



Southeast Area Plan

For the communities of:

◆ *Avonmore*

◆ *Capilano*

◆ *Gold Bar*

◆ *Idylwylde*

◆ *Kenilworth*

◆ *Ottewell*

◆ *Strathearn*

February 1998

Southeast Area Plan

Office Consolidation June 2021

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

The Southeast Area Plan was approved by resolution of City Council February 1998. In June 2021, this document was consolidated by virtue of the incorporation of the following plans:

Southeast Area Plan approved by resolution by City Council on February 9, 1998.

February 28, 2008 Approved by resolution (objectives and policy statements to guide the comprehensive redevelopment of the Strathearn Heights apartment site into a mixed-use urban village)

April 14, 2014 Approved by resolution (deleted map entitled “Sub Areas Map” and substituted with map entitled “Sub Areas Map”)

December 10, 2018 Approved by resolution (policy statement to exempt a site from the requirement for built form transitions in accordance with policy 5.2.C.5.)

June 8, 2021 Approved by Bylaw 19725 (PLAN REPEALED)

Editor’s Note:

This is an office consolidation edition of the Southeast Area Plan approved by resolution of City Council on February 9, 1998. This edition contains all amendments and additions to the Southeast Area 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. All text changes are noted in the right margin and are italicized where applicable. Furthermore, all reasonable attempts were made to accurately reflect the original plan.

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

City of Edmonton
Urban Planning and Economy

Acknowledgments

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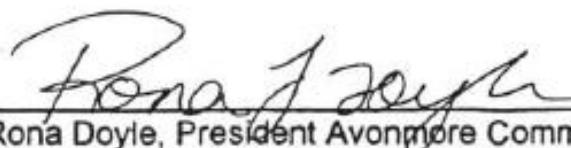
Former Councillor
Former Councillor

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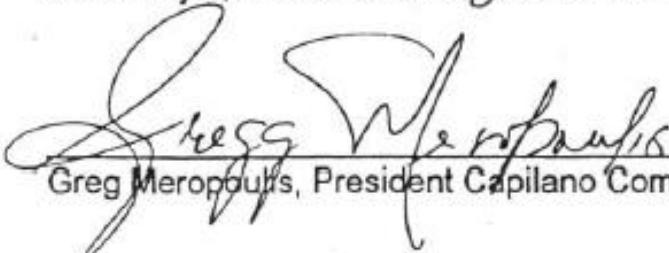
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Planning & Development
Planning & Development

The undersigned community leagues endorse the Southeast Area Plan and respectfully request that the plan be submitted to City Council for approval.


Rona Doyle, President Avonmore Community League

Oct 30/97
Date


Greg Meropoulos, President Capilano Community League

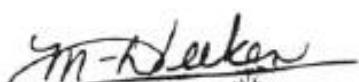
Oct 30/97
Date


Darlene Scott, President Gold Bar Community League

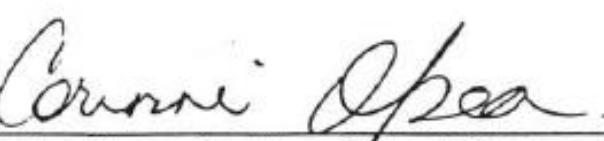
Nov 3/97
Date


Trudy Ressler, President Idylwyld Community League

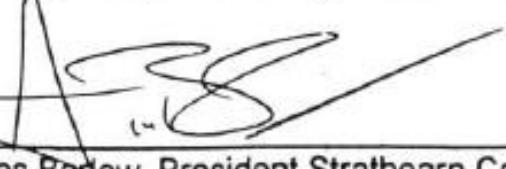
Oct 28/97
Date


Mary-Lou Veeken, President Kenilworth Community League

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Date


Corrine Olson, President Ottewell Community League

Nov. 2/97.
Date


James Barlow, President Strathearn Community League

Nov 2/97.
Date

SOUTHEAST AREA PLAN

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1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 Plan Area Boundaries

The Southeast Area Plan covers the seven central city southeast communities listed below and identified on Map 1.

Avonmore	Kenilworth
Capilano	Ottewell
Gold Bar	Strathearn
Idylwylde	

1.2 Authority for the Plan

At the regular meeting of City Council held June 23, 1992, Alderman Bethel and Alderman McKay made the following inquiries respectively:

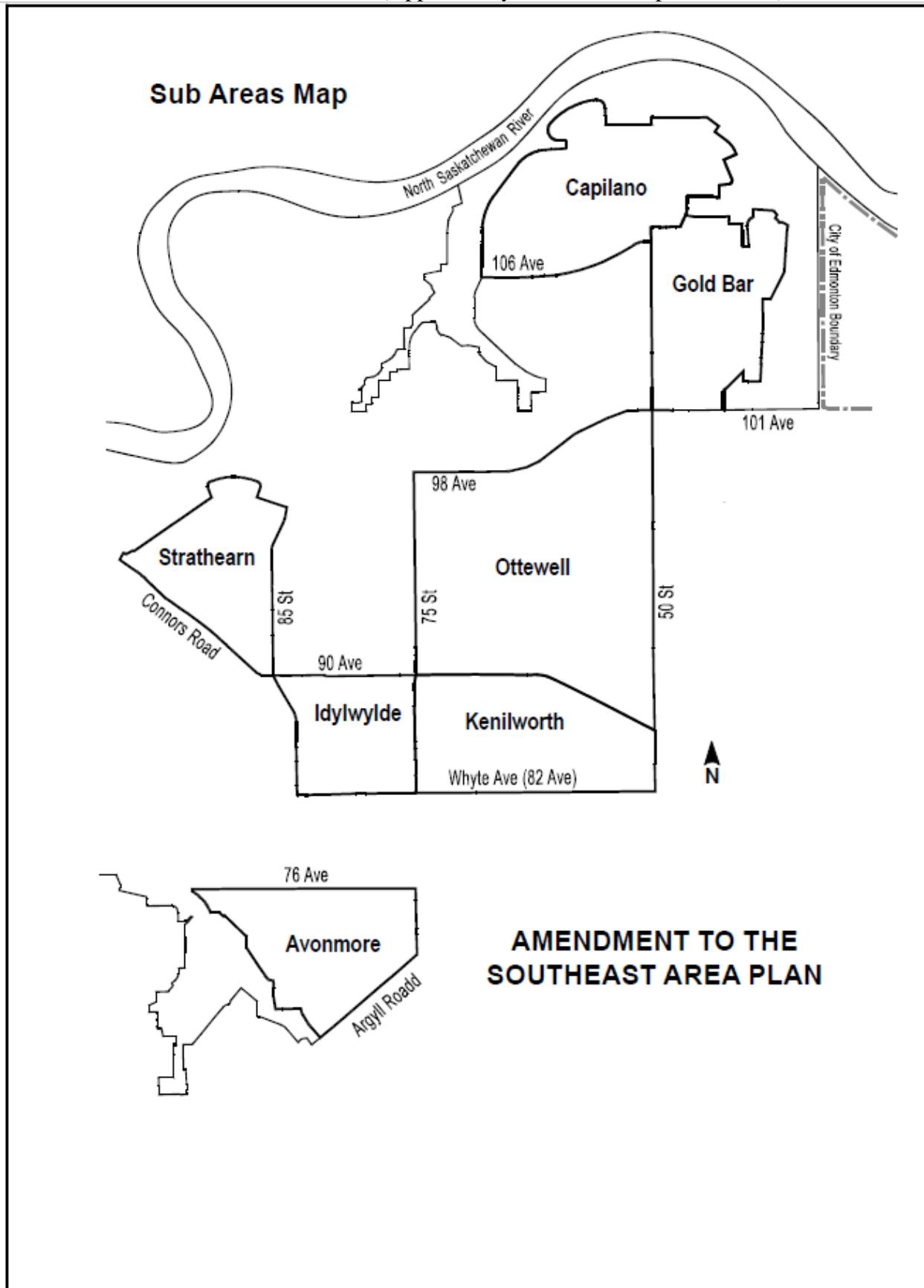
"I would like the Planning and Development Department to outline for us the criteria that they use in prioritization of communities for the development of Area Redevelopment Plans".

"My first inquiry is regarding the cost and feasibility of an Area Redevelopment Plan for Holyrood, Bonnie Doon, Idylwylde, and King Edward Park".

A report in response to this inquiry was tabled at the regular meeting of City Council held on August 25, 1992. The report indicated that the Planning and Development Department could not commit to the preparation of plans for these areas due to other priority areas such as Boyle McCauley. At that meeting, City Council directed the Planning and Development Department to work with the southeast communities toward the development of a community plan. It was envisioned that the plan would be developed by means of a community driven process, with the support of the various civic departments. The end product would be some form of a statutory plan for the southeast communities.

1.3 Background to the Plan

Activities related to the preparation of the Southeast Area Plan for the southeast communities were initiated in early 1993. Details of the background information collection and public participation process are identified in Section 2.3 of this document. A plan for southeast communities was initially submitted for approval at a Non Statutory Public Hearing of City Council on August 20, 1997.



A public hearing for the plan was advertised on August 1, 1997 and after a reluctance by several southeast communities to proceed with the plan , the plan was withdrawn from the City Council Agenda. The Southeast Area Plan is now being resubmitted for approval by the southeast communities that continue to support the plan and desire approval of the plan for their communities.

1.4 Purpose of the Plan

The purpose of this plan is to prepare a comprehensive community plan to guide and coordinate future growth and development in the eight southeast Edmonton communities. This comprehensive plan shall address the following components:

- Community Planning and Participation
- Residential Land Uses
- Commercial and Industrial Land Uses
- Protective Services
- Community Services
- Parks, Open Spaces and Recreation Uses
- Environmental Issues
- Schools and Institutional Land Uses
- Transportation and Utilities
- Urban Design Principles

The Southeast Area Plan is intended to serve as a practical reference and comprehensive community plan to guide future growth, development and redevelopment in the southeast communities. It is a policy document and includes an issue and opportunity resolution process. The plan has a format that will enable it to be updated on a regular basis by the community leagues of the Southeast Area Plan. It is hoped that other community groups will use the format of this document as a framework in developing their own plans.

1.5 Definitions

Planning terms occur throughout this document. These terms are consistent with the definitions in the Edmonton Land Use Bylaw and General Municipal Plan. A glossary of definitions is included in Appendix 1.

1.6 Format of the Plan

In addition to this Introduction, the Plan is divided into five other sections:

Section 2.0

A description of the historical development of the southeast communities, need for a plan, background information collection and public participation process, and a description of each of the communities. The latter descriptions provide a profile of each community. Detailed profiles of each community are included in Appendix 2.

Section 3.0

Many of the southeast communities have similar issues and opportunities to be addressed by the plan. A summary of these issues by component (e.g. residential, commercial, transportation, parks, etc.) is provided. This is followed by a listing of issues and opportunities for each of the communities.

Section 4.0

The Southeast Area Plan Visions and goals are described for the southeast communities followed by visions for each of the communities. This Section identifies an overall planning strategy and objectives for each of the following components: community planning and participation; residential; commercial/industrial; protective services; community services; parks, open spaces and recreation; environment; schools / institutional; transportation / utilities; and urban design.

Section 5.0

Objectives and policies are identified for each plan component. The objectives will be qualitative statements of what is to be achieved. The policies will provide statements which describe definite courses of action or direction to guide decision making.

Section 6.0

An implementation section will identify a framework for specific issue/opportunity resolution for each of the communities. This section will enable communities to solve specific issues and opportunities on an ongoing basis. This approach was adopted by City Council on June 6, 1995.

The Southeast Area Plan is in a binder format with appropriate page numbering by section to enable ease of updating. It is expected that Neighbourhood Profiles (Section 2.0); Issues and Opportunities (Section 3.0); and the Implementation (Section 6.0) will be updated on a regular basis.

The sections related to Plan Framework (Section 4.0) and Plan Objectives and Policies (Section 5.0) provide longer term guidance, and updating is anticipated on a less frequent basis. The plan is flexible to accommodate "Works in Progress" such as the Transportation Master Plan, or areas that require more study such as Schools and Institutional.

The Plan is also intended to be a reference guide to assist interested citizens with information about their own or other southeast communities.

1.7 Intent of the Continuous Plan

The aim of this plan is to articulate the comments and concerns of the residents from the communities of the Southeast Area Plan. After the full consultation period, the plan was prepared as both a policy document and an issue resolution document. It is intended to delineate responsibility by identifying a framework for specific issues/opportunity resolution. Section 6 will enable communities to solve specific issues and opportunities on an ongoing basis and this approach was adopted by City Council on June 6, 1995.

It is the responsibility of the individual community leagues to represent their concerns to the appropriate departments of the City administration to effect changes as expressed within Section 6 of this plan. It is the responsibility of the individual community leagues to consult the appropriate Civic department to resolve their issues.

As per the previous City Council reports, the Planning and Development Department referred the appropriate issues of communities to the appropriate departments for evaluation and possible action. Furthermore, the Departments have concluded that a majority of these issues may be resolved or addressed as part of their civic work programs. It is important to remember that a number of the issues raised at the public meetings have been forwarded for resolution and/or action in either the Transportation Master Plan, Neighbourhood Traffic Studies, or other civic departments.

Continuous review of the Department's Work Plans for implementation of resolutions to the issues identified in Section 6, and the method used by the Civic Departments to expedite, will be reported back to City Council annually to keep Council informed of progress made on these issues. Any additional expenditures will be brought forward through the appropriate channels and receive Council approval prior to commencement.

2.0 BACKGROUND INFORMATION

2.0 BACKGROUND INFORMATION

2.1 Historical Development

The post-World War II years saw a land development boom following the discovery of the Leduc Oil Field. The oil boom, coupled with relatively low land prices and property taxes attracted many people to the southeast part of the City. The communities of Strathearn, Idylwynde and Avonmore, which developed from the late 1940's through the mid 1950's are now mature suburbs.

The suburbs which developed in the late 1950's to mid 1960's were east of 75th Street. Gold Bar, Capilano, Ottewell and Kenilworth were planned on a comprehensive neighbourhood basis, with a thoughtfully distributed pattern of residential, commercial, institutional and parks and open space land uses. The roadways within these neighbourhoods were curved rather than grid-patterned and were laid out to form a hierarchy of major arterial or distributor streets which pass around rather than through residential areas. With this development pattern, major roadways were clearly segregated from local streets.

2.2 Need for a Plan

The majority of the southeast communities saw their greatest population growth from the late 1950's to the mid 1960's. These neighbourhoods are composed predominantly of single family dwellings, although some large multiple family dwelling sites exist in areas of Strathearn and Gold Bar. With the expansion of the City of Edmonton into the Mill Woods area and other communities to the southwest, the southeast Edmonton communities are no longer on the periphery of the city. Their close proximity to the Downtown and North Saskatchewan River Valley and ravine system is one of their major attractions.

Like other central city communities, the southeast communities are experiencing the impacts of heavy traffic around and through their neighbourhoods. As well, there are concerns with incompatible in-fill housing, the consolidation of lots for medium density residential uses and the redevelopment of large scale multiple family sites. Declining school enrollments and the future of school grounds and sports fields are also of concern. As these and other issues came to the forefront in more and more of the southeast communities over the last ten years, it became obvious that a community plan was needed to guide the change that would occur in the next decade.

2.3 Background Information Collection and Public Participation Process

Information regarding the issues affecting the member communities was provided by Community Leagues during the winter of 1992. A series of meetings were held in the communities in May and June of 1993. Valuable input was received regarding issues and opportunities in these communities. In addition to this information, "windshield" surveys were conducted for the communities, and a summary of major issues, opportunities and possible strategies were developed. In June of 1994, representatives from the Community Leagues were invited to a workshop where this information was further refined. In November 1994, a series of public meetings was held to again obtain resident support, validation and/or input on the issues, opportunities and strategies identified for these communities.

In early 1995 the Planning & Development Department undertook the task of collating and recording information obtained from the meetings held in November 1994. Evaluation of the issues and opportunities identified during the course of this project revealed that many of the issues were related to transportation, parks and recreation and matters in addition to land use. The Planning & Development Department referred the appropriate issues to Police Services, Transportation and *Community Services*, and these Departments concluded that many of the issues could be resolved or addressed through their own work plans. A joint report was submitted by the Planning & Development Department, listing the issues that could be addressed by departments through their annual Work Plans. This report was formally approved by City Council on June 6, 1995.

Amended by
Editor

Following approval of the above report in June 1995, activities for plan preparation focused on completion of the objectives and policies to guide development or redevelopment in the southeast communities. This work was pursued over the course of mid 1995 to mid 1996 and a draft plan was available by Summer 1996. In November 1996, representatives of the Community Leagues reviewed the draft plan at a Workshop. Final refinements were incorporated to the plan as result of the meeting and a draft plan was forwarded in December 1996 to each Community League for review with their membership in early 1997. In April 1997 a series of public meetings were held to review the draft plan.

2.4 Profile of the Southeast Communities

The Neighbourhood Profiles developed by Community Services Department form the basis of community assessment and are included in Appendix 2. It is expected that Community profiles will be updated as appropriate information is prepared by civic departments. The Planning and Development Department also prepares a Neighbourhood Fact Sheet for each of the southeast communities that is available from their "Maps and Publications".

Profile data on the southeast communities, in comparison to City of Edmonton total averages is included in Table 1 as prepared by the Planning and Development Department. Key observations are as follows:

- The population of the Southeast Communities totals 21,981. This represents a 5.6% decline from 1986 to 1991. During this same period the City population increased 7%.
- Private dwelling ownership is greater in the southeast communities; 71% to the City's total average of 52%.
- The number of single detached housing units is greater in the southeast communities; 74% to the City's total average of 50%.
- In terms of other housing types the southeast communities have less row housing and apartments than the City total average.
- In terms of household composition, average household size is 2.45 persons for southeast communities and the City average is 2.65 persons. The southeast communities have 28% of households with children at home, as compared to the City total average of 44%.

A summary of population by community is identified below, with the profiles included in Appendix 3. These population figures vary slightly with the Neighbourhood Profiles in Appendix 2 as a result of the source of data.

Population

Avonmore	2,198
Capilano	2,909
Gold Bar	3,120
Idylwylde	1,781
Kenilworth	2,807
Ottewell	6,406
Strathearn	2,760
TOTAL	21,981

2.5 Residential Densities of the Southeast Communities

Residential densities of the southeast communities are listed as follows by dwellings per residential acre and person per residential acre. These densities are divided into four quartiles in relation to "Residential Densities in Edmonton (1993)" as compiled by the Planning and Development Department.

First Quartile (Highest)

<u>Community</u>	<u>Dwelling per Residential Acre</u>	<u>Persons per Residential Acre</u>
Strathearn	16	24
Idylwyld	12	22

Second Quartile

No communities in this quartile.

Third Quartile

<u>Community</u>	<u>Dwellings Per Residential Area</u>	<u>Persons per Residential Acre</u>
Kenilworth	8	20
Gold Bar	8	20
Ottewell	8	19
Avonmore	8	17

Fourth Quartile (Lowest)

<u>Community</u>	<u>Dwellings Per Residential Area</u>	<u>Persons per Residential Acre</u>
Capilano	7	16

The greatest resident concerns regarding densities and redevelopment were highest in the communities of the first quartile - those already experiencing higher densities and redevelopment pressure.

2.6 Community Profiles

Listed Alphabetically

Avonmore

Capilano

Gold Bar

Idylwylde

Kenilworth

Ottewell

Strathearn

See Appendix II for detailed profiles of each community, prepared by Community Services Department (1993)

AVONMORE

Population

Avonmore has a population of approximately 2,220 persons in 1992, a decline of 6% since 1986. The population of Avonmore has been declining since 1981, as a result of a largely related ageing population and fewer children in each household. More seniors live in Avonmore than the average for the City as a whole (21% vs. 9%). The large proportion of residents between 40-65 years of age will likely result in an increase in the population of seniors in this neighbourhood.

Residential

Avonmore was developed in the 1950s. Residential land use occupies 87% of the neighbourhood, and 86% of the housing is single detached.

Commercial

Avonmore does not have major shopping. However, there is a small commercial strip on 73 Avenue in the central Northeast area of the neighbourhood and a commercial strip development at its southern limit along 83 Street and Argyll Road.

Schools and Institutional

Institutional uses make up 8% of the neighbourhood and include a school, church, and auxiliary hospital: Avonmore Elementary School, Avonmore Community League Hall, Allen Gray Auxiliary Hospital, Reorganized Church of Jesus Christ of Latter Day Saints.

Parks and Open Space

Although parks comprise only 1% of the neighbourhood area, nearby Mill Creek Ravine provides additional recreational opportunities.

Transportation

Three arterials and a collector bound the neighbourhood; 75 Street, Argyll Road, 83 Street, and 76 Avenue respectively. Argyll Road is a designated truck route. Bicycle routes in the area include 75 Street, 81 Avenue, and Argyll Road from 75 Street to 83 Street.

Avonmore



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KING EDWARD PARK



0 50 100 200 300
metres

GIRARD INDUSTRIAL

Contact:
Maps & Publications
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Map compiled by :
Cartographic Group
Intermunicipal Planning Unit
Corporate Planning and Policy Section
Planning and Policy Services Branch
Planning And Development Department

Source: SELUS / LUMP
6020



Existing Land Use

One Unit Dwelling	Other Residential
Two Unit Dwelling	Institutional
Multi Unit Dwelling	School
Apartment	Religious Assembly
▲ High Rise Apartment	Hospital
	Agriculture
	Park
	Vacant / Undeveloped

CAPILANO

Population

The 1991 population totalled 2,870 persons; a decrease of 5% since 1986.

Seniors represent approximately 17% of the neighbourhood population, compared to the City average of 9%.

Between 1986 and 1991, there was a 20% increase in the number of pre-schoolers and a 30% increase in children 5-9 years old.

Homeowners represent 95% of area residents; tenants represent 5%,.

Residential

Residential land uses comprise 83% of the neighbourhood. Most homes were constructed in the 1950s. The housing is 99% single-detached family.

Commercial

There is one commercial site on 106 Avenue and 50 Street.

Schools

There are two schools in the neighbourhood:

Capilano Public Elementary (38% of capacity)
St. Gabriel Catholic Elementary (48% of capacity)

Parks and Open Space

The area is well served by parks and open space.

There is convenient access to Gold Bar and Capilano Parks which are part of the Capital City Recreation Park.

Transportation

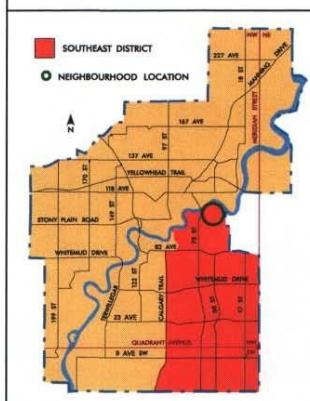
Major arterials are 106 Avenue on the north, and 50 Street on the east. 50th Street is very busy from 101 Ave. to 106 Ave. during the rush hours.

Capilano



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Existing Land Use

Sources: SELUS / LUMP
6060

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Existing Land Use

One Unit Dwelling	Two Unit Dwelling	Multi Unit Dwelling	Apartment	Other Residential	Commercial	Industrial / Utilities	Transportation	Open Space / Recreation	Institutional
High Rise Apartment	Park			School	Religious Assembly	Hospital	Agriculture	Vacant / Undeveloped	

GOLD BAR

Population

The 1992 population totalled 3,030 persons, a decrease of 6% since 1986.

Seniors represent approximately 12% of the neighbourhood population, compared to the City's average of 9%.

Homeowners represent 72% of the area residents, renters 27% and other 1%.

Residential

Residential land uses comprise 86% of the area and most homes were constructed in the late 1950s and early 1960's. The majority of the housing stock is single detached (89%) followed by multiple family dwellings (9%) and duplexes. There is a large row housing development at the south end of Gold Bar consisting of approximately 200 units.

Commercial

There is a mid-size commercial site located at the south end of the neighbourhood.

There is a neighbourhood shopping centre located in Capilano serves the Northwest corner of the neighbourhood.

Schools

Gold Bar Public Elementary is the only school located in the neighbourhood and is at 45% of capacity. The St. Bedes Separate Elementary School is being used by "Ed Tel" for a training Centre.

Parks and Open Space

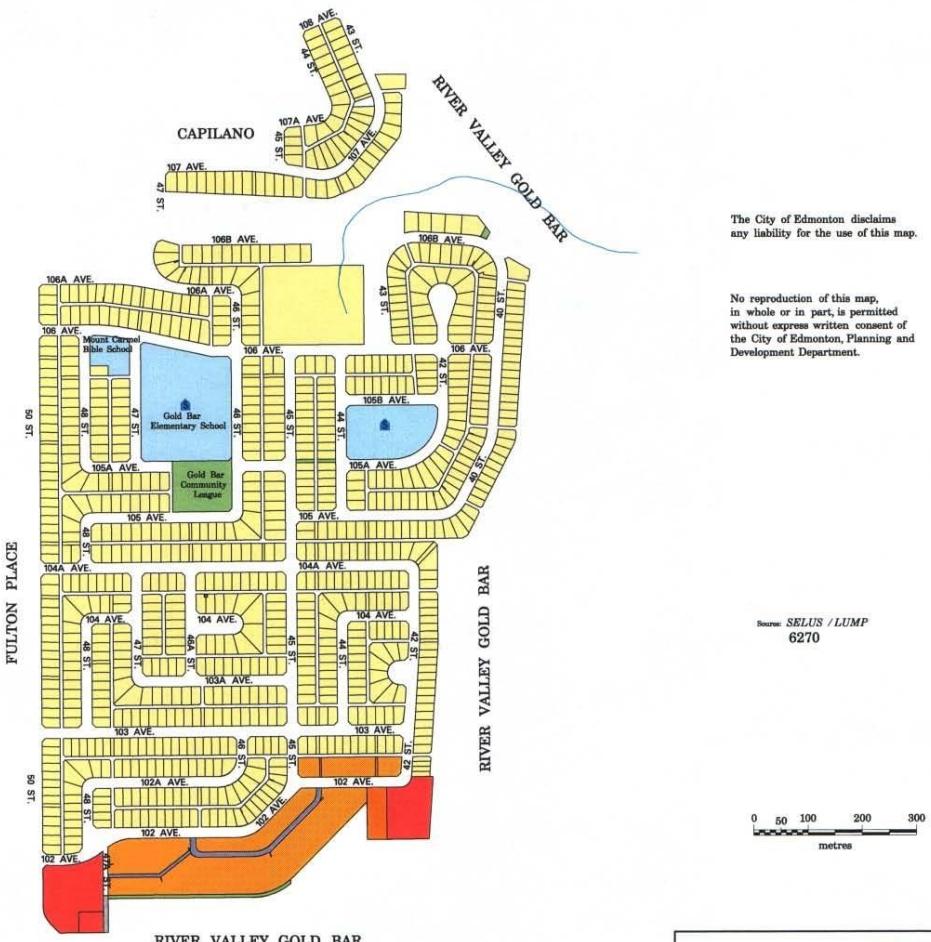
Gold Bar Park, at the north end of the neighbourhood is the main open space. There is convenient access from the neighbourhood to Capital City Recreation Park.

With the exception of the Elementary School and Community League, there are no other neighbourhood parks.

Transportation

Two busy arterials bound this neighbourhood: 50 Street and 101 Avenue, which is a regular truck route.

Gold Bar



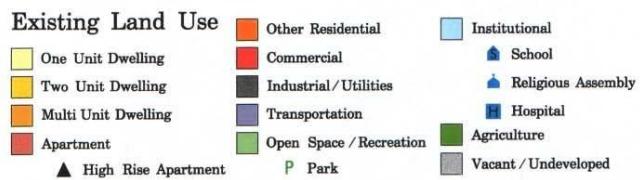
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Sources: SELUS / LUMP
6270

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Existing Land Use



IDYLWYLDE

Population

The 1992 population totalled 1,760 persons; a decrease of 1% since 1986.

Seniors represent approximately 21% of the neighbourhood population compared to the City average of 9%.

Area homeowners represent 48% of the area's residents, renters 46% and other 6%.

Residential

Residential land uses comprise 76% of the area and most homes were built in the 1950s. The majority of the housing stock is single detached (81%), followed by duplexes (10%) and walk-up apartments (6%).

Commercial

Commercial uses along Whyte (82 Avenue) at 75 and 83 Streets. There is also a Neighbourhood Commercial use at 86 Avenue and 83 Street.

Bonnie Doon Shopping Centre is immediately west of the neighbourhood and is currently undergoing a major redevelopment.

Schools

There are two schools in the neighbourhood:

- Idylwylde Public Elementary (55% of capacity)
- Bonnie Doon Composite High School (44% of capacity).

Major Facilities

The Bonnie Doon Swimming Pool is located in the Northeast area of the neighbourhood.

Parks and Open Space

Parks and open space comprise 10% of the area and consist of district level sports fields and landscaped open areas in neighbourhood crescents.

Transportation

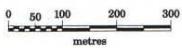
The neighbourhood is bounded on all four sides by busy major arterial roadways: Whyte (82 Avenue), 75 Street, 90 Avenue, 83 Street. All arterials are truck routes. 79th Street is becoming a shortcut route from 82 Ave. to 106B Ave. to avoid 75 St.

Idylwylde

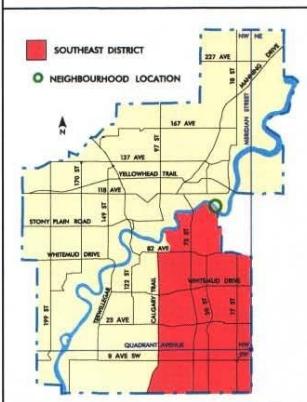


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Existing Land Use

A legend containing twelve items, each with a colored square and a label: One Unit Dwelling (light green), Two Unit Dwelling (yellow), Multi Unit Dwelling (orange), Apartment (red), High Rise Apartment (dark red triangle), Commercial (red), Industrial / Utilities (dark grey), Transportation (purple), Open Space / Recreation (green), Park (light green with a P), School (blue), Religious Assembly (light blue), Hospital (light blue with a cross), Agriculture (dark green), and Vacant / Undeveloped (grey).

KENILWORTH

Population

The 1991 population totalled 2,840 persons, a decrease of 7% since 1986.

There is a large proportion of people in the 40-64 year age group, indicating a population trend toward the seniors group.

Homeowners represent 80% of area residents, renters 19% and others 1%.

Residential

Residential land uses comprise 72% of the area and most homes were constructed in the 1960s. The majority of the housing stock is single detached (86%) followed by low rise apartments (7%), duplexes (5%) and triplexes/fourplexes (2%).

Commercial/Industrial

There is a commercial corridor along the south boundary of the neighbourhood, oriented away from the residential area and fronting on Whyte (82) Avenue. Commercial uses comprise approximately 8% of the neighbourhood and consist of commercial (6%), business, and industrial (2%) uses. Approximately half of the strip is buffered by landscaping.

Schools

There are two schools in the neighbourhood.

Waverley Public Elementary School (34% of capacity)

Kenilworth Public Junior High School (65%) of capacity)

A private educational facility, St. Joan's Resource Centre, is located in the area.

Major Facilities

The district-level Kenilworth Arena is located in the neighbourhood. As well, the CBC Broadcasting facility is in the Northeast portion of the neighbourhood.

Parks and Open Space

Major recreation and open space areas are associated with the school and Community League grounds. There are no neighbourhood parks, other than two small pockets of open space in crescents. Playground equipment is new and well maintained.

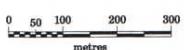
Transportation

The entire Kenilworth neighbourhood is bordered by arterial roadways: 75 Street, 90 Avenue, 50 Street and Whyte Avenue. All these routes are regular truck routes. With the exception of 90 Avenue, these arterials are major traffic carriers.

Kenilworth

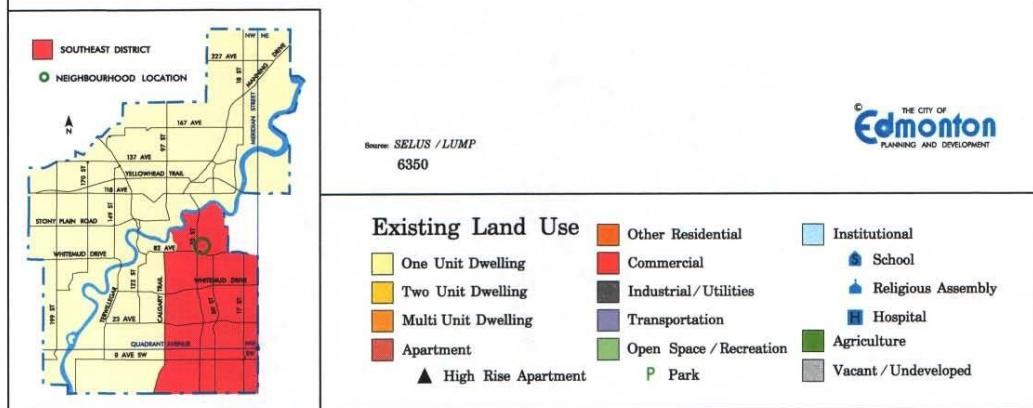


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OTTEWELL

Population

Ottewell is a large community with a population of approximately 6,340 persons. The population is ageing however, and has declined steadily since the early 1980s. When compared with the City of Edmonton, Ottewell has a larger population of senior citizens (12.6% vs. Edmonton's 8.9%), and a lower proportion of people under 20 (19.6% vs. Edmonton's 27.2%).

Residential

Most residential development in Ottewell occurred in the 1950s and 1960s. Residential land uses comprise approximately 75% of the community's area. Single family dwelling make up 94% of residential units with some walk up apartments, duplexes, other multi-unit, row and co-operative housing comprising the remaining 6%.

Commercial

Commercial land uses constitute approximately 9% of the total area and include Capilano Mall, a regional shopping centre, the Ottewell Shopping Centre, and four other smaller commercial areas.

Schools and Institutional

Institutional uses comprise 15% of Ottewell's land area. These include: two public schools, Clara Tyner Elementary (58% capacity) and Ottewell Junior High (66% capacity); two separate schools, St. Brendan Elementary Junior High (20% capacity) and Austin O'Brien Senior High (44% capacity); one private school, Aurora Rudolph Steiner School, (situated in the former Saint Bernard's Separate School); the Braemar Campus of Concordia College (Former Braemar Elementary School); the community league; and six churches.

Parks and Open Space

Recreation and open space account for approximately 1% of Ottewell's area. Many large playgrounds and the presence of several school yards also provide for recreational opportunities. There is no direct linkage with the river valley and associated park system.

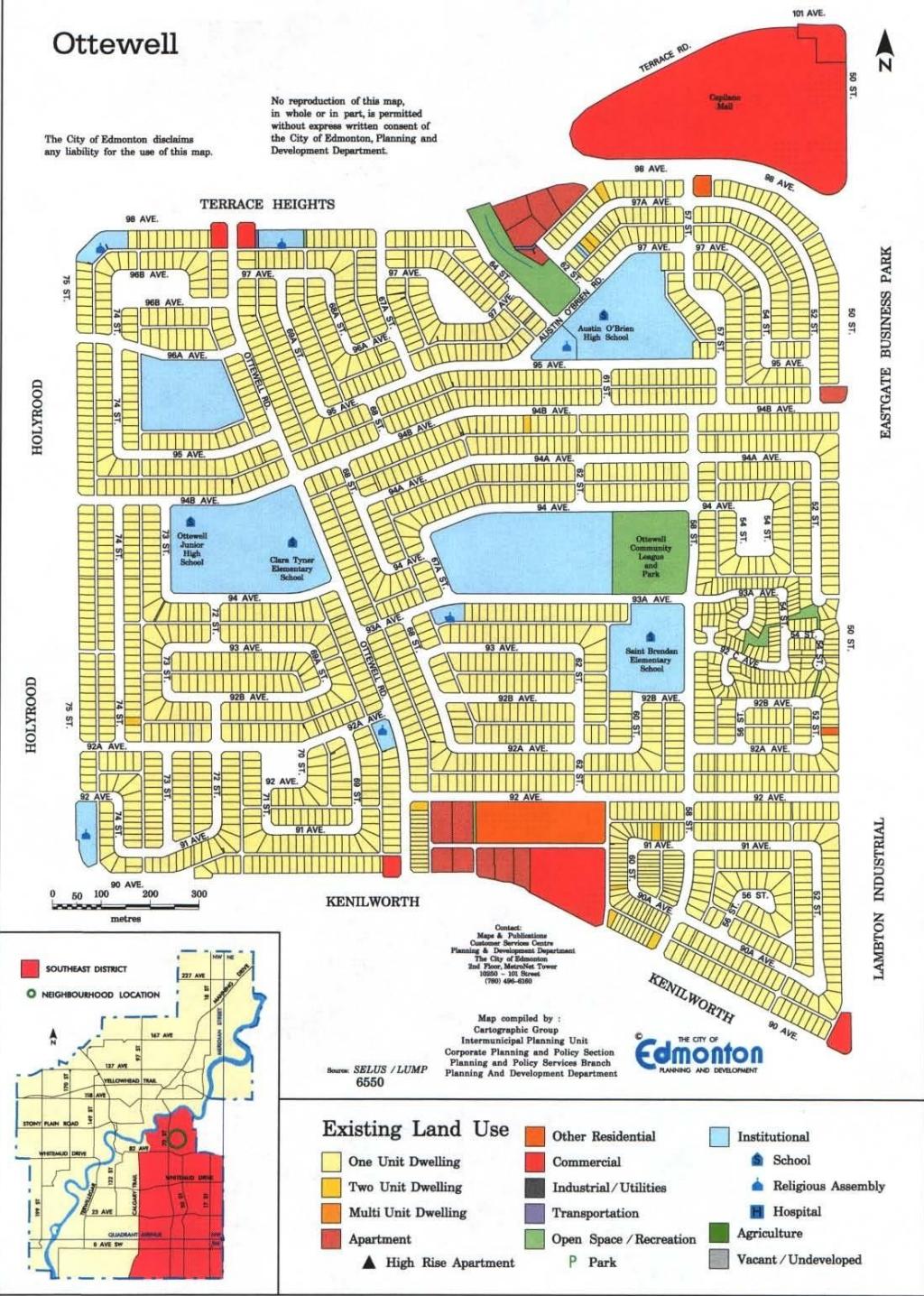
Transportation

Ottewell is bounded on all four sides by arterial roads, 98 Avenue on the north, 50 Street on the east, 90 Avenue so the south and 75 Street on the west. The community is also bisected by 4 collectors (Ottewell Road, 58 St, 92 Ave. and 94 Ave.) that are causing shortcircuiting problems.

Ottewell

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STRATHEARN

Population

Strathearn's population of approximately 2,270 has remained constant since 1986. During this period there were substantial decreases in all age groups up to 20 years, with the exception of a small increase in children aged five to nine. Seniors continue to constitute a high percentage (23% vs. 9%/Edmonton) of the neighbourhood's population.

Residential

Residential uses occupy approximately 85% of Strathearn's area. Single family residences (38%) of the area, with low rise apartments (36%) and collective residences (20%). This balance will change dramatically in favour of high rise and medium rise apartments when the Strathearn Heights Apartment complex is redeveloped to its maximum density.

Commercial

Commercial land uses consist of two strip mall shopping developments along 95 Avenue, which comprise approximately 5% of the land area. Two small commercial developments are situated in the western sector of the community. A larger neighbourhood convenience commercial facility is located to the north of 95 Avenue, west of 87 Street.

Schools and Institutional

Institutional uses comprise 12% of the neighbourhood's area. These include the Strathearn Elementary/Junior High School which currently has an enrolment of 35% of its capacity. The former Strathearn Elementary School is occupied by the Goodwill Rehabilitation Services. Religious institutional uses include the Strathearn United Church, Assumption Roman Catholic Church, and the Church of Jesus Christ of the Latter Day Saints.

Parks and Open Space

The only neighbourhood park (1.4 hectares) located adjacent to the Strathearn Community League building accounts for approximately 2% of the land area. The centrally-located playground adjacent to the schools add an additional 3.5 hectares of open space to the community. The community is adjacent and has good access to the river valley.

Transportation

Strathearn is bounded by two major arterials, Connors Road on the west and 85 Street to the east, both of which also serve as truck routes. Ninety-fifth Avenue serves as a major east to west collectors through the centre of the neighbourhood.

Strathearn

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Map compiled by
Information Systems Services
Planning & Development Department



Existing Land Use

 SELUS / LUMPE



Existing Land Use

A legend containing twelve items, each with a colored square and a label: One Unit Dwelling (light yellow), Two Unit Dwelling (yellow), Multi Unit Dwelling (orange), Apartment (red), High Rise Apartment (triangle symbol), Commercial (red), Industrial/Utilities (dark grey), Transportation (purple), Open Space / Recreation (green), Park (P symbol), School (blue triangle), Religious Assembly (blue square), Hospital (blue cross), Agriculture (green square), and Vacant / Undeveloped (grey square).

3.0 ISSUES AND OPPORTUNITIES

3.0 COMMUNITY ISSUES AND OPPORTUNITIES

3.1 Introduction

The background information collection and public participation activities described in Section 2 identified issues and opportunities for each of the eight communities. These issues and opportunities are listed by community in Section 3.3. It is anticipated that issues and opportunities will be updated on a regular basis by each Community League.

3.2 Summary of Major Issues and Opportunities

Due to age, location, land use and transportation routes, many of the southeast communities have common issues and opportunities. While this summary reflects the major issues affecting the southeast communities, it is not intended to be exhaustive.

Residential

- There is an aging housing stock in many communities, with pressure for redevelopment to higher density uses. Presently there are no statutory plans, and few policies and guidelines in place to direct residential development on a coordinated basis in the southeast central city neighbourhoods.
- There are large scale multiple family sites in some of the neighbourhoods (i.e. Goldbar, Strathearn), and housing on these sites is nearing the end of their viable economic life. There will be increased pressure for redevelopment to significantly higher densities.

Commercial

- There is a need to strengthen and revitalize the existing neighbourhood commercial sites and strip areas.

Industrial

- The compatibility of industrial uses adjacent to residential uses needs to be examined. Some sites are poorly maintained and insufficiently buffered from adjacent residential uses.

Protective Services

- There are increasing concerns regarding criminal activity, vandalism, safety and overall protective services.

Community Services

- Residents need to be more aware of community, social, health and library services, and in particular programs for seniors.

Parks, Open Space and Recreation

- Some communities feel they may be deficient in parks and open space.
- There are concerns that children must cross busy streets to use playgrounds.
- There are opportunities to improve linkages and access to the North Saskatchewan River Valley and ravine systems. Community residents desire additional walking and bicycling trails.

Environment

- Residents are concerned about objectionable odours at the Gold Bar Waste Water Treatment Plant.
- Residents desire to achieve a balance between protection of the River Valley environment and the integration of new trails, facilities and access points.

Schools and Institutional

- There are concerns about long term plans for many of the schools in the Southeast Communities, as they operate below capacity.
- The loss of school grounds and playing fields is a concern, particularly to communities which lack other sufficient open spaces.
- There is a concern regarding the provision of the appropriate amount of parking in new developments or expansions for churches.

Transportation and Safety

- The traditional grid system found in the communities and adjacent communities exacerbates ongoing transportation problems.
- The growth of suburban communities of Mill Woods and outlying areas of Beaumont and Sherwood Park are placing increased traffic demands on Southeast communities as vehicles travel to downtown and others area of the City.
- Inadequate parking spaces for multiple family dwellings contributes to on-street parking congestion and associated safety concerns.
- Truck route designations and attendant noise and congestion problems are a major concern for several communities.
- High traffic volumes and shortcutting are of concern to residents as they relate to overall pedestrian safety for both children walking to school as well as the elderly.
- Traffic control devices such as crosswalks may be required, in addition to traffic management schemes.

Utilities

- There are concerns over the aging physical infrastructure (i.e. roads, sidewalks, water lines, sewer lines, etc.) and uncertainty regarding plans to upgrade these services in the future. Also, problems such as potholes, crumbling curbs/sidewalks, and sewer odours need to be addressed.

3.3 Issues and Opportunities by Community

Listed Alphabetically

Avonmore

Capilano

Gold Bar

Idylwylde

Kenilworth

Ottewell

Strathearn

Issues

1. Residents want to retain their community store (7804 - 73 Avenue). There are no other stores in Avonmore.
2. Residents want to restrict apartment developments to locations along the main arterial roadways.
3. Residents view the warehouse/industrial areas along 75 Street and Argyll Road as potential sources of crime.
4. The bars at the Regency Hotel and Eddy's are source of people driving through the neighbourhood after closing time to avoid Stop-Checks by the police. This causes noise problems in the neighbourhood.
5. There is a concern that this community will lose its community school. Although demand for the school is low at this time, there is a feeling that this will turn around in time.
6. Residents feel that there is a need for more lights along 83 Street for pedestrian crossings; particularly for the bikepath connection to the park across from Fanny's Fabrics commercial area. The curve in the roadway causes sighting problems for motorists.
7. The amount of traffic around schools in rush hour is extremely heavy and can be dangerous.
8. The grid pattern of the neighbourhood causes a great amount of shortcircuiting by motorists. Two roads that are problems are 76 Avenue and 73 Avenue.

Opportunities

1. Innovative uses can be found for schools that operate at less than the necessary capacity.
2. The roadway and infrastructure (sewer) programs should be identified to area residents so they can know what future plans are for the community.
3. A transit shuttle bus could operate between Capilano and Bonnie Doon Mall (Bus link).

Issues

1. Odours coming from the Gold Bar Waste Water Treatment Plant have increasingly become a source of concern for local residents.
2. There is a need for additional, upgraded bike path connections through adjacent communities (Ottewell), as well as bicycle and pedestrian access to the Downtown along river valley and ravine trails.

Opportunities

1. There are extensive opportunities for natural area protection planning and enhancement of green areas of the river valley and ravines bordering the neighbourhood.
2. Some potential exists for upgrading local neighbourhood parks, i.e., tables, and benches.

Issues

1. The ever-increasing volumes of traffic along 50 Street, between 101 Avenue and 106 Avenue, are of significant concern to the community. This street was not designed to carry arterial traffic, nor should such volumes pass through a residential neighbourhood. This increased traffic also creates noise and safety problems. This indicates that people are looking for ways to cross the river valley while avoiding 75 St.
2. The flow of high volumes of traffic could, and should, be re-routed to 98 Avenue and Capilano Drive, which is designed for higher traffic volumes. The completion of the Capilano Drive extension to the Yellowhead Freeway may increase the currently high traffic volumes. This indicates that people are looking for ways to cross the river valley while avoiding 75 St.
3. Another serious concern for Gold Bar residents is the possible redevelopment of the St. Bede's School site, now leased by Concordia College.
4. The community is exposed to odours and poor air quality from the refineries when the wind blows from the east.

5. The future redevelopment of the Refinery Row Shopping Strip Mall is of interest to residents. Currently the site is in poor condition, has vacant space and is underutilized.
6. The Gold Bar Apartments are becoming increasingly rundown. This is a large complex, and future redevelopment will need to be properly integrated with the adjacent community. Redevelopment should be in a form suitable for the community and recognizes the opportunity for an increased variety of residential types, designs, and/or density that utilizes the land more effectively.

Opportunities

1. A most appealing feature of Gold Bar is the fact that there is no through traffic through the interior of the neighbourhood, owing to the ravine boundary to the east and the river valley to the north.
2. There are extensive opportunities for natural area protection planning and enhancement in green areas and ravine bordering the neighbourhood.
 - a) There is some potential for further improvements to local neighbourhood parks i.e., tables, benches, barbecue pits.

IDYLWYLDE

Last Update - June 1995

Issues

1. Building heights along 83 Street are of concern to residents and fears that a precedent has been established for future redevelopment in the neighbourhood.
2. Adjacent arterial roadways are high volume traffic routes and traffic congestion is of concern to neighbourhood residents.
3. There have been redistrictings from residential to commercial uses along Whyte Avenue. This precedent for commercial redevelopment in their neighbourhood is of concern to residents.
4. On-street parking for churches in the neighbourhood is causing a problem. As well, some residential lots are being converted to provide parking for these church developments.
5. There will be pressure for walk-up apartment redevelopment along Whyte Avenue and 83 Street.

6. The direct transportation link of 86 Avenue that promotes shortcutting through the neighbourhood between 75 Street and 83 Street needs to be addressed.
7. Parking from Bonnie Doon High School causes congestion problems on adjacent streets.
8. Residents adjacent to 75 Street complain of traffic noise.
9. There is a concern with traffic shortcutting through the neighbourhood along 79 Street to avoid the Bonnie Doon traffic circle as well as from 82 Ave. to 106B Ave. to avoid 75 Street.
10. Residents wish to retain the single family character of the neighbourhood. There is a concern over the size and scale of new housing and compatibility with the neighbourhood in terms of streetscape.

Opportunities

1. There is some potential for improvements to local neighbourhood parks (i.e., tables, benches, barbecue pits).
2. The adjacent Bonnie Doon Mall has completed its major renovation and will provide an improved Shopping Centre and services for community residents.
3. The Mill Creek Office of Community Services has relocated to Bonnie Doon Mall. This will improve access to services for seniors and other residents.

KENILWORTH

Last Update - June 1995

Issues

1. There are some concerns with redevelopment pressures for the neighbourhood, particularly in the south portion. The older, narrower lots in the south (duplexes or apartments) are zoned RF2 and RF3.
2. There is no desire for additional commercial development community, as the community is adjacent to the Ottewell Shopping Centre and Whyte Avenue uses. The industrial uses to the east and south preceded the residential development. New commercial and light industrial development should be confined to areas where it is presently districuted.

3. There is concern with the number of group homes in the neighbourhood, given its size.
4. There is a concern that the low enrollment at the schools could result in closures. The uncertainty associated with future use of these sites is of concern to residents.
5. There is limited open space in the neighbourhood. What open spaces there are could be better maintained, including planting of more shade trees.
6. Bicycle routes from and within the community should be improved.
7. The neighbourhood is surrounded by truck routes and decisions on truck routes, in particular 75 Street, will have a major impact on Kenilworth. 90 Ave should be deleted as a truck route and 75 Street south from 90 Ave.
8. A four-way stop is needed at 86 Avenue and 71 Street.
9. Traffic turning left has a difficult time accessing 75 Street, especially at rush hour.
10. Public transportation has been reduced. Is there the potential for a mini-bus service serving the southeast neighbourhood?
11. Roads and sidewalks need to be upgraded. Certain sidewalks could be widened and potholes repaired earlier.
12. There is a bad stench from some storm sewers, especially on 86 Avenue 71 Street and 72 Street. Prevailing winds generally keep refinery odours away.
13. Vandalism and property damage is increasing in the community.

OTTEWELL

Last Update - June 1995

Issues

1. While Ottewell has not been subject to redevelopment pressure to date, residents are very concerned with maintaining the single family residential character of the community. Any redevelopment should reflect the predominantly single family character of the neighbourhood.
2. Ottewell's slowly declining school age population is a concern. Recent closure of two schools in the area and enrollments far

below capacity in the remaining ones are concerns. The community would like to see the two School Boards utilizing existing school buildings in central city locations, as a cost effective alternative to the construction of new facilities in new suburbs.

3. Area residents are concerned with the possible impact of Kings College and Concordia College on traffic volumes and on-street parking in the neighbourhood. The conversion of existing school facilities to other institutional uses generates considerable additional traffic from outside the community directly on a daily basis. The cumulative affect of this on the community has not been addressed. Additional parking should be developed on-site to accommodate parking volumes.
4. Residents are concerned with the volume and speed of traffic on the collector roads within the neighbourhood and shortcutting on 94B Avenue as well as Ottewell Road and 58 St.
5. Residents are concerned with the potential increase in traffic volumes and noise on 50 Street (98 Avenue south to the railway tracks) as a result of the completion of the *Wayne Gretzky Dr (Capilano)* extension, and the designation of the arterial roadways surrounding the neighbourhood as 24 hour truck routes. Additional tree planting and a sound barrier should be developed on 50th Street.
6. Owing to the below-average number of young persons and the above-average number of seniors, rejuvenation of Ottewell is necessary if existing facilities are to be utilized effectively.

Amended by
Editor

Additional Issues 1997 (Not addressed in Section 6)

7. Neighbourhood traffic has difficulty accessing 75 Street, particularly during peak traffic periods.
8. Residents are strongly opposed to increased density in their community and feel that no redistrictings are warranted.
9. Construction of duplexes and/or basement suites should be discouraged.
10. There should be no high rise buildings permitted in the neighbourhood.
11. Residents do not wish to see 75th Street developed as a Truck Route.

12. There are safety, noise and health concerns related to the current truck traffic using 75th Street as a shortcut.
13. The intersections at 75th Street and 92A and 94B Avenues as well as 98th Avenue and Ottewell Road are viewed as being unsafe and dangerous.
14. Residents are concerned about the low number of pedestrian crossing opportunities offered on 75th Street. They feel that there should be more pedestrian controlled traffic lights on 75th Street between 90th and 98th Avenues.
15. Residents are concerned that as the traffic volume increases on 75th Street that shortcutting through the community will increase and be extended to other neighbourhood streets.
16. Adjacent arterial roadways are high volume traffic routes and traffic congestion, noise, safety and health related issues are of concern to residents.
17. Residents are concerned with reduced Transit service, and would support improvements in the service to several locations in the City.
18. Residents are concerned with the near total lack of bikepaths.
19. Residents are concerned about basement flooding during heavy rain storms.
20. The amount and the speed of the traffic can be dangerous near the schools.
21. Residents wish to maintain the current land use ratios in the community.
22. Residents feel very strongly that all replacement of single family dwellings must be of single family detached design which are similar to the current housing stock. (Current setbacks must be maintained and the height of new buildings must conform with the current standards).
23. Infill housing must be of the same scale and character as the current housing.
24. “Monster” houses will be an issue for the community and therefore the requirements of the Land Use Bylaw should not be relaxed.

25. Residents would prefer to see no additional duplex, fourplex or apartment developments in the community.
26. There is no desire for additional commercial development in the community.
27. There is no desire for industrial development in the community.
28. There are concerns related to the number and type of group homes in the community.
29. Residents wish to see the current amount of green space maintained or increased.
30. Current school grounds must remain as green space in the community even if the building is removed or used for non-school purposes.
31. Redistricting from RF1 to permit higher density is not desirable.
32. There is concern over property crimes.
33. Traffic along 75th Street and 98th Avenue to *Wayne Gretzky Dr.* (*Capilano Dr.*) is excessive, consideration should be given to re-routing traffic to 34 St., 17 St., and Highway 14/14X.
34. There is concern with the increased cost to the community league of operating community facilities such as the rink.

Amended by
Editor

Opportunities (Last Update - June 1995)

1. Bicycle routes and pedestrian walkways could improve Ottewell residents' access to the river valley.
2. Innovative uses for under-utilized facilities within the community, such as senior citizen housing, could be explored as alternatives to other institutional uses which attract higher traffic volumes and create safety and on-street parking problems.

Additional Opportunities 1997(Not addressed in Section 6)

3. 34 St., 17 St., and Highway 14/14X should be improved to reduce traffic volumes on several south east roads which are at or near capacity.

4. A transit shuttle bus could operate through the community to and from such locations as Capilano Mall, Bonnie Doon Mall, Ottewell Plaza, Seniors Residence with links to 2 or 3 high schools.
5. Transit service to other locations could be improved and hours of operation extended.
6. 50th Street should have noise berms added along the residential areas.
7. A rail crossing underpass at 50th Street and 82nd Avenue should be added.
8. Efforts should be made to reduce the traffic volume and noise on 75th Street and 98th Avenue. (Reduced speed limits).

Opportunities

9. Storm sewer improvements should be made to eliminate basement flooding.
10. Some potential exists for upgrading local neighbourhood parks.
11. New developments must maintain a consistent streetscape (i.e., setback, height, side yards, and lane service).
12. Consideration should be given to making provision for temporary housing development (i.e., granny suites).

STRATHEARN

Last Update - June 1995

Issues

1. The proposed redevelopment of the Strathearn Heights Apartment complex will add approximately 400 additional multiple family residential units to the neighbourhood. This will dramatically alter the existing balance of single -family to multiple family housing in Strathearn. Residents are very concerned with potential threats to the single family character of the remainder of the community, and will not accept additional increases in density for other sites in the community without very strong justification.
2. Owing to the impact that the redevelopment of the Strathearn Heights site will have on the neighbourhood, the existing DC5 District must be enforced. Residents wish to retain the single family character of the neighbourhood in terms of a consistent streetscape (i.e., front drive access, setback, lane servicing).

3. "Monster houses" are an issue for the neighbourhood. The requirements of the Land Use Bylaw should not be relaxed on large sites.
4. Increasing traffic volumes on 95 Avenue have created noise and safety problems from Connors Road east to 85 Street, and have adversely affected the quality of the residential environment for those who live adjacent to this roadway.
5. High traffic volumes on 92 Street between 95 Avenue and Connors Road create a safety concern for senior citizens who live in the Montgomery Legion Place seniors apartments. The intersection of 92 Street and 95 Avenue is considered dangerous.
6. Lack of visitor parking and extended on-street parking on 95 Avenue by commuters who take the bus downtown have created a traffic congestion problem in the vicinity of Montgomery Legion Place.
7. Residents are concerned with the increased incidence of cars using 92A Avenue as a shortcut from Connors Road to 85 Street.
8. Municipal servicing improvements required during the staged redevelopment of Strathearn Heights apartments will result in a prolonged inconvenience to the neighbourhood for an extended period of time, perhaps several years.
9. There are potential shortcircuiting and traffic problems along Cloverhill Road between Connors Road and 98 Avenue.
10. A large number of trees have been illegally removed along Strathearn Drive, to improve views. The treed area is part of the "Camel Humps Nature Preserve" and has been designated as a protected area by the Province.
11. Residents wish to maintain the viability of the existing neighbourhood commercial site. There is no need to change zoning of residential sites to commercial uses, as there are already sufficient commercial areas in the community.

Opportunities

1. Viewpoints and walking areas could be provided on the top-of-the-bank of Strathearn Park to provide safe, convenient access to the scenery and recreational uses in the river valley. The natural vegetation cover should be respected when access and viewpoints are improved.

2. Improved outdoor recreation facilities for teenage users are needed in the neighbourhood park areas to help deal with vandalism problems which are occurring throughout the neighbourhood.
3. The 95th Avenue collector road should be enhanced through streetscape guidelines as a focal point and view, so that it unites rather than divides the community.
4. There should be a designated bike lane along 95th Avenue.

4.0 PLAN FRAMEWORK

4.0 PLAN FRAMEWORK

4.1 Southeast Area Vision

To maintain a sustainable environment in the Edmonton southeast residential communities in which citizens can live, work, thrive and enjoy their lives, now and in the future.

4.2 Southeast Area Plan Goals

- To guide and coordinate future growth and development of the southeast residential communities, in order to maintain and enhance their existing character, livability and quality of life.
- To provide a mechanism for continual updating of this community plan in order to ensure close liaison with and responsiveness from City departments and others.
- To provide a mechanism for meaningful public consultation on issues and items relating to the quality of life in these communities.
- To ensure that the southeast residential communities are rehabilitated and redeveloped in an economic and orderly fashion in a manner which is compatible with existing development.

4.3 Community Visions

Avonmore

- To maintain the pre-dominantly single-family residential character of the community.
- To ensure that future infill housing, whether single-family or multiple family, is compatible with existing dwellings.
- To preserve existing schools and grounds in the community.
- To preserve green and open spaces within the community and provide safe pedestrian and cyclist access to Mill Creek Ravine.
- To enhance the appearance of and revitalize existing commercial area within the community.
- To resolve issues relating to arterial traffic movement through and around the community.

Capilano

- To maintain the single-family residential character of the community.

- To ensure that future development of large multiple family residential sites is compatible with community characteristics and meets acceptable standards.
- To maintain present open space and recreational areas, including school grounds.
- To resolve issues relating to arterial traffic movement through and around the community.

Gold Bar

- To maintain the single-family residential character of the community.
- To ensure that future development of large multiple family residential sites is compatible with community characteristics and meets acceptable standards.
- To maintain present open space and recreational areas, including school grounds.
- To resolve issues relating to arterial traffic movement through and around the community.

Idylwylde

- To maintain the single-family residential character of the community.
- To ensure the compatibility of future infill housing with existing dwellings.
- To ensure that future redevelopment of large multiple family residential sites is compatible with community characteristics and meets acceptable standards.
- To resolve traffic impacts on neighbourhood feeder roads resulting from the redevelopment of higher density sites.
- To provide pedestrian and cycling linkages to the river valley.
- To preserve existing schools and school grounds in the community.
- To enhance the appearance of and revitalize existing commercial areas within the community.
- To acknowledge and accommodate the aging population in the community and promote inclusiveness, accessibility and housing options (i.e. granny suites).
- To deal with onstreet parking problems generated by multiple family residential, churches, sport fields and proximity to downtown.

Kenilworth

- To preserve the present ratio of single and multiple family housing and maintain the predominance of single-family dwellings.
- To resolve concerns relating to the speed and volumes of traffic on the arterial roadways which pass through or surround the community.
- To upgrade the aging water and sanitary and storm sewage systems.
- To resolve concerns relating to increased traffic on 75 St. 98 Avenue and truck route designations.

Ottewell

- To preserve the present ratio of single and multiple family housing and maintain the predominance of single-family dwellings.
- To resolve concerns relating to the speed and volumes of traffic on the arterial roadways which pass through or surround the community.
- To upgrade the aging water and sanitary and storm sewage systems.
- To resolve concerns relating to increased traffic on 75 St. 98 Avenue and truck route designations.
- To ensure that future redevelopment of large multiple family residential sites is compatible with community characteristics and meets acceptable community standards.
- To ensure the compatibility of future infill housing with the existing dwellings.
- To resolve traffic impacts on neighbourhood roads resulting from the redevelopment of higher density sites.
- To maintain the present open space and recreational areas, including school grounds.
- To provide and enhance pedestrian and bicycle linkages to the river valley.
- To upgrade local neighbourhood parks.
- To enhance the appearance of and revitalize the existing commercial areas.
- To improve transit service.
- To resolve traffic and pedestrian safety concerns by developing and implementing a Neighbourhood Transportation Management Plan.
- To ensure that new developments do not increase traffic volumes and/or safety or health related concerns.
- To promote improvement of 34 St., 17 St., and Highway 14/14X and to encourage a shift of traffic to that route.
- To reduce traffic noise and other concerns through the addition of noise berms and other mitigation.

- To deal with on street parking problems generated by multiple family residential, schools, churches, sports fields and the proximity to other amenities.
- To acknowledge and accommodate the aging population in the community and to promote inclusiveness, accessibility and housing options (i.e. granny suites).
- To promote inclusiveness, accessibility and employment options within the community (i.e. home businesses).

Strathearn

- To maintain the single-family residential character of the community.
- To ensure the compatibility of future infill housing with existing dwellings.
- To ensure that future redevelopment of large multiple family residential sites is compatible with community characteristics and meets acceptable standards.
- To resolve traffic impacts on neighbourhood feeder roads resulting from the redevelopment of higher density sites.
- To provide pedestrian and cycling linkages to the river valley for residents and enhance existing trails.
- To preserve existing schools and school grounds in the community.
- To enhance the appearance of and revitalize existing commercial areas within the community.
- To acknowledge and accommodate the aging population in the community and promote inclusiveness, accessibility and housing options (i.e. granny suites).
- To deal with onstreet parking problems generated by multiple family residential, churches, sport fields and proximity to downtown.

4.4 Plan Strategy

The following strategies are the basis for the Southeast Area Plan.

Residential Strategies

1. The residential nature of the communities shall remain predominantly low density, family oriented housing, consistent with the wishes of the residents.
2. Infill housing redevelopment in the southeast communities will respect the scale and siting of existing housing forms and reflect housing types suitable for families.

3. Higher density development will be compatible with the predominantly single family residential character of the communities and will provide an increased variety of housing types and designs.

Commercial and Industrial Strategies

1. Existing local convenience stores and services will be maintained and revitalized to serve the needs of residents in their communities.
2. Retail strip commercial areas will be rehabilitated and redeveloped in a low scale, low intensity manner which minimizes impacts on adjacent land uses.
3. Existing industrial districts will continue to be of a low scale and intensity to minimize the impact on adjacent residential areas, and where incompatible with adjacent land uses, will be rezoned and made compatible upon redevelopment.

Protective Service Strategies

1. Appropriate level of police, fire, ambulance and emergency services will be provided.
2. Principles of the document Crime Prevention Through Environmental Design will be incorporated into existing and new development in the southeast communities.
3. Residents and people working in the southeast communities will be aware of and utilize protective services as required.

Community Services Strategies

1. Appropriate levels of community, social, health and library services will be available for the residents, employees and others.
2. Residents and people working in the southeast communities will be aware of and utilize these services as required.

Parks, Open Space and Recreation Strategies

1. Existing parks, playgrounds, open spaces and recreation facilities in the southeast communities will be maintained and enhanced to meet the needs of existing and future population growth.

2. The proximity of the southeast communities to the North Saskatchewan River valley and ravine systems will be optimized in the development and enhancement of parks, open spaces, recreation, bicycle and hiking trails.
3. Existing and new Leisure Centres, Ice Arenas and other major recreational facilities of a city-wide nature in the southeast communities will be maintained, while ensuring that negative impacts of such facilities are minimal or eliminated.

Environmental Strategies

1. The environmental quality of life in the southeast communities will be enhanced.
2. The natural environment of the River valley and ravine systems will be protected and enhanced.
3. Industrial uses will be environmentally safe.

Schools and Institutional Strategies

1. Existing and changing educational uses will be compatible with the residential nature of the Southeast communities.
2. The communities of the Southeast Area Plan will establish a liaison with the two school boards regarding school-related matters.
3. New and existing institutional uses will be compatible with the residential nature of the southeast communities.
4. Residents and people working in the southeast communities will be aware of and utilize these institutions where appropriate.

Transportation and Utilities Strategies

1. The transportation system will support the requirements of the southeast communities
2. Adverse transportation impacts between the communities and from outlying areas will be minimized or eliminated.
3. Safe and convenient pedestrian and vehicular access to and egress from the southeast communities will be provided.

4. The communities of the Southeast Area Plan will provide input to the Transportation and Streets Department on the Transportation Master Plan, Truck Route Study and Edmonton Transit Plan .
5. Sewer, water and storm utilities for the southeast communities will be upgraded to ensure the proper level of service.
6. Roadways, sidewalks and laneways will be upgraded to the City standard for the southeast communities.

Urban Design Strategies

1. Urban design opportunities for special residential will be identified and promoted for residential and special character commercial areas .
2. As historic resources in the southeast communities are identified they will be protected.

5.0 PLAN OBJECTIVES AND POLICIES

5.0 PLAN OBJECTIVES AND POLICIES

This section addresses the objectives and policies of the various plan components of the Southeast Area Plan. The objective will be a qualified statement of what is to be achieved. The policies will provide statements which describe definite courses of action or direction to guide decision making. Prior to listing the objectives and policies, an introduction to each plan component is provided. These objectives and policies are to be considered where the development complies with the Issues and Opportunities (Section 3) and the Vision (Section 4) of the community.

5.1 COMMUNITY PLANNING AND PARTICIPATION

The community league is acknowledged by the Planning and Development Department and other civic departments as the primary point of contact for communities in the city. It is strongly encouraged that early consultation with the community or communities be practiced by the development industry

The communities of the Southeast Area Plan will provide a collective input into broad level planning initiatives such as the Edmonton Municipal Development Plan, Transportation Master Plan, or initiatives such as the recently completed Planning Round Table.

Through the background information collection process and public participation process, it was apparent that many of the southeast communities had common issues and concerns. A series of public meetings were held throughout the southeast in November 1994 to obtain citizen input to the issues, opportunities and strategies identified for their communities. Based upon this information the Planning and Development Department undertook the task of collating the information in early 1995. It was concluded that many of the issues identified could be resolved through the work plans of civic departments. As a result, a mechanism has been set up in Sections 3 and 6 of this plan, whereby individual community leagues can resolve issues directly with civic departments. This issue and opportunity resolution approach was adopted by City Council on June 6, 1995.

With respect to community consultation, it is expected that timelines as established through the Planning and Development Department be adhered to whenever possible.

COMMUNITY PLANNING AND PARTICIPATION - OBJECTIVES & POLICIES

Objective

- 5.1.A That the community leagues of the Southeast Area Plan be recognized by the City as the primary groups to deal with in respect of community planning activities in the southeast communities.

Policies

- 5.1.A.1 The individual community leagues will be the City's primary contact on community planning activities related to their communities.
- 5.1.A.2 The community leagues of the Southeast Area Plan will support each other on an "as requested basis", with respect to community planning activities and issues.
- 5.1.A.3 The community leagues of the Southeast Area Plan will coordinate comments with each other on City wide planning activities such as the Edmonton Municipal Development Plan, Transportation Master Plan and other area wide activities.
- 5.1.A.4 Civic departments will work with individual community leagues on planning matters and implementation of issues and opportunities as identified within this Southeast Area Plan.
- 5.1.A.5 The community leagues of the Southeast Area Plan will work with the Planning and Development Department to ensure that this Southeast Area Plan is updated on a regular basis with annual reporting to City Council.
- 5.1.A.6 The following communities will be the basic planning units within the Southeast Area Plan and planning issues can be addressed on an individual or combined community league basis as required.
- | | |
|-----------|-------------|
| -Avonmore | -Kenilworth |
| -Capilano | -Ottewell |
| -Gold Bar | -Strathearn |
| -Idywylde | |
- 5.1.A.7 The community leagues of the Southeast Area Plan will be responsible for advising the Planning and Development Department of any community they feel warrants an Area

Redevelopment Plan, as a result of significant land use and redevelopment pressures or other factors.

5.2 RESIDENTIAL

Community residents and community league representatives have indicated the need to retain the predominantly low density, family oriented housing character of their communities. Community residents strongly prefer the characteristics of their communities which consist of: large lot frontages; deep lots; mature landscaping; large setbacks; the grid and modified grid street pattern; small scale built form of housing; and convenient access to downtown and the river valley.

The medium age southeast communities west of 75th Street are Strathearn, Idylwylde, Avonmore. Residents have strong concerns with the impact of potential redevelopment of the large-scale multiple family sites within their communities.

The remaining southeast communities, were planned on a more comprehensive basis. These communities are, Ottewell, Kenilworth, Gold Bar, and Capilano. These areas reflect a distributed pattern of residential, commercial, institution and parks and open space land uses. The roads in these communities are curved and laid out to form a hierarchy of major arterial streets which pass around rather than through their areas. There is less pressure for infill redevelopment in these areas. However, residents are concerned with the scale of recent multiple family developments that have occurred in their communities and the future of the Gold Bar Apartments.

The objectives and policies of the residential section will address four main areas:

- The aspiration of residents to maintain the "single family" residential character of their communities.
- The need for more sensitive infill housing that is compatible with the scale and character of existing housing.
- The intrusion of incompatible higher density housing forms, such as low rise apartments (RA7) into single family residential areas.

- The redevelopment of large-scale multiple family sites to significantly higher densities in several communities (Gold Bar, Strathearn), without planning guidelines in place.

Family Oriented Residential - Objective and Policies

Objective

5.2.A. To maintain the low density, single family detached housing character of the communities.

Policies

5.2.A.1. The first priority will be the retention and rehabilitation of the existing single family detached housing stock.

5.2.A.2. Infill housing (RF2 to RF4) in the southeast communities will be compatible with the predominant single family detached housing character of the communities.

5.2.A.3. Row housing (RF5) development will be used as a transition between predominantly single family detached housing forms(RF1, RPL)/semi-detached housing forms (RF2 to RF4) and medium density/low rise apartment-housing (RF6, RA7).

5.2.A.4. *Low rise apartments (RA7) in residential communities will be confined to the periphery of neighbourhoods, along arterial roadways, transit routes, shopping centres and/or employment nodes and subject to transition guidelines in 5.2.C.5, except for the site legally described as Lots 1 and 2, Block 4, Plan 2528HW which may be developed as a low rise apartment with appropriate transitions ensured by a (DC2) Site Specific Development Control Provision.*

Dec 10, 2018
Resolution

5.2.A.5. Medium rise apartment (RA8) and high rise apartment (RA9) districts will be located in proximity to shopping centres (CSC), major public transit points or concentrations of commercial office and/or commercial retail development and subject to transition guidelines in 5.2.C.5.

5.2.A.6. That pilot projects for granny suites in single family detached housing areas be undertaken.

Infill Residential - Objectives and Policies

Objective

- 5.2.B. To ensure that infill housing redevelopment in the southeast communities respects the scale and siting of the existing housing forms and reflects housing types suitable for families.

Policies

- 5.2.B.1. Infill housing redevelopment will maintain the current predominantly single family detached residential character of the communities in terms of built form; sideyards; frontage; height; scale; roof lines; orientation of buildings; and rear lane access.
- 5.2.B.2. Infill housing will reflect building forms and characteristics of family oriented housing in terms of individual street grade access; individual street address; clearly defined outdoor space; acoustic privacy between units; and visual privacy between units.
- 5.2.B.3. Infill housing when viewed from the street will reflect the characteristics of family oriented housing, in addition to adding visual interest to the streetscape.
- 5.2.B.4. The Planning and Development Department, in consultation with respective communities of the Southeast Area Plan, will undertake a review of the mature residential districts of the southeast communities to help to ensure compatible family oriented housing redevelopment by addressing various issues such as the impact of "monster homes".
- 5.2.B.5. Residents of the southeast communities should encourage and recognize that appropriate infill housing will benefit their communities through increased population, thereby supporting the existing infrastructure, schools, public transit, community services, and commercial uses .

Multiple Family Residential - Objectives and Policies

Objective

- 5.2.C. To maintain or introduce multiple family density housing forms, subject to the objectives and policies of 5.2.A and 5.2.B, in order to provide an increased variety of residential types and designs and utilize land more effectively.

Policies

- 5.2.C.1. Proposed and existing multiple family development will be located at the periphery of neighbourhoods, along arterial and transit routes.
- 5.2.C.2. Multiple family developments will be encouraged to develop as per policy 5.2.C.1 throughout the southeast communities as the demand for the type of housing option increases in the communities.
- 5.2.C.3. Both small and large scale multiple family developments will respect the predominant single family residential composition of the communities and will not unduly impact the communities in terms of increased traffic congestion, parking problems, safety problems, excessive street frontage, blank walls, unsightly parking and maintenance areas, incompatible built form, and blocked views.
- 5.2.C.4. Residents of affected communities will participate in the planning process for multiple family developments and redistrictings and the Planning and Development Department will encourage developers to meet with the respective communities in advance of the development or redistricting application.
- 5.2.C.5. Multiple family development, including direct control districting will feature a gradual transition in housing forms (Appendix 1) from category to category as follows:
 - Category 1: Single Family Detached Housing - RF1, RPL housing form.
 - Category 2: Family Oriented Housing -RF2, RF3, RF4, housing form.
 - Category 3: Row Housing - RF5 housing form.
 - Category 4: Medium Density Multiple Family Housing - RF6 housing form.
 - Category 5: Low Rise Apartment - RA7 housing form.
 - Category 6: Medium Rise Apartment - RA8 housing form.
 - Category 7: High Rise Apartment - RA9 housing form.
- 5.2.C.6. Multiple family development will be compatible with adjacent development in terms of: setbacks and side yards; properly screened garbage and storage areas; direct and visible street grade access; finishes and materials; acoustic and visual privacy through screening, landscaping, and appropriate location of windows and balconies.

- 5.2.C.7. Multiple family development will be supported by a sufficient infrastructure of roadways, utilities, drainage and sewer systems.
- 5.2.C.8. When a development in a Row housing (RF5), Medium Density Housing, (RF6), Apartments (RA7, RA8, RA9) and Direct Control Districts of a residential nature is proposed, the Development Officer will require the following information be submitted as part of their proposal as it relates to the development.
- a) a written impact assessment outlining:
 - i) relationship and compliance to the General Municipal Plan;
 - ii) relationship to relevant Statutory Plans or Replotting Schemes in preparation;
 - iii) compatibility with surrounding existing land uses and scale of development;
 - iv) traffic and public transit impacts in terms of daily and peak hour trip generation and assignments;
 - v) impacts on and service requirements for water, sewage, and other utilities;
 - vi) relationship to any known municipal land, right-of-way or easement requirements;
 - vii) potential effect on stability, retention and rehabilitation of desirable existing uses and buildings in the area; and
 - viii) an assessment of impacts on community services including student generation and school capacities;
 - b) the staging or interim use (if any), implementation schedule, and duration of construction for the proposal;
 - c) Certificates of Title for all lands to be placed under this designation and the written consent of all owners involved;
 - d) a site plan, or plans, which clearly show the functional and physical relationships of the development, and the functional and physical relationship to surrounding

development. The site plan(s) shall be a minimum scale of 1:200 (metric) unless the project is of such size that this would not be practical. In this event, the scale may be reduced to 1:500 (metric), with detailed plan(s) highlighting more complex aspects of the proposal at 1:200 (metric). The site plan(s) shall illustrate:

- i) existing and final topography of the site with a map showing minimum contour intervals of 2 m as well as an indication of the occurrence, if any, of the areas of the site with unstable or unusual soil conditions such as sloughs, organic soils or refuse sites;
- ii) a soil study delineating the "top-of-bank line" and development setbacks where the plan includes, or is adjacent to, a river valley or a ravine;
- iii) other physical or natural conditions or features which may influence or constrain development;
- iv) the intended Floor Area Ratio, density, Height and number of units for each of the uses and the horizontal and vertical distribution of those uses;
- v) automobile, transit and service vehicle movement and circulation patterns, access and egress points to and from the site and all existing rights-of-way and easements, whether public or private, within the development area;
- vi) parking/loading, transit stops/zones and Light Rail Transit facilities;
- vii) inside or outside recreational amenities, open spaces and other common facilities which may be dedicated to the City or maintained in common;
- viii) principal linkages to surrounding uses with respect to pedestrian movement, private transportation, transit, delivery and collection services;
- ix) method of water supply, sewage disposal, electric power, telephone, natural gas, cable and other utility services;

- x) points of major pedestrian access to buildings which are to be located on the development site and the security arrangements and the proposed opening/closing times for such access;
- xi) location and size of all Signs;
- xii) location and design of outdoor lighting, street furniture and other amenities; and
- xiii) landscaping details and specifications for all open spaces, including planting, trees and other vegetation to be retained and their location;
- e) an Urban Design Context Plan at a minimum scale of 1:500 (metric) showing the proposed development and its relationship to onsite and surrounding natural physical features and development in terms of design factors, opportunities and influences, and a statement describing how the design of the development has responded to the following:
 - i) the uses and amenities of surrounding properties within 100 m (328.08 ft.) of the boundaries of the project site;
 - ii) the physical characteristics and human activity patterns characteristic of the site and surrounding land uses and development;
 - iii) the urban design statements of any Statutory Plan which are applicable to the site; and
 - iv) the context of the development in relation to the structure types, architectural detailing, and finishing materials prevalent in surrounding development;
 - v) sun/shade studies for structures 45 feet or greater.
- f) elevations and sections at a minimum scale of 1:100 (metric) and a description of finishing materials, illustrating the proposed treatment of all building facades, roofs and other design details which are to be representative of all buildings and structures comprising the development; and:
- g) either of the following:
 - i) a detailed scale model; or

- ii) a massing scale model and renderings, either of which shall provide an accurate representation of the entire development when it is completed.
- h) For developments involving subdivision, a proposed plan of subdivision for the whole site.
- i) Information submitted in accordance with the requirements of this District shall be certified as follows:
 - i) all site boundaries, land parcels, subdivision description and ownership shall be certified by an Alberta Land Surveyor;
 - ii) all architectural and urban design components shall be prepared by a qualified professional Architect, registered in Alberta;
 - iii) all site planning and/or subdivision layout design shall be prepared by a professional Planner or Architect; and
 - iv) all landscape work shall be designed by a professionally qualified Landscape Architect.

5.2.C.9. Residents of the southeast communities are encouraged to recognize that appropriate multiple family housing may benefit their communities through increased population, thereby supporting the existing infrastructure, schools, public transit, community services, and commercial uses.

Objective

5.2.D. *To provide for the comprehensive redevelopment of the Strathearn Heights apartment site into a mixed-use urban village, primarily residential, with a range of housing types complemented by local small scale commercial uses which implement Edmonton's Smart Choices initiative and the policies of Edmonton's Municipal Development Plan.*

February 28, 2008
Resolution

Interpretation

A Tall Building is one whose height is greater than the width of the right of way of the principal street on which it is located. This threshold of a 1:1 ratio of building height to street width, approximately 6 to 10 stories, will be used to engage the following urban design principles.

The Existing Context of any given area refers to what is there now. *The Planned Context* refers to what is intended in the future.

Policies

- 5.2.D.1. *The Strathearn Heights Apartment site is exempt from Policy 5.2.C.1 and any other policies of the Southeast Area Plan that may be in conflict with the policies contained in Section 5.2.D.*
- 5.2.D.2. *Redevelopment proposals for the Strathearn Heights apartment site, other than the current Direct Control Provision, shall be subject to the preparation of a new DC2 (Site Specific Development Control) Provision as well as review by the Edmonton Design Review Committee.*
- 5.2.D.3. *New development will ensure that:*
- (a) *development fits into and reinforces the existing neighbourhood context;*
 - (b) *on and off-site impacts such as traffic congestion, parking problems, sun shadow, wind and microclimate effects, inadequate utility services, inadequate park space and other community amenities and facilities and other land use impacts can be substantially accommodated within the site or dealt with through the development proposal;*
 - (c) *internal site issues such as site circulation and servicing, subdivision of the land, development staging, adequate spacing between buildings, entrance locations, ground floor land use, the appropriate location of parks and public spaces, suitability and transition of tall buildings and efficient land use are accounted for in the proposed development; and*
 - (d) *development achieves a higher quality of urban design resulting in better buildings, site planning and amenities and off-site improvements to the public and private realm than that offered by the nearest conventional zoning.*
- 5.2.D.4. *The design of tall buildings will consist of three parts, carefully integrated into a single whole:*
- **base building** – *provide definition and support at an appropriate scale for streets, parks and open spaces, integrate with adjacent buildings, minimize the impact of parking and servicing uses;*

- ***middle (shaft)*** – design the floor plate size and shape with appropriate dimensions for the site, locate and orient it on the site and in relationship to the base building; and
- ***top*** – design the top of tall buildings to contribute to the skyline character and integrate roof top mechanical systems into the design.

5.2.D.5. New development will:

- respect and preserve corridors for visual access to prominent sites, views and vistas;
- generally, locate buildings parallel to the street or along the edge of a park or open space with a consistent front yard setback;
- locate main building entrances so that they are clearly, visible and directly accessible from the public sidewalk;
- provide ground floor uses that have views, into and where possible, access to, adjacent streets, parks and open spaces;
- locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces; and
- provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing landscaped open space within the development site.

5.2.D.6. Tall building massing will ensure that:

- the base building provides definition and support at an appropriate scale for adjacent streets, parks and open spaces; integrates with adjacent buildings; and minimizes the impact of parking and servicing uses; and
- the articulation, size (building floor plate) and orientation of the middle (shaft) of the tall building will fit harmoniously into its existing and/or planned context and limit its impacts on neighbouring streets, parks, open spaces and properties by:
 - providing adequate light and privacy;
 - adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring properties and open spaces, having regard for the varied nature of such areas; and

- (iii) minimizing any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.
- 5.2.D.7. *New development will be massed to define the edges of streets, parks and open spaces at good proportion (ratio of the height of buildings along the edges of the street and width of the space between the buildings which gives a measure to certain qualities of the street including its access to sunlight and sky view and the scale of building walls that form the edge of the street).*
- 5.2.D.8. *Appropriate separation between towers will allow for appropriate light and privacy for new and existing buildings as well as allowing appropriate sunlight, wind and sky view to the adjacent streets, parks, open spaces and properties.*
- 5.2.D.9. *New development shall ensure a high quality pedestrian realm in terms of streetscape and landscape, weather protection, sun, shadow and sky view, and pedestrian level wind effects. New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:*
- (i) *improvements to adjacent boulevards and sidewalks including street trees, lighting and other street furniture;*
 - (ii) *coordinated landscape improvements in setbacks to create attractive transition from private to public realm;*
 - (iii) *landscaped open space;*
 - (iv) *public art; and*
 - (v) *weather protection such as canopies and awnings.*
- 5.2.D.10. *New development will be encouraged to make significant sustainable design contributions. Key factors that are typically considered in the sustainable design of tall buildings include:*
- *building orientation*
 - *new open space creation*
 - *sustainable open space design*
 - *urban heat island mitigation*
 - *storm water management*
 - *alternative transportation*
 - *renewable energy (wind, solar, geothermal)*
 - *green roofs*
 - *high performance envelope*
 - *natural ventilation*

- *daylight harvesting and views*
- *illumination pollution reduction*
- *waste management*
- *water use reduction plus waste water technology*
- *social and community objectives such as community facilities, affordable housing, libraries, child care, etc.*

5.3 COMMERCIAL AND INDUSTRIAL

Commercial Land Uses

The southeast area is essentially serviced by three types of commercial uses consisting of:

- Shopping Centre locations of Bonnie Doon and Capilano.
- Neighbourhood shopping centre locations within the individual communities.
- Strip commercial uses primarily located along 82nd Avenue and 101st Avenue.

The shopping centres within the southeast communities are not large. Bonnie Doon recently upgraded its mall in 1995. Its major anchors are Sears and Safeway. Capilano Mall has secured Wal Mart as a new anchor in addition to the existing anchor of Safeway. Due to the close proximity of downtown, southeast community residents can meet many of their speciality shopping requirements through downtown retail stores and complexes.

The neighbourhood commercial sites are of greatest concern to southeast community residents. Many of the neighbourhood commercial sites are internal to the neighbourhood, a result of planning principles of the time when they were first developed. These sites have the most difficulty with visibility and they do not benefit from drive-by traffic. Locations in several of the communities such as Strathearn have several vacancies and the appearance and condition of the sites are deteriorating. The neighbourhood commercial sites that seem to prosper are located along arterial routes. Residents, particularly the elderly and those without personal means of transportation, utilize local neighbourhood sites. Community residents need to support local businesses if these neighbourhood sites are to survive in the long term.

Industrial Land Uses

The plan area is bounded by industrial uses on the east, south and west (south of Whyte Avenue). The adjacent areas to the east and

south are sufficiently buffered by 50th Street and Argyll Road and have not been identified as a major land use concern to adjacent residents; however, they are creating associated transportation issues. Most recently, the truck traffic generated by these areas is of major concern to residents affected by truck routes.

Within/adjacent to the plan area, there are three main clusters of industrial uses:

- An Industrial Business (IB) district within south Kenilworth along Whyte (82nd) Avenue. Kenilworth residents have indicated they are not unduly impacted by this strip.
- A mix of Heavy Industrial (IH), Medium Industrial (IM) and Business Industrial (IB) districts south and east of Kenilworth.
- A mix of Heavy (IH), Medium Industrial (IM) and Business Industrial (IB) on the east side of 50th Street. These districts require long term planning as to their compatibility with Ottewell and Kenilworth to address transportation issues.

Commercial - Objectives and Policies

Objective

5.3.A To reinforce and promote the existing neighbourhood commercial sites, as the local convenience stores for their respective communities.

Policies

5.3.A.1 Local community leagues, through newsletters and activities will identify the services of their local neighbourhood stores and encourage their use by residents.

5.3.A.2 Local landlords, merchants and businesses will be encouraged to provide a mix of uses that meet the daily needs of residents, thereby supporting the viability of the neighbourhood commercial sites.

5.3.A.3 The City's first priority will be to encourage the revitalization and occupancy of existing vacant commercial space, as opposed to the redistricting and development of new commercial locations within a community.

- 5.3.A.4 Landlords of neighbourhood commercial sites will be encouraged to maintain a proper standard of appearance and upkeep of their buildings, signage, parking areas, lighting, sidewalks, fencing, street furniture and landscaping, in order to create an attractive, safe and user friendly facility.
- 5.3.A.5 Innovative and other discretionary commercial uses will be considered for neighbourhood commercial sites in cases where these uses will maintain the viability of the site and not impact adjacent land uses or create other planning related problems.
- 5.3.A.6 The Planning and Development Department will be encouraged to advise local landlords/merchants and respective communities as requested, to revitalize and promote their neighbourhood commercial sites.

Objective

- 5.3.B To maintain and improve retail strip commercial areas while minimizing impacts on other adjacent land uses.

Policies

- 5.3.B.1 The first priority will be to encourage the revitalization and occupancy of existing retail strip commercial uses, as opposed to the redistricting and development of new commercial locations within a community.
- 5.3.B.2 The development of retail strip commercial as unique areas having their own distinctive mix of services, facilities and design will be encouraged where appropriate.
- 5.3.B.3 The Planning and Development Department will be to encourage local landlords, merchants and respective communities to revitalize and promote their retail commercial strips.
- 5.3.B.4 Communities will work with landlords and merchants of retail commercial strips, as well as the Planning and Development Department, to resolve negative impacts such as land use conflicts and parking and traffic problems.

Industrial - Objectives and Policies

Objective

5.3.C To ensure compatibility and minimize impacts of internal and adjacent industrial uses.

Policies

5.3.C.1 The Planning and Development Department will work toward a long-term plan for land uses south of Kenilworth.

5.3.C.2 That new applications for industrial land uses or redistrictings be accompanied by a Risk Management Approach consistent with the Planning and Development Departments document, “The Development of Separation Distances and Transition Zones between Heavy Industry and Other Land Uses in Edmonton.”

5.4 PROTECTIVE SERVICES

Police Services

During the past several years, the Police Service has decentralized its services into the community, implementing a Community Based Policing concept. The current Ottewell Community Police Station for the southeast communities is located on the north boundary of Ottewell at 98 Avenue and 71 Street. To date, police members of the Ottewell community station have been active in dealing with the community leagues by advertising their services and developing volunteer community patrols.

During the community meetings with residents and community leagues the following concerns were identified:

- property crimes- such as residential and commercial break ins;
- acts of vandalism to cars, properties and public facilities;
- personal safety in parks, transit shelters and other semi-public spaces; and
- personal safety, particularly for children, from cars and trucks that break traffic laws and bylaws such as speeding, running traffic lights/stop signs and ignoring crosswalks and truck route designations.

The objectives and policies of this plan will deal with the personal safety of residents and make residents aware of programs and

services provided by the Police Service. As well, principles of Crime Prevention Through Environmental Design (CPTED) will be incorporated into new developments and redevelopment proposals. The community league structure is ideally suited to work with the Police Service on a partnership basis.

Emergency Response

The Fire Department and Ambulance Authority merged in 1992 to become the Emergency Response Department. The southeast communities are presently served by Fire Rescue Stations at 101 Avenue and 67 Street and an Emergency Medical Services Station at the north end of Bonnie Doon Shopping Center.

During community meetings, residents of the southeast communities indicated they were satisfied with these services. The Emergency Response Department has a much lower profile with the community leagues than the Police Service. The public relations and communication programs for Emergency Response are aimed at school children. An additional benefit could be derived by working more actively with the community leagues to provide information to residents via their newsletters and other forums.

The Community Services Department also offers a Neighborhood Crime Prevention and Safety Audit Program to assess the safety and comfort of residents around public and semi-public sites in their neighborhoods.

Protective Services - Objective and Policies

Objective

- 5.4.A To provide the appropriate level of police, fire and ambulance services for the residents, employees of businesses and industries, and others in the southeast communities.

Policies

- 5.4.A.1 That the southeast community leagues work with the Police Service to establish community level policing through the Neighborhood Assignment Program, whereby a police member is assigned to work with a community leagues.
- 5.4.A.2 That the southeast community leagues and Police Service work jointly to identify and solve community problems respecting criminal activity, and that the police maintain regular contact

- with the community and attend community league meetings as required.
- 5.4.A.3 That the southeast community leagues make community residents aware of the Ottewell Community Station and the police service that it provides.
- 5.4.A.4 As warranted, that the southeast community leagues establish Volunteer Community Patrols, whereby residents patrol their communities to watch for criminal activity, and radio problems to police.
- 5.4.A.5 That the southeast community leagues work with the Police Service to establish a Neighborhood Watch Program to reduce opportunities for crime. Areas covered by the program are home security, personal safety and Operation Identification.
- 5.4.A.6 That the southeast community leagues make residents aware of Parent Parking Patrols (Police Traffic Education Unit), whereby parents monitor daily traffic safety at Edmonton schools.
- 5.4.A.7 That the Emergency Response Department work with the southeast community leagues to make residents aware of services, programs and information available from their department.

Objective

- 5.4.B To ensure that the principles of Crime Prevention Through Environmental Design (CPTED) are incorporated into the built form of the southeast communities.

Policies

- 5.4.B.1 That new development or redevelopment proposals incorporate principles of Crime Prevention Through Environmental Design (CPTED)
- 5.4.B.2 That southeast community leagues ensure that these CPTED principles are incorporated at all stages of the redistricting and development permit process.
- 5.4.B.3 That new developments or redevelopment proposals incorporate Safety and Security guidelines of the "Design Guide for a Safer City" (May 1988).

- 5.4.B.4 When considering new development or redevelopment proposals, that Planning and Development consult with the Community Leagues and Police Services to ensure that principles of Crime Prevention Through Environmental Design (CPTED) and the crime prevention experience of the Police Service are incorporated into proposals.
- 5.4.B.5 That the southeast community leagues work with the Community Services Department to undertake a Neighborhood Crime Prevention and Safety Audit to assess safety and comfort of residents around public and semi-public sites in their neighborhoods.
- 5.4.B.6 That the southeast community leagues provide awareness to residents, business, institutions, and organizations regarding the Neighborhood Crime Prevention Safety Audit via community newsletters and other Community League forums.

5.5 COMMUNITY SERVICES

Community Services

The Community Services Department provide a wide range of community based preventive social services and programs to individuals, families and groups. Currently, their office in the Bonnie Doon Shopping Center serves residents of the southeast communities. The Center is attempting to develop stronger links to the community leagues.

Library

There are two libraries serving the southeast communities, the Idylwylde branch at the north end of the Bonnie Doon Shopping Center and the Capilano branch in the Capilano Mall. Most residents and students are well acquainted with these libraries. The libraries provide a range of services consisting of the lending of books and audio visual materials, and children's and community programs. The southeast libraries could increase their profile by providing more information to community leagues for distribution in community newsletters.

Capital Health Authority (Local Board of Health)

The local office of the Capital Health Authority serving the southeast communities is located at the north end of the Bonnie Doon Shopping Center. The center provides infant and preschool clinics, immunizations, school health services, prenatal clinics,

geriatric health assessment, dental hygiene, and speech pathology. Southeast residents are aware of the health services provided. The Authority regularly sends posters and information for the community newsletters to the community leagues.

Region 10 Steering Committee for Provincial Social Services

This group has been authorized by the Provincial government to examine social services delivery and make recommendations. The trend is towards neighborhood based delivery of programs. As their program processes, there may be a need to have additional policies developed.

Community Services - Objectives and Policies

Objective

- 5.5.A To provide appropriate levels of community, health, and library services, and ensure that residents, employees of business and industry, and others are aware of these programs.

Policies

- 5.5.A.1 That Community Services, Capital Health Authority and Edmonton Public Library be encouraged to develop partnerships with the southeast community leagues to ensure that information about their services, programs and activities is provided to residents by means of their community newsletters.
- 5.5.A.2 That Community Services be encouraged to develop partnerships with the southeast community leagues to advertise preventive social services that are available, such as counseling, support groups, family violence prevention, and community social work.
- 5.5.A.3 That Community Services be encouraged to develop partnerships with the southeast community leagues to increase resident awareness of children services, quality child care information and development of youth leadership skills.
- 5.5.A.4 That the southeast community leagues be encouraged to work with the Community Services to participate in the Alternative Measures Program, which provides an alternative to the formal court system for first time offenders by offering work projects for community service.

5.5.A.5 That Community Services be encouraged to work with the southeast community leagues to make people aware of programs, such as Family Aide, Services for Seniors, and Home Services Registry for Seniors (snow shoveling, grass cutting, light house keeping).

5.6 PARKS OPEN SPACE, AND RECREATION

The southeast communities are served by the following types of parks, open spaces and recreation facilities:

- Community Parks and Playgrounds
- River Valley Parks and Major Attractions
- Leisure Centres and Arenas

Discussions with community league representatives and residents at the public meetings indicate that people in most communities are satisfied with their parks and recreation facilities. Residents consider the school grounds and community league facilities as the recreational focus of their communities. The community Leisure Coordinators from Community Services (Parks and Recreation) work closely with community residents on recreation programs and projects.

Community Parks and Playgrounds

Community parks and playgrounds in the southeast communities range from small neighbourhood facilities and school grounds to district level sites such as Forest Heights, Bonnie Doon, J. H. Picard, Argyll and Austin O'Brien. The small neighbourhood parks contain such amenities as playgrounds, wading pools, outdoor rinks, tennis courts and community league buildings. School sites usually have larger baseball, soccer and other sports fields, and can also have playgrounds. The larger district parks are often associated with Leisure Centres (swimming pools), such as Hardisty or Bonnie Doon, or Arenas, such as Donnan, Kenilworth and Michael Cameron.

Some southeast communities are deficient in playgrounds and open spaces. In some communities such as, children must cross busy streets to use playgrounds. Many neighbourhood parks and pocket parks (transportation boulevards) need to be upgraded with new picnic tables, benches, and safe swings, slides and other playground equipment.

Of even greater concern in most of the southeast communities is the uncertain fate of neighbourhood schools and their playgrounds, as a result of declining school enrollments. Residents in all communities have insisted that they be consulted in any disposition of school park sites or new uses for their schools. Community Leagues expect to be involved in any changes to City policies governing the disposition of school sites declared surplus.

River Valley Parks and Major Attractions

Proximity to the North Saskatchewan River valley and the Gold Bar, Capilano and Mill Creek ravine systems is one of the most attractive qualities of the southeast communities. Many of the communities (Strathearn, Gold Bar, Avonmore, Capilano) are adjacent to either the river valley or the ravine systems. This proximity provides residents of the communities with access to the bicycle and hiking trails in the river valley. More access points to the trail systems would be advantageous, particularly for the elderly or physically handicapped. Residents of those communities not adjacent to the river valley and ravine system would like to have trails constructed in their communities to link their recreational facilities with the river/ravine park systems. The southeast communities will work with the Community Services Department to ensure continued implementation of the Capital City Recreation Parks Master Plan.

Southeast residents also benefit from their proximity to the major attractions in the river valley, such as the Riverside Golf Course, Edmonton Ski Club, Muttart Conservatory, and Mill Creek Outdoor Pool. The major parks along the river valley; Goldstick, Gold Bar, Capilano, Forest Heights and Mill Creek extend from the City's eastern border and as far south as Argyll Road and the Argyll Velodrome. Major park attractions on the north side of the river valley are also accessible to residents of the southeast communities via the Capilano and Dawson Bridges and the Gold Bar and Cloverdale pedestrian bridges. Residents of the southeast communities wish to optimize their proximity to the recreational opportunities available in the river valley and ravine system.

Leisure Centres and Arenas

Residents of the southeast communities feel they are well served by the Leisure Centres and Arenas in their area. The indoor swimming pools and facilities of the Bonnie Doon and Hardisty Leisure Centres are well located to serve residents of the southeast communities. The Mill Creek swimming pool is the only outdoor pool in the area.

Three ice arenas serve the southeast communities. Kenilworth is a traditional arena, while Donnan and Michael Cameron are shell arenas.

Pocket Parks, Road right of ways and street islands.

Residents of some southeast communities enjoy the benefits of these small islands of green. There is increasing concern that these parcels will be developed as infill housing. With traffic increasing, these street islands internal to communities are often a preferred play space for area children who are too young to walk alone to the park, or for people walking dogs or resting in pleasant places. These areas should be preserved.

Parks, Open Space and Recreation- Objectives and Policies

Objective

- 5.6.A To maintain and enhance the existing parks, open spaces and recreation facilities and uses in the southeast communities.

Policies

- 5.6.A.1 The southeast community leagues will work with the Community Services Department to ensure that present open spaces and playgrounds in their communities are maintained and enhanced.
- 5.6.A.2 The parks, open spaces and recreational facilities associated with the community leagues and neighbourhood schools will continue to be the primary sites for recreational activities in the southeast communities.
- 5.6.A.3 The southeast community leagues will continue to work with the Community Services Community Recreation Coordinators to ensure a coordinated approach to parks and recreation programs, project development and amenities for their communities.
- 5.6.A.4 The existing community parks and pocket parks in the southeast communities will be protected, maintained and enhanced by the addition of picnic tables, benches and open passive uses to foster a feeling of community and diversify the streetscape.

- 5.6.A.5 Future playground developments and future developments in their vicinity will avoid situations where children have to cross busy street to reach play areas.
- 5.6.A.6 The Community Services Department will consult affected communities and investigate alternative open space uses for the playgrounds of schools that are slated for closure due to declining enrollments.
- 5.6.A.7 When schools are closed, or targeted for other uses, the following alternative uses for the school grounds will be considered:
- educational natural areas (e.g. Gold Bar Elementary);
 - community/school gardens;
 - community open spaces and playing fields
- 5.6.A.8 The southeast community leagues will be aware of and utilize the Neighbourhood Park Development Program (N.P.D.P.) as a means to redevelop aging playgrounds, develop new playgrounds, landscape open spaces or plant trees and to encourage a wider range of active and passive recreational uses.
- 5.6.A.9 The southeast community leagues and the Community Services Department will work together to encourage a wider range of active and passive recreational uses in the Southeast Communities.
- 5.6.A.10 The southeast community leagues will work with the Community Services Department to identify southeast communities which may lack sufficient open spaces and parks.
- 5.6.A.11 The Community Services Department, community leagues and residents will maintain treed boulevards in the communities and will participate in programs, such as the program to combat Dutch Elm Disease.

Objective

- 5.6.B To optimize the proximity of the southeast communities to the Saskatchewan River valley and ravine systems, in terms of parks, open spaces, recreation and bicycling and hiking trails.

Policies

- 5.6.B.1 The southeast community leagues will participate in and ensure the continued implementation of the "Ribbon of Green" Capital City Recreational Park Master Plan in areas adjacent to the southeast communities.
- 5.6.B.2 The city will be encouraged to give consideration to the extension trail system of the Capital City Recreation Park through the Capilano, and Terrace Heights ravine systems to Austin O'Brien High School.
- 5.6.B.3 Community Services will be encouraged to develop additional bicycling and hiking trails within the southeast communities; link the trail systems between the communities; ensure that all residents have sufficient and appropriate points of access; and connect them with the river valley, ravine systems and the downtown core.
- 5.6.B.4 The city will be encouraged to give consideration to enhance and extend the Mill Creek Ravine to Argyll Road.
- 5.6.B.5 That sufficient policing of the River Valley Trail system occur to discourage vandalism and unsafe situations.

Objective

- 5.6.C To continue the operation of Leisure Centres and Ice Arenas situated in the southeast communities.

Policies

- 5.6.C.1 The Community Services Department will advise the southeast community leagues of the potential closure of Leisure Centres or Ice Arenas, prior to any actions being initiated.

5.7 ENVIRONMENT

The preceding Parks, Open Space and Recreation section examined the recreational and open spaces aspects of the river valley and ravine systems adjacent to the southeast communities. Although the proximity to these natural features presents the Southeast Communities with a wide variety of open space and recreational opportunities, a balance must be achieved between these facilities and the natural environment. The policies in this section affirm this need for balance.

Air and water pollution and objectionable odours are issues for some Southeast Communities. Objectionable odours and poor air quality

emanating from the Gold Bar Waste Water Treatment Plant are a concern for residents of Gold Bar and Capilano. Other southeast community residents are concerned with the potential for pollution of Mill Creek, by businesses and industries located south of Argyll Road.

Residents and Community Leagues can become more involved in environmental issues in their communities. There are recycling depots at Bonnie Doon and Capilano Shopping Centres. Initiatives such as the Yellow Fish Road Program, River Valley Clean Up, Toxic Waste Round Up should be promoted in the Southeast Communities. Businesses can get involved in the Spring Sweep Commercial Businesses by organizing a clean-up event in their area.

Objective

- 5.7.C To maintain and foster the environmental quality of life in the southeast communities and protect the natural environment of the Saskatchewan River Valley and ravine systems.

Policies

- 5.7.C.1 City departments, in co-operation with the community leagues and residents of the southeast communities will work together to maintain Gold Bar and Mill Creek Ravines in as natural a state as possible to preserve its unique status in the river valley and ravine park system.
- 5.7.C.2 City departments will work with the Southeast Communities to protect and enhance the natural environment and character of the river valley and ravine system, consistent with the General Municipal Plan.
- 5.7.C.3 Environmental impact assessments (EIA's) will be required for proposals which may affect natural habitats or sensitive areas (Note: EIA's are required under the North Saskatchewan River Valley and Ravine System Bylaw).
- 5.7.C.4 City and provincial departments will work with the southeast communities to maintain and enhance the air and water quality in these communities.
- 5.7.C.5 Southeast community leagues, in co-operation with City departments will work to improve the water quality in Mill Creek and Gold Bar Creek through the promotion of programs such as Yellow Fish Road.

- 5.7.C.6 City and Provincial departments will work with the communities of Gold Bar, and Capilano to reduce objectionable odours and poor air quality from the Gold Bar Waste Water Treatment Plant.
- 5.7.C.7 The southeast community leagues will promote the year round use of the recycling depots at Bonnie Doon and Capilano Shopping Centres by community residents.
- 5.7.C.8 The southeast community leagues will promote the environmental programs. A list of such programs is included in Section 6.
- 5.7.C.9 The Southeast community leagues will promote awareness of the City's Waste Management Hotline (496-5678) for information on other environmental programs.

5.8 SCHOOLS AND INSTITUTIONS

Schools

A common concern of southeast communities residents and heard at many of the public meetings, was the future of their neighbourhood schools. Residents were particularly concerned that many of the elementary schools are operating at significantly reduced capacities, and might therefore be closed.

While junior high schools are also operating at reduced capacities, students are bussed in from outlying suburbs, which helps to keep them viable. In terms of the Public senior high schools, McNally operates at 91% capacity, while Bonnie Doon is less than half full, and part of the school is used for the Edmonton School of Ballet. The operating capacities of Edmonton Separate high schools range from 61% at J. H. Picard to 44% at Austin O'Brien.

If schools are closed, community residents want the school grounds to remain as community open spaces. Where schools are converted to other uses, they want these uses to be compatible with their communities, and should not generate large amounts of incoming traffic or cause on street parking congestion. Schools in Strathearn, Ottewell and Gold Bar are being used for other educational uses.

Institutions

Churches, the Allen Gray and Good Samaritan Auxiliary Hospitals and senior citizens' lodges are some examples of institutional uses serving the southeast communities.

The greatest concern with churches is the amount of parking spaces required by their congregations. While residents are tolerant of the excessive on-street parking by churchgoers, they are concerned that expansion plans for churches do not always include adequate amounts of off street parking stalls.

In terms of uses by senior citizens, Community Leagues need to provide more programs of interest to the elderly and encourage them to become involved in community activities. Advertising the services and programs of the Southeast Seniors' Centre in community leagues newsletters is one way of making seniors aware of its activities. More seniors could participate in outdoor activities if park trails were surfaced and the number of access points to parks were increased. The pararamp program and pedestrian activated crossing lights near seniors' complexes and hospitals will help the maintain their mobility in a safe manner.

Objective

- 5.8.A That the southeast community leagues work with the two school boards on school-related issues of concern to residents of the southeast communities.

Policies

- 5.8.A.1 The community leagues of the Southeast Area Plan will establish a mechanism where they will be informed by the both the Edmonton Public and Edmonton Separate School Boards of school enrollment figures, potential school closures and other short and long term planning matters related to schools in the southeast communities.
- 5.8.A.2 The Edmonton Public and Edmonton Separate School Boards will advise the community leagues of the Southeast Area Plan of any potential school closures in the southeast communities and will involve them in the decision making process regarding their proposed uses for these closed schools.
- 5.8.A.3 The Edmonton Public and Edmonton Separate School Boards will advise the community leagues of the Southeast Area Plan of any potential sale of school grounds in the southeast

communities and will involve them in the decision making process regarding their proposed sales.

- 5.8.A.4 The community leagues of the Southeast Area Plan will participate with the City and the two School Boards on matters related to the "Disposition of Surplus School Sites" policy as time and resources permit.
- 5.8.A.5 New uses of and operations within former schools will be compatible with land uses of the area surrounding the school.

Objective

- 5.8.B That the southeast communities acknowledge the benefits of the institutional uses within their neighbourhoods and ensure that new developments or expansions of these uses are compatible with the residential character of their communities.

Policies

- 5.8.B.1 The community leagues of the Southeast Area Plan will use their newsletters to inform seniors of programs and services available through the Community Services Department, the Southeast Seniors' Centre and other agencies.
- 5.8.B.2 In recognition of the large number of elderly people residing in the southeast communities, the community leagues of the Southeast Area Plan will consult with seniors in the identification and implementation of programs of interest and use to them.
- 5.8.B.3 Where churches expand existing facilities or build new ones, they will be required to provide sufficient number of off street parking stalls as per the Land Use Bylaw. Any proposed relaxation of these requirements will be reviewed by the community league for the affected neighbourhood.
- 5.8.B.4 Sidewalks around the Southeast Seniors' Centre, seniors' lodges and auxiliary hospitals in the southeast communities will be rehabilitated and pedestrian lights and pararamps installed to ensure the safety of seniors and improve their access to programs, recreation, open space and services in their neighbourhoods.

5.9 TRANSPORTATION AND UTILITIES

The transportation and utility systems support the various land uses of the southeast communities. Integration of the planning and development of the transportation and utility systems in conjunction with existing and proposed land uses is required to minimize adverse impacts between the communities. The Transportation Master Plan is currently being prepared and the southeast community leagues of the Southeast Area Plan should be a key contact and provide input to the Plan. Issues to be addressed by the Transportation Master Plan are the: roadway network; traffic control system; truck route component; public transit component; and the vehicular, bicycle and pedestrian circulation components.

This Section of the Southeast Area Plan is considered to be "Work in Progress". This Section will be updated as progress is made on the Transportation Master Plan which is scheduled for completion in 1998.

The objectives and policies that are contained in this Section will identify objectives and policies to deal with the local concerns of area residents related to transportation and utilities. The various City Departments have a number of programs and procedures in place to address these issues such as Neighborhood Infrastructure Program (NIP) and Traffic Management Plans. Other objectives and policies in this section will identify the role of the communities of the Southeast Area Plan with respect to the Transportation Master Plan.

Transportation

The transportation system must continue to support the City's social economic and land use development needs in order for the safe and efficient movement of goods and people. In the southeast communities, this requires the maintenance and upgrading of the existing roadways, the transit system and the public utility networks. Furthermore, a network of pedestrian and bicycle facilities are required to meet the recreational and functional needs of the residents. In all instances, the adverse impacts of the existing and proposed transportation facilities on the southeast community leagues must be minimized.

The southeast communities are affected by numerous arterial roadways (i.e. 75 St., 85 St., 98 Ave., 82 Ave., 50 St., and Argyll Road) which carry high levels of traffic which can create problems of noise, congestion, and concerns for pedestrian safety. There are also concerns regarding short cutting on local streets and parking

spillover from commercial areas into residential areas and the development of new truck routes within the southeast communities. Furthermore, the surrounding suburban communities including Mill Woods and Sherwood Park are experiencing growth and this growth will have a direct impact of the traffic volumes within the southeast communities. Objectives and policies of this section will also deal with these localized issues.

Utility Networks

In addition to the transportation network, the utility networks are an integral part of the urban development in the southeast communities. In the southeast communities, actions will be undertaken to meet present day and future servicing needs. Furthermore, concerns have been expressed by community residents about the infrastructure (water and sewer) as well as some road and sidewalk's need for repair. Major infrastructure problems have been identified in the Kenilworth and Ottewell areas that require immediate attention.

The focus of the objectives and policies for utilities will be:

- To repair utility infrastructure as administered by the City of Edmonton including streets, road, sewers, water mains and other infrastructure.
- To repair utility infrastructure as administered by the private utility companies including EPCOR, Aqualta, Telus and Northwestern Utilities.

Transportation - Objective and Policies

Objective

- 5.9.A To ensure that the transportation systems support the southeast communities circulation requirements.

Policies

- 5.9.A.1 The Transportation and Streets Department will prepare Traffic Management Plans on a as required basis by the community leagues of the Southeast Area Plan with the intent to address short cutting, install stop signs and other signage, and implement other traffic restriction devices.

- 5.9.A.2 The Traffic Management Plans for southeast communities will be coordinated with the Southeast Area Plan, complete with a public consultation process in the communities.
- 5.9.A.3 The transportation roadway network and transit systems will be enhanced within the southeast communities and adverse transportation impacts will be minimized.
- 5.9.A.4 Business, commercial and employment centers in the southeast communities are adequately serviced by the roadways and public transit service.
- 5.9.A.5 The Transportation and Streets Department will be encouraged to work with the southeast community leagues to accommodate city wide travel demand through the ongoing implementation of improvements consistent with the Transportation Master Plan.
- 5.9.A.6 Pedestrian pathways and bicycle trails for the southeast communities will continue to be developed.

Objective

- 5.9.B That the community leagues of the Southeast Area Plan be recognized by the City as the primary group to deal with for transportation planning activities affecting these communities.

Policies

- 5.9.B.1 The Transportation and Streets Department be encouraged to work with community leagues of the Southeast Area Plan in the planning and approval of transportation improvements recommended in the Transportation Master Plan.
- 5.9.B.2 The Transportation and Streets Department and be encouraged to work with the community leagues of the Southeast Area Plan to address transportation concerns regarding the impact of traffic from outlying areas as identified in the community issues, Section 3.3 of this Plan.
- 5.9.B.3 The Transportation and Streets Department and Transportation Master Plan Committee be encouraged to work with the community leagues of the Southeast Area Plan to address transportation concerns regarding the designation of truck routes within the southeast communities with

particularly emphasis on 75 St. as identified in the community issues, Section 3.3 of this Plan.

- 5.9.B.4 The community leagues of the Southeast Area Plan will be encouraged to assist in the preparation of the Traffic Management Plans to address local pedestrian/cycling circulation issues and link commercial areas and recreation opportunities.
- 5.9.B.5 The community leagues of the Southeast Area Plan will be encouraged to seek to improve and upgrade the sidewalks and bike routes in conjunction with the routes identified in the pedestrian/cycling plans.
- 5.9.B.6 Traffic Management Plans will address pedestrian and bicycling safety within southeast communities while minimizing conflicts with vehicular traffic.

Utilities - Objective and Policies

Objective

- 5.9.C To maintain the integrity of the utility networks in the communities of the Southeast Area Plan and address infrastructure problems identified by specific communities.

Policies

- 5.9.C.1 Ensure that communities of the Southeast Area Plan are supported by the water, sewer and storm utilities at service levels compatible with the present and future demand levels.
- 5.9.C.2 Ensure that communities of the Southeast Area Plan are supported by the power, gas and telecommunication utilities at service levels compatible with the present and future demand levels.
- 5.9.C.3 The communities of the Southeast Area Plan will be encouraged to undertake to acquire physical infrastructure improvements to the southeast communities through the various agencies responsible for maintenance and upgrading of this system.
- 5.9.C.4 That utility infrastructure problems identified in Kenilworth and Ottewell be will be dealt with as a high priority by civic utility departments.

5.10 Urban Design

Each of the communities of the Southeast Area Plan has a certain character that is related to the age of the neighbourhood, the level of pride in ownership and the mix of land uses. It is important to maintain the attractive, uncluttered, visibly appealing streetscapes and ensure compatibility between the various types of residential built forms. To this end, urban design policies will attempt to seek a sense of community, reinforce the character and identity of the individual communities, ensure compatibility of the residential built form, enforce property maintenance standards and promote historic resources.

Urban Design - Objective and Policies

Objective

- 5.10.A To promote urban design opportunities for special residential and special character commercial areas.

Policies

- 5.10.A.1 The southeast communities will identify urban design opportunities to the Planning and Development Department for special residential and special character commercial areas.
- 5.10.A.2 The southeast communities will establish visual identities for each of the communities and seek to develop distinctive individual characters for each community.
- 5.10.A.3 The southeast communities in conjunction with the Planning and Development Department, will develop urban design guidelines for new development and redevelopment in the southeast.

Objective

- 5.10.B. To ensure compatibility of the various types of residential built form in the southeast communities.

Policies

- 5.10.B.1 Redevelopment will provide an appropriate transition in density, height and mass with abutting and adjacent properties as per transition guidelines in 5.2.C.5.

- 5.10.B.2 Developers will be encouraged to design buildings in order to maximise useable open space for the benefit of the residents.
- 5.10.B.3 Developers will be encouraged to design developments that maximize Crime Prevention Through Environmental Design (CPTEP) guidelines for the benefit of the residents.
- 5.10.B.4 Developers will be encouraged to design and construct buildings which are complementary to the character of the existing development and the character of the surrounding community.
- 5.10.B.5 Developers will be encouraged to design and orient buildings to reduce the impact of arterial roadways and other conflicting land uses and make optimal use of design to protect individual privacy.
- 5.10.B.6 Potential land use conflicts between proposed higher density developments and the existing low density residential developments will be minimized through implementation of residential policies of this plan.
- 5.10.B.7 Developers will be encouraged to design new buildings so that they are functionally integrated with surrounding land uses which are expected to remain in the long term.
- 5.10.B.8 Major architectural and urban design elements of new construction will complement the traditional forms of existing development by reflecting the proportions, mass and height of the surrounding community.

Objective

- 5.10.C To promote and educate the southeast community leagues about the property maintenance bylaws and the Community League and residents role for enforcement.

Policies

- 5.10.C.1 The southeast community leagues as required will promote and educate residents in the enforcement and procedures regarding property maintenance.

5.10.C.2 The Planning and Development Department will advise the southeast community leagues as to the current property maintenance bylaws (i.e. Minimum Property Standards Bylaw).

Objective

5.10.D To identify and preserve historic resources.

Policies

5.10.D.1 As historic resources are in the southeast communities are identified they will be protected.

6.0 PLAN IMPLEMENTATION

6.0 IMPLEMENTATION

6.1 Introduction

The preceding Section 5 dealt with plan objectives and policies to guide future development and redevelopment of the southeast communities. This Section of the plan is more specific and enables actions to be implemented to address immediate issues and opportunities for each community identified in Section 3. This approach was endorsed as a result of a report approved at City Council on June 6, 1995.

The issues and opportunities have been identified from the background information collection and public participation noted in Section 2.3 of this plan. Evaluation of the issues and opportunities by the Planning & Development Department identified that in addition to land use issues, many of the issues were related to Transportation; *Community Services*; Protective Services and other civic departments. As a result, a mechanism has been established through this Section to enable timely resolution of issues and opportunities identified by the individual communities. In some instances, programs are already in place to resolve issues while newly identified issues can be addressed in annual civic department work plans.

Amended by
Editor

It is the responsibility of individual Community Leagues to consult with the appropriate Civic department to resolve their issues. The Planning & Development Department will be the primary civic contact to community leagues to arrange the appropriate meetings. It is recommended that community leagues invite as many of the required departments (Planning & Development, Transportation and Streets, Community Services, Protective Services) to their planning meetings, in order that issues are resolved through a unified approach by the City.

This Section has been divided into three main components. It is expected that these components will be updated on an every two year basis.

- Section 6.2 identifies the current initiatives or programs that are currently in place or proposed for the southeast communities.
- Section 6.3 is more specific to the individual communities and identifies programs or projects that are currently underway or planned.

- Section 6.4 is in response to the issues and opportunities contained in Section 3.3 of this plan. This Section identifies proposed methods for resolving the issues and optimizing on the opportunities for the southeast communities.

6.2 General Programs Applicable Throughout The Southeast Communities

The following is a list of broad level plans and programs that are available to or occurring for the southeast communities.

1) TRANSPORTATION MASTER PLAN

This project is underway to identify and evaluate Transportation issues for inclusion in the Transportation Master Plan.

2) TRAFFIC MANAGEMENT PLANS

Neighbourhoods are reviewed by the Transportation and Streets Department for consideration for Traffic Management Plans on a yearly basis. (Department funding, work commitments, complexity and issue priorities are some factors considered for prioritizing the neighbourhoods.) Selection of neighbourhoods for Traffic Management Plans is dependent upon the annual Council status report on Neighbourhood Traffic Planning Studies and neighbourhood selection criteria.

3) NEIGHBOURHOOD ROADWAY OVERLAY PROGRAM

Neighbourhood local roadways are ranked in order of need by the Transportation and Streets Department and overlaid with new asphalt where required.

4) NEIGHBOURHOOD INFRASTRUCTURE PROGRAM

A program to provide infrastructure improvement projects in a coordinated manner (for various line department projects).

5) NEIGHBOURHOOD PARK DEVELOPMENT PROGRAM (N.P.D.P.)

A cost-shared program for park development within a community based on a 50/50 ratio of City/Community League funding; up to \$60,000 maximum from the City.

6) NEIGHBOURHOOD PARK TREE PLANTING PROGRAM
(N.P.T.P.)

A cost-shared program for tree planting within neighbourhoods based on a 50/50 ratio of City/ Community League funding. Of note is the fact that neighbourhoods are ranked on the basis of the age of the Park's naming.

6.3 Programs and Projects Specifically Applicable To Individual Communities

The following is a list of programs and projects that are specifically applicable to the individual Southeast Communities. These programs and projects have been identified effective June 1995 at the time the City Council Report was approved for Issues and opportunity resolution.

1) AVONMORE

- none at present

2) CAPILANO

- this neighbourhood is proposed for roadway overlay within the next 5 years
- tennis court resurfacing at Capilano Community League by the Community League
- playground redevelopment at Capilano Community League under N.P.D.P.

3) GOLD BAR

- Gold Bar Waste Treatment Plant upgrading is underway (the Canada/Alberta Infrastructure Program)
- Gold Bar Park (50 St./109B Ave.) will be reviewed for playground repair in 1995 under the Playground Conservation Program

4) IDYLWYLDE

- Idylwylde Playground (81 St./85 Ave.) will be reviewed for playground repairs in 1995 under the Playground Conservation Program

5) KENILWORTH

- the Local Combined Sewer Rehabilitation Program will be utilized within the next 5 years to correct some identified problems
- proposed for roadway overlay within the next 5 years

6) OTTEWELL

- Neighbourhood roadway overlay was completed in 1992/1993.

7) STRATHEARN

- Strathearn Community League improvements to the snowbank rink (fence, pad and benches), tennis courts parking lot resurfacing, and basketball court by the Community League
- Strathearn Playground repairs (95 Ave./90 St.) are proposed for review in 1995 under the Playground Conservation Program

6.4 Proposed Resolutions to Community Issues/Opportunities/Strategies

This Section contains charts for the southeast communities. The attached charts itemize the proposed methods for resolving the issues and optimizing on the opportunities for the southeast communities, as identified in Section 3.3. These issues and opportunities have been identified by community residents representatives preparing the Southeast Area Plan through a series of public meetings, workshops and discussions. These charts should be updated by the community leagues on a two or three year basis. The charts are to be read as follows:

Column #	Title	Description
1	Community	includes a listing of the Issues and Opportunities (with accompanying community proposed strategies) as proposed by the residents and Plan Committee.
2	Can/will be reviewed during the 5 year Civic Work Plan	indicates that these items will be reviewed for implementation during the current 5 year Civic Work Program (1995 - 1999)
3	Could be reviewed during the next 5 year Civic Work Plan	indicates that these items may be reviewed for implementation during the next 5 year Civic Work Program (2000 - 2004)
4	Could be resolved by other means	indicates that these items are not proposed for inclusion within the Civic Work Program, but that they will be reviewed and evaluated with the assistance of the communities by other means or programs available (i.e. Transportation and/or Parks & Recreation Departments Programs as identified)
5	Cannot be resolved	indicates that these items cannot be resolved
6	Comments	provides additional or descriptive comments to further expand upon the resolution identified

The following information should be considered when reviewing the attached charts:

- a) Review of items for the Civic Works Program will be subject to budget and various program priorities;
- b) Communities to be considered for Traffic Management Plans will be added to the list of such communities currently developed by the Transportation and Streets Department, and will be reviewed from time to time (dependent upon the annual City Council status report on Neighbourhood Traffic Planning Studies and neighbourhood selection criteria);
- c) Inquiries regarding pothole repairs and street sanding should be forwarded by the resident to the Transportation Street Maintenance Section (496-5678) for action within the week (sometimes within the same day);
- d) Sidewalk spot repairs/replacement may be pursued through the above mentioned service. Complete replacement of a block length of sidewalks is undertaken as a Local Improvement Levy (paid for by the adjacent property owners);
- e) Residential permit and time-limited parking programs can be discussed with the Traffic Operations Branch of the Transportation and Streets Department (496-2680). In order for either program to apply to a minimum of a block area, a petition of support from two thirds majority of the property owners is required;
- f) The Public Works Department annually publishes “What’s in the Works” in the Examiner and the Sun, in April or May, to provide residents of the City with the public works projects proposed for implementation during the coming construction season; and
- g) A community busing program known as “Service Plus” is a program which is subsidized by private groups (i.e. Malls, Corporations, Associations) to provide smaller scale bussing needs on specific areas/routes. Inquiries regarding the potential for use of this program can be made of the Transit Branch of the Transportation and Streets Department (496-5797).

AVONMORE	Can / will be reviewed during the 5 yr Civic Work Plan	Could be reviewed during the next 5 yr Civic Work Plan	Could be resolved by other means	Cannot be resolved	Comments
ISSUES – Strategies					
TRANSPORTATION: Safety of pedestrians crossing \$3 St- and bike Ira users crossing 83 St- near 61 Ave. <ul style="list-style-type: none">• Discuss with the Transportation Department the possible installation of pedestrian crossings along 83 St. and Argyll Rd. Safety of children due to heavy traffic volumes near the schools (76 Ave./ 78 St.). <ul style="list-style-type: none">• Discuss with the Transportation Department measures for reducing volume and speed of vehicles along 76 Ave and 78 St Short cutting through the neighbourhood on 76 Ave. and 71 Ave. <ul style="list-style-type: none">• Discuss with the Transportation Department the possible installation of yield or stop signs along 76 Ave and 73 Ave	Transp. Dept.	Transp. Dept.	Transp. Dept.	Can be reviewed for remedial measures.	
PARKS 4 RECREATION: Velodrome Is an eyesore for residents.			X		Can be reviewed through a Traffic Management Plan
OTHER: Potential crime In warehouse/Industrial areas along 7S St and Argyll Rd <ul style="list-style-type: none">• Increased police patrols in the industrial areas along 75 St and Argyll Rd Neighbourhood Patrol may work here. Late night short-cutting from bar patrons on Argyll Rd. (to avoid stop checks). <ul style="list-style-type: none">• Increase or start enforcement on location of Pubs rather than stopcheck-type programs. Work with neighbourhood policing policies.	Police Services		X		Parks a Recreation Dept is looking at alternative solutions for use.
OPPORTUNITIES - Strategies					Refer to Police Services for evaluation.
TRANSPORTATION: The roadway and Infrastructure (sewer) programs should be identified to area residents so that they are aware of future plans for the community. <ul style="list-style-type: none">• Work with Civic Departments to provide the needed information (ie. infrastructure improvements, timing, schedules, etc.) to residents. A transit shuttle bus could operate between Capilano and Bonnie Doon Shopping Centres <ul style="list-style-type: none">• Discuss with Transit Branch of the Transportation Department the potential of a shuttle bus					Refer to Police Services for evaluation.
					Already being publicized annually in the "What's in the Works?" in the Examiner in April/May
					The existing Route 93 provides service between Capilano and Bonnie Doon on week days between 6:00AM & 6:00PM. Regular scheduled service cannot be justified in other for discussion with the Transit Branch. time periods - The alternative of "Service Plus" is available

CAPILANO	Can / will be reviewed during the 5 yr Civic Work plan	Could be reviewed during the next 5 yr Civic Work Plan	Could be resolved by other means	Cannot be resolved	Comments
ISSUES - Strategies OTHER: Obnoxious Odors from Gold Bar Waste Treatment Plant <ul style="list-style-type: none">• Liaison with Strathcona Industrial area on safety precautions and environmental concerns Liaison Group is currently formed and active	Transp. Dept. Public Works				<ul style="list-style-type: none">• Plant upgrading underway (Canada/Alberta Infrastructure Program)• The Drainage Branch has initiated odour control at the Gold Bar Wastewater Treatment Plant and public meetings with local neighbourhoods have been held to inform them of plant activities• Cover installation was completed Dee/94 and scrubbing will begin Sept/95 Odour levels are anticipated to decrease by 27% Further plant improvements to tertiary treatment will be made, with total odour emission reductions of 37% anticipated by 1998.
OPPORTUNITIES - Strategies TRANSPORTATION: Improvement of bicycle path connections through adjacent neighbourhoods and the downtowns. PARKS & RECREATION: Natural Area Protection Planning and enhancement of the River Valley and Ravines Development of, neighbourhood parks. <ul style="list-style-type: none">• More community common' approach (passive recreation) ie. Horseshoes, benches, barbecue pits; possible community. <i>NOTE: Capilano Neighbourhood proposed for roadway overlay within next 5 years</i>					<p>This neighbourhood has good connections to River Valley bike paths leading to downtown no further connections planned at this time.</p> <p>“Ribbon of Green” Plan and River Valley Bylaw</p> <p>Through Community Initiative and if eligible, through N.P.D.P. and N.P.T P.</p>

GOLD BAR	Can / will be reviewed during the 5 yr Civic Work Plan	Could be reviewed during the next 5 yr Civic Work Plan	Could be resolved by other means	Cannot be resolved	Comments
ISSUES - Strategies				X	50 St is an arterial
TRANSPORTATION: Increasing volumes of traffic on 50 St, between 101 Ave. and 106 Ave. (noise and safety); maintain Irene control on I01A Ave. near townhouses. • Evaluate configuration of 50 St Traffic should be rerouted to 98 Ave. and Capilano Dr.				X	50 St and 106 Ave are arterials and major connectors to the Dawson Bridge.
PARKS & RECREATION: Horse trough - Old spring and catchbasin • Need to put trough back (hazard in winters and creates a bog in spring)			X		Will be reviewed by River Valley Parks Branch.
OTHER: On-street parking by townhouses (narrow street) and speed • More drive-bys by Police, increased fines for speeding			X		Refer to Police Services for evaluation.
Obnoxious odours from she Industrial areas. • Liaise with Strathcona Industrial Association the Waste Treatment Plant is holding meetings with residents and Environmental Protection Department	X				Plant upgrading is underway (Canada/Alberta Infrastructure Program) See Capilano.
Multiple family ho-sing may deteriorate If adequate upgrading and maintenance is not provided-			X		Suspected violations of building code maintenance should be referred to Minimum Property Standards (428-5666).
Increased Crime • Let communities know frequency of crime (break-ins, vandalism, etc) in the neighbourhood. More volunteers to help free up Police for policing			X		Inquiries should be directed to Ottewell Police Station (496-8516).
OPPORTUNITIES - Strategies					
PARKS & RECREATION: Location of Gold Bar Ravine and the River Valley reduces the opportunity for through traffic-through the Interior of the neighbourhood- Natural area protection planning and enhancement In green areas and ravine. Potential further improvements to local neighbourhood parks Le- tables, benches, BBQ pits, basketball hoops. • Put basketball or tennis court in (for youth activity)					No action required- Though the Ribbon of Green Plan and the River Valley Bylaw N P D P or through Community funded improvement

IDYLWYLDE	Can / will be reviewed during the 5 yr Civic Work Plan	Could be reviewed during the next 5 yr Civic Work Plan	Could be resolved by other means	Cannot be revolved	Comments
ISSUES - Strategies					
TRANSPORTATION: High volumes of traffic and congestion on adjacent arterial roadways. <ul style="list-style-type: none"> • Ensure that there is representation on the Transportation Master Plan Review Committee (City sponsored planning initiatives) • Guidelines for integrating vehicular, pedestrian, cycling and handicapped/elderly traffic throughout the neighbourhood. On-street parking for neighbourhood churches conflict with residents' parking <ul style="list-style-type: none"> • Consider resident parking permits only (not necessarily for this neighbourhood) Short cutting along 86 Ave between 75 St. and 83 St. <ul style="list-style-type: none"> • Require traffic light on 86 Ave /83 St Parking concerns related to Bonnie Doon High School (on adjacent streets); also north side of 86 Ave- near 81 St. @ Idylwylde Elementary School. <ul style="list-style-type: none"> • Traffic and safety concerns at 79 St. and 90 Av; talk to school re: drop-off (enforcement) Traffic noise from 7S St- (82 - 90 Ave.) Traffic short-cutting along 79 St. to avoid Bonnie Doon traffic circle. <i>Relates to Holyrood #5</i> <ul style="list-style-type: none"> • To Require traffic light on 86 Ave./83 St 	Transp. Dept.	Transp. Dept.	Residents	Through the Transportation Master Plan Project	
OPPORTUNITIES - Strategies			X		
PARKS & RECREATION: Improvement to local neighbourhood parks/playgrounds.			Transp. Dept.		Consultation with the School Board re: increased on-site parking and Resident Parking Permit Program.
OTHER: Bonnie Doon Shopping Centre Is being upgraded-					No funding is available Residents can pursue installation of noise attenuation through local improvement levy or through the Transportation Master Plan Project
					• Does not meet criteria for signal. • Can be reviewed through a Traffic Management Plan (depending on the traffic situation in Holyrood)
					• Does not meet criteria for signal. • Can be reviewed through a Traffic Management Plan.
					Consultation with District Office of Parks & Recreation Dept re programs to be made available (NPDP & NPTP).
					Under way by the owners

KENILWORTH	Can / will be reviewed during the 5 yr Civic Work Plan	Could be reviewed during the next 5 yr Civic Work Plan	Could be resolved by other means	Cannot be resolved	Comments
ISSUES - Strategies			Transp. Dept.		Transportation Master Plan
TRANSPORTATION: Impact of truck routes surrounding the neighbourhood particularly 75 St(it- traffic volumes, pedestrian (school kids) crossing, and left turn lanes). <ul style="list-style-type: none">• Push to keep 75 St (90-98 Ave) truck free even when Capilano Dr is finished at the north end , evaluate sink grade. limited access, noise barriers, and tunnel as possible alternative truck route			Transp. Dept.		Transportation Master Plan
Intersection control and speeding at four way stop required at 116 Ave and 71 St. <ul style="list-style-type: none">• Install a four way stop at 86 Ave and 11 St evaluate alternative for speeding and intersection control	Transp. Dept.		Transp. Dept.		Transportation Master Plan
Difficult left turn access onto 75 St southbound from the neighbourhood <ul style="list-style-type: none">• Live with it/ prioritize problem areas					
Reduction of public transportation serving the southeast neighbourhoods <ul style="list-style-type: none">• Evaluate alternative forms of public transit the potential for a mini bus service electric street cars reduced night service dial a bus transit stn at Bonnie Doon mall) for southeast neighbourhoods (especially for Seniors)					
Poor condition of sidewalks and roadways (le. sidewalk widening, potholes). <ul style="list-style-type: none">• Wheel chair access; NIP for road paving and lanes.	Transp. Dept.		Transp. Dept.		Roadway Overlay program within the next 3 years.
Function of 90 Ave. (truck route, school/playground crossings, shopping centre access, Increased speed from 50 - 60 km/hr.) and safety concerns. <ul style="list-style-type: none">• Improve 82 Ave truck route and 50 St. truck traffic (smoother flowing); noise barrier on 50 St (98.82 Ave)			Transp. Dept.		Transportation Master Plan project

KENILWORTH	Can / will be reviewed during the yr Civic Plan	Could be reviewed during the next 5 yr Civic Work Plan	Could he resolved by other means	Cannot be resolved	Comments
ISSUES - Strategies (cont-) Lack of bicycle routes from and within the community. <ul style="list-style-type: none"> Bike lanes in meets, bike route markings, bike routes through (Ottewell to Fulton Creek and River Valley; route over 90 Ave to Moll Creek Ravine and north to downtown PARKS& RECREATION: Insufficient open space and poor maintenance of existing space <ul style="list-style-type: none"> Improve maintenance of community open space (sports fields) and planting of more shade trees (near Waverley School) 	Transp. Dept. / Parks & Recreation Dept.				More planning is required to identify specific needs and programming The District Office of Parks & Recreation Dept will work with the community If they pursue construction, Transportation would review potential for a bike path from Audio O'Brien to the ravine. - Neighbourhood bike route connections to the ravine path would also be reviewed.
OTHER: Obnoxious odours from sewers on 86 Ave at 71 St and 11 St. <ul style="list-style-type: none"> Coordinate sewn repairs with the Public Works Dept prior to new paving Increased vandalism and property damage. <ul style="list-style-type: none"> Divert police from radar traps to law enforcement; tighter bylaw enforcement (ie weeds, illegal suites, noise, trash, speeding, running traffic lights). 	Transp. Dept. (Drainage)				<ul style="list-style-type: none"> Periodic flushing of the sewer system is undertaken to reduce odours caused by the presence of sulphur-bearing compounds. Various remedial measures and their ability be reduce sewer odour emission are presently being evaluated Kenilworth will have work done in the next five years under the Local Combined Sewer Rehabilitation Program to coned any identified problems This may involve replacement of a sewer reach, if required Refer to Police Services for evaluation
OPPORTUNITIES - Strategies OTHER: Community Health Board to review the provision of health services to and within communities. <ul style="list-style-type: none"> Find out info and participate. PARKS & RECREATION: Bike routes in area. <ul style="list-style-type: none"> Alternatives. separate lane; separate paths 					SECPC will pursue this with the Board of Health More planning is required to identify specific needs and programming the District Office of Parks & Recreation Dept will work with the community.
<i>Note: Neighbourhood proposed for Transportation Overlay within next 5 years</i>					

OTTEWELL	Can / will be reviewed during the 5 yr Civic Work Plan	Could be reviewed during the next 5 yr Civic Work Plan	Could be resolved by other means	Cannot be resolved	Comments
ISSUES- Strategies <p>TRANSPORTATION:</p> <p>Traffic volume and speeding concerns on collectors; short-cutting on 94B Ave. and Ottewell Rd</p> <p>Traffic and truck route volumes and noise concerns on 50 Street</p> <ul style="list-style-type: none"> • Build a barrier/plant trees to create a sound barrier fm traffic on 50 St <p>Difficult access southbound onto 75 St- (from 94B Ave. more so than 92A Ave)</p> <p>Impact of truck routes surrounding neighbourhood (particularly 75 St) ie. traffic volumes, pedestrian crossings and left turn lanes.</p> <ul style="list-style-type: none"> • Push to keep 75 St free of truck traffic even when Capilano Dr is completed on the north end, extend closure from 90-82 Ave to become 98-82 Ave <p>Traffic delays on 50 St. southbound</p> <ul style="list-style-type: none"> • Add right hand turning lane at 82 St <p>Reduction of public transportation serving the southeast neighbourhoods.</p> <p>Function of 90 Ave. (truck route, school/playground crossings, shopping centre access, Increased speed from 50 - 60 km/hr) and safety concerns.</p> <ul style="list-style-type: none"> • Improve 82 Ave. truck route and 50 St. truck traffic (smoother flowing), noise barrier on 50 St (98-82 Ave). <p>PARKS & RECREATION:</p> <p>Insufficient open space and poor maintenance of existing space.</p> <ul style="list-style-type: none"> • Improve maintenance of community open space and planting of more shade trees <p>Traffic and parking congestion on residential roads, from educational and recreational use of Kings College and Concordia College (particularly Concordia).</p> <ul style="list-style-type: none"> • Expand parking into school yards at Concordia and Kings Colleges <p>Possible loss of parkland and City land used for park purposes</p> <ul style="list-style-type: none"> • Improve public involvement in sales of public parkland 			X Transp. Dept.		<p>Review through Traffic Management Plan</p> <p>Transportation miner Plan or residents can initiate noise attenuation through a Local Improvement Levy. (This is a truck route and no civic funding is available for noise attenuation)</p> <p>Full signal may conflict with next issue-</p> <p>Through the Transportation Master Plan project</p> <p>Traffic delays are related to CPR crossing requires over/underpass (budget priority Issue)</p> <p>Transportation Master Plan. (See Edmonton Transit - Kenilworth)</p> <ul style="list-style-type: none"> • Truck Route. Transportation Master Plan - Speed will be increased to 60 km/hr (1995). • Upgrading pedestrian stop light at 71 St (1995). <p>Dept uses Maintenance Standards and N.P.D.P and N.P.T.P.</p> <p>Public consultation component of the Community Needs Assessment req'd prior to Parks & Rec surplussing of parkland and Planning and Development Dept procedures re sale of City-owned land.</p>

OTTEWELL	Can / will be reviewed during the 5 yr Civic Work Plan	Could be reviewed during the next 5 yr Civic Work Plan	Could be resolved by other means	Cannot be resolved	Comments
ISSUES- Strategies Cont. OTHER: Increased vandalism and property damage. Community facility rejuvenation and programs needed due to increasing number of Seniors in neighbourhood.			X		Refer to Police Services re: Nbhd protection Consultation with District Office of Park. A Rec Dept re programs to be made available and possibly renovated to riled residents' needs
OPPORTUNITIES - Strategies PARKS A RECREATION: Improved bicycle and pedestrian access to the River Valley- • Develop a bike trait/walkway from Ottewell through Fulton Creek to the River Valley					More planning is required to identify specific needs and programming. The District Office of Parks & Rec Dept. will work with the community. If they pursue construction. Transportation will review potential for a lists path from Austin O'Brien to the Ravine- Neighbourhood bike route connections to the ravine would also be reviewed.
<i>NOTE: Ottewell Roadway Overlay completed 1992-1993.</i>					

STRATHEARN	Can / will be reviewed during the 5 yr Civic Work Plan	Could be reviewed during the next 5 yr Civic Work Plan	Could be resolved by other means	Cannot be resolved	
ISSUES - Strategies					
TRANSPORTATION: Excessive traffic volumes, noise and safety concerns on 95 Ave. • Ensure that there is representation on Transportation Master Plan (City sponsored planning initiatives) Traffic and safety concerns for Seniors at 92 St- between 95 Ave. and Connors Rd. • Guidelines for integrating vehicular, pedestrian, cycling, traffic, handicapped/elderly traffic throughout the community Non-resident parking concerns for Montgomery Legion Place re: visitors and commuters who take public transit downtown. Short-cutting on 92A Ave from IS St. Connors Rd to avoid Bonnie Doon traffic • Evaluate and possibly modify the traffic circle for safety reasons Potential short cutting and traffic problems on Cloverhill Rd , between Connors Rd and 98 Ave. Traffic safety issues on Strathearn Dr tie poor sight tines, on street parking large recreational vehicles parking, speeding} • Speed bumps			Transp. Dept.		Through the Transportation Master Plan Project
OTHER: Removal/cutting of trees on public land north of Strathearn Dr- by residents. • Stricter enforcement; better cultivation (pruning, etc.) to ensure stability; better signage (consequences for cutting trees). Expected disruption from municipal servicing Improvements during Strathearn Belch's redevelopment. • Establish ongoing liaison between community and City departments re: infrastructure issues(ie. nurturing neighbourhoods).	Police Services		Transp. Dept.	X	Can be reviewed through a Traffic Management Plan Can be reviewed through a Traffic Management Plan X No effect in Strathearn — only an issue if Cloverdale residents request resolution, and they have not done so to date Can be reviewed though a Traffic Management Plan
OPPORTUNITIES - Strategies					"Ribbon of Green" Plan and implementation of the River valley Bylaw guidelines Community initiative with the District Office of Parks & Recreation Dept to review optional priorities
PARKS & RECREATION: Proximity along the river valley top-of-bank possibility of increasing accesses to the valley while maintaining natural vegetation cover Guidelines for improving access to the Rivet Valley Outdoor recreation facilities could be Improved for teenagers-					

STRATHEARN	Can / will be reviewed during the 5 yr Civic Work Plan	Could be reviewed during the next 5 yr Civic Work Plan	Could be resolved by other means	Cannot be resolved.	Comments
<p>OPPORTUNITIES - Strategies Cont-</p> <p>TRANSPORTATION: Bicycle trail linkages along 9S Avenue; possibly through designation of a bike lane.</p> <p>Nature and location of 9S Avenue (width, bordered by community facilities, collector, bus route); could be improved to unite rather than divide the community.</p> <ul style="list-style-type: none"> • 95 Ave. currently divides the nbhd and opportunities should be evaluated for developing guidelines for future streetscape development on 95 Ave 					<p>More planning is required to identify specific needs and programming. The District Office of Parks & Recreation Dept. will work with the community.</p> <ul style="list-style-type: none"> • More information required by Transportation and Planning Dept re: needs, ie. pedestrian connections, continuity in land use, etc.. • Can be reviewed through a Traffic Management Plan and possibly Implemented through a Local improvement Levy.

APPENDIX 1

GLOSSARY OF TERMS

LAND USE DISTRICTS

TRANSITION GUIDELINES

Extracted from the City of Edmonton Land Use Bylaw , Bylaw No. 5996, as amended-

Edmonton Land Use Bylaw 5996
Residential and residential related Use Classes

1) Apartment Housing means development consisting of one or more Dwellings contained within a building in which the Dwellings are arranged in any horizontal or vertical configuration, which does not conform to the definition of any other Residential Use Class.

2) Duplex Housing means development consisting of a building containing only two Dwellings, with one Dwelling placed over the other in whole or in part with individual and separate access to each Dwelling- This type of development shall be designed and constructed as two Dwellings at the time of initial construction of the building. This Use Class does not include Secondary Suites.

2a) Garage Suite means development consisting of a self-contained Dwelling located above a rear detached garage which is accessory to Single Detached Housing. A Garage Suite has cooking, food preparation, sleeping and bathing facilities which are separate from those of the principal Dwelling located on the lot. For the purpose of this Clause, "cooking facilities" includes any stove, hotplate, oven, microwave oven, toaster oven or electric griddle, as well as any wiring or piping containing the energy or power source for such facilities- A Garage Suite has an entrance separate from the entrance to the rear detached garage, either from a common indoor landing or directly from the exterior of the structure. This Use Class does not include Secondary Suites.

3) Linked Housing means development consisting of Row Housing where each Dwelling is joined to the adjacent Dwelling by a wall which is not a party wall between habitable rooms, but which is common with the basement, garage, carport, entryway, or enclosed patio of the adjoining Dwelling.

4) Mobile Home means development consisting of transportable Single Detached Housing which is suitable for permanent occupancy, designed to be transported on its own wheels, and which is, upon its arrival at the site where it is to be located, ready for occupancy except for incidental building operations such as placement on foundation supports and connection to utilities.

5) Row Housing means development consisting of a building containing a row of two or more Dwellings joined in whole or in part at the side only with no Dwelling being placed over another in whole or in part. Each Dwelling shall be separated from the one adjoining, where they are adjoining, by a vertical party wall which is insulated against sound transmission. Adjoining rooms may or may not be Habitable Rooms. Each

Dwelling shall have separate, individual, and direct access to grade. This Use Class includes Linked Housing and Semi-detached Housing.

5a) Secondary Suite means development consisting of a self-contained Dwelling located in a structure in which the principal use is Single Detached Housing. A Secondary Suite has cooking, food preparation, sleeping and bathing facilities which are separate from those of the principal Dwelling within the structure. For the purpose of this Clause, "cooking facilities" includes any stove, hotplate, oven, microwave oven, toaster oven or electric griddle, as well as any wiring or piping containing the energy or power source for such facilities- A Secondary Suite also has an entrance separate from the entrance to the principal Dwelling, either from a common indoor landing or directly from the exterior of the structure. This Use Class includes conversion of basement space to a Dwelling, or the addition of new floorspace for a Secondary Suite to an existing Single Detached Dwelling. This Use Class does not include Duplex Housing, Semi-detached Housing, or Apartment Housing, where the structure was initially designed for two or more Dwellings, and does not include Boarding and Lodging Houses.

6) Semi-detached Housing means development consisting of a building containing Row Housing consisting of only two Dwellings. This Use Class includes Linked Housing consisting of only two Dwellings.

7) Single Detached Housing means development consisting of a building containing only one Dwelling, which is separate from any other Dwelling or building. Where a Secondary Suite is a Permitted or Discretionary Use Class in a District, a building which contains Single Detached Housing may also contain a Secondary Suite. This Use Class includes Mobile Homes which conform to Section 89 of this Bylaw.

8) Stacked Row Housing means development consisting of Row Housing, except that Dwellings may be arranged two deep, either vertically so that Dwellings may be placed over others, or horizontally so that Dwellings may be attached at the rear as well as at the side. Each Dwelling shall have separate and individual access, not necessarily directly to grade, provided that no more than two Dwellings may share access to grade, and such access shall not be located more than 5-5 m (18-04 ft.) above grade. This Use Class includes Duplex Housing and Row Housing.

9) Apartment Hotels means development consisting of Dwellings contained within a building or a part of a building having a principal common entrance, in which the Dwellings are suitable for use by the same person or group of persons for more than five consecutive days, there are cooking facilities within each Dwelling, the Dwellings are furnished including dishes and linen, and either maid service, telephone service, or desk service is provided. Apartment Hotels shall not contain Commercial Uses, unless such

uses are a Permitted or Discretionary Use in the District where the Apartment Hotel is located.

10) Foster Homes means development consisting of the use of a Permitted or Discretionary Dwelling for more than four foster children.

11) Fraternity and Sorority Housing means development *consisting* of a building used for social or cultural purposes, which may include Sleeping Units all provided and maintained by a national or local student society formed chiefly for social or cultural purposes.

12) Group Home means development consisting of the use of a building as a facility which is recognized, authorized, licensed or certified by a public authority as a social care facility intended to provide room and board for seven residents or more, excluding staff for foster children or disabled persons, or for persons with physical, mental, social or behavioral problems, and which may be for the personal rehabilitation of its residents either through selfhelp or professional care, guidance and supervision. The residential character of the development shall be primary with the occupants living together as a single housekeeping group and using cooking facilities shared in common. The Use Class does not include Extended Medical Treatment Services such as drug and alcohol addiction treatment centres. A typical use is a "half way house" of seven residents or more, excluding staff.

13) Limited Group Home means development consisting of the use of a building as a facility which is recognized, authorized, licensed or certified by a public authority as a social care facility intended to provide room and board for six residents or less, exclusive of staff, for foster children or disabled persons, or for persons with physical, mental, social or behavioral problems, and which may be for the personal rehabilitation of its residents either through selfhelp or professional care, guidance and supervision. The residential character of the development shall be primary, with the occupants living together as a single housekeeping group and using cooking facilities shared in common. This Use Class does not include Extended Medical Treatment Services such as drug and alcohol addiction treatment centres. A typical use is a "half way house" of six residents or less, excluding staff.

14) Home Occupation, Major means development consisting of the use of an approved Dwelling or accessory building by a resident of that Dwelling for one or more business(es) which business(es) may generate more than one (1) business associated visit per day. The business use must be secondary to the residential use of the building and shall not change the residential character of the Dwelling and/or accessory building. The Dwelling may be used as a workplace by a non-resident. This Use Class includes Bed and Breakfast operations but does not include General Retail Sales or Professional Offices.

15) Home Occupation, Minor means development consisting of the use of an approved Dwelling by a resident of that Dwelling for one or more business(es) which business(es) shall not require more than one (1) business associated visit per day at the Dwelling. The business must be secondary to the residential use of the building and no aspects of the business operations shall be detectable from outside the property. The Dwelling shall not be used as a workplace for non-resident employees of the business- This Use Class does not include General Retail Sales or Professional Offices.

16) Temporary Shelter Services means development sponsored or supervised by a public authority or non-profit agency for the purpose of providing temporary accommodation for persons requiring immediate shelter and assistance for a short period of time. Typical uses include hostels and overnight shelters.

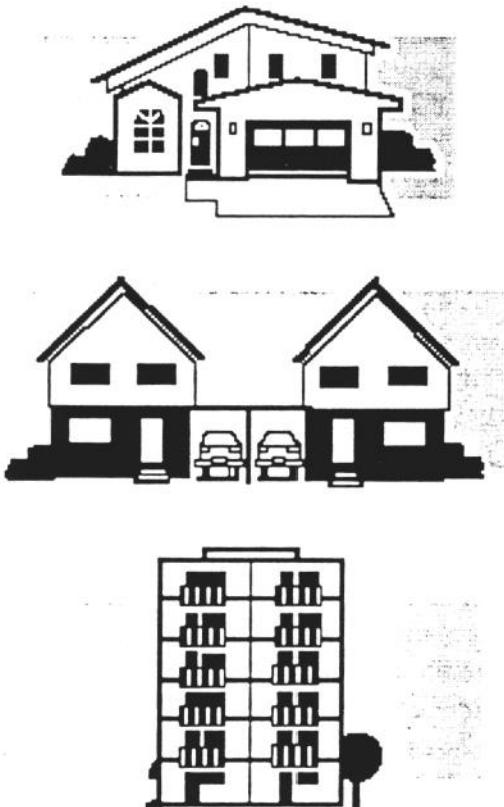
GLOSSARY

	In this General Municipal Plan, the following words have been defined to assist in the interpretation and application of objectives and policies.
Amenities	All public facilities, cultural activities/programs and environmental features that serve to enhance the physical setting of a community.
Development Concept Plans	Plans at a generalized level of detail for larger suburban areas identifying neighbourhood boundaries, major land uses such as residential, industrial, commercial, institutional and also showing transportation networks and servicing concepts.
Downtown	The portion of the central business district represented by the PRIDE Program, whose boundaries are shown on Map 5.
Family Housing	This type of housing refers to dwelling units which have qualities deemed desirable for households with children such as direct access to the unit from grade, private outdoor amenity or yard space, acoustical privacy between units and street addressing for identity.
Ground Related Multiple	A form of residential building containing three or more dwelling units, each having direct access to grade level.
Heavy Industry	A manufacturing or processing activity, a) which may consume larger amounts of land, energy, water, or other natural resources in its operation, or which requires access to transportation facilities capable of handling bulk materials or commodities; or b) which may have a detrimental effect on the environment through the following: high volumes of heavy vehicle movement; pollution of air, soil or water; nuisance as a result of noise, smoke, odour, dust, fumes, glare or humidity; or hazard arising from fire, explosion, radiation or contamination.
Heritage Building	This refers to a building covered by Council's policy to encourage the designation and rehabilitation of Municipal Historic Resources in Edmonton.
Infill Development	Development in the inner city areas of the city occurring on small, vacant or under-utilized lands, behind or between existing development, and which is compatible with the built-form characteristics of surrounding development.

Inner City	This area is shown on Map 1 and includes both the older neighbourhoods generally built prior to 1950, predominantly on a grid street pattern, and mature suburban neighbourhoods built prior to 1960 and now fully developed.
Linkage	Physical means of pedestrian related connection of one building or activity centre with another, by means of walkway, pedway or sidewalk
Mixed Use Developments	Developments designed for more than one type of land use on the same parcel of land such as residential and retail development; residential, office/retail development; office/warehouse development, etc.
Neighbourhood	A residential area, designed as a separate unit, having an appropriate mix of housing and dwelling types with convenience-type commercial facilities, and where appropriate, schools or park facilities.
PRIDE Program	The Program to Improve Downtown Edmonton was first approved by Council in 1983. Its goal is to reaffirm downtown as a social, cultural and economic heart of the city. By building partnerships between public and private sectors, PRIDE aims to maximize public and private resources for downtown revitalization. The key action areas identified by PRIDE are: physical improvements to public and private spaces, parking improvements, increased housing, promotions and special events, streamlined civic procedures, increased retail activity, public communications and enhanced social and cultural environments.
River Valley	Refers to the North Saskatchewan River Valley, its banks and the banks of its tributary system within the City of Edmonton.
Trade and Service	Is a term used to describe the service-producing, as opposed to the goods-producing sector. The service-producing sector includes both commercial and non-commercial services such as transportation and communications, wholesale and retail trade, finance, insurance and real estate services, community, business and personal services, as well as public administration, education, health and welfare services.
Town Centre	A suburban activity centre which may include commercial uses, offices, recreational uses, housing and a transit centre.

Appendix

Summary of Land Use Districts in the City of Edmonton



A Guide to the Edmonton
Land Use Bylaw 5996
July, 1996

A General Summary of Land Use Districts

The term "Land Use District" refers to a classification category that regulates the use and development of land- The following descriptions provide general information on the various land use districts- These are for your convenience only. The complete Land Use Bylaw (#5996) should be consulted in interpreting and applying the Bylaw.

The Land Use Bylaw classifies uses that may be allowed in any land use district as "permitted" and "discretionary". Permitted uses are those which must be approved by the Development Officer if the standards of the governing land use district are met- Discretionary uses are those which may be approved or refused at the discretion of the Development Officer, depending on how the proposed uses relate to surrounding areas and any applicable statutory plans. All decisions of the Development Officer may be appealed to the Subdivision and Development Appeal Board (SDAB); however, only with approvals of discretionary uses are the public notified of their right to appeal the Development Officer's decision.

For further information

Please call the Planning and Development Department, 2nd Floor, The Exchange Tower, 10250 - 101 Street NW, Edmonton T5J 3P4

Phone 496-6161(Fax 496-6299)

Residential Districts

These districts allow a variety of residential and residential-related uses to occur- The term "residential-related uses" in the Land Use Bylaw includes but is not limited to the following: group homes, home occupations, child care services, foster homes, religious assemblies and residential sales centres.



RF1 - Single Detached Residential District

A district permitting single detached housing. Other residential uses and residential-related uses are discretionary.



RSL - Residential Small Lot District

Primarily for single detached housing with front attached garages in undeveloped suburban areas at a slightly greater intensity than RFI. Semi-detached housing as well as other residential-related uses are discretionary.

RF2 - Low Density Infill District

Usually applied to existing developed areas of the city where single detached housing is permitted while providing for sensitive small-scale redevelopment at a higher density- Semi-detached housing as well as other residential-related uses are discretionary.



RPL – Planned Lot Residential District

Primarily for single detached housing, providing greater flexibility of site size and site design on a planned basis. Semi-detached housing, up to four units of row housing and other residential-related uses are discretionary.

RF3 - Low Density Redevelopment District

Usually applied to existing developed areas, permitting single and semi-detached housing. On appropriately sized sites, duplex housing (one unit over the other) and up to four units of row or apartment housing are discretionary, through conversion, infill or redevelopment. Residential-related uses are also discretionary in this district.



RF4 - Semi-Detached District

Intended primarily for semi-detached housing (side by side), but also permitting single detached housing- Duplex housing, up to four units of row housing and other residential-related uses are discretionary.



RF5 - Row Housing District

Intended for low to medium density multiple family housing, generally as row, linked or semi-detached housing on sites of less than 1-4 ha. Similar development on larger sites, family-oriented apartments, single detached housing and other residential-related uses are discretionary.



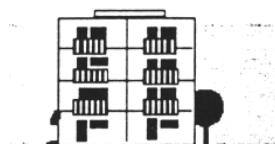
RF6 - Medium Density Multiple Family District

Intended for medium density multiple family housing in the form of stacked row, linked, semi-detached and duplex housing, on sites less than 1.4 ha. Development on larger sites plus other residential-related uses are discretionary.



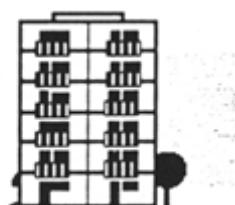
RA7 - Low Rise Apartment District

Permits apartment, stacked row and linked housing of not more than four storeys, developed to a maximum of 125 dwellings/ha on sites not exceeding 1.4 ha. Similar development on larger sites, single detached, semi-detached and duplex housing and residential-related uses are discretionary.



RA8 - Medium Rise Apartment District

Permits apartment, stacked row and linked housing to a maximum of 6 storeys and developed to a maximum of 225 dwellings/ha on suitably sized sites. Greater floor area may be developed if family-oriented housing is provided on the lower floors- Similar developments on larger sites, single detached, semi-detached and duplex housing, and residential-related uses are discretionary.



RA9 - High Rise Apartment District

Permits apartment, stacked row and linked housing, to a maximum height of 45 m, developed to a maximum of 325 dwellings/ha on suitably sized sites- Similar developments on larger sites, single detached, semi-detached and duplex housing, personal service shops, convenience retail stores, professional offices, clinics as well as residential-related uses are discretionary.

RMX - Residential Mixed Use District

Allows a mixture of residential uses or a mixture of residential, commercial and community service uses as specified in an area structure plan or area redevelopment plan- The district can only be applied in conjunction with a statutory plan overlay (see Overlays).

RR - Rural Residential District

Permits permanent single detached housing in a rural setting without provision of a full range of urban utility services.

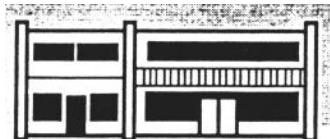
RMH - Mobile Home District

Permits mobile homes in a mobile home park or subdivision- Single detached housing is a discretionary use.

Commercial Districts

CNC - Neighbourhood Convenience Commercial District

Permits low intensity convenience commercial and personal service uses serving the day-to-day needs of neighbourhood residents.



CSC - Shopping Centre District

Permits large shopping centre developments serving a community or regional trade area. Residential, office, entertainment and cultural uses may also be included.

CBI - Low Intensity Business District

Permits low intensity commercial, office and service uses along major roads next to residential areas. Residential and automobile-oriented uses are discretionary.



CB2 - General Business District

Permits more intensive commercial, office and service uses than the CBI District, requiring larger sites and accessibility along or next to major roads.

CHY - Highway Corridor District

Permits and encourages high quality commercial development along roads serving as city entrance routes.

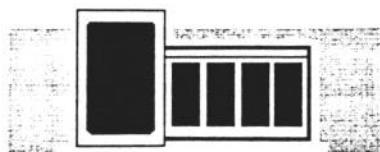
CO - Commercial Office District

Permits medium intensity office development on the periphery of the downtown, around light rail transit stations and other locations offering good accessibility by both automobile and public transit.

CMX - Commercial Mixed Use District

Allows mixture of commercial uses or a mixture of commercial, residential and community service uses as specified in an area structure or area redevelopment plan. This district can only be applied in conjunction with a Statutory plan Overlay (see Overlays).

Industrial Districts



IB - Industrial Business District

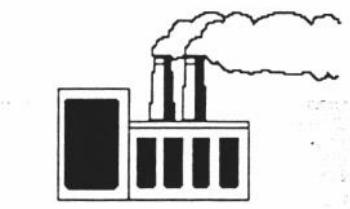
Permits the development of light industrial uses as well as low intensity business and office parks when no nuisance factor is evident and the development is compatible with any adjacent non-industrial district. Some commercial and community service uses are discretionary.

IM - Medium Industrial District

Permits manufacturing, processing, assembly, distribution and repair uses that carry out a portion of their operations outdoor or require outdoor storage areas.

IH - Heavy Industrial District

Intended for major impact industrial uses that may have detrimental effects on adjacent uses due to noise, odour, or fire hazards.



Urban Service Districts

US - Urban Service District

Permits public and privately owned facilities of an institutional or community service nature, such as schools, day care centres, community centres, churches and hospitals.

PU - Public Utility District

For public utility installations and facilities.

AP - Public Parks District

Permits active and passive recreational uses and landscaped buffers- Community, cultural and recreational uses are listed as permitted and/or discretionary.

A - Metropolitan Recreational District

Applies to natural areas and parkland adjacent to rivers, creeks, ravines and other areas intended for active and passive recreational use and environmental protection. Permitted uses include public parks, farms and single family housing on sites greater than 8 ha. Community, cultural and recreational uses are discretionary.

MA - Municipal Airport District

Intended for the operation of the Municipal Airport, permitting industrial uses and government services associated with the airport. Certain commercial uses which provide a direct service to airport operations or users are discretionary.

Agricultural and Reserve Districts

AG - Agricultural District

Permits agricultural use, and discourages any other uses which might interfere with agricultural use- Some non-interfering or necessary uses are discretionary.

AGU - Urban Reserve District

Reserves land for future residential growth. Farms are the only permitted use. Other uses which do not involve extensive development are discretionary.

AGI - Industrial Reserve District

Establishes reserve land for future industrial development. Farms are the only permitted use- Other uses which do not involve extensive development are discretionary.

Direct Control Districts

DCI - Direct Development Control District

A direct control district for sites designated as historical resources or sites of unique character as identified in an area structure or area redevelopment plan. Uses include those specified in approved area structure or area redevelopment plans, or those uses consistent with the designation under the Alberta Historical Resources Act.

DC2 - Comprehensively Planned Development District

A direct control district for major comprehensively planned and designed development that would not be accommodated under other land use districts. The use and development of the site is regulated through a development agreement between the City and the applicant-

DC3 - Temporary Holding District

A direct control district to temporarily control the development of land for which council has authorized the preparation of an area redevelopment plan. Uses are those specified in the land use designation superseded by this district except those which conflict with any objectives specified in the Area Redevelopment Plan or replotting scheme for the district.

DC4 - Special Public Service District

A direct control district to regulate uses of land presently governed by superior legislation. This includes federally and provincially owned lands, lands held by a university in accordance with the Universities Act, and lands governed by the Railway Act.

DC5 - Site Specific Development Control District

A direct control district to provide site specific land use regulations to address circumstances that would be inappropriate or inadequate having regard to the existing or future surrounding developments and to the interest of the applicant and the public, generally.

Overlays

The term "overlay" refers to a special set of regulations imposed in addition to the standard regulations of a land use district much as a transparent overlay can be used to superimpose new or different information on an existing map or drawing. An asterisk or star (*) on the Land Use District Map identifies those properties for which the regulations of the indicated land use district have been altered by means of a statutory plan overlay-

Examples include overlays to protect municipal airport operations, the North Saskatchewan River Valley and Ravine system and floodplains.

SPO - Statutory plan overlay

An overlay applied to alter or specify regulations in otherwise appropriate land use districts in order to achieve the local planning objectives of an area structure or area redevelopment plan. The adoption of such an overlay for a particular plan area requires a formal amendment of the Land Use Bylaw.

SOUTHEAST AREA PLAN

TRANSITION GUIDELINES IN HOUSING FORMS

	Category 1 Single Family Detached	Category 2 Family Oriented	Category 3 Row Housing	Category 4 Medium Density Multiple Family	Category 5 Low Rise Apartment	Category 6 Medium Rise Apartment	Category 7 High Rise Apartment
Category 1 Single Family Detached	Compatible	Transition	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible
Category 2 Family Oriented	Transition	Compatible	Transition	Incompatible	Incompatible	Incompatible	Incompatible
Category 3 Row Housing	Incompatible	Transition	Compatible	Transition	Incompatible	Incompatible	Incompatible
Category 4 Medium Density Multiple Family	Incompatible	Incompatible	Transition	Compatible	Transition	Incompatible	Incompatible
Category 5 Low Rise Apartment	Incompatible	Incompatible	Incompatible	Transition	Compatible	Transition	Incompatible
Category 6 Medium Rise Apartment	Incompatible	Incompatible	Incompatible	Incompatible	Transition	Compatible	Transition
Category 7 High Rise Apartment	Incompatible	Incompatible	Incompatible	Incompatible	Incompatible	Transition	Compatible

APPENDIX 2

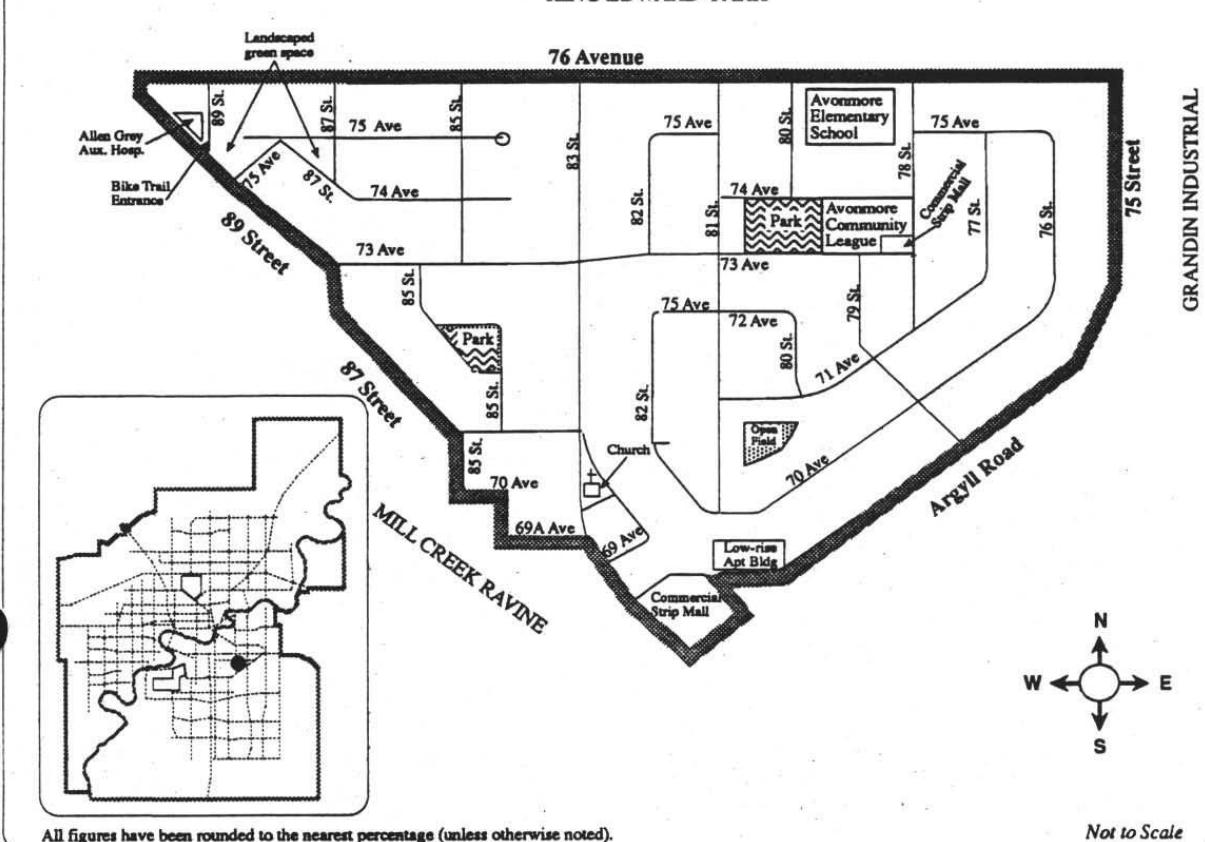
NEIGHBOURHOOD PROFILES

Neighbourhood Profile - Avonmore



Avonmore

KING EDWARD PARK



Highlights

Avonmore is an older stable residential neighbourhood located near the centre of the City, south of the North Saskatchewan River and directly east of Mill Creek Ravine. Avonmore:

- is an example of an “empty nest” neighbourhood with a high proportion of seniors and low proportion of children;
- the area is made up almost entirely of single family homes with a few duplexes and one low rise apartment building; and
- residents show pride and concern in the area by maintaining their homes well and by actively being involved in their local community league.

Revised January 1993

THE CITY OF
Edmonton COMMUNITY AND
FAMILY SERVICES

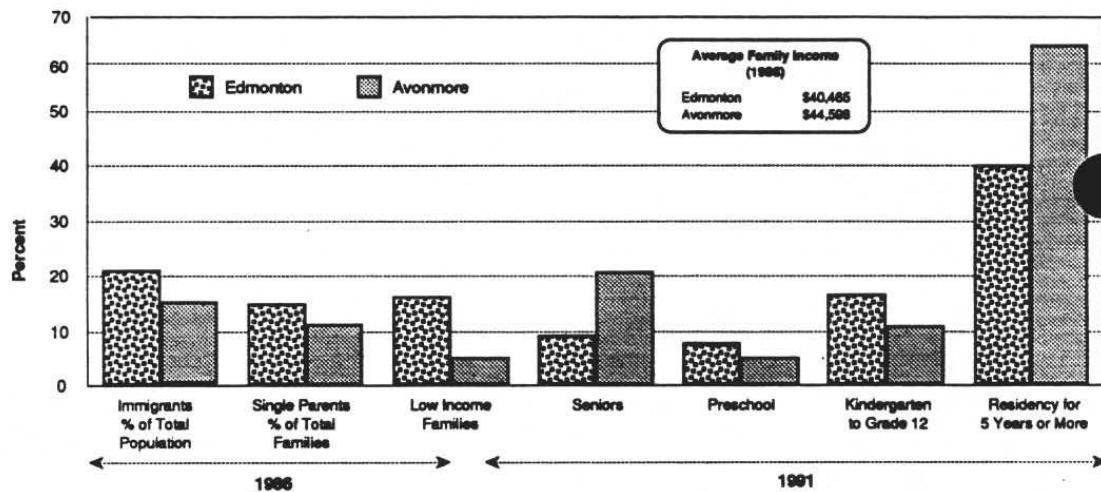
INFORMATION AND PROGRAM
EVALUATION BRANCH



Neighbourhood Profile - Avonmore

Social Characteristics

- The 1991 population totalled approximately 2,220 people or six percent less than 1986. This is a continuation of a downward trend in population experienced since 1981.
- Children under 20 years represented a much smaller proportion in Avonmore than the City as a whole (18% vs. 27% for the City). The trend to fewer children in the area (4% drop from 1983-1991) poses difficulties for maintaining the existing educational and related programs.
- A considerably higher proportion of seniors live in Avonmore than the City as a whole (21% vs. 9% for the City). Given the large proportion of 40-65 yrs. old residents in the neighbourhood, the population of seniors is expected to grow.
- Social stability is evidenced in tenure and ownership. Sixty three percent had lived in the neighbourhood five or more years compared to 40% across the City. Housing is predominantly owner occupied (81% vs. 49% City).



- The proportion of married and widowed residents is higher; and singles, lone parents, divorced and separated persons lower than the City average.
- The large number of retired seniors (26% vs. 11% City) undoubtedly impacts the lower than average unemployment rate.
- The average family income in the neighbourhood compares favourably with the City's (\$44,598 vs. \$40,465 City). The high incidence of low income individuals (51% vs. 38% City) may reflect the high proportion of widowed persons in the neighbourhood (7% vs. 4% City).
- Ethnic origins of Avonmore residents generally reflect that of the City. The exceptions are residents with German (12% vs. 6% City), British (27% vs. 23% City) and French (5% vs. 4% City) origins.

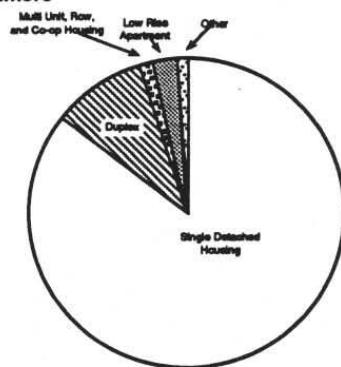


Neighbourhood Profile - Avonmore

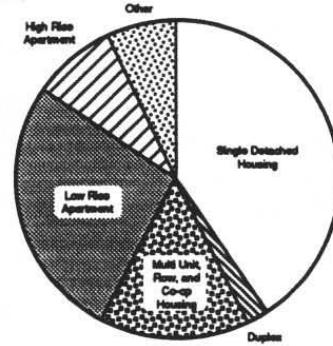
Physical Characteristics

- Residential land uses occupy 87% of the neighbourhood area. The majority of housing is single detached (86%), which as indicated in the charts below, reflects a lower residential density than the City as a whole. Construction occurred primarily in the 1950's.
- Commercial uses are limited, cover 1% of the land area and include two small strip malls.

Avonmore



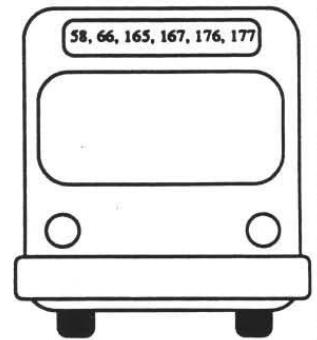
Edmonton



- Institutional uses make up 8% of the neighbourhood and include a school, church and auxiliary hospital.
- Parks and open space make up approximately 1% of the total area and include Avonmore Park and four neighbourhood park sites. The nearby Mill Creek Ravine provides additional recreational opportunities including a toboggan hill, picnic area with barbecues, and a bicycle path.

Transportation

- Three busy arterials bound the neighbourhood. Average weekday traffic volumes are 36,000 vehicles along 75 Street; 26,400 along Argyll Road; and 13,000 on 83 Street.
- Truck routes in the area include Argyll Road (restricted truck route between 7 a.m. and 11 p.m.) and 75 Street.
- Edmonton Transit provides public transportation with bus routes (Nos. 58, 66, 165, 167, 176, 177).
- Bicycle routes in the area include 75 Street, 81 Avenue and Argyll Road from 75 Street to 83 Street.





Neighbourhood Profile - Avonmore

Public Facilities



- Avonmore Public Elementary School (7340 - 78 Street) was operating at 25% of capacity in the Fall of 1992.

- Avonmore Community League (79 Street & 73 Avenue) is very active with a full executive and offers a wide range of programs. The League has recently completed major renovations to the playground which includes a wading pool, rink and hall.
- The Reorganized Church of Jesus Christ of Latter Day Saints is the only religious institution in the area.
- Allen Gray Auxiliary Hospital (7510 - 89 Street), an extended care facility, has 52 residents and is considering expansion.
- Regular police services are available at the South Side Station (9710 - 51 Avenue). Limited police services (12 hour walk-in) are available through the Ottewell Community Police Station (9807 - 71 Street).
- Child Care Centres in the neighbourhood include Avonmore Children's World Day Care Centre (7340 - 78 Street), Children's Toy Chest Day Care (7340 - 78 Street), and Avonmore After Four Day Care (7340 - 78 Street).
- The neighbourhood is served by the Mill Creek Centre of Community and Family Services (9119 - 82 Avenue) which offers a variety of services including counselling, various group programs, services for seniors, children and youth as well as community development.
- Public facilities outside but serving the area include:
 - Number 6 Fire Station (8105 - 96 Street)
 - University of Alberta Hospital (8440 - 112 Street)
 - Grey Nun's Hospital (1100 Youville Drive West)
 - Idylwyde Health Centre of the Local Board of Health (8314 - 88 Avenue)

Neighbourhood Issues

- Avonmore is working with neighbouring communities through the Southeast Community Planning Coalition to collectively address development, transportation and other planning issues for the district.
- Concern has been raised over the low school enrolment at the school and the future viability of this community facility.

These are issues which the writer (in discussion with some community members/organizations) understood to be important in the neighbourhood at the time of writing. However, issues may change over time, and different issues may be important to different people. For current information, contact the Community Social Worker in Mill Creek Centre of Community and Family Services at 428-2625.

Revised January 1993





The Future

- Efforts now focusing on assessing the social and recreational needs of seniors in the district are looking to enhance services and programs for this group of residents.
- Long term community planning by neighbourhoods in southeast Edmonton could provide a cohesive plan that ensures local needs and desires for the area are addressed into the future.
- The extent to which younger families are attracted to the area will impact the viability of the school or whether alternative uses for this community facility will need to be considered.

References

- City of Edmonton Civic Census - 1991
- Census of Canada, 1986
- Five Year Construction Program: 1988-1992, City of Edmonton Transportation Department
- Ride Guide; September 1992, City of Edmonton Transportation Department
- 1991 Traffic Flow Map, City of Edmonton Transportation Department
- Transportation System Bylaw, No. 9722, Appendix A, City Edmonton Transportation Department
- Avonmore Neighbourhood Fact Sheet, City of Edmonton Planning and Development Development 1987
- Truck Route Map with Dangerous Goods Routes, City of Edmonton Transportation Department, 1992
- Edmonton Public School Board, fall 1992 enrollment figures
- Edmonton Catholic School Board, fall 1992 enrollment figures
- Cycle Edmonton, City of Edmonton Transportation Department, 1991
- Alberta Social Services Day Care Information System, July 1992
- Mill Creek Centre of Community and Family Services
- Avonmore Community League
- City of Edmonton Parks and Recreation Department

"Community and Family Services acknowledges the assistance of staff in the City's Corporate GBIS Project Office, Public Works (Mapping and Graphics) and Planning and Development (Technical Services) in producing the basic neighbourhood map."

NB: This Profile uses 1986 Census Canada data, rather than 1991 data which is not yet available on a neighbourhood basis. When it becomes available, the relevant 1991 data will be provided, on request, as a replacement for the 1986 data used in this Profile (telephone 496-5818).

Revised January 1993



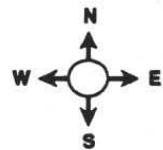
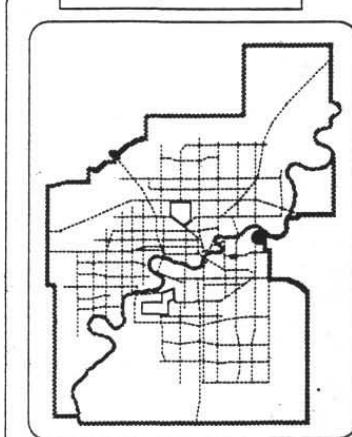
Neighbourhood Profile - Avonmore

Notes

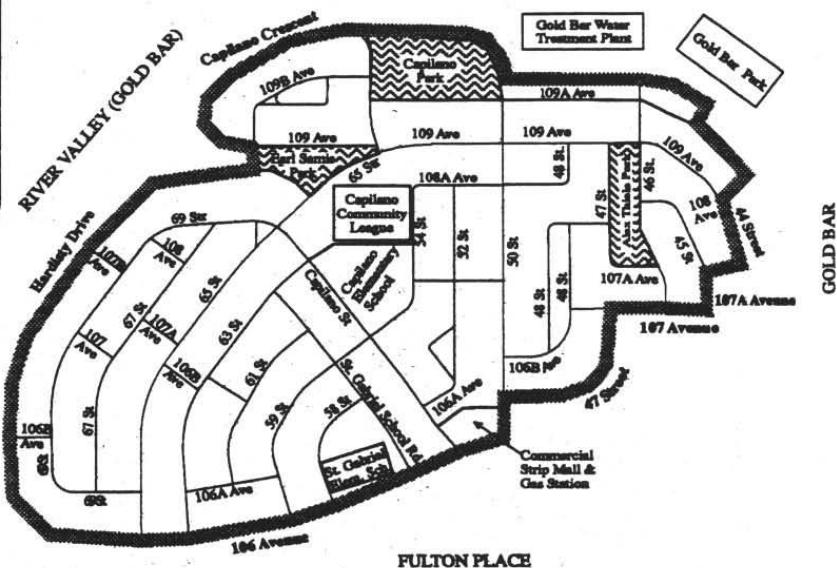




Neighbourhood Profile - Capilano



RIVER VALLEY (GOLD BAR)



All figures have been rounded to the nearest percentage (unless otherwise noted).

Not to Scale

Highlights

Capilano is a mature residential neighbourhood bounded by the North Saskatchewan River to the west and north. Capilano:

- is a socially stable neighbourhood;
 - has an average family income considerably higher than the City average;
 - is almost entirely made up of single detached housing; and
 - has a large proportion of seniors.

Revised December 1992

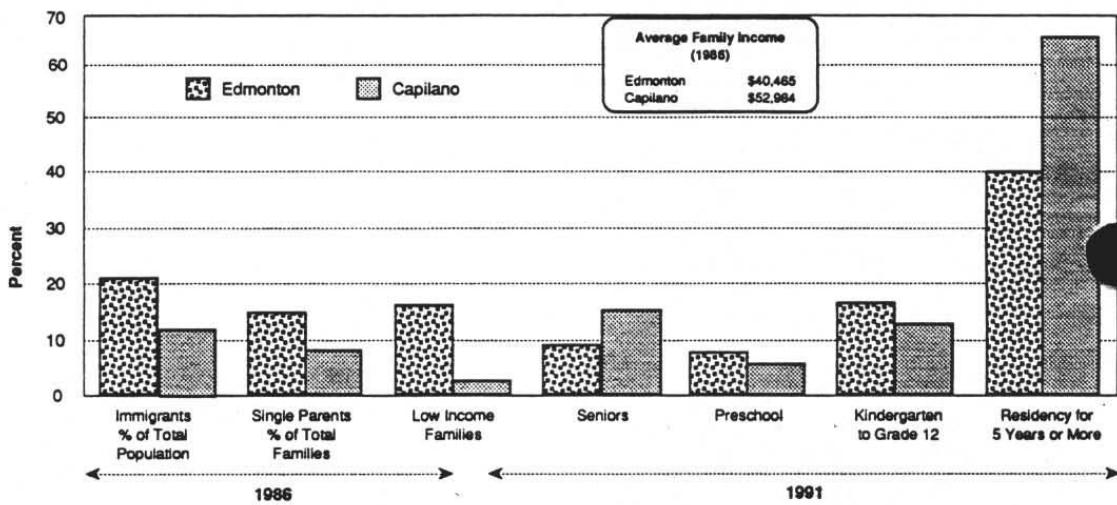


COMMUNITY AND FAMILY SERVICES

**INFORMATION AND PROGRAM
EVALUATION BRANCH**

**Social Characteristics**

- The 1991 population totalled about 2,870 or nearly 5% less than in 1986. Declining population is a common characteristic of residential areas of this age (developed in the 1950's) through the City.
- Between 1986 and 1991, there was a 20% increase in the number of pre-schoolers and a 30% increase in children 5-9 yrs. old. These groups, however, remain smaller than the City average. These increases were offset by decreases in residents 10-29 yrs. and 45-64 yrs. old during the same period.
- There is a significantly large proportion of seniors (65 years and over) in the area (17% vs. 9% City).



- Social stability in the community is evidenced in the tenure and ownership data. Over 68 % of residents lived at the same address five years or more compared to 40% in the City as a whole. Homeowners represented approximately 95% of local residents (City's average 49%) and tenants about 5% (City's average 47%).
- Income levels are generally high (\$52,984 vs. \$40,465 City).
- Ethnic origins of Capilano residents generally reflect that of the City. The exceptions are residents with British (27% vs. 23% City) and Ukrainian (11% vs. 8% City) ethnic backgrounds.

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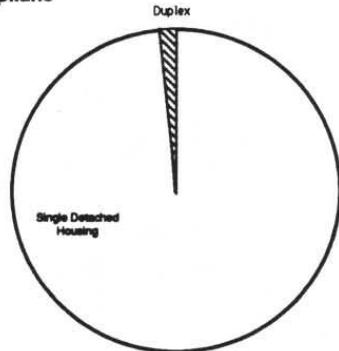


Neighbourhood Profile - Capilano

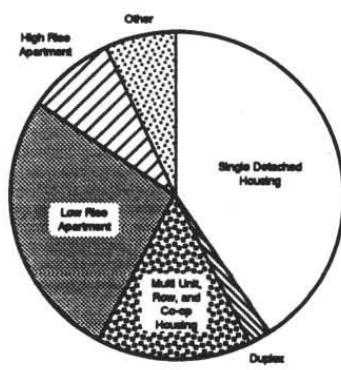
Physical Characteristics

- Residential land uses occupy approximately 83% of the neighbourhood area. The housing is almost entirely single-detached (99%). As indicated in the charts below, this reflects a significantly lower residential density than the City average. Most homes are well maintained.

Capilano



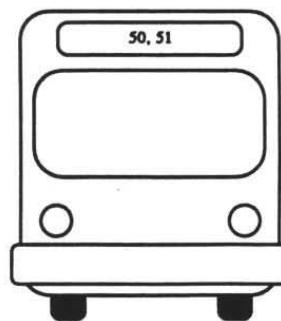
Edmonton



- The only commercial site (106 Avenue and 50 Street) constitutes 1% of the land area.
- Institutional uses make up 12% of the area and include the two schools and the community league.
- Ample recreational opportunities are available. Parks and open spaces within the neighbourhood total 3% of the land and include Alexander Thiele and Earl Samis Park. There is also easy access to Gold Bar and Capilano Parks which are part of the Capital City Recreation Park along the River Valley.

Transportation

- 106 Avenue is a busy arterial with an average weekday traffic volume of 17,900 vehicles. Collector routes in the neighbourhood include 65 Street, 109 Avenue, 50 Street and 46 Street.
- Edmonton Transit provides public transportation with two bus routes (nos. 50, 51).
- Bicycle trails exist through local parks (Capilano and Gold Bar) and connect as part of the larger River Valley multi-use trails.
- Local roadways and walkways are in good condition.



Revised December 1992



Neighbourhood Profile - Capilano

Public Facilities



- During the fall of 1992, the two neighbourhood schools (Capilano Public Elementary and St. Gabriel Catholic Elementary) had low enrollments. Both schools are operating at approximately 38% of capacity which reflects marginal increases since the late 1980's.
- Capilano Community League (10810 - 54 Street) offers a variety of programs for all age groups. Programs include basketball, soccer, aerobics, Keep Fit, Making Christmas Wreaths and Pedal Pushers. The league has tennis courts, an ice rink, a hall, playground and basketball courts.
- Good cooperation and close proximity between the Capilano Community League and Capilano School have benefited children.
- The religious institution in the neighbourhood include Hope Lutheran Church (5104 - 106 Avenue) and Edmonton South Seventh-Day Adventist (5108 - 106 Avenue).
- The neighbourhood is served by the Mill Creek Centre of Community and Family Services (300, Mill Creek Place, 9119 - 82 Avenue) which offers a variety of services including counselling, various group programs, services for seniors, children and youth as well as community development.
- Public facilities outside but serving the area include:
 - Number 11 Fire Station (6625 - 101 Avenue)
 - Ottewell Community Police Station (9807 - 71 Street) 12 hr. walk-in service
 - South Division Police Station (9710 - 51 Avenue) 4 hr. service
 - Grey Nun's Hospital (1100 Youville Drive W.)
 - Idylwylde Health Centre of the Local Board of Health (8314 - 88 Avenue)

Neighbourhood Issues

- Odours coming from the Gold Bar Waste Water Treatment Plant have increasingly become a source of concern for local residents.
- Concern over maintaining the single family residential nature of the neighbourhood has motivated Capilano to participate as part of the Southeast Community Planning Coalition.

These are issues which the writer understood (in discussion with some community members/organizations) to be important in the neighbourhood at the time of writing. However, issues may change over time, and different issues may be important to different people. For current information, contact the Community Social Worker of Mill Creek Centre of Community and Family Services at 428-2625.

Revised December 1992



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Revised December 1992



The Future

- Studies are now underway to locate and control pungent odours from the Gold Bar Waste Water Treatment Plant. These studies along with appropriate action, will enhance the quality of life for residents surrounding the plants.
- The Southeast Community Planning Coalition offers an important vehicle for residents to address local and regional concerns and to provide direction on future development in the area.
- With residential units comprised almost entirely of single detached dwellings and excellent access to parks, it is anticipated that Capilano will continue to be a desirable neighbourhood in which to live.

References

- City of Edmonton Civic Census - 1991
- Census of Canada, 1986
- Five Year Construction Program: 1988-1992, City of Edmonton Transportation Department
- Ride Guide; September 1992, City of Edmonton Transportation Department
- 1991 Traffic Flow Map, City of Edmonton Transportation Department
- Transportation System Bylaw, No. 9722, Appendix A, City of Edmonton Transportation Department
- Capilano Neighbourhood Fact Sheet, City of Edmonton Planning and Development Department, 1987
- Truck Route Map with Dangerous Goods Routes, City of Edmonton Transportation Department, 1992
- Edmonton Public School Board, fall 1992 enrollment figures
- Edmonton Catholic School Board, fall 1992 enrollment figures
- Cycle Edmonton, City of Edmonton Transportation Department, 1991
- Alberta Social Services Day Care Information System, July 1992
- Mill Creek Centre of Community and Family Services
- Capilano Community League
- City of Edmonton Parks and Recreation Department

"Community and Family Services acknowledges the assistance of staff in the City's Corporate GBIS Project Office, Public Works (Mapping and Graphics) and Planning and Development (Technical Services) in producing the basic neighbourhood map."

NB: This Profile uses 1986 Census Canada data, rather than 1991 data which is not yet available on a neighbourhood basis. When it becomes available, the relevant 1991 data will be provided, on request, as a replacement for the 1986 data used in this Profile (telephone 496-5818).

Revised December 1992





Neighbourhood Profile - Capilano

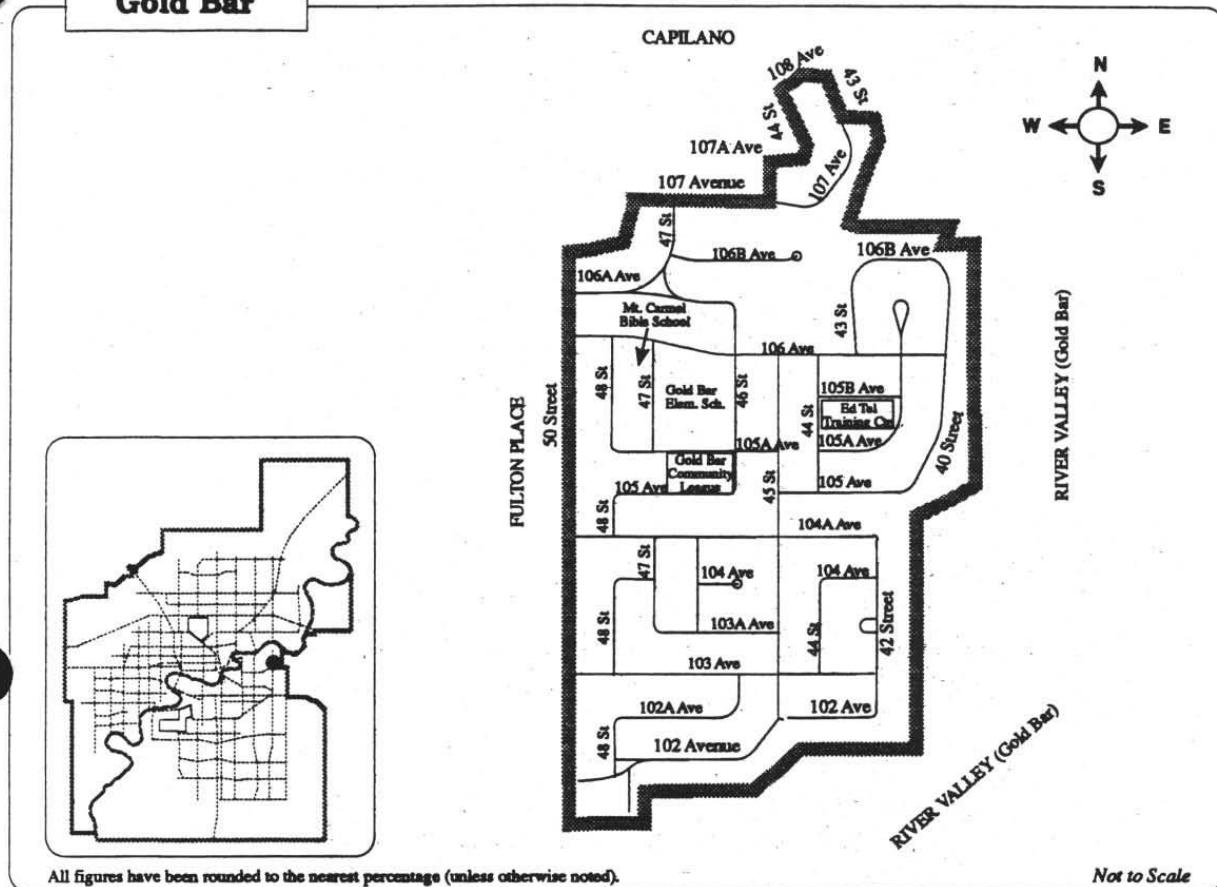
Notes





Neighbourhood Profile - Gold Bar

Gold Bar



All figures have been rounded to the nearest percentage (unless otherwise noted).

Not to Scale

Highlights

Gold Bar is a mature residential neighbourhood in east Edmonton. **Gold Bar:**

- is a stable, family-oriented neighbourhood;
 - has a lower proportion of young residents (below 20 years of age) and higher share of senior citizens, as compared to the respective City averages;
 - has a somewhat lower percentage of single-parent families and low-income families;
 - has an average family income markedly higher than the City's average;
 - is predominantly made up of single detached housing; and
 - has a lower than average proportion of immigrant population.

Revised March 1993



COMMUNITY AND FAMILY SERVICES

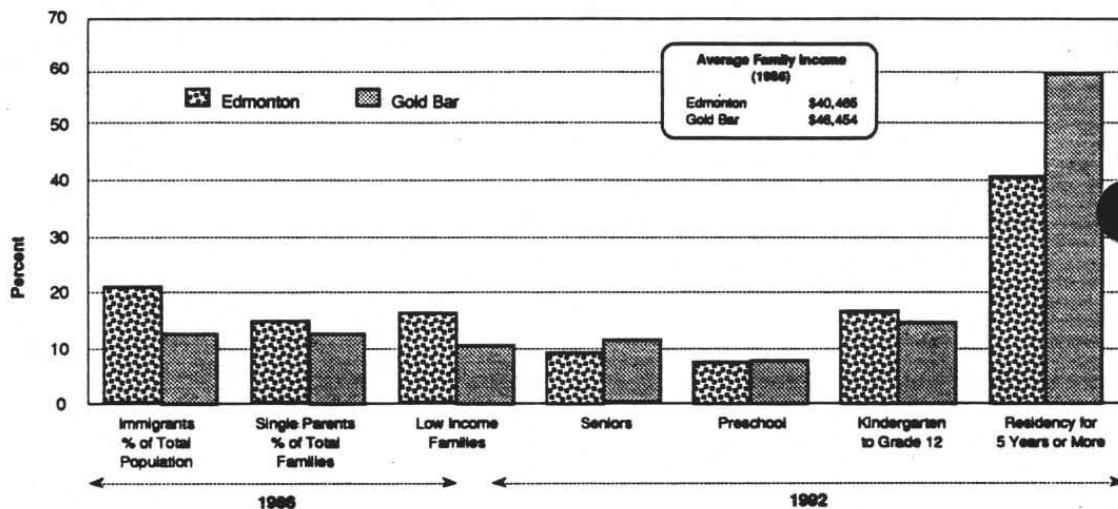
**INFORMATION AND PROGRAM
EVALUATION BRANCH**



Neighbourhood Profile - Gold Bar

Social Characteristics

- The 1992 population of Gold Bar was about 3,030 or nearly 6% less than in 1986. This represents a continuing City-wide trend from the early 1980's of a decreasing population for most physically and demographically mature neighbourhoods.
- The proportion of children under 20 years of age was slightly under the City's average (Gold Bar 25% vs. Edmonton 27%).
- Seniors (65+ yrs. old) made up about 12% of the neighbourhood's population, compared to 9% for the City.
- Approximately 60% of the neighbourhood residents lived at the same address for a minimum period of five years. In addition, a very high proportion of the local residents are homeowners (Gold Bar 72% vs. Edmonton 49%). Conversely, only 27% of the Gold Bar residents are tenants, as opposed to about 46% for Edmonton. These length of stay and tenure characteristics reflect a high level of social stability in this neighbourhood.



- Full-time employed persons made up about 37% of the local population, marginally lower than 38% for Edmonton.
- Even though the proportion of full-time employed persons were marginally lower and the share of senior citizens (who generally have lower income levels) was higher than the City averages, the average family income in Gold Bar was markedly higher than the corresponding average for the City. This indicates that the local full-time employed persons have much higher than average earning capabilities.
- A relatively smaller proportion than City average of residents were immigrants in Gold Bar in 1986.
- Gold Bar had comparatively higher proportions of residents with British, French, German, Italian and Ukrainian ethnic backgrounds than their corresponding averages for the City in 1986. Conversely, it had lower proportions of Dutch, South American, Chinese and Black population.

Revised March 1993

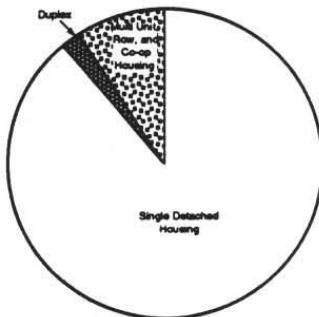


Neighbourhood Profile - Gold Bar

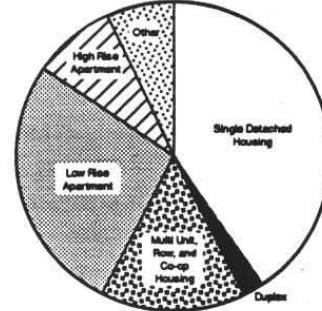
Physical Characteristics

- Residential land uses occupy 86% of the neighbourhood area. The majority of the housing stock is single detached (89%). Multi-unit dwellings and duplexes account for 9% and 2% of available accommodation respectively. Most homes were constructed in the 1950's.

Gold Bar



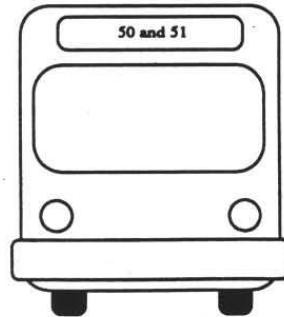
Edmonton



- Institutional uses make up about 9% of the area. It includes the sites of the local elementary school, the community league, a bible school and the Edmonton Telephone's Training School.
- Parks and open spaces account for about 1% of the total area. Gold Bar Community Park is included in this land use category.

Transportation

- Two busy arterials bound this neighbourhood. The average annual weekly traffic volumes in 1992 were about 23,200 vehicles along 101 Avenue and approximately 20,400 vehicles along 50 Street.
- 101 Avenue is a regular truck route.
- Edmonton Transit provides public transportation to the residents of Gold Bar with two bus routes (Nos. 50 and 51). The Capilano Transit Centre is also very close by which connects passengers to a variety of bus routes and City locations.



Revised March 1993





Public Facilities



- Gold Bar Public Elementary (10524 - 46 Street) is the only school located in this neighbourhood. During the last three years, the enrollment level at this school has experienced a slow increase. Currently, this school is functioning at 45% (enrollment 190, capacity 425).

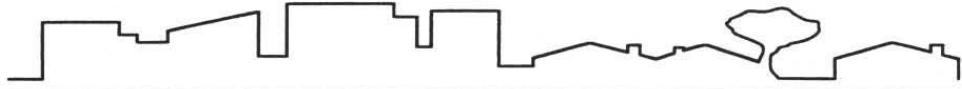
- Ed Tel Training Centre (10537 - 44 Street) is located here and occupies the site of the former St. Bede's Separate Elementary School.
- Child care is available from Gold Bar Day Care (10524 - 46 Street) and Gold Bar After School Care (Room 18, 10524 - 46 Street).
- Mount Carmel Bible School (4725 - 106 Avenue) is located here.
- Gold Bar Community League (4620 - 105 Avenue) organizes sports, recreational and social events for the neighbourhood residents. Facilities at the community league include a meeting hall, ice-skating rink, landscaped open area with sitting benches, a children's playing area and a sliding hill.
- Gold Bar is a member of the Southeast Community Planning Coalition which is active in local planning and development issues affecting the quality of life for area residents.
- Gateway Manor (4215 - 102 Avenue) with 36 self-contained apartment units provides specialized housing to senior citizens. This facility is currently operating in almost full capacity.
- Gold Bar Park, a component of the Capital City Recreation System, is located in this neighbourhood. This park is connected with Rundle Park through a bridge (open to pedestrians and bicyclists only). A wide range of sports and recreational opportunities are available in these parks.
- The neighbourhood is served by the Mill Creek Centre of Community and Family Services (#300, 9115 - Whyte (82) Avenue) which offers a range of services including counselling, different group programs services for youths and seniors as well as community development assistance.
- Public facilities outside but serving the area include:

No. 11 Fire Station (6625 - 101 Avenue)
Ottewell Police Station (9807 - 71 Street)
University of Alberta Hospitals (8440 - 112 Street)
Grey Nuns Hospital (1100 Youville Drive West)
Idylwyld Health Center of the Edmonton Board of Health (8314 - 88 Avenue)

Revised March 1



Neighbourhood Profile - Gold Bar



Neighbourhood Issues

- Some local residents, especially those living along the western margin of the neighbourhood, are concerned about traffic noise and safety hazards.
- When wind blows from the east, the area becomes exposed to odours coming from the refineries located to the east.
- Concern has been raised over the growing share of seniors in the demographic composition of Gold Bar. The increasing number of senior citizens may require additional programs and services suitable for their needs.

These are issues which the writer understood (in discussion with some community members/organizations) to be important in the neighbourhood at the time of writing. However, issues may change over time, and different issues may be important to different people. For current information, contact the Community Social Worker of Mill Creek Centre of Community and Family Services at 428-2625.

The Future

- Gold Bar will continue to remain a residential neighbourhood with an aging population. The current level of social stability in the community is also likely to remain unaffected.
- Even though the neighbourhood's population level is showing a declining trend, the proportion of preschoolers remains similar to the City's average. Furthermore, the local school's enrollment level has slowly increased during the last three years. These facts indicate that another wave of elementary school students has arrived, and this could maintain the viability of the local school during the next few years.

References

- City of Edmonton Civic Census - 1992
- Census of Canada, 1986
- Five Year Construction Program: 1988-1992, City of Edmonton Transportation Department
- Ride Guide; September 1992, City of Edmonton Transportation Department
- 1991 Traffic Flow Map, City of Edmonton Transportation Department
- Transportation System Bylaw, No. 9722, Appendix A, City of Edmonton Transportation Department
- Gold Bar Neighbourhood Fact Sheet, City of Edmonton Planning and Development Department, 1990
- Truck Route Map with Dangerous Goods Routes, City of Edmonton Transportation Department, 1992
- Edmonton Public School Board, fall 1992 enrollment figures

Revised March 1993



Neighbourhood Profile - Gold B

References (Cont'd)

- Edmonton Catholic School Board, fall 1992 enrollment figures
- Cycle Edmonton, City of Edmonton Transportation Department, 1991
- Alberta Social Services Day Care Information System, July 1992
- Mill Creek Centre of Community and Family Services
- Gold Bar Community League
- City of Edmonton Parks and Recreation Department

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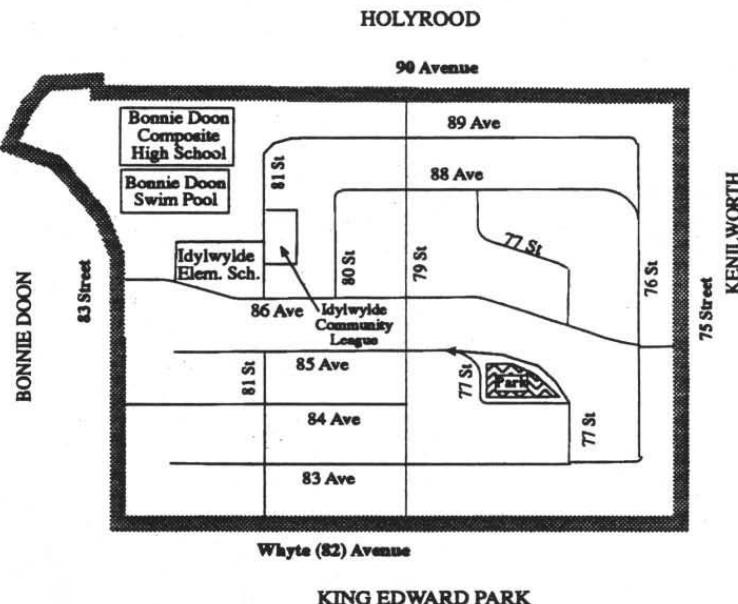
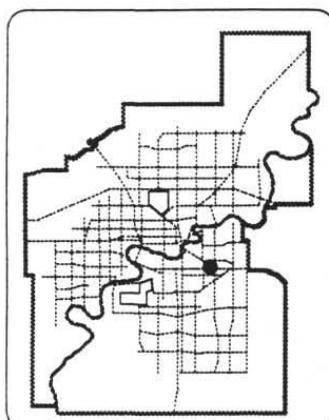
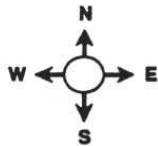
NB: This Profile uses 1986 Census Canada data, rather than 1991 data which is not yet available on a neighbourhood basis. When it becomes available, the relevant 1991 data will be provided, on request, as a replacement for the 1986 data used in this Profile (telephone 496-5818).

Notes

Revised March



Idylwylde



All figures have been rounded to the nearest percentage (unless otherwise noted).

Not to Scale

Highlights

Idylwylde is a physically aging and demographically mature residential neighbourhood. Located to the southeast of the City Centre. Idylwylde :

- is a typical example of an "empty nest" neighbourhood with a high proportion of seniors and a low share of children;
- has a high percentage of retired individuals;
- has a lower than average incident of single-parent families;
- has an average family income lower than the City average;
- is mainly made up of single family homes with some low-rise apartments and duplexes; and
- is represented by a higher-than-average proportion of immigrants.

Revised April 1993



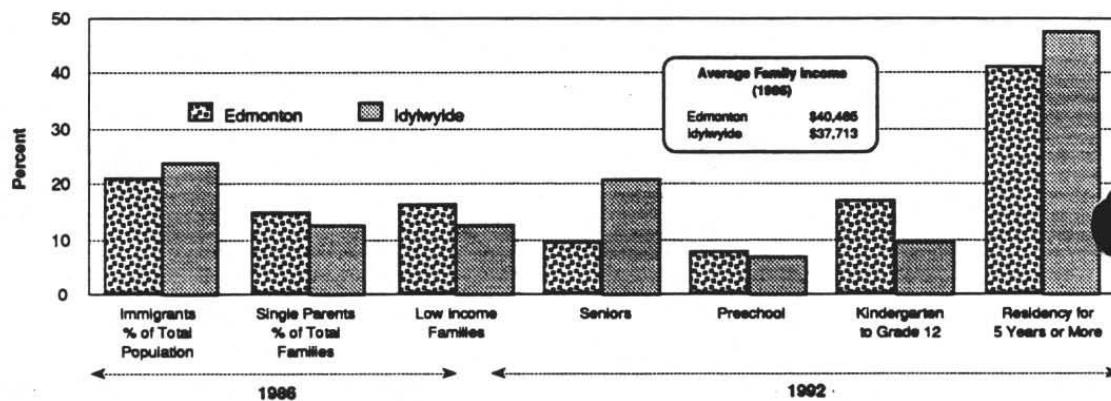
COMMUNITY AND
FAMILY SERVICES

INFORMATION AND PROGRAM
EVALUATION BRANCH



Social Characteristics

- Idylwylde had a population of about 1,760 in 1992, showing a marginal decline of 1% since 1986. As this neighbourhood has a small population base, even this small decline should be treated with caution. Further loss of residents may potentially create underutilization of the community facilities.
- Children under 20 years of age constitute about 19% of the neighbourhood's population, as opposed to 27% for the City.
- Senior citizens comprise about 21% of Idylwylde's population, significantly higher than the 9% average for Edmonton. The demographic composition indicates that reorientation of programs and services to address the growing needs of the elderly may be necessary.
- Approximately 48% of the local residents lived at the same address during the last five years, compared to about 41% for the City. Approximately one-half of the local residents are renters (City's average 46%). Approximately 48% of the neighbourhood residents live in their own homes, marginally lower than the average for the City. These facts are indicative of an average level of social stability here.



- The proportions of married and widowed persons were higher than their respective City averages in 1992, indicating Idylwylde to be a family-oriented and demographically mature residential neighbourhood.
- Full-time employed persons made up about 37% of the population (City average 38%). Retired persons made up 24% in the employment status of Idylwylde (compared to about 11% for the City) reflecting a high proportion of seniors living here.
- The proportion of single-parent families were smaller here in 1986 (Idylwylde's 13% vs. Edmonton's 16%).
- The average family income in the neighbourhood was markedly lower than the City's in 1986. A high share of senior citizens, who usually have lower income levels, could be a major factor to create this anomaly.
- Idylwylde had a higher-than average share of immigrants living here in 1986.
- Even though the ethnic origins of Idylwylde residents in 1986 generally reflected that of the City, the proportions of residents with British, French, German, Chinese and Polish were higher than their corresponding averages for Edmonton.

Revised April 1993

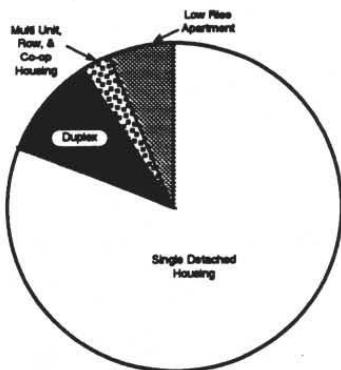


Neighbourhood Profile - Idylwylde

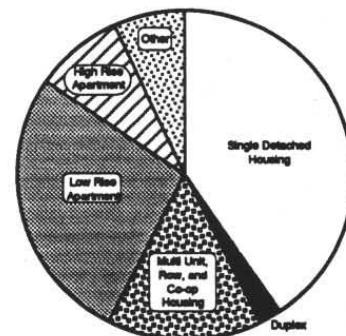
Physical Characteristics

- Residential land uses constitute about 76% of the neighbourhood area. Most homes are single detached units (81%), followed by duplexes (10%) and walk-up apartments (6%). Most homes were built in the 1950's. A few structures are physically deteriorating and are in need of repairs.

Idylwylde



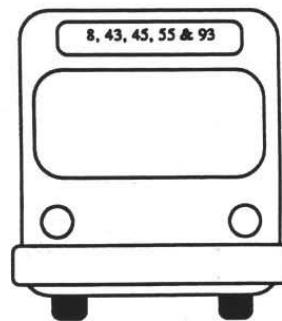
Edmonton



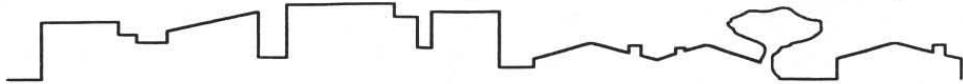
- Institutional uses make up about 11% of the area. It includes the sites of four churches, the community league and two schools.
- Parks and open spaces contribute to about 10% of the total area. Included in this classification are the sites of Idylwylde Park, the district-level sports fields (including Bonnie Doon Pool) and three landscaped open areas in the eastern sector of the neighbourhood.
- Commercial uses make up about 3% of the area. Most commercial outlets are located along Whyte (82) Avenue. One smaller commercial site is located on 83 Street south of 86 Avenue.

Transportation

- Idylwylde is bounded on all four sides by arterial roadways. Average annual weekday traffic volumes in 1992 were approximately 31,100 along Whyte(82) Avenue; 36,500 along 75 Street; 12,400 along 90 Avenue and 21,700 along 83 Street.
- All bordering arterials are regular truck routes.
- Edmonton Transit provides public transportation with buses (Route Nos. 8, 43, 45, 55 and 93). One bus route runs through the neighbourhood while the others run along the boundary roads of Idylwylde.
- Bicycle routes in the area include 75 Street.



Revised April 1993



Public Facilities

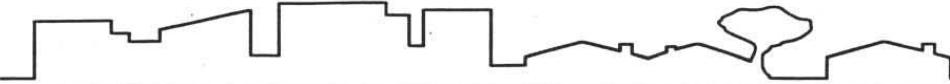


- Idylwylde Public Elementary School had an enrollment of 151 students in the Fall of 1992 which represented a 55% level of its total capacity. The enrollment level of this school has increased from about 47% of the total capacity in 1988.
- Bonnie Doon Composite High School operated at 44% level (enrollment 747, capacity 1,680) in the Fall of 1992, up from about 28% level in 1988.
- Idylwylde Community League (8631 - 81 Street) is active in organizing local social, sports and recreational activities. Facilities at the Community League include a meeting hall and an outdoor children's playing area. It is also a member of the Southeast Community Planning Coalition which strives to address the social and physical issues of this general area.
- The area residents have sports and recreational opportunities at the district level park adjacent to Bonnie Doon Pool (east of 83 Street, south of 90 Avenue).
- Religious services are provided by Ascension Lutheran Church (8405 - 83 Street), Bethel Baptist Church (7740 - Whyte (82) Avenue), Free Methodist Church (7706 - 86 Avenue) and Evangelical Pentecostal Assembly (7907 - 86 Avenue).
- A group home for the physically handicapped is located at 8207 - 84 Avenue. This facility provides accommodation for five persons and is operating at full capacity.
- A senior citizens' residence (Bethel Baptist at 7728 - 82 Whyte (82) Avenue) with 51 self-contained apartment units is located in this neighbourhood. This facility is operating at full capacity.
- The neighbourhood is served by the Mill Creek Centre of Community and Family Services Department (#300, 9119 - Whyte (82) Avenue) which offers a range of services including counselling, different group programs, services for youths and seniors as well as community development assistance.
- Public facilities outside but serving the area include:
 - Fir Station No. 6 (8105 - 96 Street)
 - Old Strathcona Police Station (10325 - 83 Avenue)
 - University of Alberta Hospitals (8440 - 112 Street)
 - Grey Nun's Hospital (1100 Youville Drive West)
 - Idylwylde Health Center of the Local Board of Health (8314 - 88 Avenue)

Neighbourhood Issues

- Some properties fronting onto Whyte (82) Avenue located in the adjoining neighbourhood of Bonnie Doon have been rezoned recently from residential to commercial uses. Some Idylwylde residents are concerned that this could set a precedent for commercial encroachment into their neighbourhood as well as in the future.
- A significant number of stores at the Bonnie Doon Mall have closed recently. These vacating stores have caused significant loss of shopping opportunities for the local residents. Some Idylwylde residents are also concerned that the ultimate nature of redevelopment of this shopping facility, may have significant impacts on the community.

Revised April 1993



Neighbourhood Issues (Cont'd)

- Some residents living near 75 Street complain about high level of traffic noise they experience.

These are issues which the writer understood (in discussion with some community members/organizations) to be important in the neighbourhood at the time of writing. However, issues may change over time, and different issues may be important to different people. For current information, contact the Community Social Worker at Mill Creek Centre of Community and Family Services at 428-2625.

The Future

- The number of pre-schoolers living here and the recent increase of the enrollment level at the local elementary school is indicative of an additional wave of children in Idylwylde. This demographic trend could help to maintain the viability of this community facility in the immediate future.
- Because Idylwylde does not have a very large population base, its gradually declining population should be treated with caution. Additional loss of population could undermine the viability of various community-based organizations. Therefore, consideration may be given to make this neighbourhood attractive to young families with children.
- Owners of the Bonnie Doon Mall have recently made an announcement of major renovations for this shopping facility which would be undertaken within a couple of years. The quality of the residential environment as well as access to retail shopping will be partly dependent upon the nature and composition of the future retail and service outlets to be accommodated here.

References

- City of Edmonton Civic Census - 1991
- Census of Canada, 1986
- Five Year Construction Program: 1988-1992, City of Edmonton Transportation Department
- Ride Guide; September 1992, City of Edmonton Transportation Department
- 1991 Traffic Flow Map, City of Edmonton Transportation Department
- Transportation System Bylaw, No. 9722, Appendix A, City of Edmonton Transportation Department
- Idylwylde Neighbourhood Fact Sheet, City of Edmonton Planning and Development Department, 1987
- Truck Route Map with Dangerous Goods Routes, City of Edmonton Transportation Department, 1992
- Edmonton Public School Board, fall 1992 enrollment figures
- Edmonton Catholic School Board, fall 1992 enrollment figures
- Cycle Edmonton, City of Edmonton Transportation Department, 1991
- Alberta Social Services Day Care Information System, July 1992
- Mill Creek Centre of Community and Family Services



Neighbourhood Profile - Idylwylde

References (Cont'd)

- Idylwylde Community League
- City of Edmonton Parks and Recreation Department

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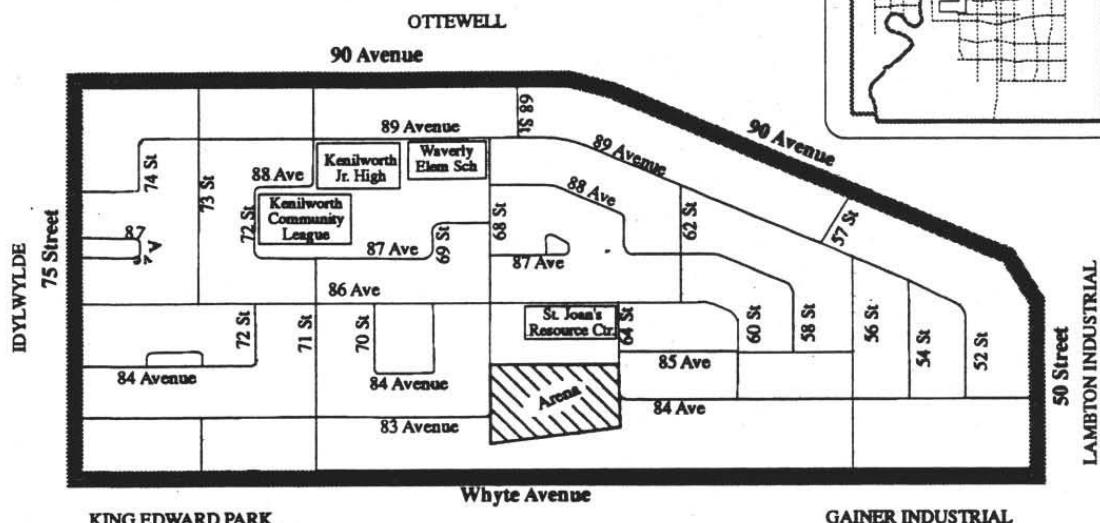
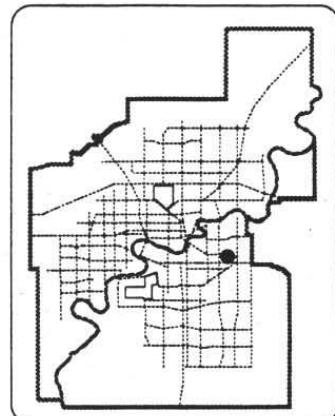
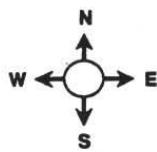
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Notes

Neighbourhood Profile - Kenilworth



Kenilworth



All figures have been rounded to the nearest percentage (unless otherwise noted).

Not to Scale

Highlights

Kenilworth is an older, stable neighbourhood located to the southeast of the City Centre. Kenilworth:

- has a large proportion of residents belonging to the 40-64 years of age group, moving up to retirement age;
- has a lower proportion of residents below 20 years of age, as compared to the City average;
- has a higher than average family income;
- is largely composed of single-family homes; and
- is a socially stable residential neighbourhood.

Revised March 1993



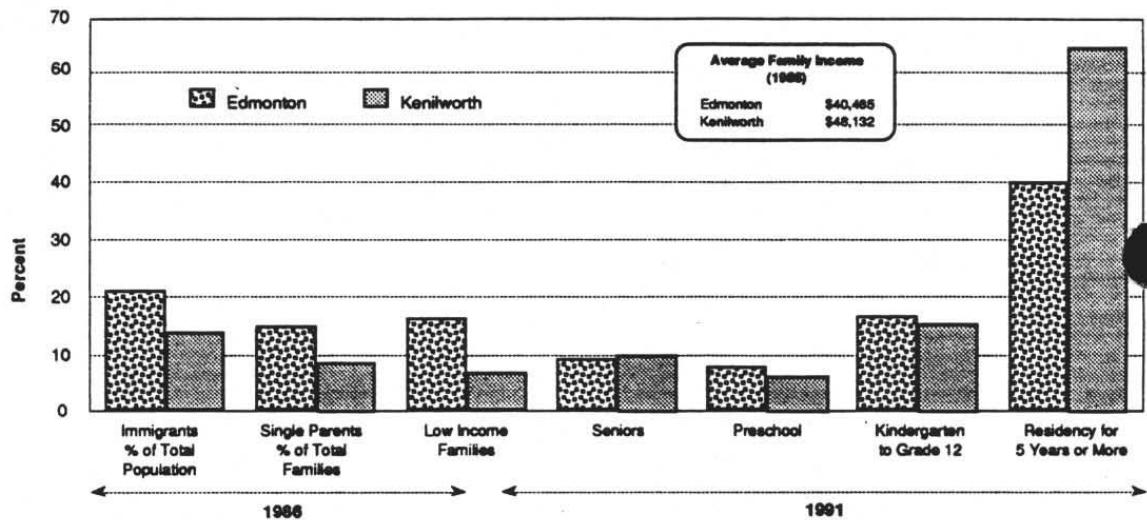
COMMUNITY AND
FAMILY SERVICES

INFORMATION AND PROGRAM
EVALUATION BRANCH



Social Characteristics

- The 1991 population was approximately 2,840 – a decrease of about 7% from 1986. This represents a continuation of the decrease experienced before 1986, and reflects the aging of the neighbourhood without replacement of younger age groups.
- The proportion of population under 20 years of age is low compared to the City as a whole (neighbourhood 21% vs. City 27%). This proportion has decreased since 1986, when the proportion was about 23%. Preschoolers account for 6% of the neighbourhood population, against 8% for the City. This is further evidence of the aging of the neighbourhood population.
- In percentage terms, the proportion of population in the 20-39 year age bracket (31%) is also less than that in the City (39%), while in the 40-64 year age bracket the proportion is significantly higher (neighbourhood 38% vs. City 24%).



- The proportion of seniors (aged 65 years and over) at 10% is only slightly higher than for the City (9%), but the 40-64 year statistics indicate a large number of the population moving into the seniors group. The number of retired persons, at 14%, is higher than for the City (11%), but the proportion of widowed persons, at 3%, is marginally less than for the City (4%).
- The marital status of Kenilworth residents differs somewhat from the City, with 38% single vs. 47% for the City, and 54% married vs. 40% for the City. A lower proportion of the population is divorced/separated (4%) than for the City as a whole (5%).
- In 1986, about 9% of Kenilworth families were single-parent families.
- The proportion of residents employed full-time (43%) is slightly higher than for the City (40%), and it appears that also slightly fewer are unemployed.

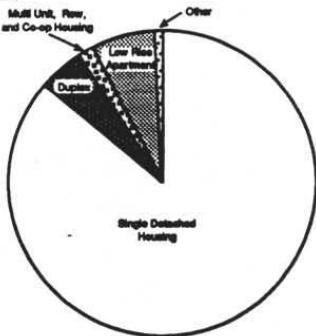
**Social Characteristics (Cont'd)**

- Owner-occupied residences, at 80%, are a significantly larger proportion than in the City as a whole (49%). Matching that, renter-occupied residences, at 19%, are a significantly lower proportion than in the City (47%). Length of residency five years or more is 65%, compared with 40% for the City; this reflects the age and characteristics of Kenilworth.
- There is no specialized seniors' housing in Kenilworth, and no community housing for low income families. There is seniors' housing in neighbourhoods immediately to the west and to the north.
- In terms of ethnic composition, Kenilworth in 1986 deviated slightly from the City patterns. The largest group was of British origin (20%), slightly less than the 23% for the City. The next largest single groups were of German (14%), Ukrainian (11%) and French (6%) origins, all of which were higher than for the City. Immigrants comprised 14% of the neighbourhood population, lower than for the City as a whole; the majority of immigrants have come from a variety of unspecified countries of origin.

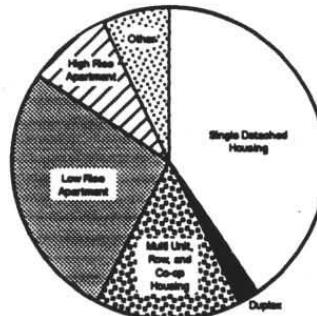
Physical Characteristics

- Residential land uses occupy approximately 72% of the Kenilworth land area. On that land area, the large majority of dwelling units is one-unit dwellings (86%), followed by 7% in low-rise apartments and 5% in two-unit dwellings. Multi-unit housing consists of only 2% in tri- and four-plexes.

Kenilworth



Edmonton



- Institutional land uses occupy 13% of the area, and recreation and open spaces use 4%. Commercial land uses occupy 6% of the area, principally fronting on Whyte Avenue at the south edge of the neighbourhood, and including a commercial development at the northwest corner.
- Industrial land uses (2%) are also located fronting on Whyte Avenue, where some utility uses are also found. There is a further utility use on 75 Street at 88 Avenue, a television broadcast facility (CBC).

Revised March 1993



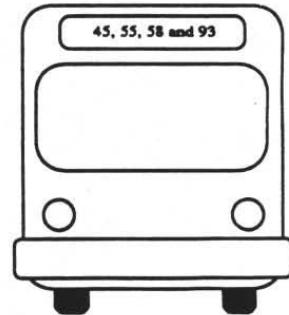
Public Facilities



- Waverly Public Elementary School (6825 - 89 Avenue) and Kenilworth Public Junior High School (7005 - 89 Avenue) are located in Kenilworth. In 1992 they were operating at, respectively, 34% and 66 % of their 625 and 590 student capacities.
- A private educational facility, St. Joan's Resource Centre, is located on the south side of 86 Avenue, just east of 66A Street.
- There are two park areas in Kenilworth: Kenilworth Park on the northside of 87 Avenue and east side of 72 Street, and Kenilworth Field on the east side of 66A Street at approximately 83 Avenue.
- A major sports facility, the Kenilworth Arena, is a district-level facility at 66A Street and 83 Avenue.
- The Kenilworth Community League Hall (7104 - 87 Avenue) is located in Kenilworth Park.
- Day care and out-of-school care facilities consist of Waverly Day Care (6825 - 89 Avenue) in Waverly Elementary School.
- Kenilworth residents are served by the Mill Creek Centre of Edmonton Community and Family Services (#300, 9119 Whyte Avenue), which offers a range of services including counselling, various group programs, services for youth and seniors, and community development assistance.
- Other public facilities not in the neighbourhood but located nearby include:
 - Strathcona Police Station (9710 - 51 Avenue)
 - Fire Hall No. 6 (8105 - 96 Street)
 - Fire Hall No. 11 (6625 - 101 Avenue)
 - University of Alberta Hospitals (active treatment) (8440 - 112 Street)
 - Grey Nuns Hospital (active treatment) (1100 Youville Drive West, in Mill Woods)
 - Idylwylde Health Centre (public health facility) (8314 - 88 Avenue).

Transportation

- Kenilworth is bounded on all sides by arterial roadways: 75 Street on the west, 90 Avenue on the north, 50 Street on the east, and Whyte (82) Avenue on the south. 75 Street, together with Capilano Drive, is a major north-south river crossing. 86 Avenue and 58 Street, passing through the neighbourhood, are collector roadways.
- The 1991 average weekday traffic volumes on the arterial roadways were: 38,100 vehicles along 75 Street, 11,900 along 90 Avenue, 32,800 along 50 Street, and 25,800 vehicles along the portion of Whyte Avenue leading to the Sherwood Park Freeway. With the exception of 50 Street, these represent slight declines from the mid to late 1980s.
- 75 Street, 90 Avenue, 50 Street and Whyte Avenue are regular truck routes.
- Edmonton Transit provides public transportation to serve Kenilworth, via routes 45, 55, 58 and 93. Route 45 passes through the neighbourhood.
- A class 3 bicycle route is located on 75 Street.





Neighbourhood Issues

- The population of this neighbourhood is decreasing. The proportion of pre-schoolers living here is also lower than the City average. The elementary school may face closure if enrollment is not strengthened in the near future.
- Residents living near 50 Street are concerned about high levels of traffic noise generated by trucks. They also complain about the increased levels of vibration generated by the trucks they experience in their homes.

These are issues which the writer understood to be important in the neighbourhood at the time of writing. However, issues may change over time, and different issues may be important to different people. For current information contact Mill Creek Centre of Community and Family Services at 428-2625.

The Future

- Attention to the needs and issues of a changing population, especially those who are moving up to the retirement age appears to be necessary.
- The population of this neighbourhood has slightly increased. If this trend continues and if some young families with pre-schoolers and grade-schoolers move into this neighbourhood, the demographic structure of Kenilworth could change in a positive way.

References

- City of Edmonton Civic Census - 1991
- Census of Canada, 1986
- Five Year Construction Program: 1988-1992, City of Edmonton Transportation Department
- Ride Guide; September 1992, City of Edmonton Transportation Department
- 1992 Traffic Flow Map, City of Edmonton Transportation Department
- Transportation System Bylaw, No. 9722, Appendix A, City of Edmonton Transportation Department
- Kenilworth Neighbourhood Fact Sheet, City of Edmonton Planning and Development Department, 1987
- Truck Route Map with Dangerous Goods Routes, City of Edmonton Transportation Department, 1992
- Edmonton Public School Board, fall 1992 enrollment figures
- Edmonton Catholic School Board, fall 1992 enrollment figures
- Cycle Edmonton, City of Edmonton Transportation Department, 1991
- Mill Creek Centre of Community and Family Services
- Kenilworth Community League
- City of Edmonton Parks and Recreation Department

N.B. This Profile uses 1986 Census Canada data, rather than 1991 data which is not yet available on a neighbourhood basis. When it becomes available, the relevant 1991 data will be provided, on request, as a replacement for the 1986 data used in this Profile. (Telephone 496-5818)

Revised March 1993



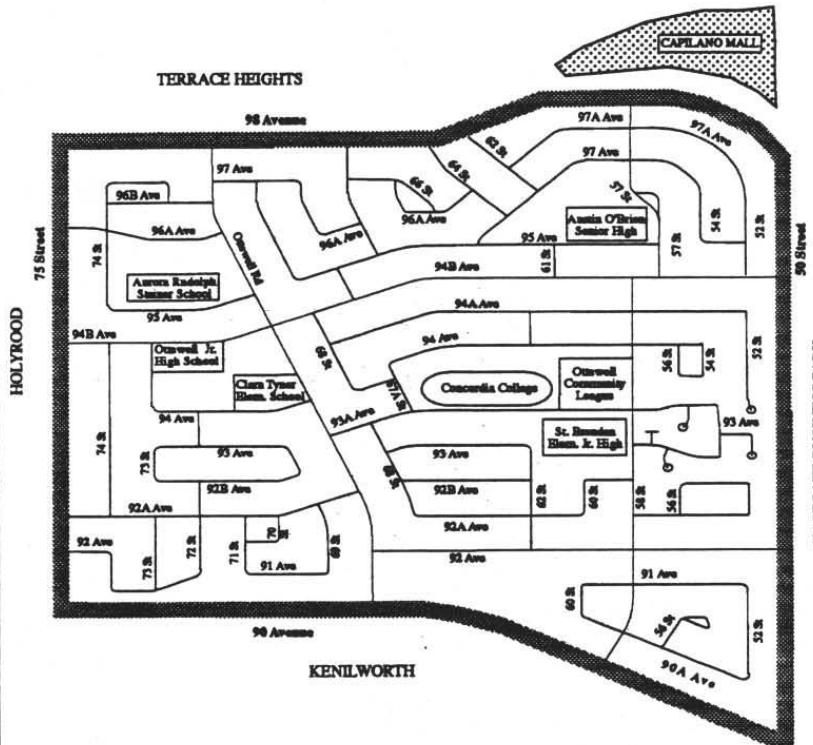
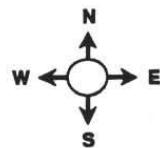
Neighbourhood Profile - Kenilworth

Notes





Ottewell



All figures have been rounded to the nearest percentage (unless otherwise noted).

Not to Scale

Highlights

Ottewell is a physically and demographically mature residential neighbourhood in the eastern part of the City. Ottewell :

- has a large but decreasing population level;
 - has a lower than average share of residents under 20 years of age;
 - has a greater than average proportion of senior citizens;
 - has a comparatively lower incidence of low income families;
 - is predominantly made up of single detached homes; and
 - has a lower proportion of immigrant residents.

Revised March 1993

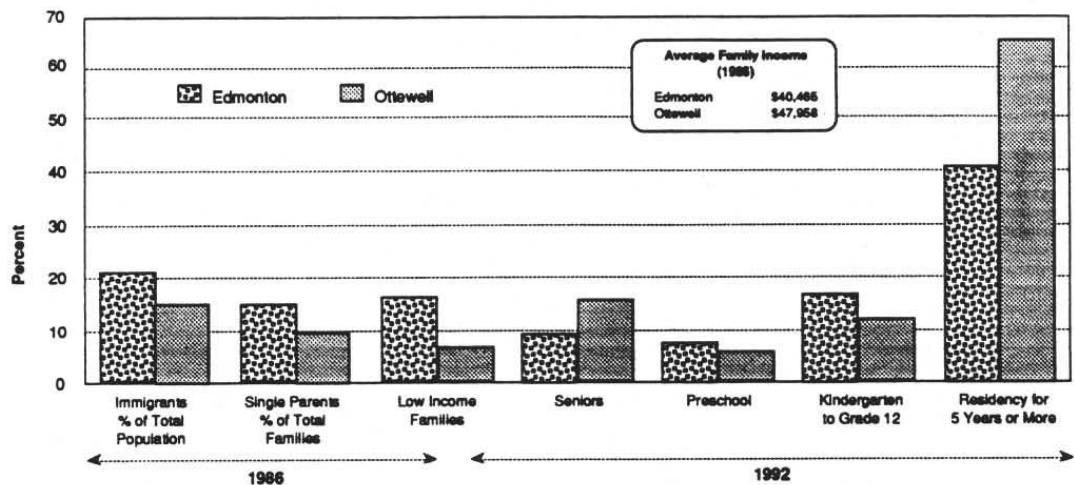


**INFORMATION AND PROGRAM
EVALUATION BRANCH**



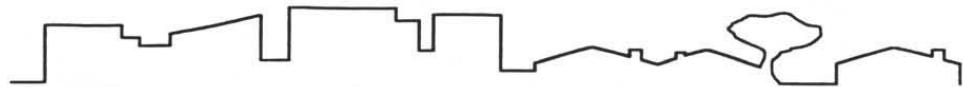
Social Characteristics

- Ottewell had a population of approximately 6,340 in 1992, making it (demographically) one of the larger neighbourhoods in Edmonton. However, it also represents a continuing trend from the early 1980's of a declining population.
- Residents under 20 years of age constitute 19% of the neighbourhood's population, compared to an average of 27% for the City.
- Seniors make up about 16% of Ottewell's population, compared to 9% in Edmonton as a whole.



- Social stability here is evidenced in the tenure and ownership data. Over 64% of residents have lived at the same address for five years or more (substantially higher than the Edmonton's average of 41%). Homeowners represented approximately 79% of local residents (City's average 49%) and tenants about 21% (City's average 46%).
- Approximately 38% of the neighbourhood residents were employed full-time in 1992, very similar to the City's average.
- The average family income in 1986 was markedly higher than the corresponding figure for Edmonton, demonstrating higher income capability of the local residents.
- A relatively smaller than City average immigrant population was living in Ottewell in 1986.
- Ethnic origins of Ottewell residents in 1986 generally reflected that of the City. However, the proportions of residents with British, German, Ukrainian, Dutch and Polish ethnic origin living in Ottewell were higher than their respective averages for Edmonton.

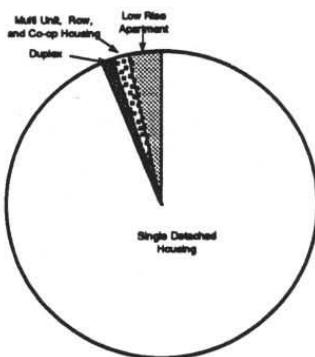
Revised March 1993



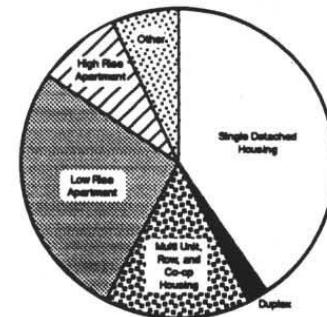
Physical Characteristics

- Residential land uses comprise about 75% of the total area of Ottewell. The majority of the housing was built during the 1960's and is in good physical condition. Single detached homes make up 94% of total available residential units. Walk-up apartments and duplexes offer another 3% and 1% respectively of the housing stock.

Ottewell



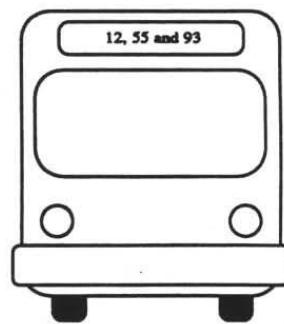
Edmonton



- Institutional uses, approximately 15% of the land area, include two public and two separate schools, a private school, a college, the community league and six churches.
- Commercial uses constitute about 9% of the area and include Capilano Mall, a regional shopping facility, and Ottewell Shopping Centre.
- Recreation and open spaces account for 1% of the area. Many large playgrounds in the neighbourhood also provide recreational opportunities and openness in this area.

Transportation

- Ottewell is bounded by arterial roads on all sides. The average annual weekday traffic volumes in 1992 were 36,500 along 75 Street, 24,600 along 98 Avenue, 27,400 along 50 Street and 12,400 along 90 Avenue.
- Three of the above arterials, 98 Avenue, 50 Street and 90 Avenue are regular truck routes.
- Edmonton Transit provides regular bus service (Route Nos. 12, 55 and 93) through and around this neighbourhood. Capilano Transit Centre, a major bus transfer point is located here, facilitating access to other City areas.



Revised March 1993



Public Facilities

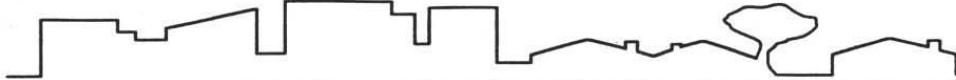


- Several schools are located in Ottewell. During the Fall of 1992, the two public schools, Clara Tyner Elementary and Ottewell Junior High were operating at 58% and 66% level respectively of their capacities. During the same period, the two local separate schools, St. Brendan Elementary Junior High and Austin O'Brien Senior High functioned at 20% and 95% level respectively.
- One private school, Aurora Rudolph Steiner, is located at the former site of St. Bernard's Elementary School.
- The Braemar Campus of Concordia College occupies the site of the now closed Braemar Elementary School.
- Two seniors' lodges (Bethany at 6115 - 92 Avenue with 50 units and Ottewell at 6675 - 92 Avenue with 48 units), one seniors' self-contained cottage complex (Ottewell at 6675 - 92 Avenue with 32 units) and a seniors' self-contained apartment complex (St. Nicholas at 5619 - 98 Avenue with 38 units) are located here.
- The churches located here are Edmonton Temple of Salvation Army (9115 - 75 Street), Ottewell Christian Reformed Church (6811 - 92A Avenue), Ottewell United Church (6611 - 93A Avenue), Bethel Lutheran Church (7005 - 98 Avenue), Braemar Baptist Church (7407 - 98 Avenue) and St. Nicholas Church (9503 Austin O'Brien Road).
- The neighbourhood is served by the Mill Creek Centre of Community and Family Services (#300, 9119 - Whyte (82) Avenue) which offers a range of services including counselling different group programs, services for youths and seniors as well as community development assistance.
- Child Care services are available through Ottewell Day Care (5825 - 93A Avenue) and Lili's Day Care (5708 - 97A Avenue).
- Ottewell Police Station (9807 - 71 Street) is located in the neighbourhood.
- Public facilities outside but serving the area include:
 - No. 11 Fire Station (6625 - 101 Avenue)
 - University of Alberta Hospitals (8440 - 112 Street)
 - Idylwylde Health Centre (8314 - 88 Avenue)

Neighbourhood Issues

- A gradually declining population, below average proportion of young persons and above average share of seniors suggest that demographic growth may be needed in the future to adequately utilize community facilities. The trends in demographic growth may eventually need additional programs and services to assist the growing number of seniors.
- Residents living near the margins of the neighbourhood are exposed to high levels of traffic noise. Movement of large trucks along the peripheral truck routes aggravate the problem. The situation also creates some safety hazards.

These are issues which the writer (in discussion with some community members/organizations) understood to be important in the neighbourhood at the time of writing. However, issues may change over time, and different issues may be important to different people. For current information contact the Community Social Worker at the Mill Creek Centre of Community and Family Services at 428-2625.



The Future

- Ottewell is a physically mature and socially stable neighbourhood. Since Ottewell has a large number of residents, its slowly declining population level has not caused any alarm or social uncertainty yet. However, the closure of two local schools and the low enrollment level at St. Brendan Elementary/Junior High School may be treated with caution, and attempts may be made to attract young families with pre-schoolers and grade-schoolers to this neighbourhood.
- Local residents are concerned about maintaining the residential character of this neighbourhood. This neighbourhood is a member of the Southeast Community Planning Coalition which strives to address this general area's concerns, and provide direction in future development of the area.

References

- City of Edmonton Civic Census - 1992
- Census of Canada, 1986
- Five Year Construction Program: 1988-1992, City of Edmonton Transportation Department
- Ride Guide; September 1992, City of Edmonton Transportation Department
- 1991 Traffic Flow Map, City of Edmonton Transportation Department
- Transportation System Bylaw, No. 9722, Appendix A, City of Edmonton Transportation Department
- Ottewell Neighbourhood Fact Sheet, City of Edmonton Planning and Development Department, 1987
- Truck Route Map with Dangerous Goods Routes, City of Edmonton Transportation Department, 1992
- Edmonton Public School Board, fall 1992 enrollment figures
- Edmonton Catholic School Board, fall 1992 enrollment figures
- Cycle Edmonton, City of Edmonton Transportation Department, 1991
- Alberta Social Services Day Care Information System, July 1992
- Mill Creek Centre of Community and Family Services
- Ottewell Community League
- City of Edmonton Parks and Recreation Department

"Community and Family Services acknowledges the assistance of staff in the City's Corporate GBIS Project Office, Public Works (Mapping and Graphics) and Planning and Development (Technical Services) in producing the basic neighbourhood map."

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Revised March 1993





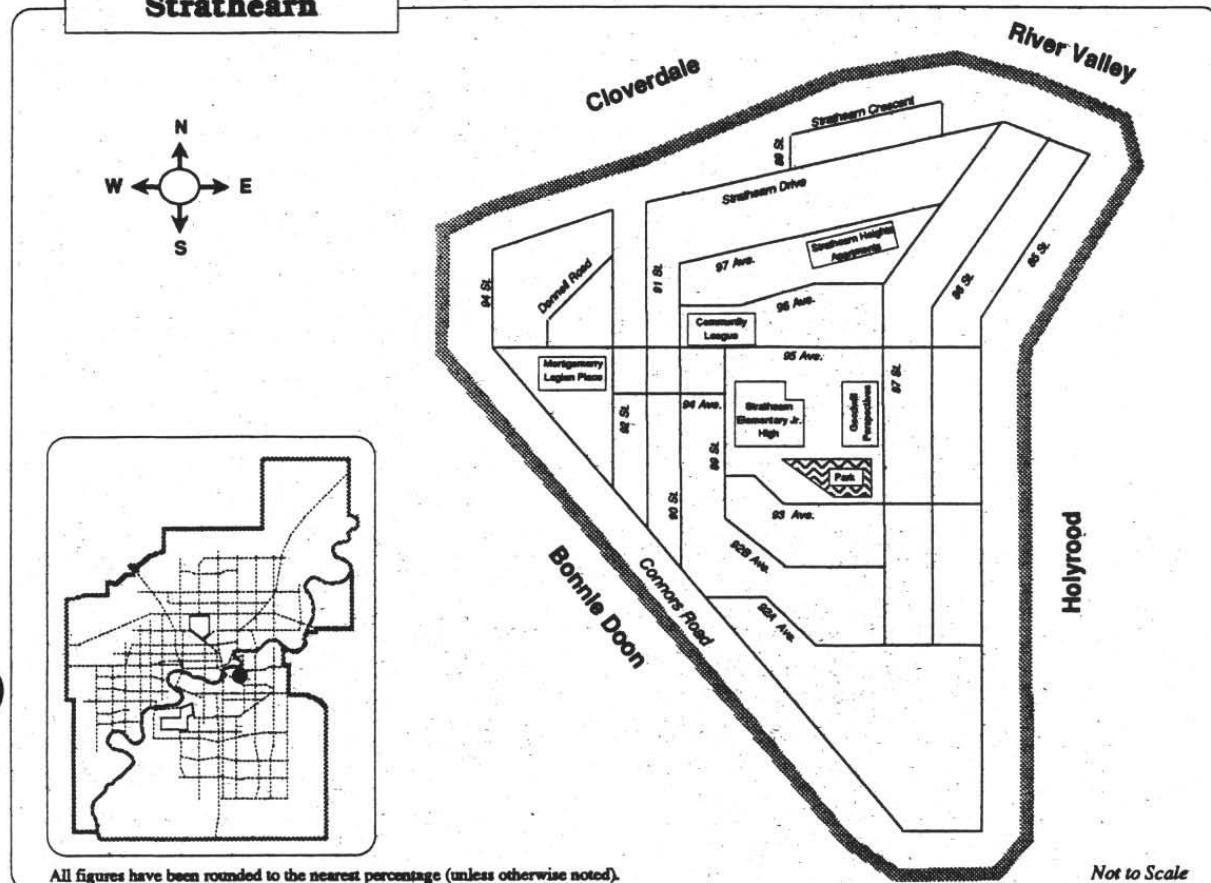
Neighbourhood Profile - Ottewell

Notes





Strathearn



All figures have been rounded to the nearest percentage (unless otherwise noted).

Not to Scale

Highlights

Strathearn is an older inner-city residential neighbourhood located approximately three kilometres southeast of the centre of the City. Strathearn:

- has a considerably higher proportion of seniors than the City average;
 - has an average family income slightly below the City average;
 - is concerned about monitoring potential redevelopment of Strathearn Heights Apartments and its potential impacts on the community; and
 - is a member of the Southeast Community Planning Coalition looking at issues within the wider district.

Revised December 1992

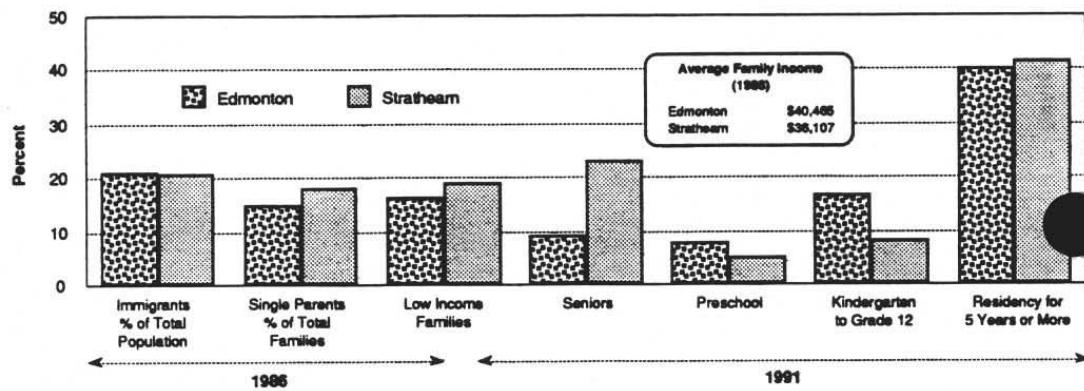


**INFORMATION AND PROGRAM
EVALUATION BRANCH**



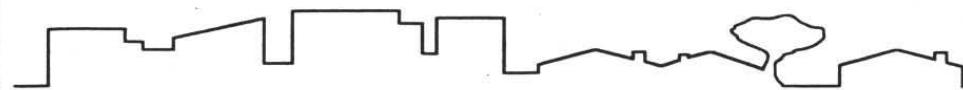
Social Characteristics

- The 1991 population totalled 2,720 people or approximately the same as in 1986.
- Between 1986 to 1991, there were substantial decreases in all age groups from birth to 20 years, with the exception of a one percent increase in children five to nine years old. The proportion of residents from birth to 20 years old (15%) in the area is now significantly less than the City average.
- Senior citizens continue to be a much larger part of the community than are represented in Edmonton's total population (23% vs. 9% for the City). However, a 14% decrease from 1986 to 1991 in residents 65 to 69 years and substantial decreases in those 55- 64 years indicate a coming trend toward a smaller senior population.
- There is a slightly higher proportion of single parents in Strathearn (18%) than the City as a whole (15%).



- Employment figures indicate that there are proportionately fewer residents employed full time (37% vs. 40% City) and more retired (24% vs. 11% City).
- Social stability is evident in the length of time that residents have lived in the area, which approximates the City average.
- The 1986 Census of Canada indicates a lower level of income for this neighbourhood. This is reflected in the average family income (\$36,107 vs. \$40,470 for the City) and the proportion of low income families (19% vs. 17% City) and unattached individuals (47% vs. 38% City). The higher than average share of seniors in Strathearn who usually earn much less than the average, may contribute to the area's income level.
- Ethnic origins of Strathearn residents generally reflect that of the City. The exceptions are residents with British (30% vs. 23% City), and German (9% vs. 6% City) origins as well as those with more than one origin cited (40% vs. 37% City).

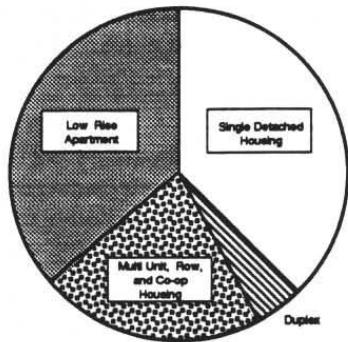
Revised December



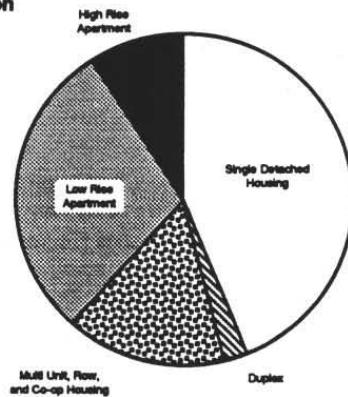
Physical Characteristics

- Residential land uses occupy approximately 85% of the neighbourhood area. The majority of housing stock is single-detached (38%), followed by low rise apartments (36%) and collective residences (20%). Housing construction occurred primarily in the 1950's.
- Commercial uses total 2% of the land area and include two smaller strip shopping developments along 95 Avenue.

Strathearn



Edmonton



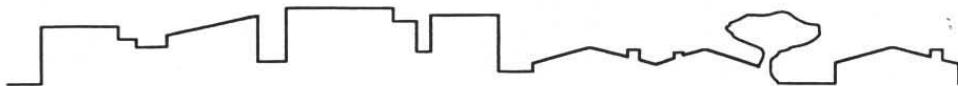
- Institutional uses make up 12% of the neighbourhood. Strathearn Elementary and Junior High School is represented in this figure.
- A neighbourhood park is located next to Strathearn Community League and accounts for 0.3% of the area.

Transportation

- Two busy arterials, which also serve as truck routes, bound this neighbourhood. Average weekday traffic volumes are approximately 24,000 vehicles along Connors Road and 8,200 along 85 Street. Truck access is restricted on 85 Street between 7:00 a.m. and 8:00 p.m. Monday through Saturday.
- Edmonton Transit provides public transportation with bus routes (nos. 12,45,55,159,161,165,167). A reasonably good level of service appears to be available to residents.
- Bicycles have access to Cloverdale Park via 98 Avenue and 92 Street.



Revised December 1992



Public Facilities



- Strathearn Public Elementary and Junior High School (8728 - 93 Avenue), the only school in the area, has an enrollment of approximately 35% of its capacity.

- Strathearn Community League (8777- 96 Avenue) offers programs including a summer playground program, baseball, and skating. The league has basketball and tennis courts as well as a skating rink and playground.

- The neighbourhood is served by the Mill Creek Centre of Community and Family Services (300, Mill Creek Place, 9119 - 82 Avenue) which offers a variety of services including counselling, different group programs, services for seniors, children and youth as well as community development.

- Religious institutions in the area include Strathearn United Church (8510 - 95 Avenue), Assumption Catholic Church (9034 - 95 Avenue), and Church of Jesus Christ of Latter Day Saints (9010 - 85 Street).

- Montgomery Legion Place (95 Avenue and Connors Road) contains 304 self-contained units for senior citizens.

- Goodwill Rehabilitation Services of Alberta offers its Perspectives Program out of the former Strathearn Elementary School (9330 - 87 Street). This program, which has had ongoing positive relations with the surrounding neighbourhood, offers an independent living and social skills program for 100 mentally, physically and emotionally disabled adults.

- Other public facilities that serve the neighbourhood include:

Number 6 Fire Station No.6 (8105 - 96 Street)

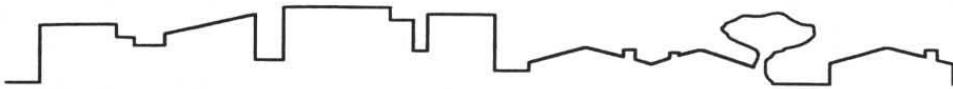
Old Strathcona Community Police Station (10325 - 83 Avenue) 12 hr. walk-in service

South Division Police Station (9710 - 51 Avenue) 24 hr. service

University of Alberta Hospital (8440 - 112 Street)

Grey Nun's Hospital (1100 - Youville Drive West)

Idylwyde Health Centre of the Local Board of Health (8314 - 88 Avenue)



Neighbourhood Issues

- An ongoing concern is the anticipated redevelopment of Strathearn Heights Apartments. Negotiations have resulted in a plan that the community can accept, but actual development has been delayed. The community is monitoring the situation to ensure that development, when it occurs, adheres to previous agreements.
- Two issues that the Strathearn Community League has raised include the potential impact of the proposed redevelopment of the nearby Holyrood housing complex and the desire for better linkage to the River Valley Parks.
- Strathearn is one of 16 communities that are collectively addressing regional planning issues through the Southeast Community Planning Coalition.
- For current information on community issues and resources, contact the community social worker at the Mill Creek Centre of Community and Family Services (428-2625).

The Future

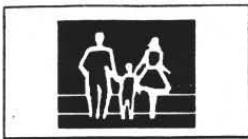
- The redevelopment of the Holyrood townhouse complex could impact parking and traffic flow in Strathearn.
- The Southeast Community Planning Coalition offers an important vehicle for residents to address local and regional concerns and to provide direction on future development in the area.

References

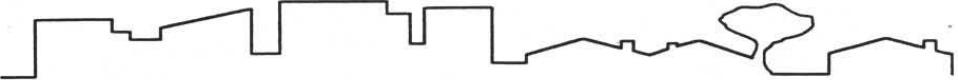
- The City of Edmonton Civic Census - 1991
- Census of Canada, 1986
- Five Year Construction Program: 1988-1992, The City of Edmonton Transportation Department
- Ride Guide; August 1991, City of Edmonton Transportation Department
- 1991 Traffic Flow Map, City of Edmonton Transportation Department
- Transportation System Bylaw, No. 9722, Appendix A, City Edmonton Transportation Department
- Strathearn Neighbourhood Fact Sheet, City of Edmonton Planning and Development, 1987
- Edmonton Public School Board, fall 1992 enrollment figures
- Edmonton Catholic School Board, fall 1992 enrollment figures
- Cycle Edmonton, City of Edmonton Transportation Department, 1991
- Truck Route Map with Dangerous Goods Routes, The City of Edmonton, 1992
- Strathearn Community League
- Strathearn Public Elementary and Junior High School
- Goodwill Rehabilitation - Perspectives Program

Revised December 1992





Neighbourhood Profile - Strathearn



Notes



APPENDIX 3
SOUTHEAST COMMUNITIES PROFILE

Communities Plan Neighbourhoods – Sub Area #1

Geos:	Capilano	Gold Bar	Ottewell
Population, 1991	2909	3120	6406
Population, 1986	3040	3295	6855
Percentage Change 1986 - 1991	-4.00	-5	-7
Total number of occupied private dwellings 1986	1090	1120	2495
Total number of occupied private dwellings 1991	1085	1125	2510
Change 1986 - 1991	-5	5	15
Owned	1030	830	2015
Rented	60	295	495
Single-detached house	1070	870	2035
Semi-detached house	0	5	90
Row house	0	210	45
Apartment, detached duplex	5	5	10
Apartment building, five or more storeys	0	0	5
Apartment building, less than five storeys	0	30	310
Other single attached house	0	0	0
Total number of private households	1085	1125	2510
Size of household, 1 person	145	165	470
Size of household, 2 persons	460	415	1045
Size of household, 3 persons	205	245	485
Size of household, 4 or 5 persons	255	270	460
Size of household, 6 or more	20	35	55
Average number of persons per household	2.7	2.7	2.5
Total with sons and daughters at home	390	405	795
Total lone-parent families	65	120	210
Ethnic origin, single origins	1720	1860	4040
British origins, ethnic origin	640	790	1295
German, single ethnic origin	275	200	530
Canadian, single ethnic origin	140	80	165
Italian, single ethnic origin	15	40	50
Chinese, single ethnic origin	30	10	135
Aboriginal origins, single ethnic origin (7)	15	60	20
Ukrainian, single ethnic origin	285	275	830
Dutch (Netherlands), single ethnic origin	25	75	115
East Indian, n.i.e., single ethnic origin	65	35	95
Total labour force 15 years and over	1520	1655	3675
Not applicable (23)	10	20	25
All industries (24) (25)	1510	1640	3650
Agricultural and related service industries	10	10	0
Fishing and trapping industries	0	0	0
Logging and forestry industries	0	0	0
Mining (incl. milling), quarrying & oil well inds.	20	30	90
Manufacturing industries	90	165	305
Construction industries	115	110	255
Transportation and storage industries	45	100	110
Communication and other utility industries	65	45	235
Wholesale trade industries	105	90	260
Retail trade industries	205	215	480
Finance and insurance industries	75	65	110
Real estate operator and insurance agents	40	35	30
Business service industries	115	40	175
Government service industries	215	145	500
Education service industries	165	155	340
Health and social service industries	120	190	330
Accommodation, food and beverage service inds.	60	95	175
Other service industries	75	115	250
Household income - All private households	1090	1115	2505
Average income, household income \$	\$64,191.00	\$48,717.00	\$52,854.00

Southeast Communities Plan Neighbourhoods Sub Area #1

Geos	Kenilworth	Strathem	Idyl Idylwylde	Avonmore	Total
Population, 1991	2807	2760	1781	2198	21981
Population, 1986	3060	2795	1805	2370	23220
Percentage Change 1986 - 1991	-8	-1	-1	-7	-33
Total number of occupied private dwellings 1986	1075	1460	855	850	8945
Total number of occupied private dwellings 1991	1075	1495	860	870	9020
Change 1986 - 1991	-5	35	5	20	70
Owned	865	500	420	735	6395
Rented	200	995	445	135	2625
Single-detached house	870	575	475	780	6675
Semi-detached house	105	5	15	10	230
Row house	0	0	0	0	255
Apartment, detached duplex	15	55	85	55	230
Apartment building, five or more storeys	0	300	60	0	365
Apartment building, less than five storeys	80	550	220	25	1215
Other single attached house	5	10	0	0	15
Total number of private households	1070	1495	855	875	9015
Size of household, 1 person	180	765	330	160	2215
Size of household, 2 persons	420	435	285	395	3455
Size of household, 3 persons	215	155	125	155	1585
Size of household, 4 or 5 persons	245	130	105	150	1615
Size of household, 6 or more	15	15	5	15	160
Average number of persons per household	2.6	1.8	2.1	2.5	16.9
Total with sons and daughters at home	360	195	160	245	2550
Total lone-parent families	100	120	60	65	740
Ethnic origin, single origins	1740	1680	1075	1355	13470
British origins, ethnic origin	505	595	460	445	4730
German, single ethnic origin	385	175	215	345	2125
Canadian, single ethnic origin	130	100	40	10	665
Italian, single ethnic origin	10	0	20	20	155
Chinese, single ethnic origin	40	140	0	45	400
Aboriginal origins, single ethnic origin (7)	10	15	20	0	140
Ukrainian, single ethnic origin	210	185	65	195	2045
Dutch (Netherlands), single ethnic origin	55	30	0	30	330
East Indian, n.i.e., single ethnic origin	55	0	25	0	275
Total labour force 15 years and over	1680	1505	920	1140	12095
Not applicable (23)	25	0	20	10	110
All industries (24) (25)	2655	1500	905	1130	12990
Agricultural and related service industries	10	0	0	0	30
Fishing and trapping industries	0	0	0	0	0
Logging and forestry industries	0	0	0	0	0
Mining (Ind. milling), quarrying & oil well inds.	10	10	15	25	200
Manufacturing industries	170	135	45	130	1040
Construction industries	140	80	60	120	880
Transportation and storage industries	90	65	50	70	530
Communication and other utility industries	90	105	60	45	645
Wholesale trade industries	85	75	40	35	690
Retail trade industries	220	180	165	115	1580
Finance and insurance industries	70	55	15	70	460
Real estate operator and insurance agents	35	30	10	15	195
Business service industries	85	165	50	60	690
Government service industries	145	115	100	90	1310
Education service industries	165	120	95	90	1130
Health and social service industries	155	95	90	95	1075
Accommodation, food and beverage service inds.	90	95	50	75	640
Other service industries	100	165	60	100	865
Household income - All private households	1085	1505	850	870	9020
Average income, household income \$	\$53,739 00	\$33,771.00	\$34,349.00\$	47,956.00	n/a

APPENDIX 4
CITY OF EDMONTON
HISTORIC RESOURCES REGISTER
SOUTHEAST COMMUNITIES

	NAME-BUILDING	ADDRESS	N'HOOD	DATE	ARCHITECT	BUILDER	USE	DES
B-4	8722-75 AVENUE	AVONMORE	C1910				SDF	