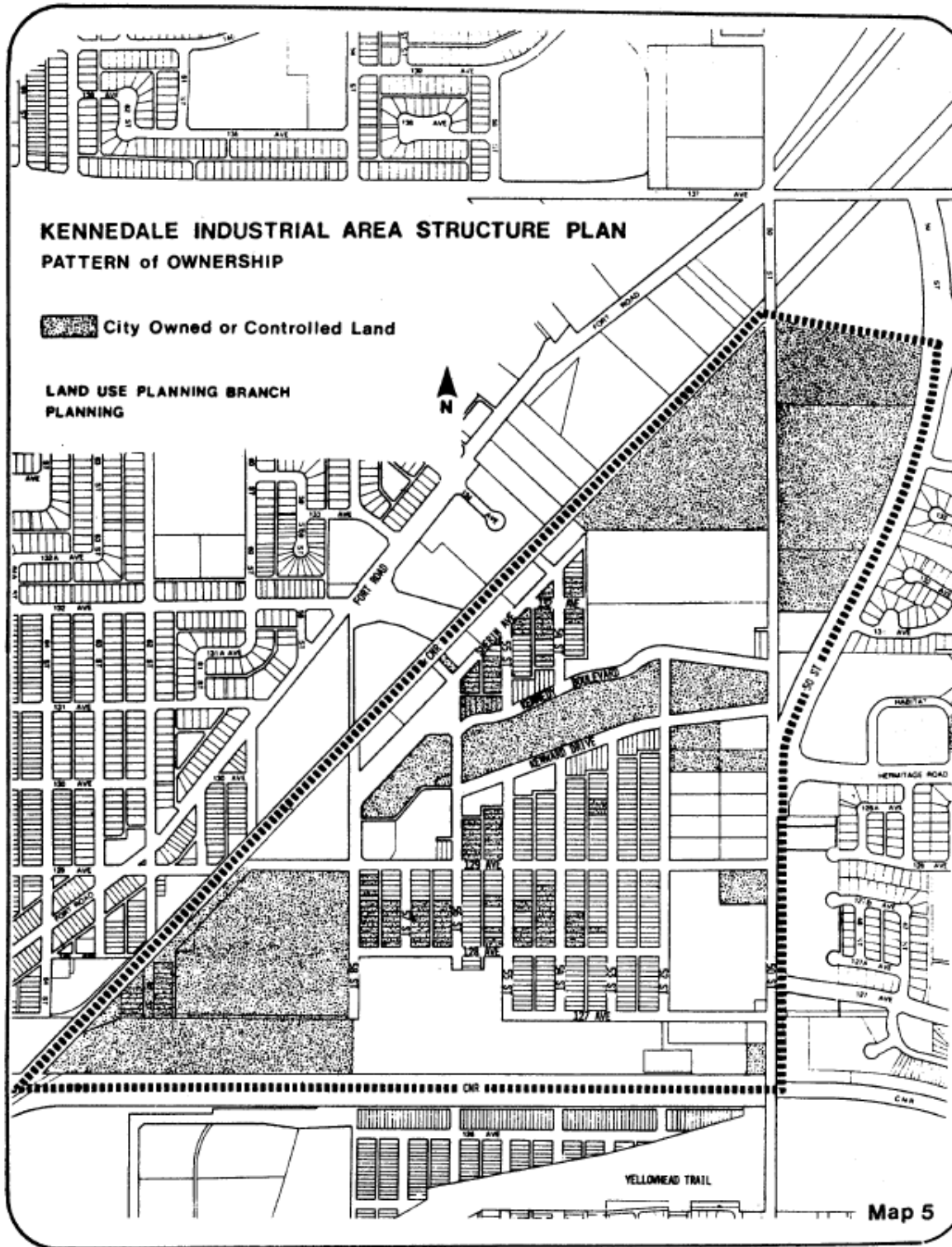
The pattern of ownership is shown on Map 5.

## 2.4 Existing Land Use Designation

The area west of the old alignment of 50 Street is now designated AGI - Industrial Reserve which allows for a continuation of agricultural uses in anticipation of detailed subdivision and *rezoning*. Prior to approval of the *Zoning Bylaw* on 1980 07 03, the area was zoned AG-MR1, which allowed the Development Officer and the Development Appeal Board much more discretion in permitting permanent developments. Removal of this discretion through adoption of the *Zoning Bylaw* has made owners in the area anxious to have a structure plan approved so that they may apply for detailed zoning.

Amended by Editor

**Map 5 – Pattern of Ownership \***  
(Bylaw 6401, April 14, 1981)



\*Amended by Editor

*The area between the old and new alignments of 50 Street is zoned IB, CB2 and DC2 (368). This is also a holding zone with very limited uses, but since the City owns most of this land, no pressure to rezone exists.*

Bylaw 16459  
June 17, 2013  
Amended by Editor

Council has also recently approved four lots west of 55 Street and south of 129 Avenue as Medium Industrial, anticipating rapid completion of this plan.

Map 6 shows existing land use zones.

Amended by Editor

The area is zoned General Industrial and General Urban consistent with the AGI and AGU boundaries, according to the Regional Plan.

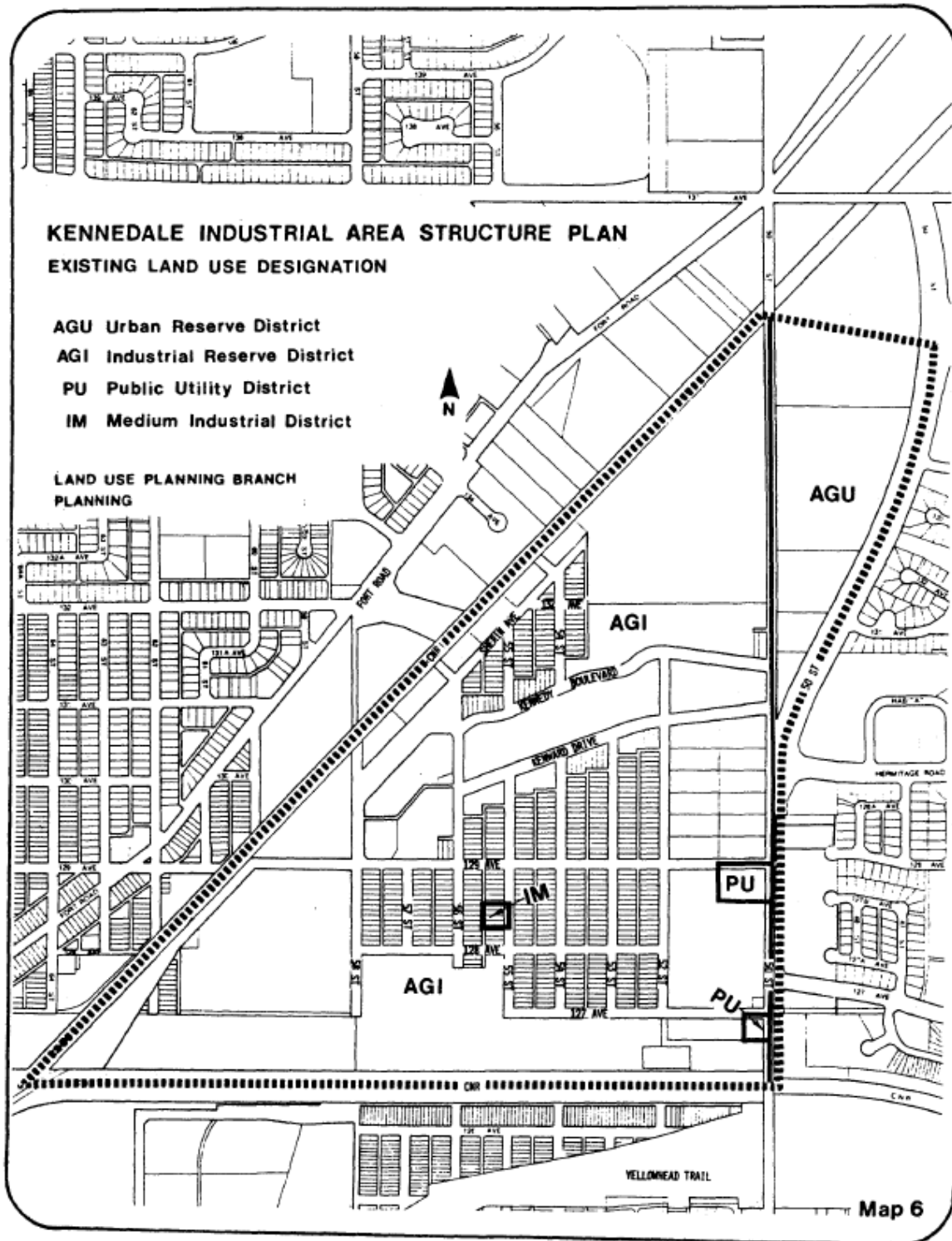
## 2.5 Existing Services

An area bordered by 53 Street, 50 Street, 127 Avenue and Kenward Drive was fully serviced by the City early in 1980. Water, power and telephone servicing is also available along all of 129 Avenue west to Fort Road. Extensive gas servicing is also available south of Kenward Drive.

There is a major storm trunk running from 129 Avenue and 58 Street northeast along Kenward Drive. This is a 305 centimetre line, buried approximately 4.6 metres deep, so that a 6.0 metre protective easement or right-of-way is required.

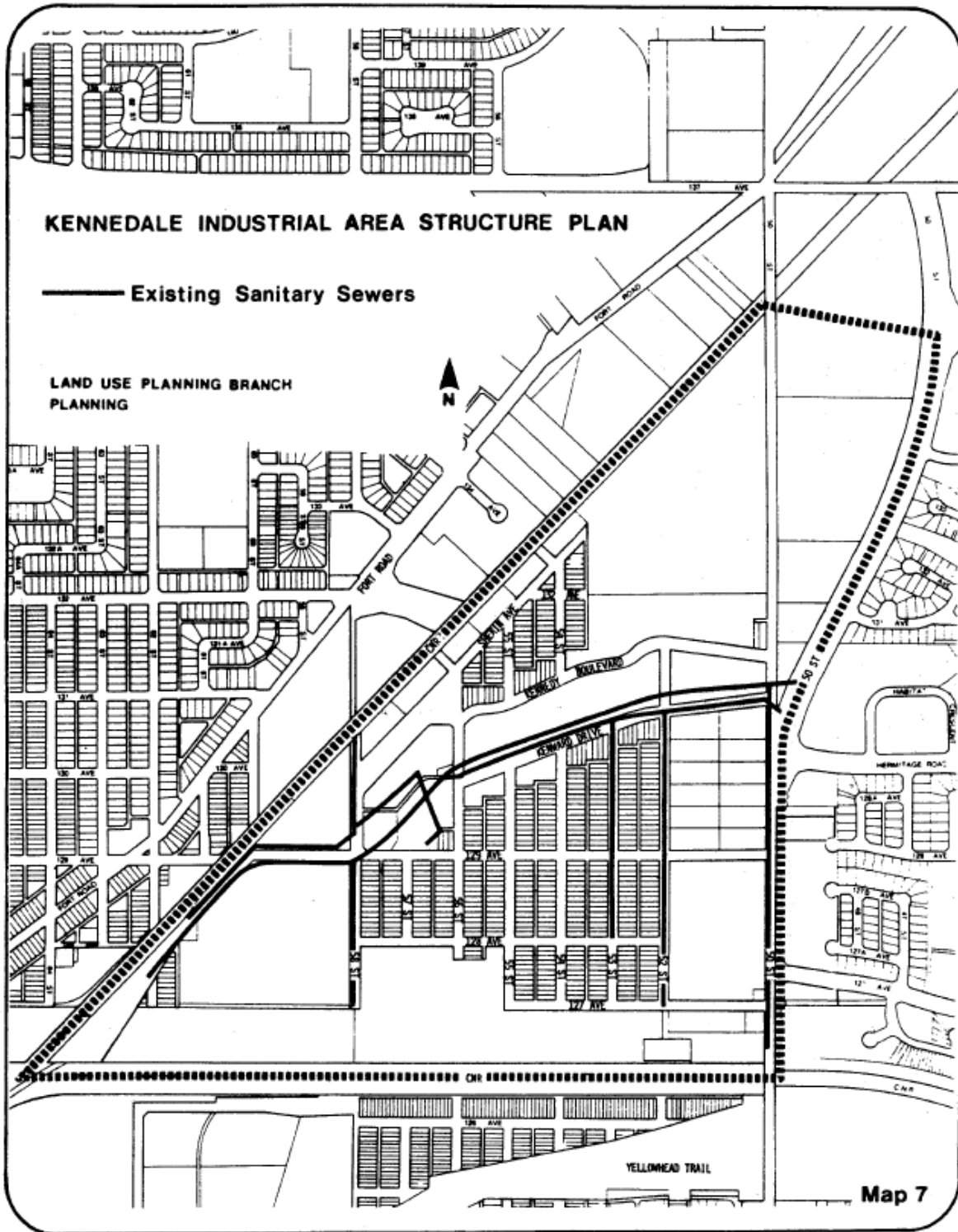
Maps 7 to 11 show existing utility alignments.

**Map 6 – Existing Land Use Zones \***  
(Bylaw 6401, April 14, 1981)



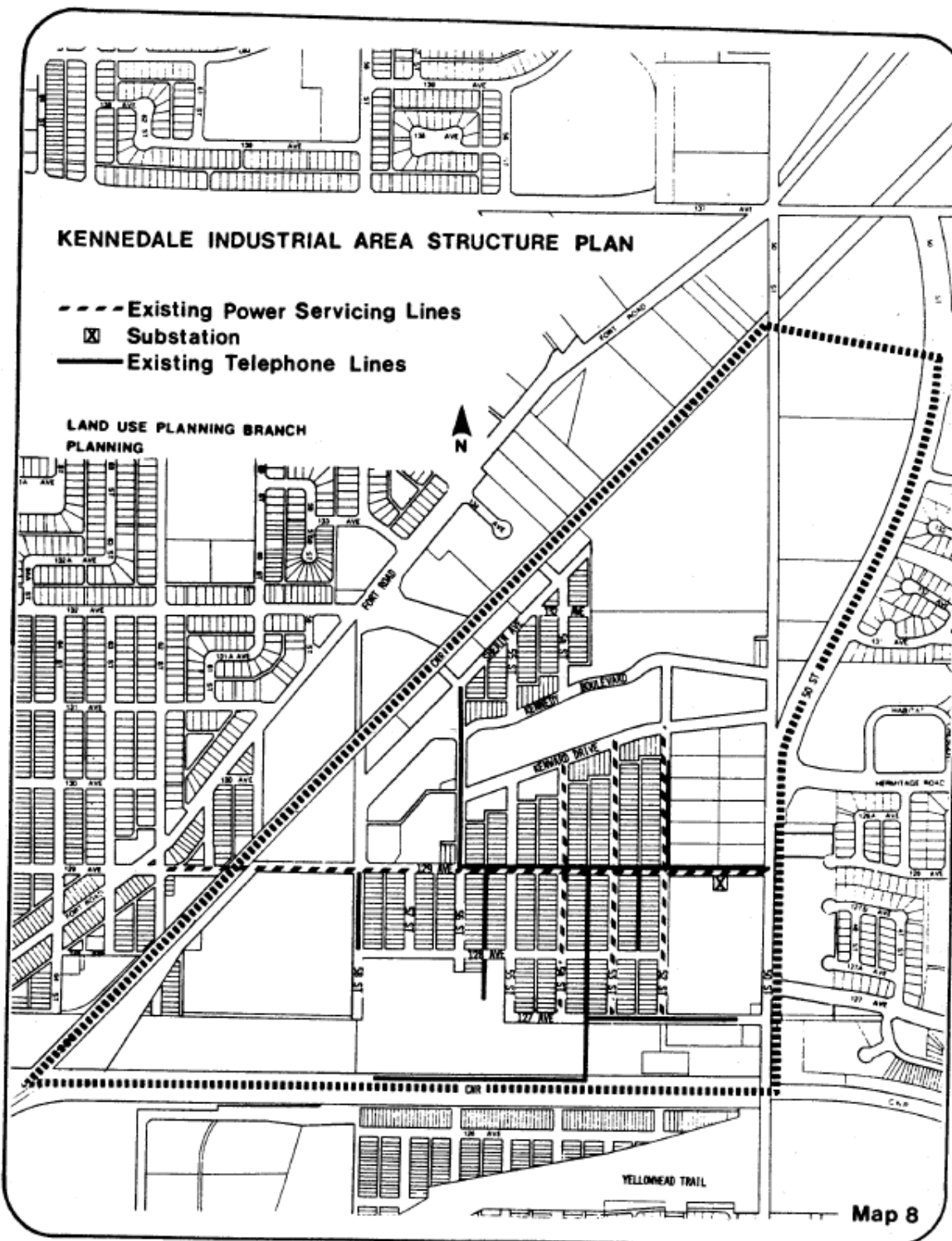
\*Amended by Editor

**Map 7 – Existing Sanitary Sewers \***  
(Bylaw 6401, April 14, 1981)



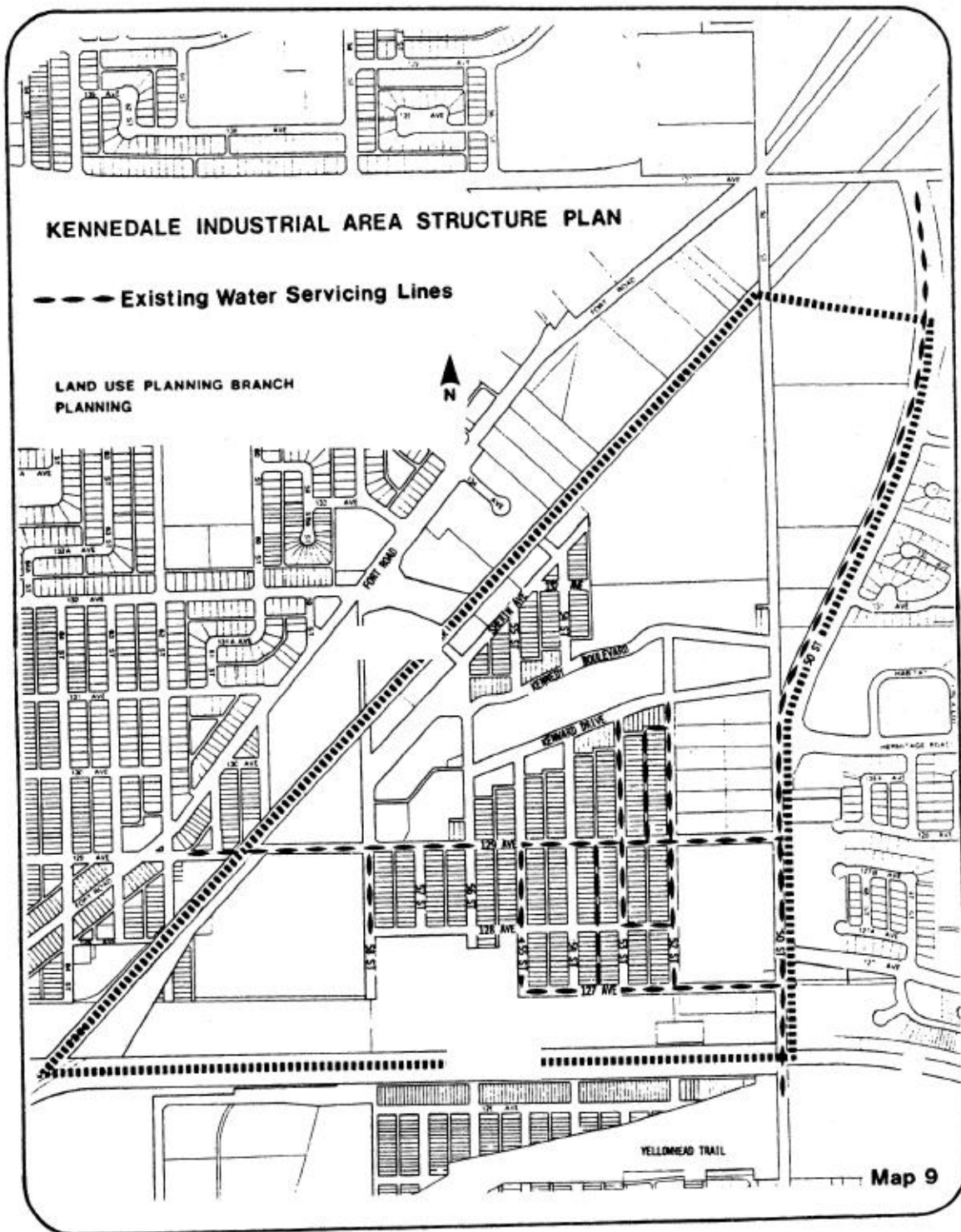
\*Amended by Editor

**Map 8 – Existing Sanitary Sewers \***  
(Bylaw 6401, April 14, 1981)



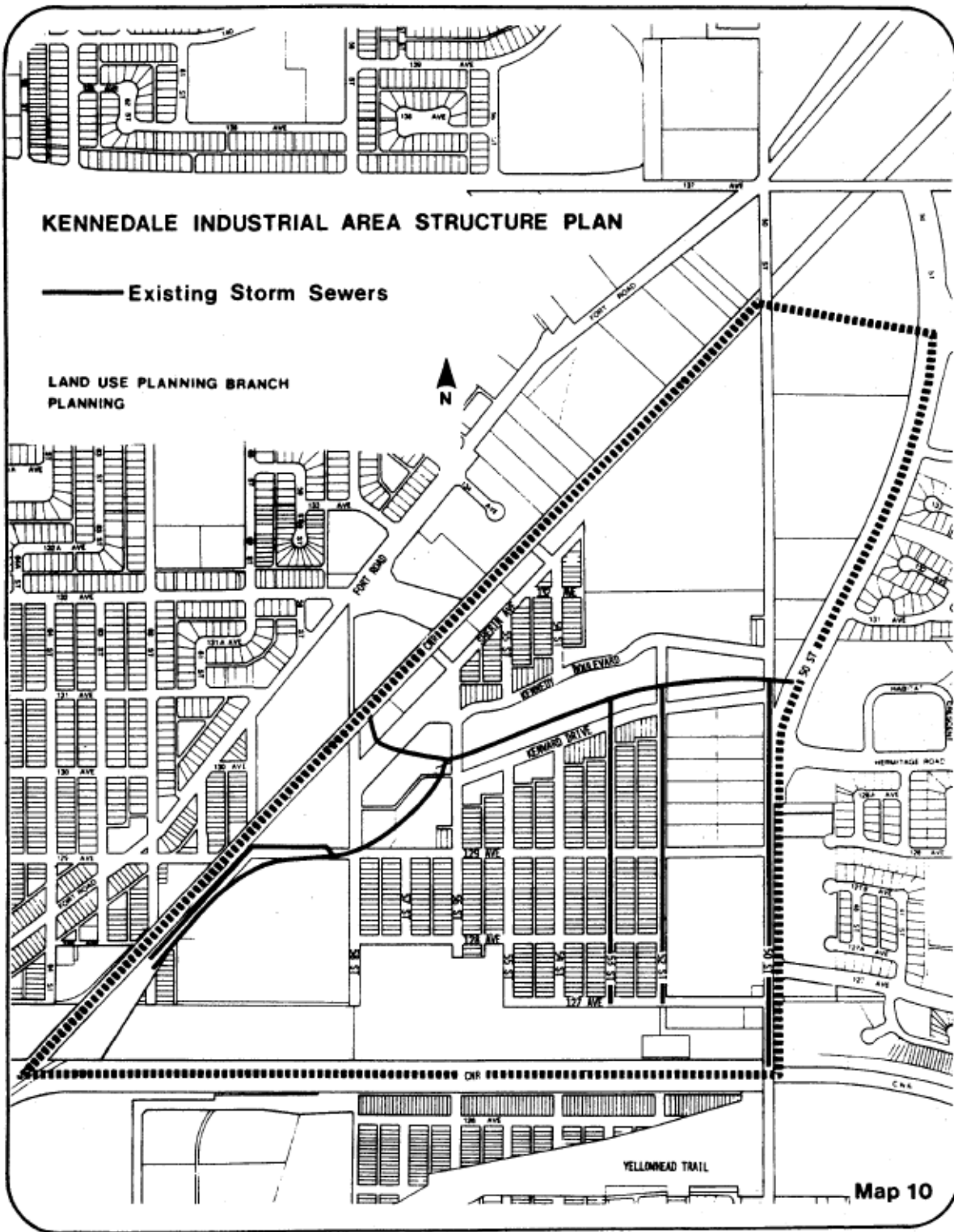
\*Amended by Editor

**Map 9 – Existing Water Servicing Lines \***  
(Bylaw 6401, April 14, 1981)



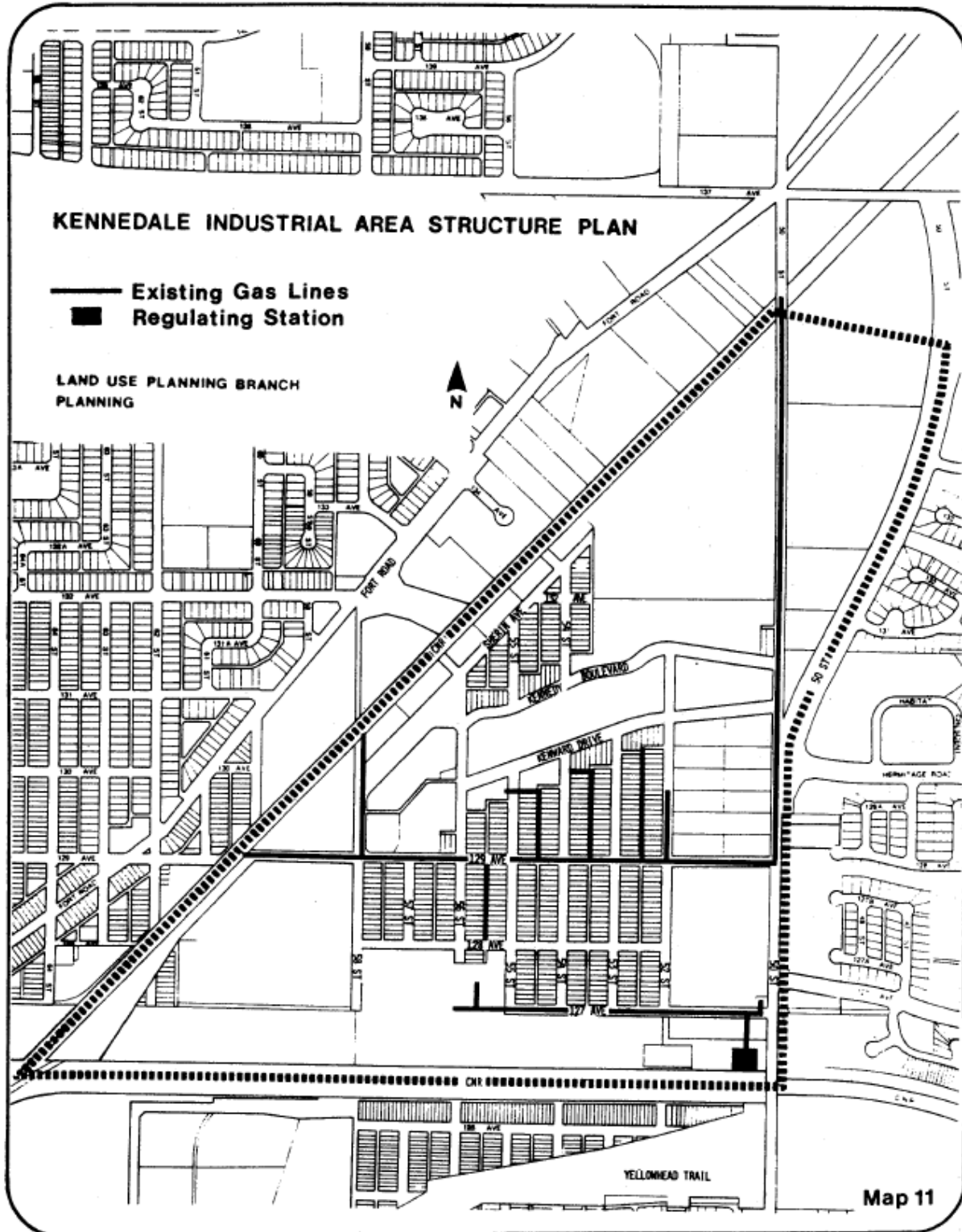
\*Amended by Editor

**Map 10 – Existing Storm Sewers \***  
(Bylaw 6401, April 14, 1981)



\*Amended by Editor

**Map 11 – Existing Gas Lines \***  
(Bylaw 6401, April 14, 1981)



\*Amended by Editor

### **3.0 Factors Influencing Development**

Because of the long history of development in the Kennedale area, and the state of plans in surrounding areas there are several "given" factors which must be considered in arriving at a development concept and which may limit the flexibility of design options.

#### **3.1 Roadways**

Of particular importance to Kennedale are the roadway changes which have occurred over the last several years.

In the spring of 1980, City Council approved the North East Roadway Network Study which provided a new roadway framework for Kennedale. The Manning Freeway was shown not extending south of 137 Avenue, and 132 Avenue was realigned to connect with 129 Avenue. The realignment of these major roadways in Kennedale necessitated a review of the land use proposals made prior to this decision.

A further revision late in 1980 resulted from a decision of the Engineering and Transportation Technical Committee to offset the intersections of major collectors. This resulted in a down-grading of right of way requirements for the 129/132 Avenue extension and designation of 129 Avenue, in its original alignment, as the major collector through this area.

#### **3.2 Light Rail Transit**

A special consideration in Kennedale is the provision of light rail transit service. The North East Light Rail Transit line presently has a stop at Belvedere (129 Avenue) with an extension to the Clareview Town Centre to commence operation in the spring of 1981. The availability of light rail transit service will provide inducements for the attraction of a labour force to the Kennedale area. A peak-hour reverse flow on the rapid transit line would be created which would benefit the transit operations, and an upgrading of the area would in turn attract a larger labour force which would utilize the facility. Council has recognized in the past in other plan areas and the General Municipal Plan that areas which are most accessible to the station may be suitable for higher-

intensity uses. This principle could be recognized in the Kennedale Plan.

### 3.3 Land Uses

The Development Appeal Board and Council's approval of permanent developments in the Kennedale area will have an effect on this plan's flexibility in recommending appropriate land uses.

#### 3.3.1 Integrated Service Yard

In 1977, Council approved the location south of 129 Avenue, east and north of the *private railway corporation* rights-of-way and west of 58 Street for an integrated yard site for City services. *The majority of this integrated yard site is developed with planned expansion east of 58 Street.*

Amended by Editor  
Bylaw 16459  
June 17, 2013

#### 3.3.2 Edmonton Transit Service Yard and Garage

In 1979 City Council approved the location south of the 137 Avenue extension between the old alignment of 50 Street and the *railway* right-of-way for the light rail transit service facility for north east Edmonton. This area was at that time situated within a designated residential neighbourhood of Clareview, and the approval of 8.6 ha (21.34 acres) for an industrial use raised questions concerning the viability of residential development.

Amended by Editor

The City has also acquired land in the blocks bounded by 58 and 56 Streets and 129 and 128 Avenues for a transit garage.

#### 3.3.3 North East Edmonton Hospital Site

The Clareview Town Centre was originally suggested as the appropriate site for the new hospital to be built in north east Edmonton under the jurisdiction of the Royal Alexandra Hospital Board, but given the program for the Town Centre and the requirement for an immediately-developable hospital site, alternative sites were reviewed. The site eventually designated by Council was chosen because of several favourable factors, including the

availability of the site, excellent accessibility by roadway to its service area and by LRT and transit, ease of utility extensions, and lack of conflict with adjacent land uses. Designation of the site resulted in recognition that residential development was now not viable south of 137 Avenue in Clareview Neighbourhood 8, and 1980 10 07 Council deleted Neighbourhood 8 from the Clareview District Outline Plan.

#### 3.3.4 Industrial Redevelopment within the Plan Area

The Kennedale area, due to its location, is extremely attractive to small business operations. Over the past several years business and industrial redevelopment has been occurring in Kennedale mainly south of 129 Avenue between 50 Street and 53 Street. Any land use proposal should take into account this redevelopment in terms of the relationship between the industrial or commercial uses which exist and those which would be permitted or discretionary uses under any zone proposed for these sites.

#### 3.3.5 Surrounding Uses

The Kennedale area is surrounded to the east, west and to a lesser extent to the south by residential land uses. It is important that the plan recognize the interface between residential and industrial development and an effort must be made to integrate the industrial uses of the area with the surrounding residential development. High quality uses should be encouraged on the periphery to provide an acceptable transition.

## **4.0 The Proposed Plan**

The design concept, *as amended*, for this Area Structure Plan is shown on Map 12. A larger version of *Original Bylaw 6401 used to be found* on the back of the document.

Amended by Editor

### **4.1 Roadways**

The roadway alignments which have been established for Kennedale provide the framework for other elements of this structure plan.

#### **4.1.1 129 Avenue**

The Transportaiton Systems Design Department has determined that 129 Avenue will be the major collector roadway through the Kennedale Area.

The format of the roadway is of an industrial collector, a 20 m (66 ft) right-of-way with an 11.5 m (38 ft) carriageway. This will allow a four-lane, undivided roadway. At the west edge of the plan area, 129 Avenue will eventually underpass the *railway* main line.

Amended by Editor

#### **4.1.2 South of 129 Avenue**

South of 129 Avenue South of the Avenue, the roadway pattern will be based almost entirely on the existing grid pattern.

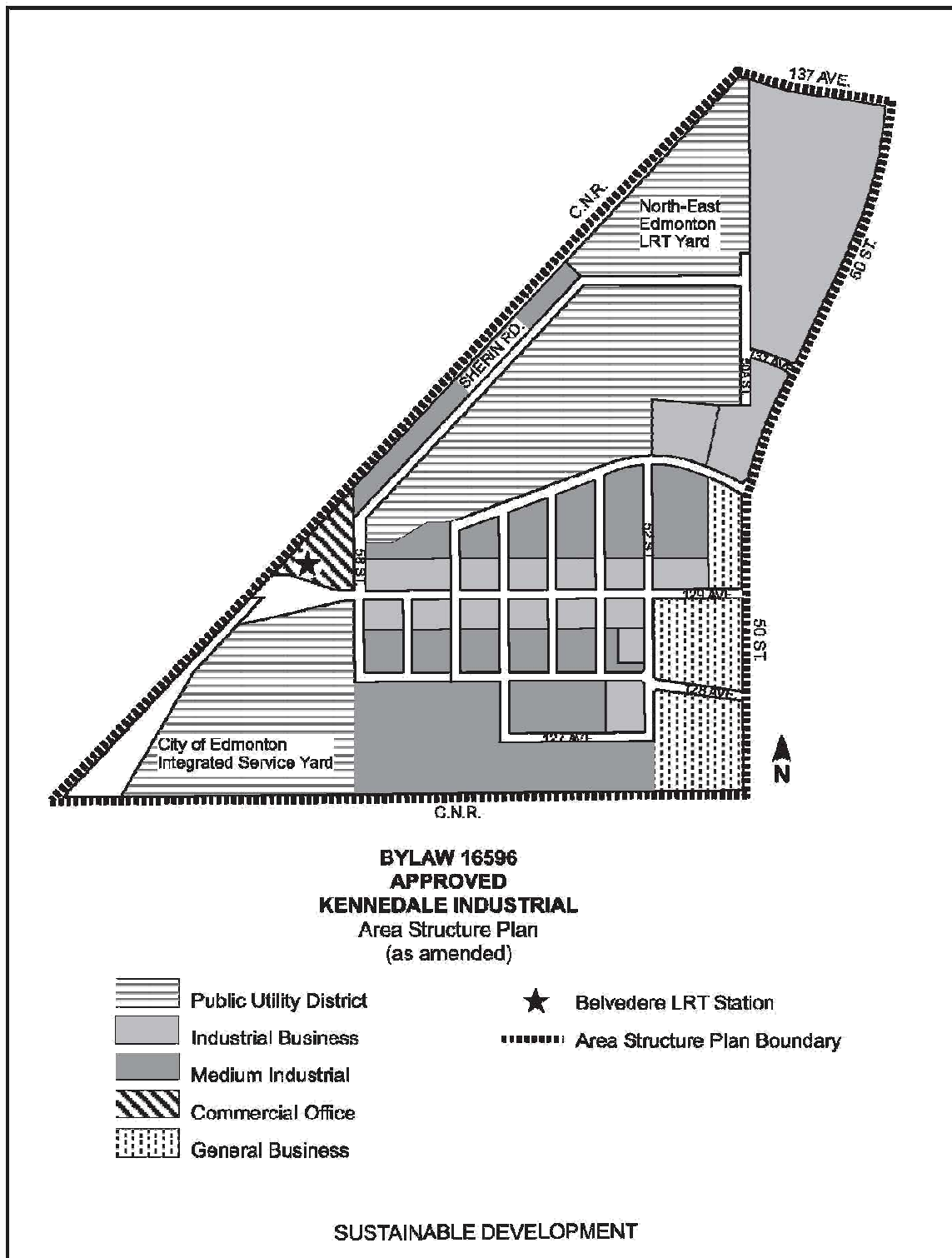
The existing right-of-way for 127 Avenue between 50 and 52 Streets will be closed, and an extension of 128 Avenue will replace it and will meet 127 Avenue from the east, at 50 Street.

It is expected that lanes in this area could be closed and consolidated with adjacent properties.

#### **4.1.3 North of 129 Avenue**

Roadways in the northern part of the plan area will consist of a modified grid pattern achieved by extension of the existing Streets northward, with provision of east-west connectors where necessary.

**Map 12 – Industrial Area Structure Plan**  
(Bylaw 16596, Approved September 2013)



Kenward Drive (henceforth 130 Avenue) will more or less follow its existing alignment, except for the area between 50 and 52 Streets, where it will curve downward to intersect with 50 Street and Hermitage Road.

Only one other roadway intersection with 50 Street will be permitted, and this will be an extension of 132 Avenue, (henceforth 132 Avenue), south of the *former* Hospital site.

Bylaw 11295  
July 15, 1996

The proposed plan shows three large blocks of land, undivided by roadways, between Kenward Drive (130 Avenue) and 132 Avenue (131 Avenue). It is possible that, upon subdivision, another road could be extended east-west through this area, on the approximate alignment of Kennedy Blvd., between 56 Street and the old alignment of 50 Street. This would be designated as 130A Avenue.

The "old" right-of-way of 50 Street will be terminated close to its intersection with the proposed 132 Avenue.

The *former* hospital site will be permitted one all-directional access to 50 Street, and a right-turn-only access from 137 Avenue.

Bylaw 11295  
July 15, 1996

The alignments of local roadways in the western portion of the plan may be modified slightly at the replotting stage to allow appropriate parcel depths adjacent to the rail line.

#### 4.1.4 50 Street

This roadway is classed as a major arterial and limited access and median breaks will be available.

Access to abutting properties will be available via auxiliary lanes between 127 and 132 Avenues, except to parcels close to intersections where curb-cuts may only be permitted on the avenues instead of 50 Street. The land for these auxiliary lanes will have to be dedicated by the abutting, benefitting owners upon subdivision or replot.

Eventually, 50 Street will underpass the *railway* tracks at approximately 126 Avenue, so direct access to 50 Street south of 127 Avenue will not be available.

Amended by Editor

#### 4.1.5 Transit Service

Bus routing in Kennedale is proposed to follow 127 Avenue from Hermitage to 56 Street, north of 129 Avenue, and west to the Transit Center. If this routing does not provide sufficient coverage buses will be rerouted from Hermitage north on 50 Street from 127 Avenue to 129 Avenue and then west across 129 Avenue to the LRT station.

### 4.2 Land Uses

#### 4.2.1 Principles

The land uses proposed in this plan follow five general guidelines:

- i) maintenance of a high standard of appearance and performance along major roadways, as approach roads to residential areas;
- ii) recognition of the proximity of this area to the Light Rail Transit line and station;
- iii) recognition of existing land uses in the area and of their right to continue to operate;
- iv) provision of an acceptable transition between industrial and residential land uses;
- v) facilitation of the implementation of the General Municipal Plan as it pertains to industrial development, specifically Objective 7.B and Policies 7.C.2, 7.D.3, 7.D.4 and 7.G.1. (See Appendix I for excerpts).

#### 4.2.2 Distribution

##### 4.2.2.1 Area North of 129 Avenue

The Edmonton Transit Service Yard and the *former* North-East Hospital site will remain and will be zoned as Public Utility and Industrial Business Zones respectively.

Amended by Editor

A portion of this area next to the Belvedere Light Rail Transit Station, on 129 Avenue, is proposed for CO - Commercial Office in recognition of General Municipal

Plan policies encouraging employment centers adjacent to LRT station. A similar use has been approved by Council for land across the tracks, within the Belvedere Station Area Redevelopment Plan (Bylaw #6206) boundaries, which is similarly accessible to the station. It is suggested that emphasis be placed on office uses rather than a development with a commercial component.

Depending on ownership patterns, owners' aspirations, and the specific proposal, Planning would be receptive to extension of this CO Zone one block east, north of 129 Avenue between 58 and 56 Street on the basis that this block is also in close proximity to the Light Rail Transit Station. (The standard used to determine proximity is a five minute walking distance from the station).

Amended by Editor

Although Edmonton Transit is reviewing its requirement for additional property for a park-and-ride facility, such a use is not deemed appropriate in this area, particularly for the two blocks described above.

*Light industrial uses are generally proposed in areas of high visibility and on the boundaries of the plan area, where high quality industrial development will provide an appropriate buffer and transition.*

Bylaw 13885  
March 23, 2005

*The area between Sherin Road and the rail and LRT tracks is designated for Medium Industrial uses which include opportunities for open storage and outdoor operations. Industrial Business uses are also acceptable in this area. In recognition of the high standard of appearance required adjacent to the LRT line, development on these properties will be required to install uniform solid screen fencing along the rear property line. The screen fencing will be used to screen on-site storage and outdoor services including loading, unloading and vehicle service areas from view of the LRT and mitigate adverse visual impacts on the traveling public. The minimum thickness and height of the required fences or other screening materials including landscaping will be determined in relation to the maximum height of outdoor storage materials and service activities to adequately block the view of such areas from the adjoining LRT line.*

The IB Zone is also proposed as a transitional use between the former hospital site, 50 Street, and the medium

Amended by Editor

industrial development proposed for the interior portion of this area. The width of this transitional strip will depend on the final configuration of parcels in the area. Hopefully, office and other uses associated with the hospital will be attracted to this location.

Size of individual holdings will also determine the depth of the business industrial area abutting 129 Avenue. In all cases, IB *zoning* must directly abut the Avenue; should individual holdings be very narrow, the depth of such zoning for combined holdings shall not be less than 30 m (98 ft.). Sites should not be split-zoned.

Amended by Editor

For the lots immediately adjacent to 50 Street, between 130 Avenue (Kenward Drive), and 129 Avenue, a *General Business Zone* (CB-2) is proposed, in recognition of the existing uses, the parcels' good visibility and access, and General Municipal Plan Policy 7.C.2. Further extension of this *zone* should not be supported as such action would be inconsistent with the General Plan's objective 7.C. Substantiation and further explanation of this position is provided in Appendix I. Since this zone, is suggested because of the existing uses, should any of these sites wish to redevelop to a use permitted in the IB *Zone*, such an application should be supported.

Amended by Editor

Table 1  
KENNEDALE INDUSTRIAL AREA STRUCTURE PLAN  
LAND USE STATISTICS  
BYLAW 16596  
(Amended September 16, 2013)

<u>LAND USE</u>	<u>AREA (ha)</u>	<u>%</u>
Commercial Office	1.85	1.53
Industrial Business	23.16	19.11
Medium Industrial	13.84	11.42
Public Utility	53.70	44.30
General Business	11.71	9.66
Circulation	16.94	13.98
<u>Gross Developable Area</u>	121.20	100

#### 4.2.2.2 Area South of 129 Avenue

The area bounded by 129 Avenue, 58 Street and the two *railway* tracks is the City's Integrated Service Yard, a permanent facility, *which is zoned* PU Public Utilities. The Transit garage to be located between 56 and 58 Street, and 129 and 128 Avenues should be similarly designated. It is possible that in the future 128 Avenue between 58 and 56 Street, and 57 Street, will be closed and consolidated to facilitate Transit's plans for this garage.

Amended by Editor

It is proposed that along the south side of the Avenue, from 56 to 52 Street, the parcels adjacent to 129 Avenue will be *zoned* as Business Industrial following the same rationale as the north side.

Amended by Editor

The proposed *zoning* for the block bounded by 129 Avenue, 50 Street, the railway line and 52 Street is CB-2 - General Business *Zone*, since the existing development in the block conforms to this zone. Policy 7.C.2 of the General Municipal Plan states that where commercial uses exist in industrial areas, some portions of land abutting arterial roadways in industrial areas could be designated with commercial *zones* in recognition of the existence of these uses. Again, expansion of this *zone* elsewhere in Kennedale should be strongly opposed in order to retain the industrial character of the area and in conformance with General Municipal Plan policies regarding commercial and industrial land (see Appendix I). If, in the future, landowners in this area wish to redevelop to a use permitted in the height Industrial *Zone*, this rezoning should be favorably considered.

Amended by Editor

The remainder of this sector is designated for medium industrial uses under the IM *Zone*, in recognition of existing uses and of its well-buffered location away from arterial roadways and residential uses. The Western Stock Yards site is also being *zoned* IM to allow them to continue to operate, but to also recognize the possibility of redevelopment of this site for the present use (as long as IM performance standards are met) or any other appropriate use, and allowing the owners the flexibility to do so.

Amended by Editor

Planning would consider the extension of the Business Industrial uses south from 129 Avenue to 128 Avenue (henceforth 127 Avenue) appropriate, dependent on the

pattern of ownership and types of existing industrial land uses, and as long as Medium Industrial uses would not be isolated by extension of the *IB Zone*.

Amended by Editor

As well, a further extension of the *IB Zone* in the block bounded by 128 Avenue (127 Avenue) and 127 Avenue (henceforth 126 Avenue) may be considered based on consolidation of ownership and submission of a comprehensive scheme by the developer.

Amended by Editor

#### 4.3 Utility Servicing

##### 4.3.1 Storm Sewers

Storm servicing will be provided by the existing 305 cm (120 inch) Storm Sewer located on Kenward Drive (130 Avenue). The lack of capacity in this sewer will be accommodated through future relief measures.

##### 4.3.2 Sanitary Sewers

The entire Kennedale area can be serviced to the existing 76 cm (30 inch) Sanitary Sewer located on Kenward Drive (130 Avenue).

##### 4.3.3 Water

A right-of-way is required to extend an existing 450 mm line from its present point of termination at 134 Avenue and the *railway* line by early in 1981. The line can be extended southward from the rail line along the proposed 131 Avenue, and across the south end of the hospital site to 50 Street.

Amended by Editor

Once this line is complete, adequate water servicing will be easily available to the entire area.

##### 4.3.4 Power and Telephones

The existing road rights-of-way will be used to provide these services in most areas, and where rights-of-way are made available through replotting schemes in the remaining area, no problems are anticipated in servicing.

Lead tracks could be extended into the area but only through the property presently held by Western Stockyards. The *private railway corporation* has agreed that when and if this operation relocates or redevelops, the possibility and demand for rail services will be reviewed.

Amended by Editor

#### 4.4 Parks

The *Community Services* Department has not identified a need for a park to serve the industrial employees of this area. However, that Department has in its land inventory approximately 10 ha (25 acres) located between the existing alignments of Kenward Drive, Kennedy

Amended by Editor

*Boulevard, 50 Street and 56 Street, and should* Community Services feel that a small recreational facility is required, this land is now vacant and available for use. As well, these parcels are centrally located to serve the entire Kennedale area. However, a park site should not be located except on existing *Community Services*-owned land.

Amended by Editor

## **5.0 Implementation Strategy**

The General Municipal Plan requires in Policy 7.D.4 that Area Structure Plans for industrial *zones* provide a strategy for implementation.

Amended by Editor

Approval of this plan by Council is not intended, and should not be interpreted to imply the intention, that the City is anxious for either the existing residents or business operations to relocate or redevelop. With the exception of the City's involvement in installation of services and roadway improvements south of Kenward Drive (130 Avenue), it will be entirely the decision of the landowners if, or how rapidly, (re)development takes place.

### **5.1 Roadway Acquisition**

Because of the modified grid system now being proposed, and the fact that the new roadways generally follow existing alignments, it is not expected that significant problems will be encountered in providing internal and through access to Kennedale. Should any difficulty or delay be encountered in acquisition of a portion of roadway, it is unlikely that access to adjacent parcels could not be provided, albeit via a more circuitous route.

The major collector, 129 Avenue, can be constructed within the existing right-of-way of 20 m. (66 ft).

### **5.2 Replotting Schemes**

The obsolescence of both the parcel sizes and some of the roadway patterns resulting from the original plans of subdivision make the use of replotting schemes inevitable in this area. This method of redesign will be used most extensively north of 129 Avenue.

The overall scheme for the entire area north of the existing 129 Avenue would undoubtedly prove unworkable, due to the large number of owners involved, so instead it is suggested that a series of smaller schemes should be used. The "blocks" formed by the grid roads could be used as boundaries for replots of a workable size. As well, because the new roadways generally follow the old alignments, legal parcel boundaries also follow these "blocks".

Since legal parcel boundaries must be used as replot boundaries, this will make implementation by replot much simpler.

Because of a large proportion of City-owned land in the area, purchased for the purposes of acquiring the previously proposed Manning Freeway extension and the 129/132 Avenue alignment, and the land which would accrue to the City as redundant roadways, there should be little difficulty in arranging the boundaries of this scheme so that the City is a major land-owner in each. This will facilitate exchanges of allocations and will also allow private owners to be over-allocated should they so wish.

Where utility servicing exists within the replot boundaries, the existing alignments must be protected by easements or rights-of-way, or be relocated with the consent of the Department involved at the expense of the participating owners.

Replots on each "block" can be initiated as the private owners in each express an interest in developing.

Map 13 shows areas where replots may be used to implement the plan.

### 5.3 Road Closures

In many portions of the area, especially south of 129 Avenue, the complicated replotting procedure may not be necessary and instead a combination of road closures and consolidations can be used to implement the plan. This particularly applies to:

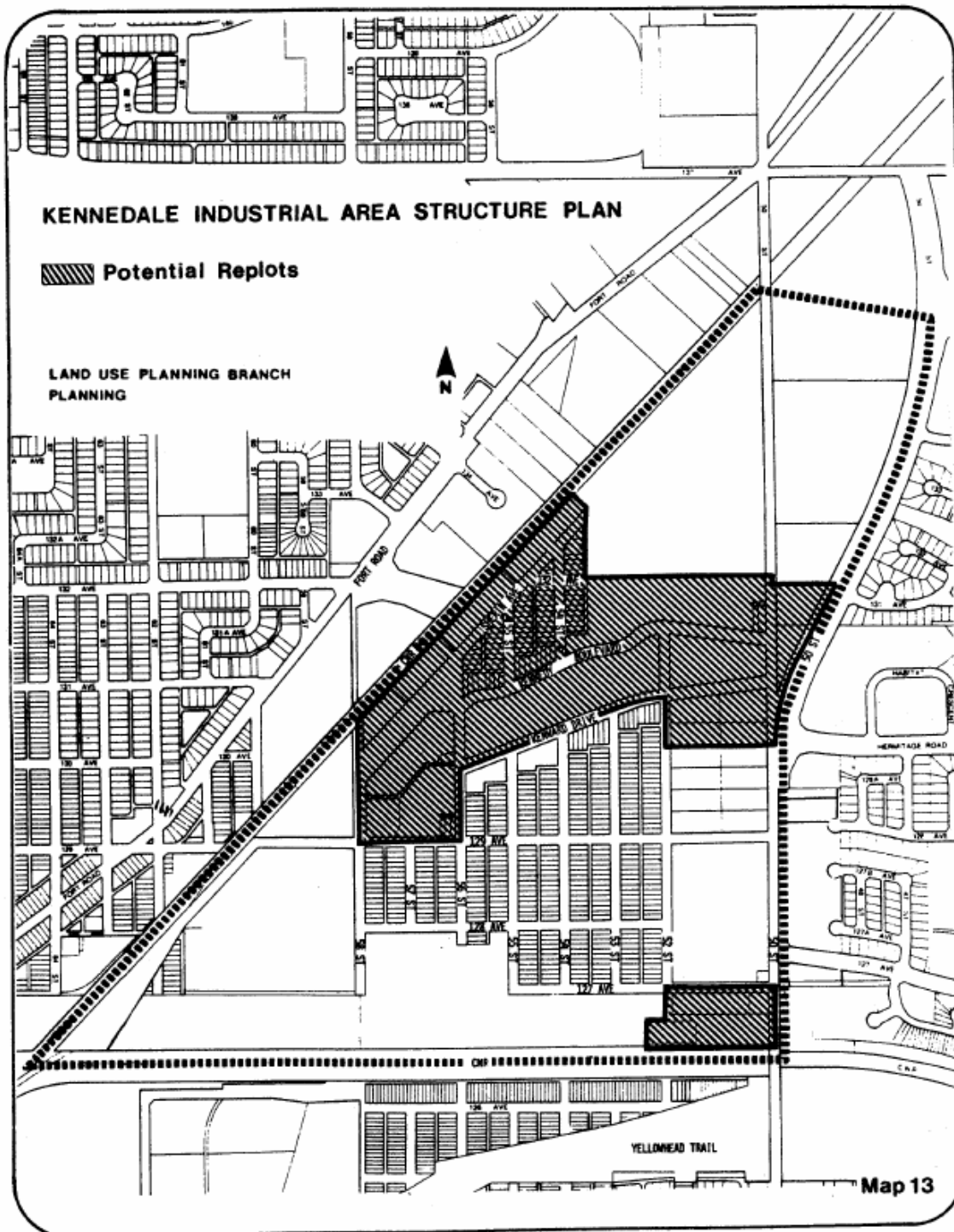
- i) laneways,
- ii) sites where a single owner holds title to numerous lots, or
- iii) situations where roadways are redundant but where block configurations remain appropriate.

Redundant road allowances in these cases can be made available to adjacent property owners.

*Asset Management and Public Works* has suggested that if possible, one bylaw should be used to close all these lanes. If strategically possible, this route should be followed.

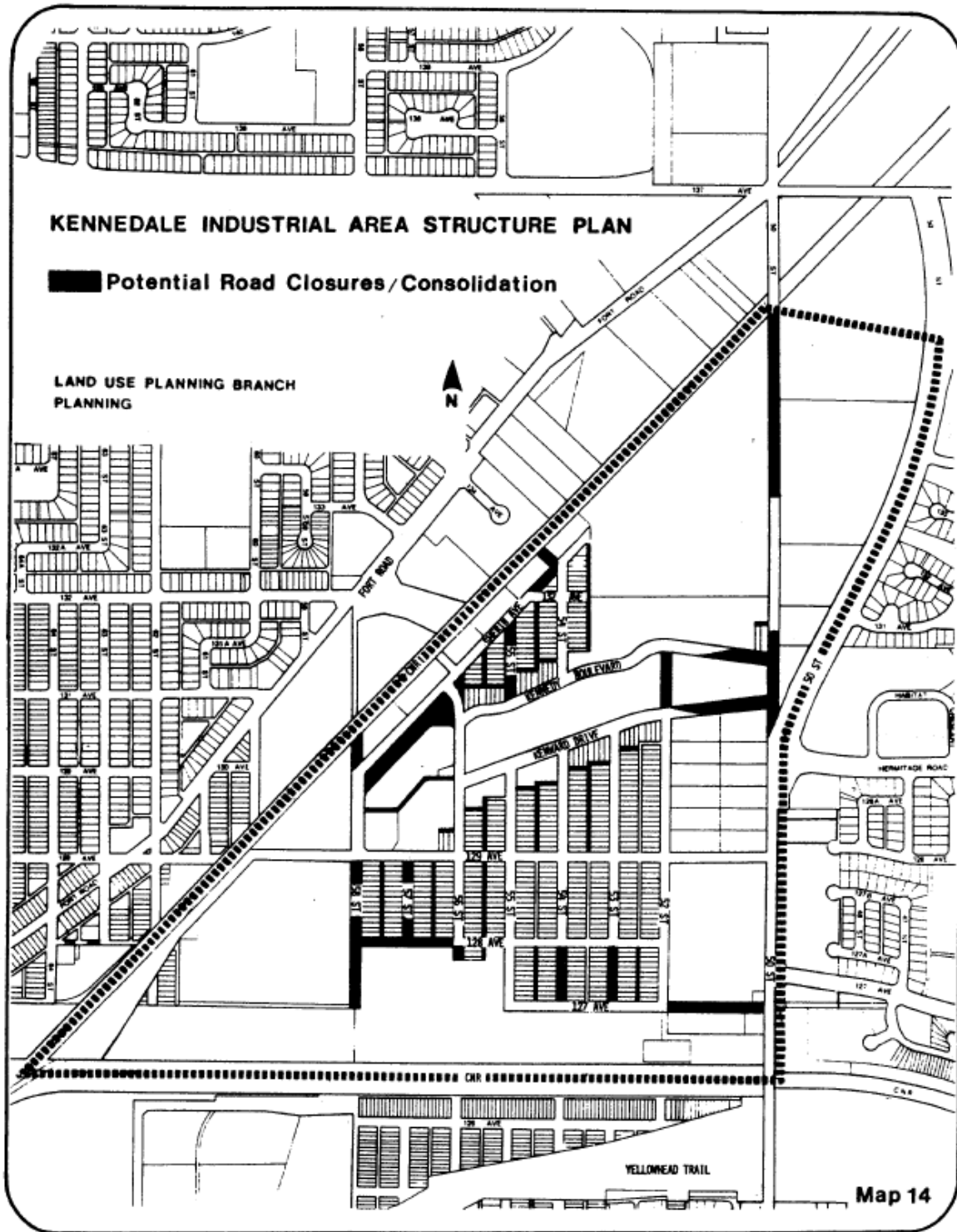
Amended by Editor

**Map 13 – Potential Replots\***  
(Bylaw 6401, April 14, 1981)



\*Amended by Editor

**Map 14 – Potential Road Closures/Consolidation\***  
(Bylaw 6401, April 14, 1981)



\*Amended by Editor

#### 5.4 Rezoning

All of Kennedale is presently designated with "holding" *zones* under the *Zoning Bylaw*.

Amended by Editor

Once this statutory plan is approved by Council, applications to *rezone* those categories specified in the plan will be entertained for the areas not anticipated to be involved in replots and for which servicing and access are available.

Amended by Editor

For land within the boundaries identified on Map 13 as potentially subject to replotting schemes, *rezoning* applications shall only be advanced with recommendations of support if they:

Amended by Editor

- i) will not in any way prejudice an authorized or potential replot; or
- ii) are accompanied to Council by a resolution for the adoption of a replotting scheme.

#### 5.5 Redevelopment

Once *rezoning* has taken place, it is not expected that many delays will be encountered in the issuance of development permits.

Amended by Editor

Depending upon the contents of the servicing agreement, it may be necessary to monitor these permits to ensure that any of its conditions are being met; for example, controlled release of storm runoff, etc.

#### 5.6 Roadway Construction

The first roadway improvements which can be expected in the Kennedale area will involve the curb-gutter and grading of 129 Avenue from the existing paved portion of 50 Street. Improvement to 128 Avenue will proceed with land between 50 and 52 Streets is available. Associated with this will be acquisition of an auxiliary lane along 50 Street from north of 129 Avenue south to the *railway* line, and the closure of 127 Avenue between 50 and 52 Streets.

Amended by Editor

Construction of other roadways will be dependent on the industrial servicing schedule, the success of replotting schemes and the request received from abutting owners for improvements.

#### 5.7 Servicing Installation

With the exception of the water main which will be extended from 134 Avenue, availability of additional services will be dependent on the success of replotting schemes and where no replots are required, the desire of adjacent owners to be serviced.

The area south of Kenward Drive, east of 56 Street will be serviced in the Spring of 1981. The area north of Kenward Drive, east of 54 Street, would be the next most easily serviceable area, once rights-of-way are determined. The remaining area of the plan will be the last to be serviced, because of the replots required.

#### 5.8 Park Reserve

No park space has been identified in the plan for several reasons:

- i) the extension of Kennedale ravine into this area has been filled, and is not recognizable as a "natural" ravine;
- i) *Community Services* recognizes that small park spaces (which are all that would be available here, because of small reserve requirements) are not used but are costly to maintain;
- ii) very little reserve dedication in land can be expected to be forthcoming from the replots in this area due to small parcel size.

Amended by Editor

Therefore, any reserve which is due from parcels involved in replots or subdivisions will be taken in developable land if the parcels are saleable. The "MR" designation will then be removed, the land sold, and the proceeds put in the park reserve fund. If parcel sizes are too small to be marketable, money-in-lieu of reserve should be taken.

## **Appendix I - Excerpts from Bylaw #6000 - The General Municipal Plan (Bylaw 6401, April 14, 1981)**

The purpose of this Appendix is to examine in detail the way in which the proposed Kennedale Area Structure Plan will implement the policies and objectives of the General Municipal Plan.

The relevant policies/objectives of the Plan will first be quoted, and then statements made regarding the conformity between the two plans.

### **1. Industrial Land**

“It is the objective of Council:

7.C TO EXERCISE STRICT CONTROL OVER THE DEVELOPMENT OF NON-INDUSTRIAL USES IN INDUSTRIAL AREAS SO AS TO ENSURE A SUPPLY OF LAND FOR MEDIUM AND HEAVY INDUSTRIAL USES.

7.C.2 The City will apply a commercial land use *zoning* allowing for general business uses along selected portions of arterial roadways passing through industrial areas where the character of existing development is clearly commercial in nature."

Amended by Editor

The Kennedale plan recognizes the existence of some commercial uses along 50 Street through recommendation of CB-2 *zoning* but also contains strong statements which will limit the expansion of that zone to any other parcels.

Amended by Editor

“7.D.4 Area Structure Plans prepared by the City and/or the development industry for future industrial areas will contain an implementation strategy which will be adopted as an integral part of the Area Structure Plan Bylaw approval process. The implementation strategy shall describe the preferred staging for land servicing and development as well as guidelines and procedures for the implementation of specific recommendations of the Area Structure Plan.”

Section 5.0 discusses the methods which will be used to implement the Kennedale plan. Very detailed information on staging and scheduling of utility servicing is not included since most of the area is already on the 1981 Schedule, and the remainder is subject to replot.

“7.G.1 The City will strive to maintain a balance in taxation revenue between residential and industrial

land uses through an aggressive business development program and by undertaking planning and servicing programs to accommodate demand for industrial land.”

By undertaking the preparation of the Kennedale Plan, the City, through the Planning Department, is bringing the land within the plan boundaries to a stage at which services can be installed and development can proceed.

## 2. Commercial

“It is the objective of Council:

6.A TO ACCOMMODATE AND ENCOURAGE A BALANCED DISTRIBUTION OF OFFICE DEVELOPMENT IN THE DOWNTOWN AND AT OTHER MULTI-PURPOSE SUB-CENTRES WHICH ARE EASILY ACCESSIBLE BY BOTH PUBLIC TRANSIT AND PRIVATE AUTOMOBILE AND AT WHICH COMPLEMENTARY COMMERCIAL USES EXIST OR CAN BE DEVELOPED.

6.A.2 The City will manage and direct uncentralized office growth so that its benefits will be maximized and its problems minimized.

(a) uncentralized growth will be directed as much as possible to locations which have high accessibility not only by private automobile but also by public transit, preferably express bus routes or Light Rail Transit lines.”

Provision for the Commercial Office component of the plan adjacent to the Belvedere L.R.T. station, fulfills this objective, as does the emphasis placed on the preference for office development in the area adjacent to the *former* hospital site.

Amended by Editor

“6.B.2 No application to *rezone* a property from a non-commercial Land Use *Zone* to a commercial Land Use *Zone* or to *rezone* to a more intensive commercial Land Use *Zone* will be approved unless:

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- (a) the policy basis for this change has been established through the General Municipal Plan or an Area Redevelopment Plan or Area Structure Plan; or
- (b) the application is for neighbourhood commercial services intended to serve the daily shopping needs of the residents in the immediate vicinity.”

This policy will be particularly important in enforcing what has already been strongly stated in the Plan, that applications for expansion of the CB-2 commercial *zone* will not be supported.

Amended by Editor

“It is the objective of Council:

6.F TO ENCOURAGE THE DEVELOPMENT OF MEDIUM TO HIGH INTENSITY EMPLOYMENT NODES AT APPROPRIATE LOCATIONS OUTSIDE THE DOWNTOWN.

6.F.3 The development of medium to high intensity office nodes outside the Downtown, other than planned Town Centres, will be subject to all of the following locational requirements:

(a) accessibility by transit: the proposed development must be within five minutes walk of an approved Transit Centre or a potential L.R.T. station along one of the alignments approved in principle by City Council for long-term extension of the L.R.T. network, with the feasibility of a station to serve the proposed development to be assessed in detail by the City at the time of application;

(b) accessibility by automobile: the proposed development must abut an arterial or collector roadway which:

- i) provides access to the proposed development, either directly or via a service road, and
- ii) has sufficient capacity to accommodate the traffic generated by the proposed development; and

(c) proximity to shopping facilities: the proposed development should either include, or be within a five-minute walking distance of, a secondary commercial node which offers such services as a convenience store, restaurant(s) and personal service establishments.”

The sites designated for potential Commercial Office development meet all of these criteria.

“It is the objective of Council:

6.1 TO EXERCISE STRICT CONTROL OVER THE DEVELOPMENT OF COMMERCIAL USES IN INDUSTRIAL AREAS SO AS TO PRESERVE AN ADEQUATE SUPPLY OF LAND FOR MEDIUM AND HEAVY INDUSTRIAL USES.

It is therefore the policy of Council that:

- 6.1.1 The City will control the development of office, retail and other commercial floorspace in industrial areas as indicated in Section 7.C.”

This objective also provides substantiation for the statements in the plan which relate to the strict control of expansion to the commercial *zone*.

Amended by Editor

### 3. Transportation

“It is the objective of Council:

- 8.B TO PROVIDE ROADWAY AND PUBLIC TRANSIT FACILITIES AND SERVICES WHICH ACHIEVE AN ACCEPTABLE LEVEL OF ACCESSIBILITY AND MOBILITY, CONSISTENT WITH THE OVERALL OBJECTIVES OF THE GENERAL MUNICIPAL PLAN.

It is therefore the policy of Council that:

- 8.B.1 The City will maintain a basic level of public transit service throughout the city to ensure adequate transportation for those persons not having access to alternate modes of travel.
- 8.B.3 The City will provide a basic level of roadway access to approved land use developments within the city.”

Kennedale has been planned to take advantage of existing vehicular and transit access, and, through implementation of the plan, to allow an upgrading of local and through-traffic access.

“It is the objective of Council:

- 8.A TO DEVELOP AND MAINTAIN A TRANSPORTATION SYSTEM WHICH SUPPORTS AND ENHANCES THE CITY'S GROWTH STRATEGY.

It is therefore the policy of Council that:

- 8.A.3 The City will focus higher density residential development and decentralized employment opportunity in the Inner City and suburban areas upon future transit corridors or areas of high transit accessibility.

8.A.4 The City will develop and implement programs of roadway and public transit modification, improvements and extensions as set out in the Transportation System Plan which will facilitate achievement of the growth strategy.

The land uses proposed in the Plan are designed to provide decentralized employment opportunities and adoption of this Plan by bylaw will allow roadway improvements within and through the area to proceed. As well, since so many transportation-oriented institutional uses are to be located in Kennedale, approval of the Plan will allow improvements in services for all of north-east Edmonton.