

Casselman-Steele Heights District Outline Plan

Office Consolidation August 2006

Prepared by:

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

The Casselman-Steele Heights District Outline Plan was approved by a resolution of Council in May 18, 1972. In August 2006, this document was consolidated by virtue of the incorporation of the following amendments to the original Plan.

Editor's Note:

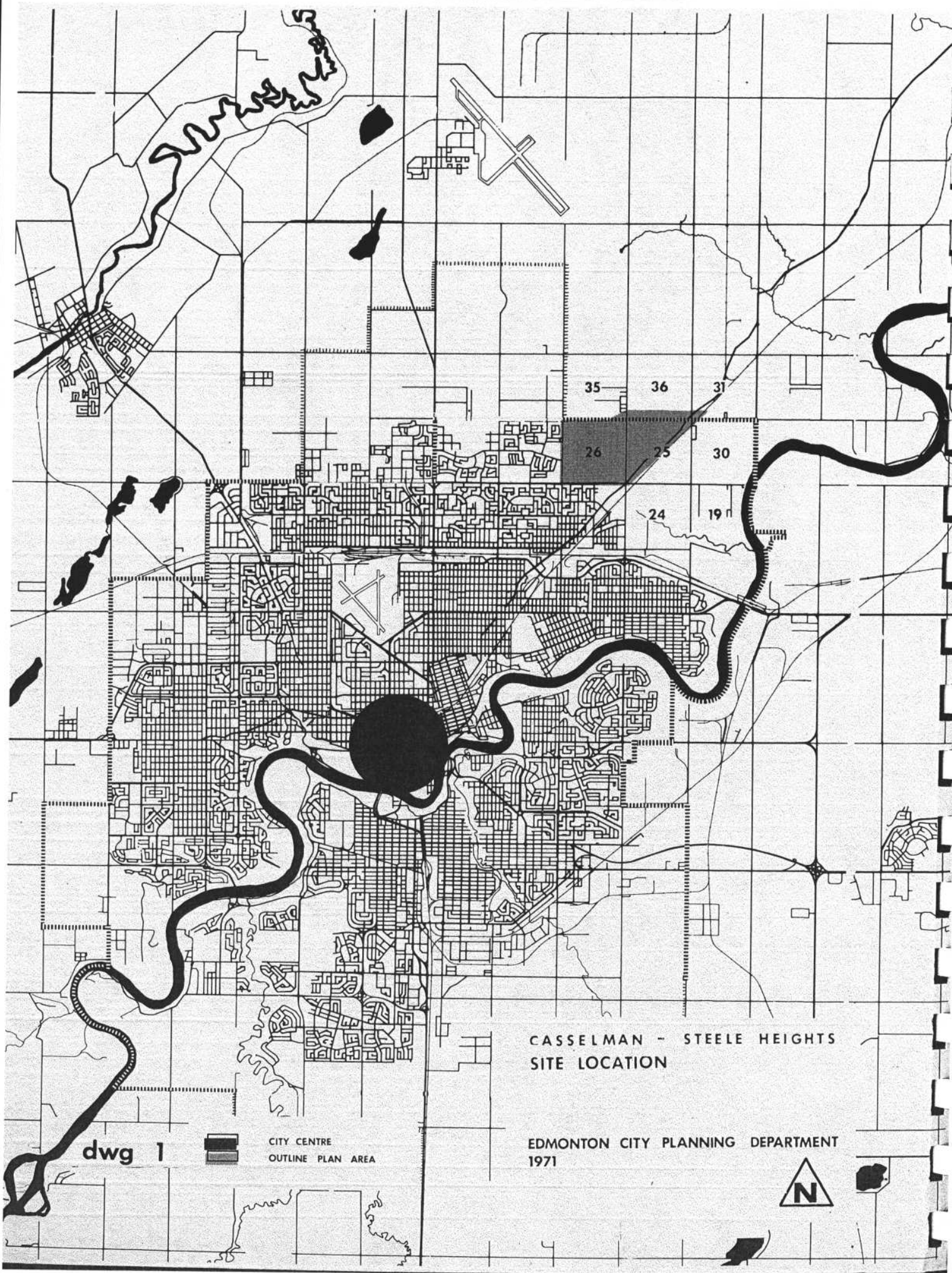
This is an office consolidation edition for the Casselman-Steele Heights District Outline Plan as approved by a resolution of Council in May 18, 1972. All names of City departments have been standardized to reflect their present titles. Private owner's names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original document. All text changes are noted in the right margin and are italicized where applicable.

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

**City of Edmonton
Planning and Development Department**

**Table of Contents
(Amended by Editor)**

1. INTRODUCTION	1
2. GENERAL STRUCTURE OF THE OUTLINE PLAN	7
3. ELEMENTS OF THE NEIGHBORHOOD	12
(A) LAND USES	12
i. RESIDENTIAL	12
ii. COMMERCIAL AND SERVICE INDUSTRY	14
iii. SCHOOLS	17
iv. PARKS	25
v. SENIOR CITIZENS' HOMES AND NURSING HOMES	27
vi. CHURCHES	29
vii. PUBLIC HOUSING	31
(B) CIRCULATION SYSTEMS	33
i. VEHICULAR CIRCULATION	33
ii. PEDESTRIAN CIRCULATION	34
iii. PUBLIC TRANSPORTATION	37
(C) EMPLOYMENT FACILITIES	39
4. NORTH EAST TOWN CENTRE	40
5. PRELIMINARY STATISTICS	42



dwg 1



CITY CENTRE
OUTLINE PLAN AREA

CASSELMAN - STEELE HEIGHTS
SITE LOCATION

EDMONTON CITY PLANNING DEPARTMENT
1971



1. INTRODUCTION

The Casselman — Steele Heights Outline Plan area has been defined in the North East Edmonton Outline Plan Study — Survey and Analysis Report completed in 1969 by the City Planning Department and represents the following portions of the North East Development Area:

Sec. 26, Twp. 53, Rge. 24, W 4M. The south portion of the S.E.1/4 of Sec. 35, Twp. 53, Rge. 24, W 4M; the south portion of the S¹/₂ of Sec. 36, Twp. 53, Rge. 24, W 4M; the south west portion of the S.W.1/4 of Sec. 31, Twp. 53, Rge. 23, W 4M; the north west portion of the N.W.1/4 of Sec. 30, Twp. 53, Rge. 23, W 4M; the north west quarter, the largest north west portion of the N.E.1/4, the largest north west portion of the S.W.1/4 and also the north west portion of the S.E. 1/4 of Sec. 25, Twp. 53, Rge. 24, W 4M; the north east portion of the N.E.1/4 of Sec. 23, Twp. 53, Rge. 24, W 4M.

The North East Development Area includes — in addition to Casselman — Steele Heights and the following Outline Plan areas: (see dwg. No. 2)

1. Clareview
2. The Hermitage
3. Kennedale

1. Clareview Outline Plan Area is located east of 50th Street and the *private rail line*, north of the Kennedale Ravine, west of the North Saskatchewan River while the northern boundary coincides with the approximate alignment of 153rd Avenue. An Outline Plan for this area has been prepared by Stanley Associates of Edmonton and Murray V. Jones of Toronto for a *private consultant*.

Amended by Editor

2. The Hermitage Outline Plan Area is that area east of 50th Street running between Kennedale Ravine, and the *private rail line* to the river valley. An Outline Plan for this area has been prepared by Project Planners of Toronto for a *private consultant*.

Amended by Editor

3. Belvedere-Kennedale District Outline Plan is the area contained by 50th Street on the east, 66th Street on the west, the *private rail line* in the south and 137th Avenue in the north. An Out Plan for this area will be prepared by the City Planning Department.

Amended by Editor

The design for the Casselman — Steele Heights Outline Plan is based on the principles and guidelines set out in the North East Edmonton Outline Plan Study Survey and Analysis Report.

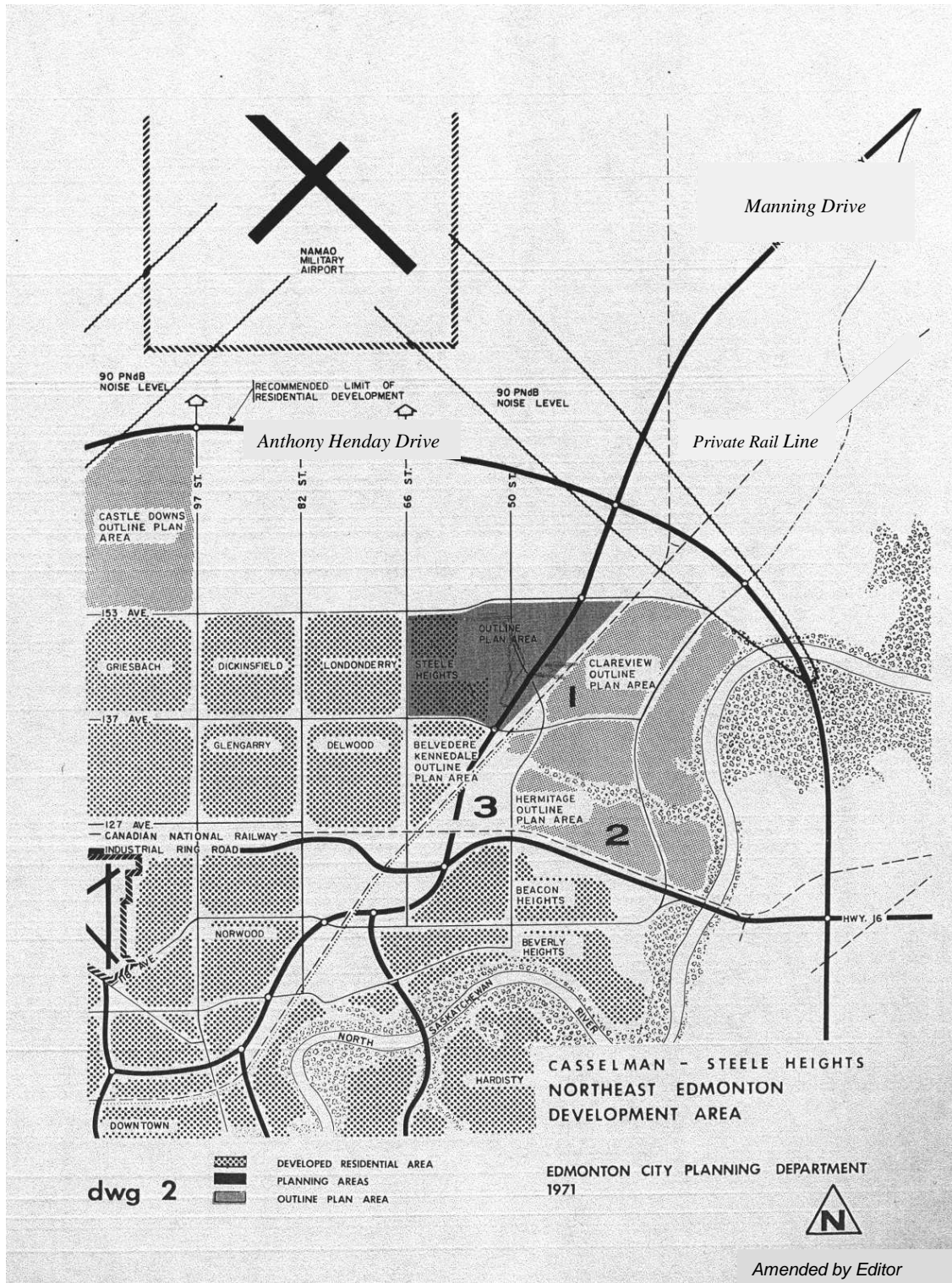
The Outline Plan — as proposed in this document — has been related to the existing residential development in the Steele Heights subdivision and also the proposed Clareview Outline Plan. This interrelationship was essential to ensure proper linkages in transportation routings, the proper distribution of public facilities — especially schools and parks — and the clear orientation of residential development from one neighbourhood to the next. As the already developed portion of the Steele Heights subdivision forms an integral part of the total Outline Plan area, it has been included within the design concept. This is all the more important since significant changes have been proposed to the original “North East Edmonton Development Plan” which was approved by the Technical Planning Board on September 21st, 1961 (see dwg. 3.)

The existing development in North East Edmonton follows largely the pattern as set out in this preliminary development plan. However, the economic need for increased housing densities and the introduction of the N.E. Town Centre, *Manning Drive* and rapid transit dictated major changes to this original plan, and these changes have in turn given rise to

Amended by Editor

certain problems with the arrangement of the school and park catchment areas of Steele Heights — these are dealt with in the school and park section of this report.

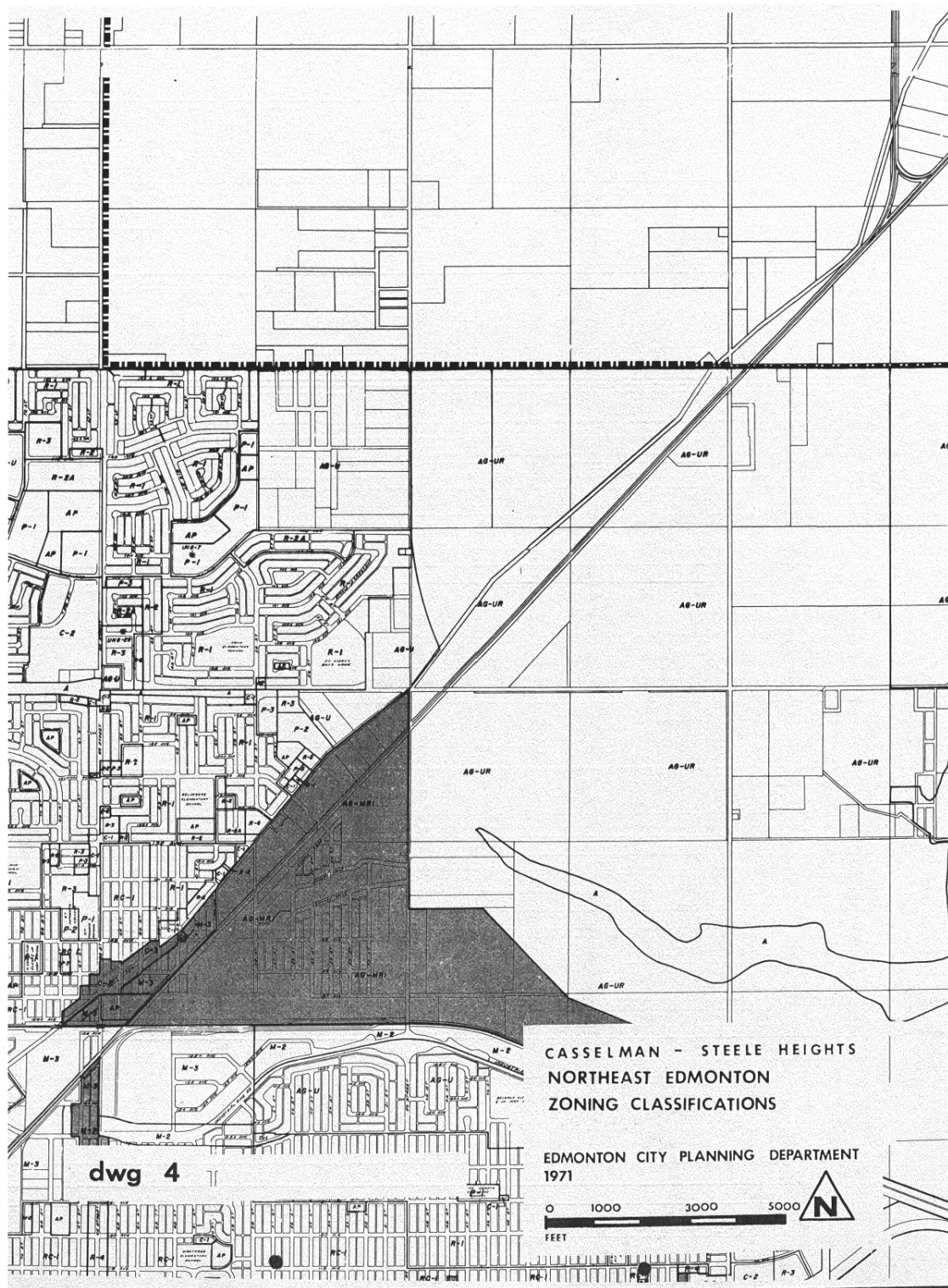
The proper integration of the Casselman Steele Heights Outline Plan area with the North East Town Centre is a major concern. Careful consideration was therefore given to the Town Centre design since it is felt that it should provide the most convenient level of service possible for the entire north east area.

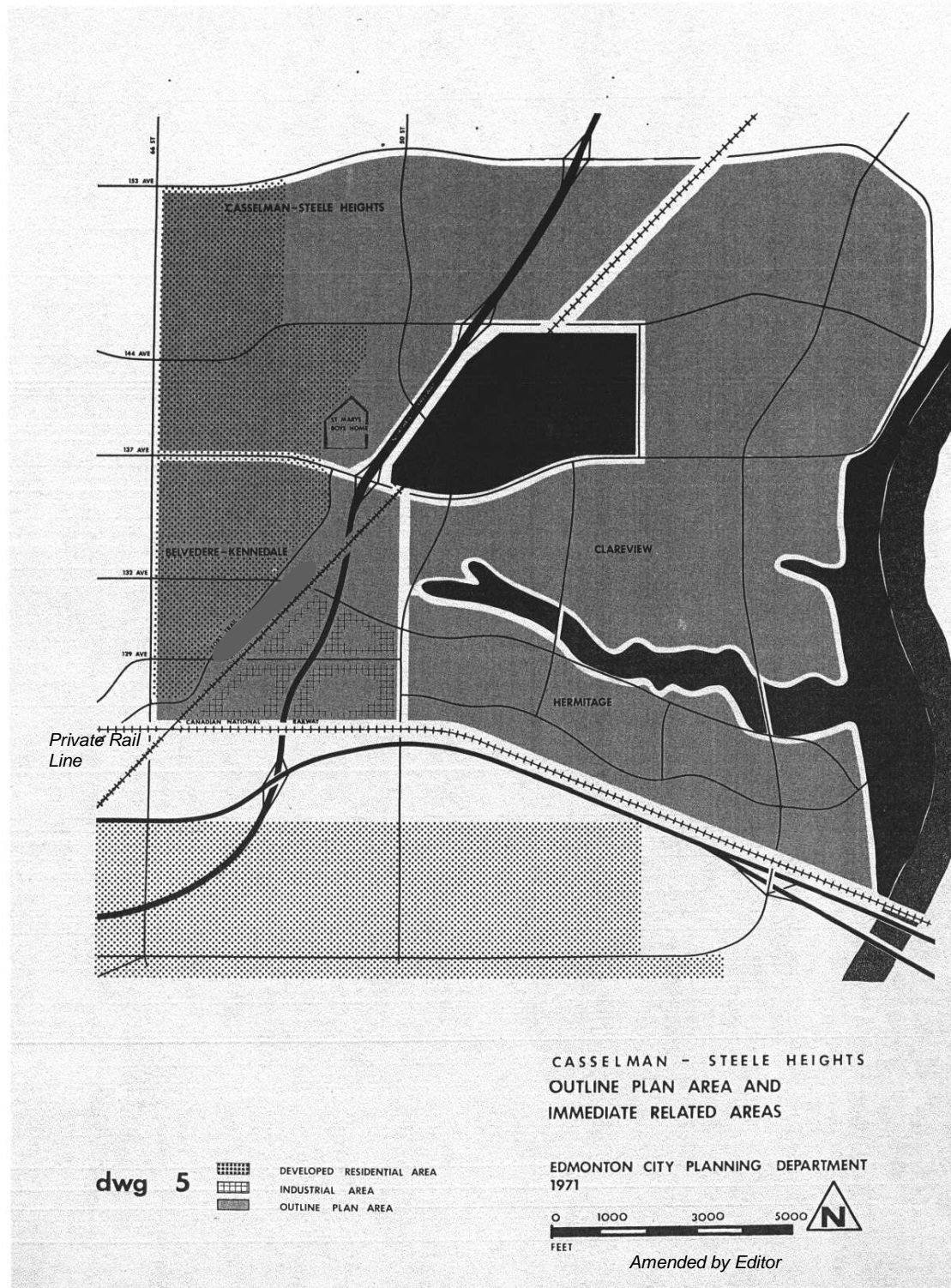


**PRELIMINARY PROPOSALS FOR ORDER OF DEVELOPMENT
NORTH-EAST EDMONTON**
PREPARED BY CITY OF EDMONTON PLANNING DEPARTMENT

**CITY OF EDMONTON
CITY PLANNING DEPARTMENT
PRELIMINARY
PLAN
FOR DEVELOPMENT ONLY
SUBJECT TO AMENDMENT
DATE: AUGUST 1961
REVISOR DATE:**

LEGEND
Scale 1" = 1,000 Ft.
EXISTING BUILT UP AREAS (August 1961)
1961/62 1971/72 1981/82 1991/92 2001/02 2011/12 2021/22 2031/32 2041/42 2051/52 2061/62 2071/72 2081/82 2091/92 2101/02 2111/12 2121/22 2131/32 2141/42 2151/52 2161/62 2171/72 2181/82 2191/92 2201/02 2211/12 2221/22 2231/32 2241/42 2251/52 2261/62 2271/72 2281/82 2291/92 2301/02 2311/12 2321/22 2331/32 2341/42 2351/52 2361/62 2371/72 2381/82 2391/92 2401/02 2411/12 2421/22 2431/32 2441/42 2451/52 2461/62 2471/72 2481/82 2491/92 2501/02 2511/12 2521/22 2531/32 2541/42 2551/52 2561/62 2571/72 2581/82 2591/92 2601/02 2611/12 2621/22 2631/32 2641/42 2651/52 2661/62 2671/72 2681/82 2691/92 2701/02 2711/12 2721/22 2731/32 2741/42 2751/52 2761/62 2771/72 2781/82 2791/92 2801/02 2811/12 2821/22 2831/32 2841/42 2851/52 2861/62 2871/72 2881/82 2891/92 2901/02 2911/12 2921/22 2931/32 2941/42 2951/52 2961/62 2971/72 2981/82 2991/92 3001/02 3011/12 3021/22 3031/32 3041/42 3051/52 3061/62 3071/72 3081/82 3091/92 3101/02 3111/12 3121/22 3131/32 3141/42 3151/52 3161/62 3171/72 3181/82 3191/92 3201/02 3211/12 3221/22 3231/32 3241/42 3251/52 3261/62 3271/72 3281/82 3291/92 3301/02 3311/12 3321/22 3331/32 3341/42 3351/52 3361/62 3371/72 3381/82 3391/92 3401/02 3411/12 3421/22 3431/32 3441/42 3451/52 3461/62 3471/72 3481/82 3491/92 3501/02 3511/12 3521/22 3531/32 3541/42 3551/52 3561/62 3571/72 3581/82 3591/92 3601/02 3611/12 3621/22 3631/32 3641/42 3651/52 3661/62 3671/72 3681/82 3691/92 3701/02 3711/12 3721/22 3731/32 3741/42 3751/52 3761/62 3771/72 3781/82 3791/92 3801/02 3811/12 3821/22 3831/32 3841/42 3851/52 3861/62 3871/72 3881/82 3891/92 3901/02 3911/12 3921/22 3931/32 3941/42 3951/52 3961/62 3971/72 3981/82 3991/92 4001/02 4011/12 4021/22 4031/32 4041/42 4051/52 4061/62 4071/72 4081/82 4091/92 4101/02 4111/12 4121/22 4131/32 4141/42 4151/52 4161/62 4171/72 4181/82 4191/92 4201/02 4211/12 4221/22 4231/32 4241/42 4251/52 4261/62 4271/72 4281/82 4291/92 4301/02 4311/12 4321/22 4331/32 4341/42 4351/52 4361/62 4371/72 4381/82 4391/92 4401/02 4411/12 4421/22 4431/32 4441/42 4451/52 4461/62 4471/72 4481/82 4491/92 4501/02 4511/12 4521/22 4531/32 4541/42 4551/52 4561/62 4571/72 4581/82 4591/92 4601/02 4611/12 4621/22 4631/32 4641/42 4651/52 4661/62 4671/72 4681/82 4691/92 4701/02 4711/12 4721/22 4731/32 4741/42 4751/52 4761/62 4771/72 4781/82 4791/92 4801/02 4811/12 4821/22 4831/32 4841/42 4851/52 4861/62 4871/72 4881/82 4891/92 4901/02 4911/12 4921/22 4931/32 4941/42 4951/52 4961/62 4971/72 4981/82 4991/92 5001/02 5011/12 5021/22 5031/32 5041/42 5051/52 5061/62 5071/72 5081/82 5091/92 5101/02 5111/12 5121/22 5131/32 5141/42 5151/52 5161/62 5171/72 5181/82 5191/92 5201/02 5211/12 5221/22 5231/32 5241/42 5251/52 5261/62 5271/72 5281/82 5291/92 5301/02 5311/12 5321/22 5331/32 5341/42 5351/52 5361/62 5371/72 5381/82 5391/92 5401/02 5411/12 5421/22 5431/32 5441/42 5451/52 5461/62 5471/72 5481/82 5491/92 5501/02 5511/12 5521/22 5531/32 5541/42 5551/52 5561/62 5571/72 5581/82 5591/92 5601/02 5611/12 5621/22 5631/32 5641/42 5651/52 5661/62 5671/72 5681/82 5691/92 5701/02 5711/12 5721/22 5731/32 5741/42 5751/52 5761/62 5771/72 5781/82 5791/92 5801/02 5811/12 5821/22 5831/32 5841/42 5851/52 5861/62 5871/72 5881/82 5891/92 5901/02 5911/12 5921/22 5931/32 5941/42 5951/52 5961/62 5971/72 5981/82 5991/92 6001/02 6011/12 6021/22 6031/32 6041/42 6051/52 6061/62 6071/72 6081/82 6091/92 6101/02 6111/12 6121/22 6131/32 6141/42 6151/52 6161/62 6171/72 6181/82 6191/92 6201/02 6211/12 6221/22 6231/32 6241/42 6251/52 6261/62 6271/72 6281/82 6291/92 6301/02 6311/12 6321/22 6331/32 6341/42 6351/52 6361/62 6371/72 6381/82 6391/92 6401/02 6411/12 6421/22 6431/32 6441/42 6451/52 6461/62 6471/72 6481/82 6491/92 6501/02 6511/12 6521/22 6531/32 6541/42 6551/52 6561/62 6571/72 6581/82 6591/92 6601/02 6611/12 6621/22 6631/32 6641/42 6651/52 6661/62 6671/72 6681/82 6691/92 6701/02 6711/12 6721/22 6731/32 6741/42 6751/52 6761/62 6771/7





2. GENERAL STRUCTURE OF THE OUTLINE PLAN AREA

As this Outline Plan forms a portion of the North East Outline Plan area — and is not regarded as self-sufficient in terms of community facilities — it must be viewed as a district outline plan — highly dependent on services provided in other parts of the total development area.

The interdependencies between the four district outline plan areas — listed previously — are so relevant that each district outline plan can only be evaluated in the context of the three remaining district outline areas.

The arterial road system serving the area has been determined for the most part by factors related to the overall North East Area — existing and proposed. The major influence is the *Manning Drive* Alignment which passes through the easterly portion of the Outline Plan Area. *Manning Drive* determines the location of arterial to freeway junctions at 145 Avenue and 153 Avenue. 145 Avenue will continue eastward on its present alignment, but the 153 Avenue junction lies approximately 183 – 213 metres (600 - 700 feet) north of the present City limits. Advantage has been taken of this requirement to increase the planning area, facilitating the creation of neighborhood units (3, 4 and 6) of a more workable size than would otherwise be possible. 50th Street will be improved to arterial standard and re-aligned from 145th Avenue south in order to cross 145th Avenue at grade across the depressed *Manning Drive*, to the Town Centre. The final alignment of this road is subject to detail work in the Town Centre area.

Amended by Editor

This plan is designed to contain six neighborhoods (see dwg. No. 6) of which two are already in existence in the Steele Heights subdivision.

Each neighborhood unit accommodates a population of 3,000 to 6,000 persons and the breakdown of the various residential units has been composed in such a way that the range of 480 to 720 pupils per elementary school can be maintained. (see Chapter 5 — Preliminary Statistics)

The staging of the Outline Plan area cannot be fully determined at this time since the sewer servicing of the Casselman subdivision depends upon completion of sewer utilities not yet programmed. Only the area west of 50th Street and south of 153 Avenue is serviceable, and development awaits the completion of this Outline Plan.

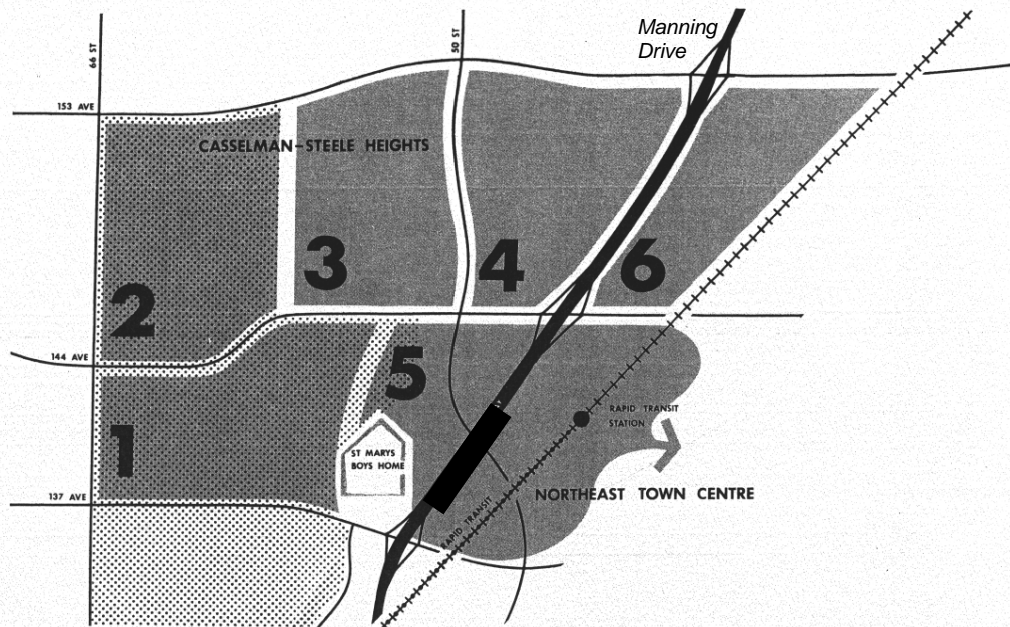
The distribution of the densities has been arranged whereby in relation to the overall outline plan area, the density is increased with the decreasing distance to the Town Centre (see dwg. No. 7). This has the result that neighborhoods in the immediate vicinity of the Town Centre have a higher ceiling density than neighborhoods located on the outskirts of the northeast area. The same system is applicable to the neighborhood itself where the core area should generally contain the higher density developments and the most intense land uses.

As indicated in the North East Edmonton Outline Plan Study — Survey and Analysis Report, one major commercial and cultural center, referred to as a Town Centre, is required. This Town Centre is situated the optimum location in relation to the area served and forms the focus of the entire North East Development Area where three district outline plan areas meet. It is designed to provide the proper linkage between all outline plan districts in the north east. The Town Centre is proposed to be a regional facility, made more important since it would include a rapid transit terminal, with the north east as the catchment area. The terminal will form the node of all facilities located in the Centre.

The *Manning Drive* skirting the Town Centre to the west, puts the Centre in a position where it is identified as the transportation center. It also places the Town Centre in a key location to serve the rural communities served by Highway 15. In addition all major educational facilities and a large regional hospital complex have been placed into the Town Centre area.

Amended by Editor

On the neighborhood level, elementary schools, community leagues, neighborhood parks and local shopping facilities form the focus of each neighborhood.



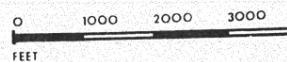
CASSELMAN - STEELE HEIGHTS NEIGHBOURHOOD INDEX

dwg 6

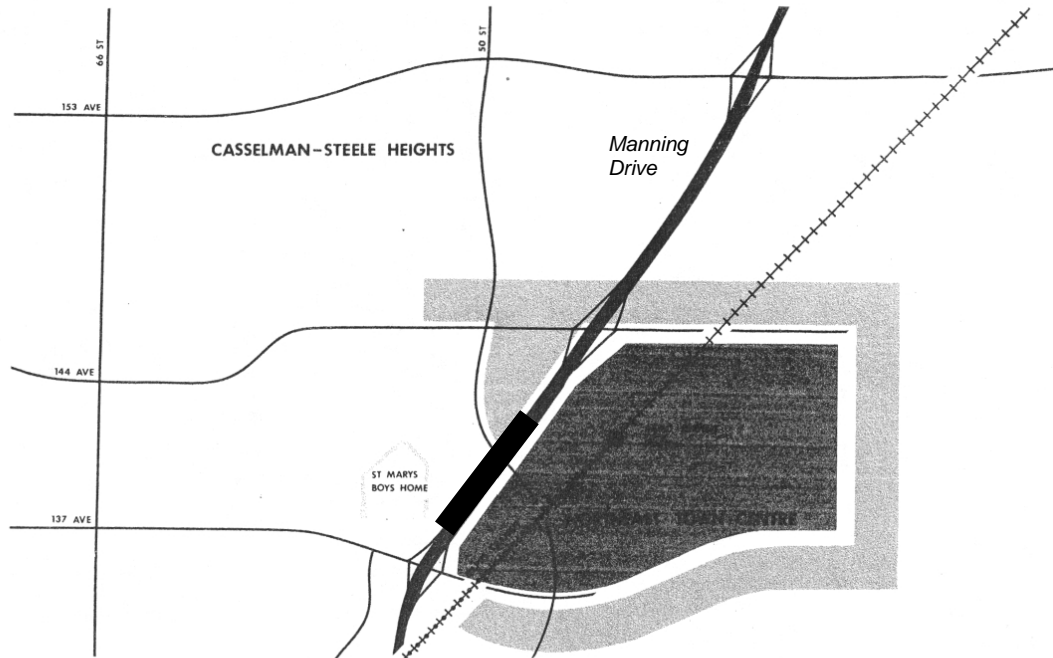


DEVELOPED RESIDENTIAL AREA
NEIGHBOURHOOD UNIT

EDMONTON CITY PLANNING DEPARTMENT
1971



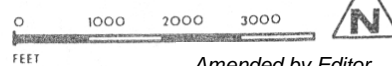
Amended by editor



CASSELMAN - STEELE HEIGHTS
DISTRIBUTION OF
HIGHER DENSITIES

dwg 7  HIGHER DENSITY ZONE

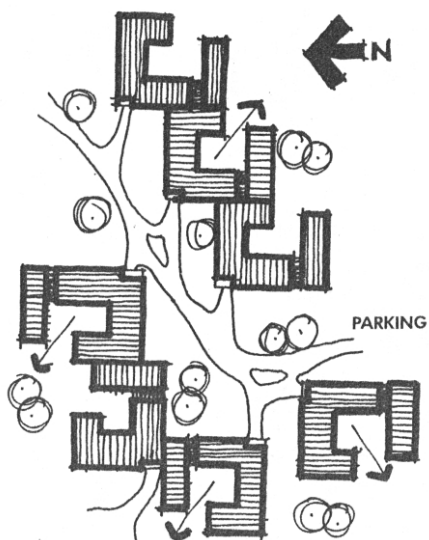
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1971



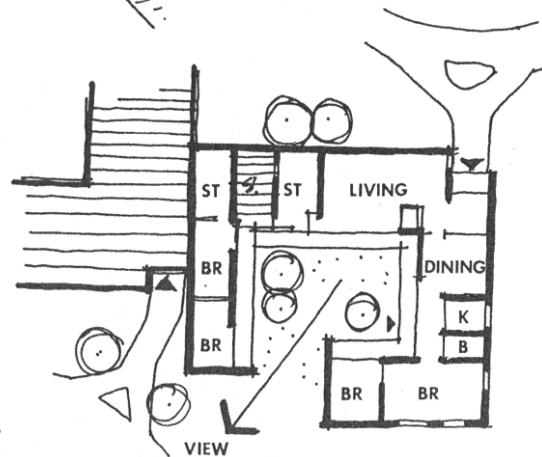
Amended by Editor



←
PEDESTRIAN ENVIRONMENT
IN TAPIOLA, FINLAND
NATURAL LANDSCAPE,
TREES ARE CAREFULLY
PRESERVED AND INTEGRATED
WITH RESIDENCES



PATIO HOUSES ALONG WALKWAY
TAPIOLA, FINLAND



LAYOUT OF PATIO HOUSE

3. ELEMENTS OF THE NEIGHBORHOOD

- (A) land uses**
- (B) circulation systems**
- (C) employment facilities**

(A) Land Uses

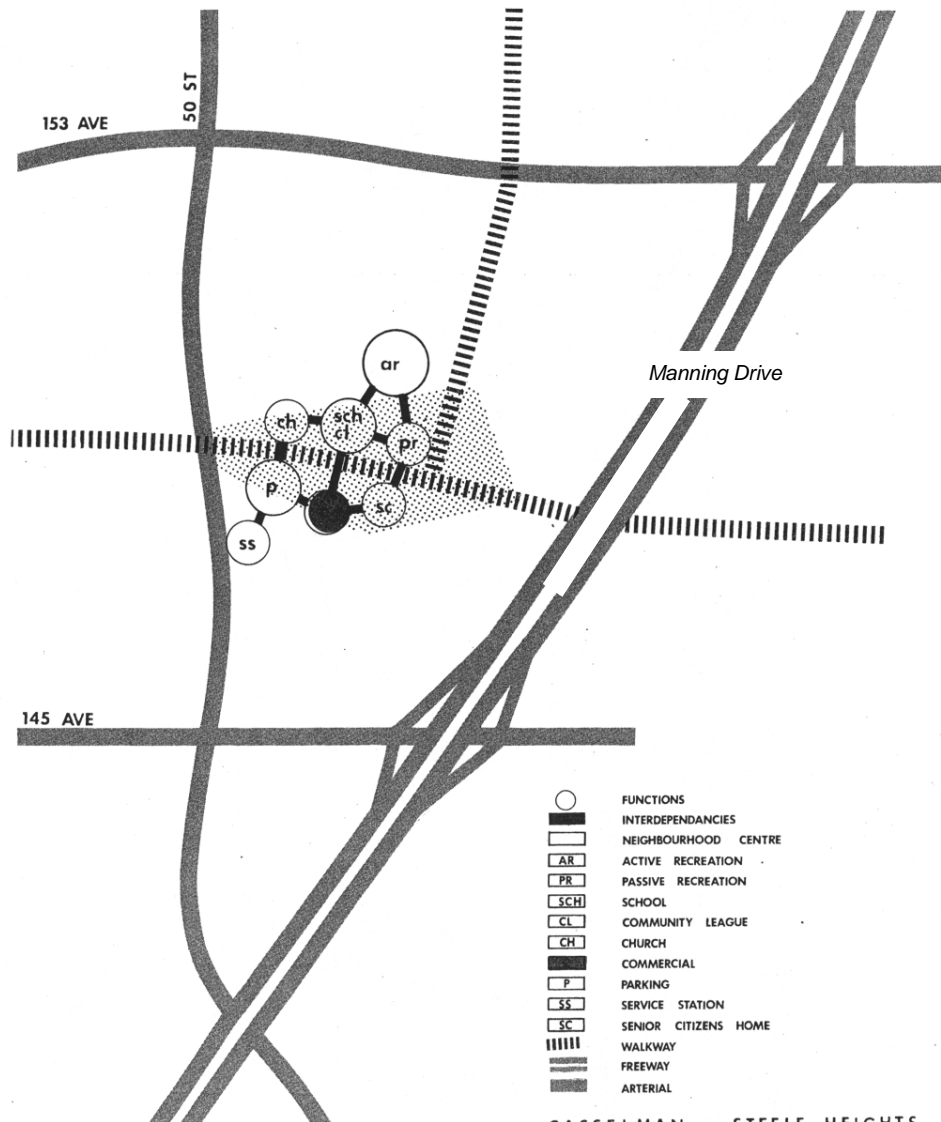
i. Residential

As an outline plan is intended only to identify the general structure of a subdivision, it is clear that to ensure the best possible local environment for future residents, great care must be applied at the detail design stage. All developments, the circulation systems serving them and the topography and other characteristics of the site should be visually and physically in harmony. Housing groups around public or private open space should be created which will not only provide an attractive urban landscape but also help to develop a sense of identification with the neighborhood for the inhabitants. Each planned group should have a specific, identifiable character, created — if possible — from the outstanding features of the area such as the topography, landscape, etc., or if this is lacking, through careful design of the built environment.

The individual dwelling unit should be designed and created in a way to maximize personal privacy and yet to allow an optimum integration with the immediate surroundings.

Neighborhood centres should generally be located in the geographical center and designed to represent the focal point, both visually and functionally. They include neighborhood stores, service stores, schools, neighborhood parks, community facilities, churches, kindergartens, playgrounds, senior citizens' homes, etc.

The neighborhood centre should be developed in a comprehensive manner, with the integration of school buildings and community facilities being kept in mind in order to minimize costs and to optimize land and building uses. The density distribution in the neighborhood should be planned in such a way as to underline the functional and visual impact of the neighborhood, at the same time locating the greater concentration of persons in the closest proximity to the centre.



- | | |
|-------|----------------------|
| ○ | FUNCTIONS |
| ■ | INTERDEPENDANCIES |
| □ | NEIGHBOURHOOD CENTRE |
| AR | ACTIVE RECREATION |
| PR | PASSIVE RECREATION |
| SCH | SCHOOL |
| CL | COMMUNITY LEAGUE |
| CH | CHURCH |
| ■ | COMMERCIAL |
| P | PARKING |
| SS | SERVICE STATION |
| SC | SENIOR CITIZENS HOME |
| | WALKWAY |
| ===== | FREEWAY |
| ————— | ARTERIAL |

CASSELMAN - STEELE HEIGHTS
SCHEMATIC ILLUSTRATION OF
LAND USE RELATIONSHIPS

EDMONTON CITY PLANNING DEPARTMENT
1971



Amended by Editor

dwg 8

ii. Commercial and Service Industry

a. Stores

b. Secondary Commercial

a. Stores

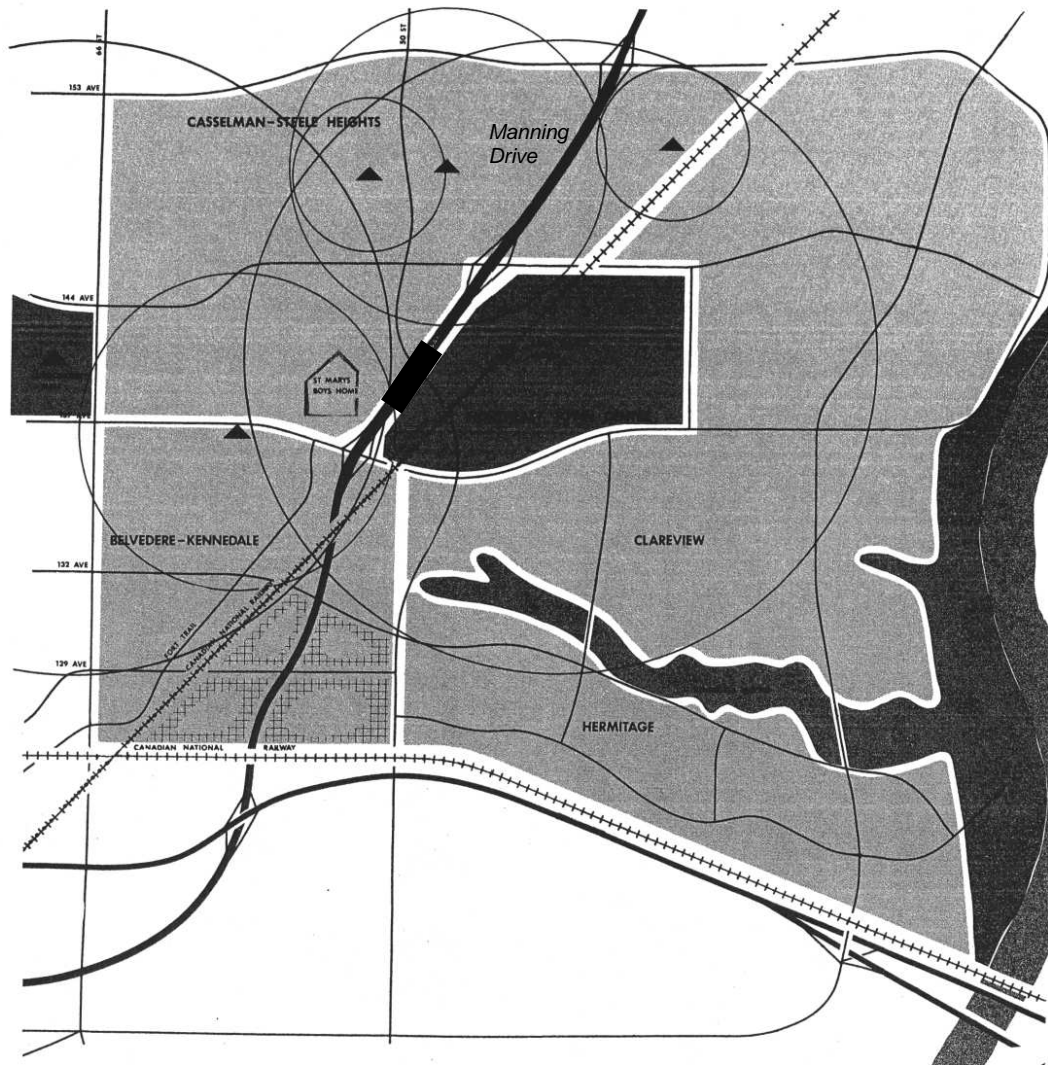
Having in mind that new subdivisions will be developed with a spinal walkway system, a rethinking and redesign of commercial facilities is necessary. The routine or standard layout is inappropriate. While it is expected that a large number of customers will still do their shopping by car it is also anticipated that in walkway subdivisions an increased number will choose to walk to the stores for the smaller items, since walking as such will be attractive as a semi-recreational pursuit in the new neighborhoods. In order to meet the necessary standards of comfort for both types of customers the stores should be orientated to both — the street and parking side — and the walking side. Show windows orientated to the walkways should be encouraged.

The recommended size of an average neighborhood shopping facility is *1.2 hectares* (3 acres). In the case that the shopping facilities are designed as an integral part of a larger neighborhood centre complex with 3 or more schools the commercial site may be increased up to *2 hectares* (5 acres).

Amended by Editor

In Casselman — Steele Heights the largest concentration of public facilities occurs in neighborhood 4 (see dwg. 6). As this neighborhood is in a potentially good location for a commercial development — it offers the preferred location for commercial uses on the home coming side of the street and is very central to its catchment area; it can form an integral part of the major neighborhood centre which in addition to a public elementary school, a separate elementary school, community centre, and church might also include a senior citizens' home and a service station (experience has shown that service stations at arterial crossings should be avoided due to the adverse effect on traffic circulation).

b. Service Commercial There is no provision made for service commercial within the Casselman — Steele Heights District Outline Plan, as there is no appropriate location with the necessary customer potential. The Kennedale area however is more strategically situated and should be designed accordingly.




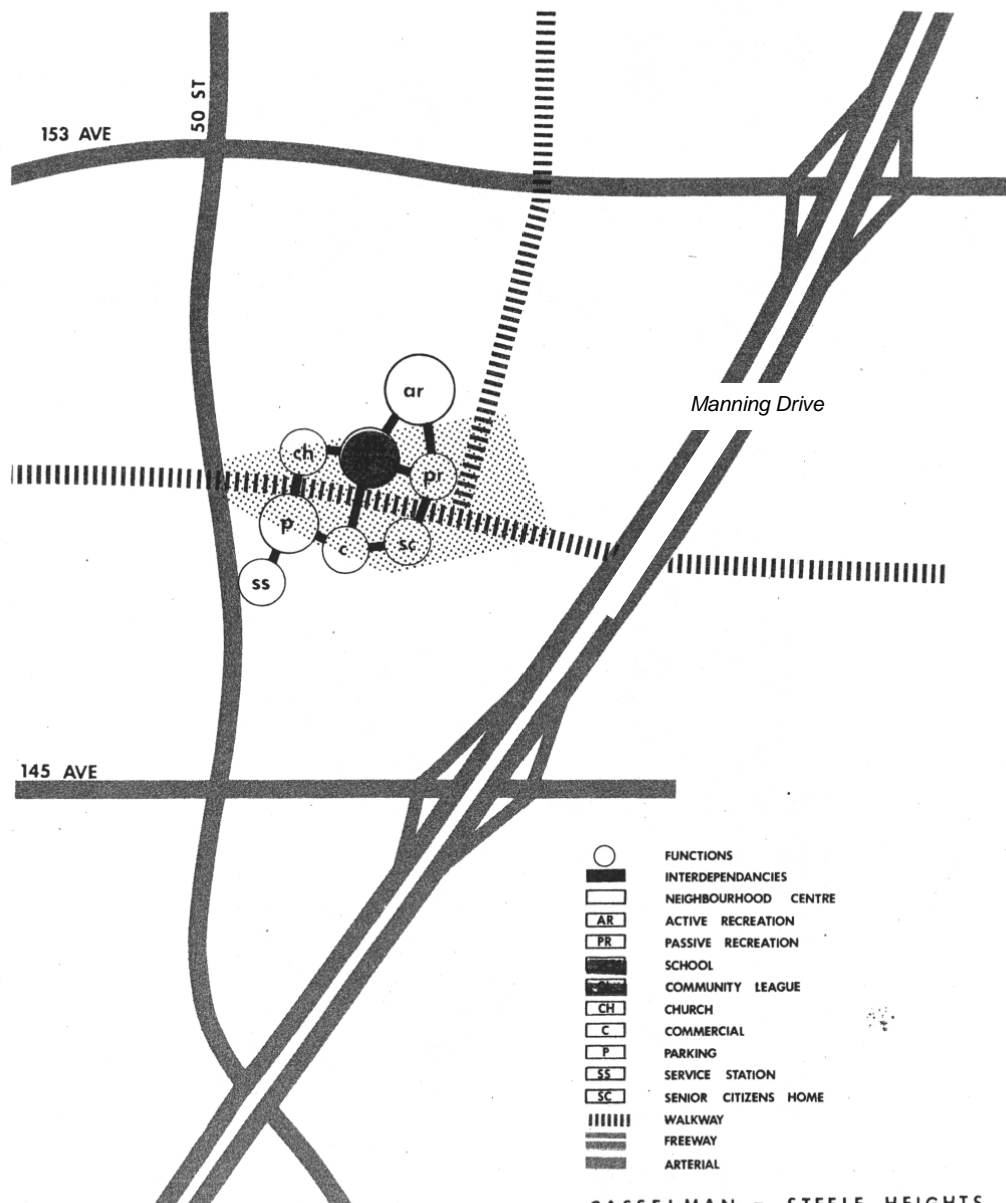
CASSELMAN - STEELE HEIGHTS COMMERCIAL FACILITIES

dwg 9

 INDUSTRIAL AREA
 OUTLINE PLAN AREA
 NEIGHBOURHOOD CENTRES RADII 1/4 & 1/2 mile
 TOWN CENTRE RADIUS 1 mile

EDMONTON CITY PLANNING DEPARTMENT
1971

0 1000 3000 5000
 FEET

 Amended by Editor



CASSELMAN - STEELE HEIGHTS
SCHEMATIC ILLUSTRATION OF
LAND USE RELATIONSHIPS

EDMONTON CITY PLANNING DEPARTMENT
1971



Amended by Editor

dwg 10

iii. Schools

Elementary school locations are arranged to ensure that they develop as an integral part of neighborhood centers. The school grounds are located in the approximate geographical center of their catchment area and are accessible by a standard collector roadway.

Advantage has been taken of the highest degree of joint school and park uses to enable the maximum utilization of the site area. This applies particularly to Neighborhood 4 which contains a Separate Elementary School.

At the present time, it would be premature to establish exact acreage requirements for any of those school sites. These schools will only occur as part of a joint school — park use and the exact amount of land needed can only be worked out after the preliminary design concept for these sites has been established. The figures as used in the statistics are estimates only and are subject to change.

As the development of the Steele Heights area followed to a large extent the pattern as set on the Preliminary Development Plan from 1961, only one public elementary school was proposed to service the area north of 144th and 145th Avenues.

In its Accommodation Report and Building Program 1970, the Edmonton Public School Board stated that this elementary school — the McLeod Elementary — is proposed to be completed in late 1971, as a 16 classroom school. Elementary pupils generated by the present development portion of the N.¹/₂ of Steele Heights are accommodated temporarily in the existing Steele Heights Junior High, pending construction of the elementary school.

Since the public reserves (26.08 hectares [64.45 acres]) generated from the entire Steele Heights section do not cover the original requirements for schools and parks (28.13 hectares [69.51 acres]) — with the density as proposed in the Preliminary Development Plan from 1961 — additional land (2.02 hectares [5.00 acres]) would have to be purchased by the Parks and Recreation Department and the Separate School Board unless otherwise generated. Individual neighborhood plans will therefore not necessarily "balance".

Amended by Editor

It is clear that since the reserve dedication is insufficient for the requirements of the 1961 Preliminary Development Plan, any proposed increase in densities will have to be carefully assessed in relation to additional school and park facilities required by that increase.

This aspect has been extensively reviewed with the Public School Board and the Parks Department and it is proposed to maintain a ceiling population over neighborhood 3 of approximately 5600 persons. This will require a 16-classroom school in neighborhood 3 in addition to the projected McLeod Elementary School in neighborhood 2.

A similar situation occurs in the southern half of Steele Heights where overcrowding of the York Elementary School as well as the higher densities appropriate due to the close proximity of the North East Town Centre necessitate an additional 16-classroom public elementary school.

The introduction of these two additional schools causes a requirement for two school - park sites of 5.7 hectares (14.0 acres) each.

Amended by Editor

As previously discussed, there is a shortage of reserve lands under the original plan within Steele Heights of approximately 2.02 hectares (5.00 acres). Under this Outline Plan the deficiency will be increased to approximately 13.35 hectares (33.00 acres). It is therefore

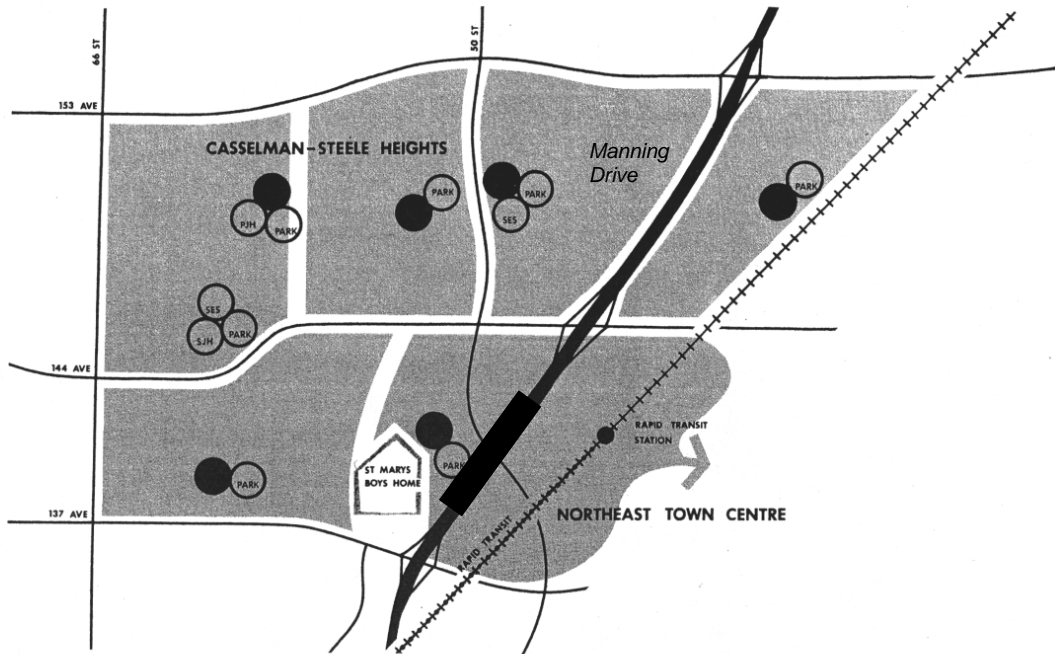
mandatory that the developers concerned negotiate an agreement with the City as to the provision of the necessary school and park sites prior to any subdivision design consideration by the City.

With regard to the overall Outline Plan, it should be noted that if circulation requirements are kept to a minimum (it is anticipated that 22% should be sufficient) 40% of the developable area will cover the shortages as well as providing land required for the regional needs of the entire North East Development Area (district park school campus, see Clareview and Hermitage Outline Plans).

The alternative to the above would be the implemented of **densities indicated** in the 1961 Development Plan whereby no increase in school site area would be required and the present plan would have to be radically revised to meet the different conditions.

The number of classrooms per school as set out in Chapter 5 "Preliminary Statistics" is not flexible under this Outline Plan and absolutely no deviations are possible. Any subdivision proposal of a neighborhood or portions thereof within this Outline Plan, submitted to the City for consideration, must contain a complete set of statistics including the balance of statistics for the entire neighborhood(s) concerned.

Due to the fragmented ownership pattern in neighborhood 5 and the immediate need to improve public facilities in the area which are already overloaded, any further private development is conditional upon the implementation of a replotting scheme for at least those properties west of 50th Street so that a good planning solution can be developed for the area and an optimum configuration and location of school site obtained.

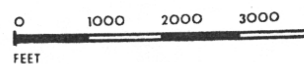


dwg 11

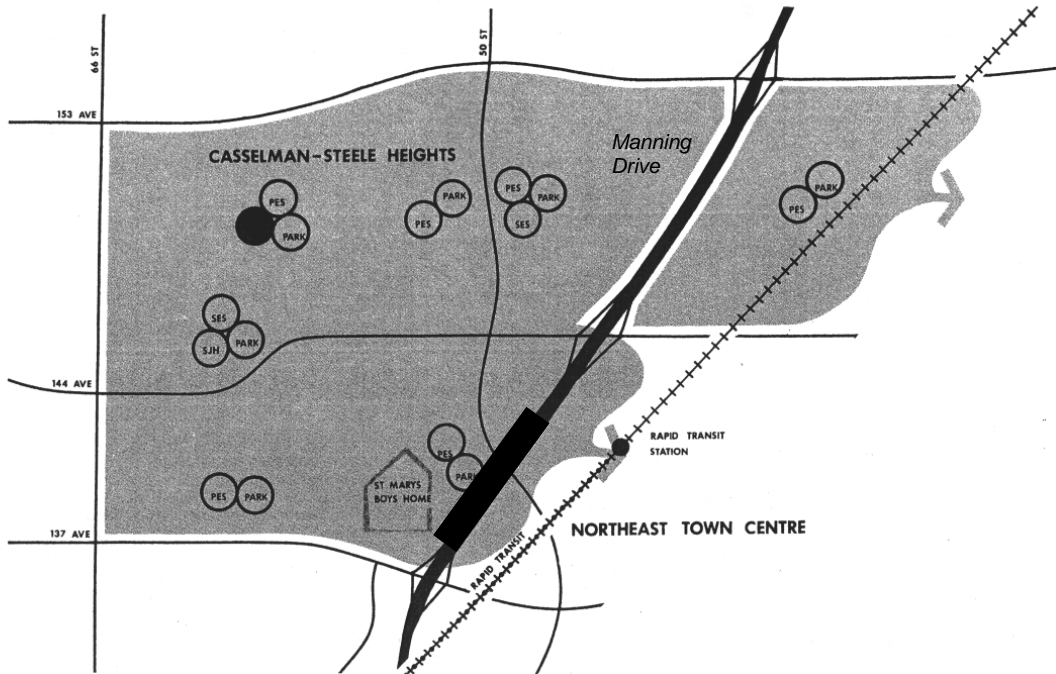
	CATCHMENT AREA
	PUBLIC ELEMENTARY SCHOOL
	SEPARATE ELEMENTARY SCHOOL
	PUBLIC JUNIOR HIGH SCHOOL
	SEPARATE JUNIOR HIGH SCHOOL

CASSELMAN - STEELE HEIGHTS PUBLIC ELEMENTARY SCHOOL CATCHMENT AREA

EDMONTON CITY PLANNING DEPARTMENT
1971



Amended by Editor

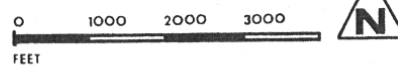


dwg 12

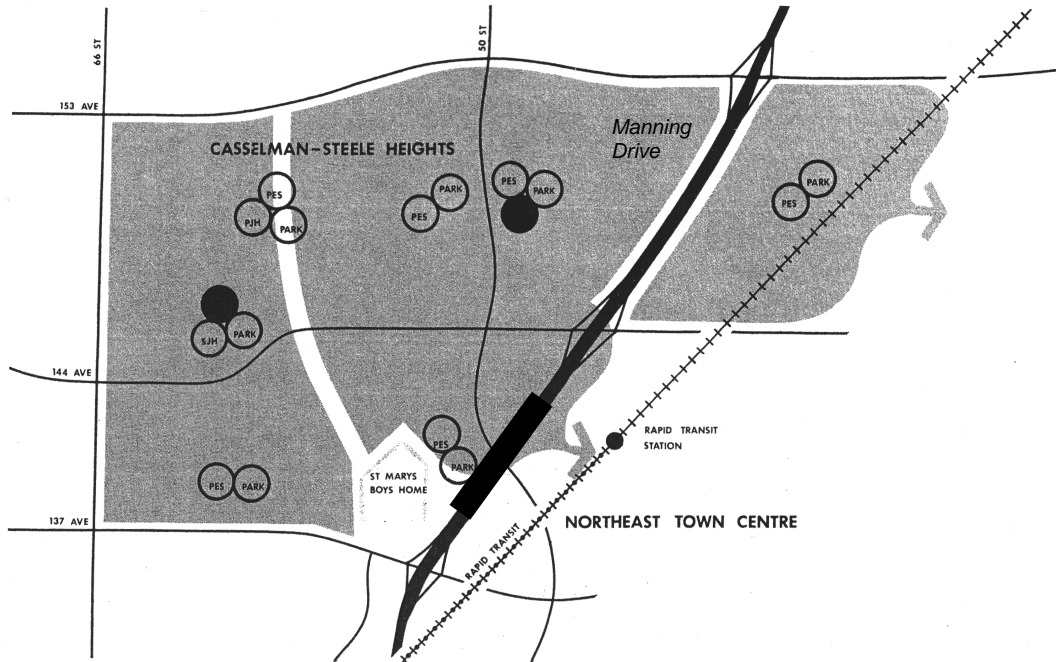
	CATCHMENT AREA
	PUBLIC ELEMENTARY SCHOOL
	SEPARATE ELEMENTARY SCHOOL
	PUBLIC JUNIOR HIGH SCHOOL
	SEPARATE JUNIOR HIGH SCHOOL

CASSELMAN - STEELE HEIGHTS PUBLIC JUNIOR HIGH SCHOOL CATCHMENT AREA

EDMONTON CITY PLANNING DEPARTMENT
1971



Amended by Editor

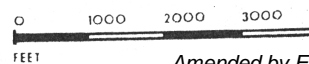


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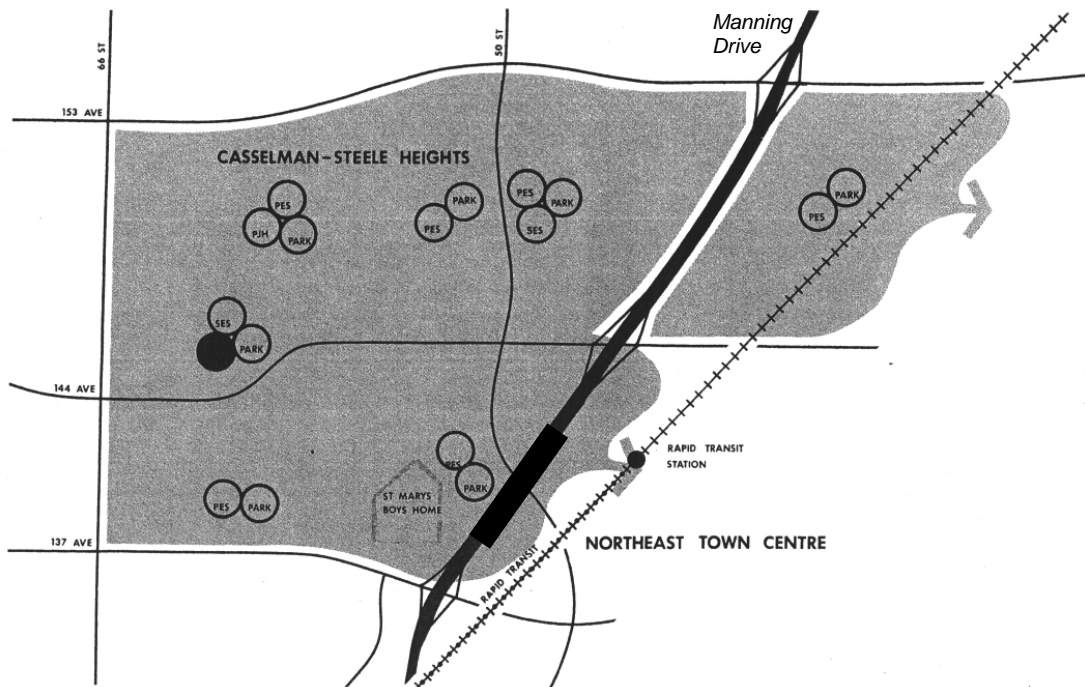
	CATCHMENT AREA
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	SEPARATE ELEMENTARY SCHOOL
	PUBLIC JUNIOR HIGH SCHOOL
	SEPARATE JUNIOR HIGH SCHOOL

CASSELMAN - STEELE HEIGHTS SEPARATE ELEMENTARY SCHOOL CATCHMENT AREA

EDMONTON CITY PLANNING DEPARTMENT
1971



Amended by Editor

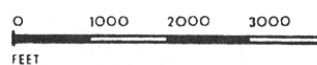


dwg 14

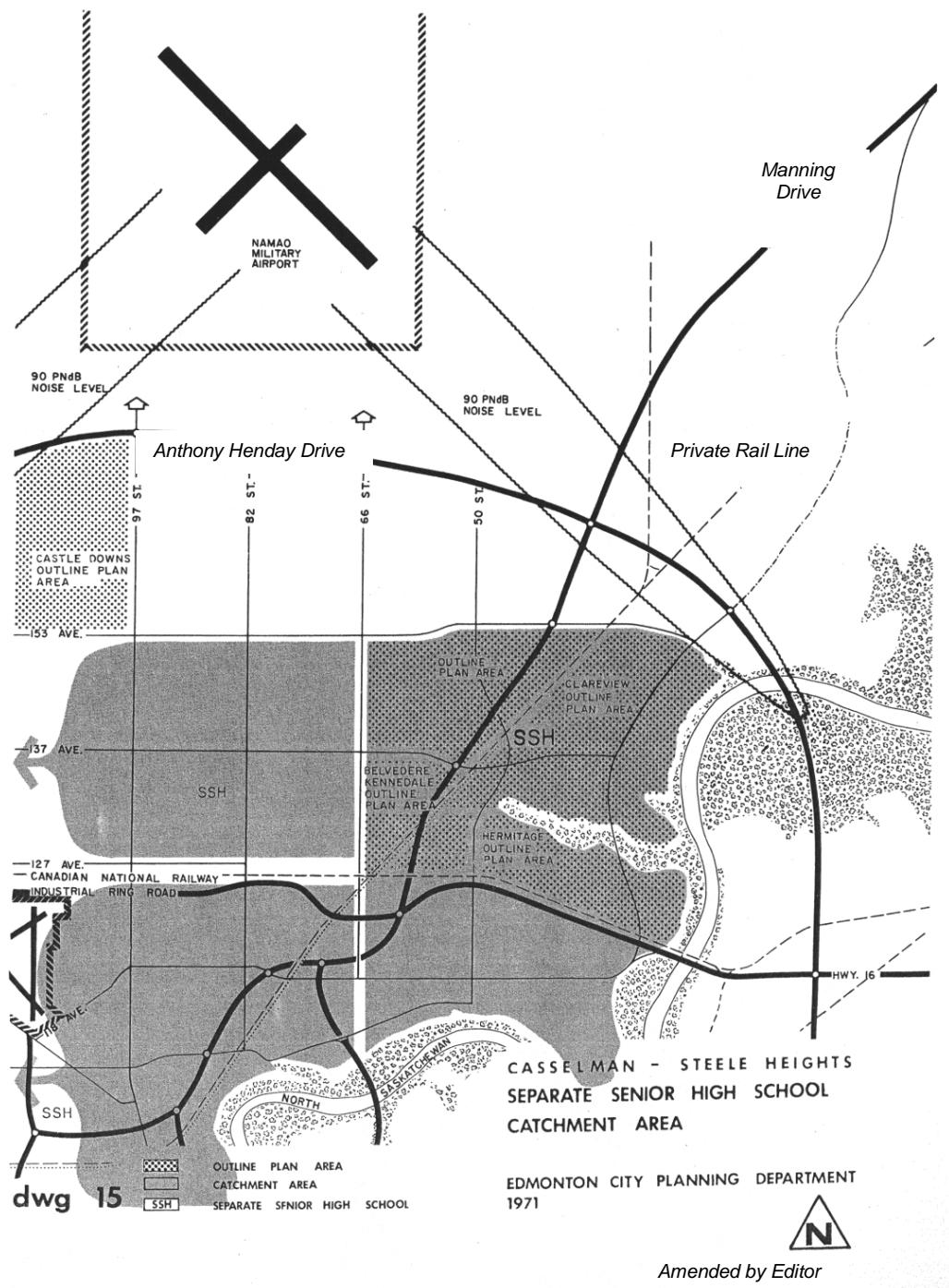
	CATCHMENT AREA
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	SEPARATE ELEMENTARY SCHOOL
	PUBLIC JUNIOR HIGH SCHOOL
	SEPARATE JUNIOR HIGH SCHOOL

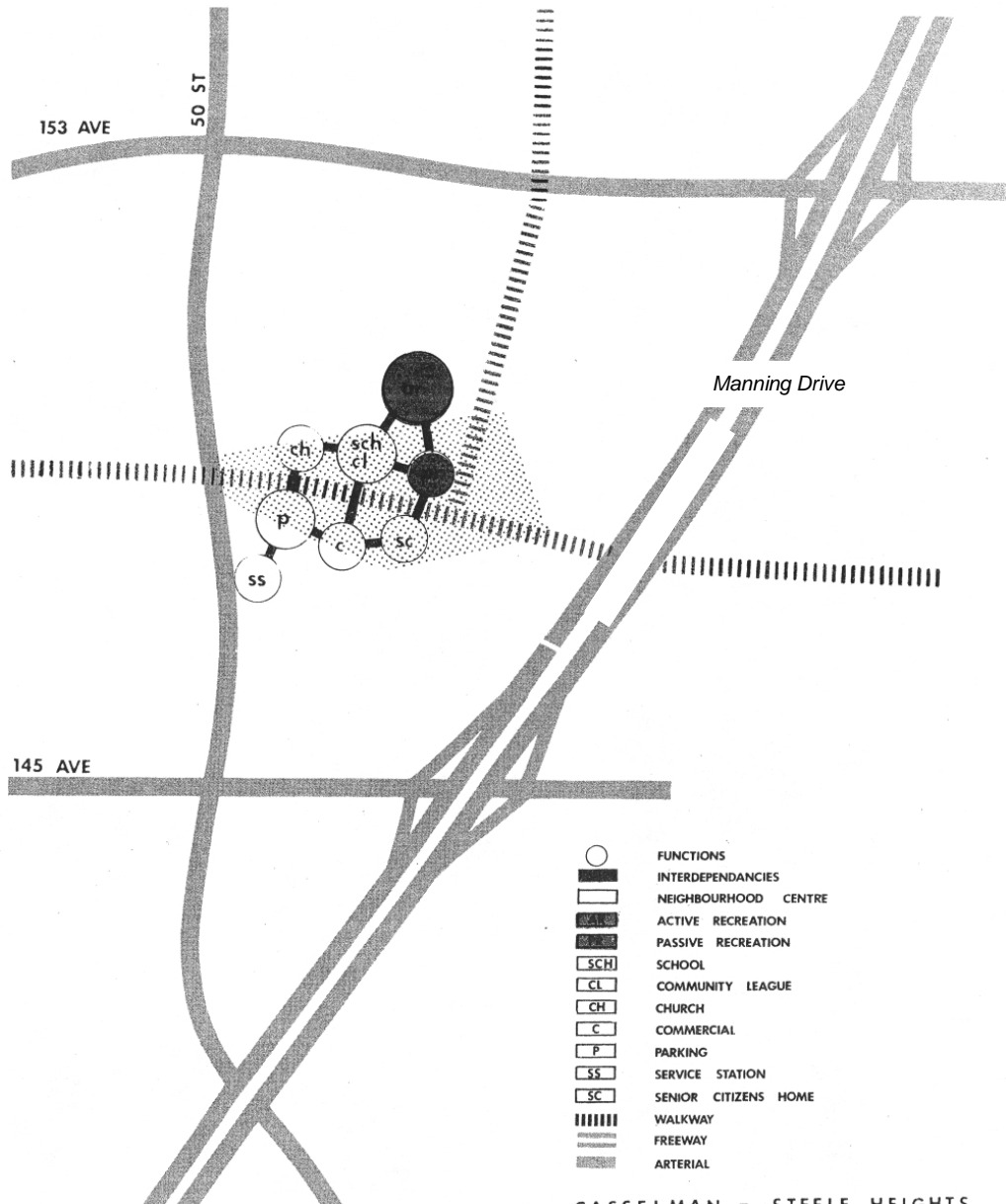
CASSELMAN - STEELE HEIGHTS SEPARATE JUNIOR HIGH SCHOOL CATCHMENT AREA

EDMONTON CITY PLANNING DEPARTMENT
1971



Amended by Editor





CASSELMAN - STEELE HEIGHTS
SCHEMATIC ILLUSTRATION OF
LAND USE RELATIONSHIPS

EDMONTON CITY PLANNING DEPARTMENT
1971



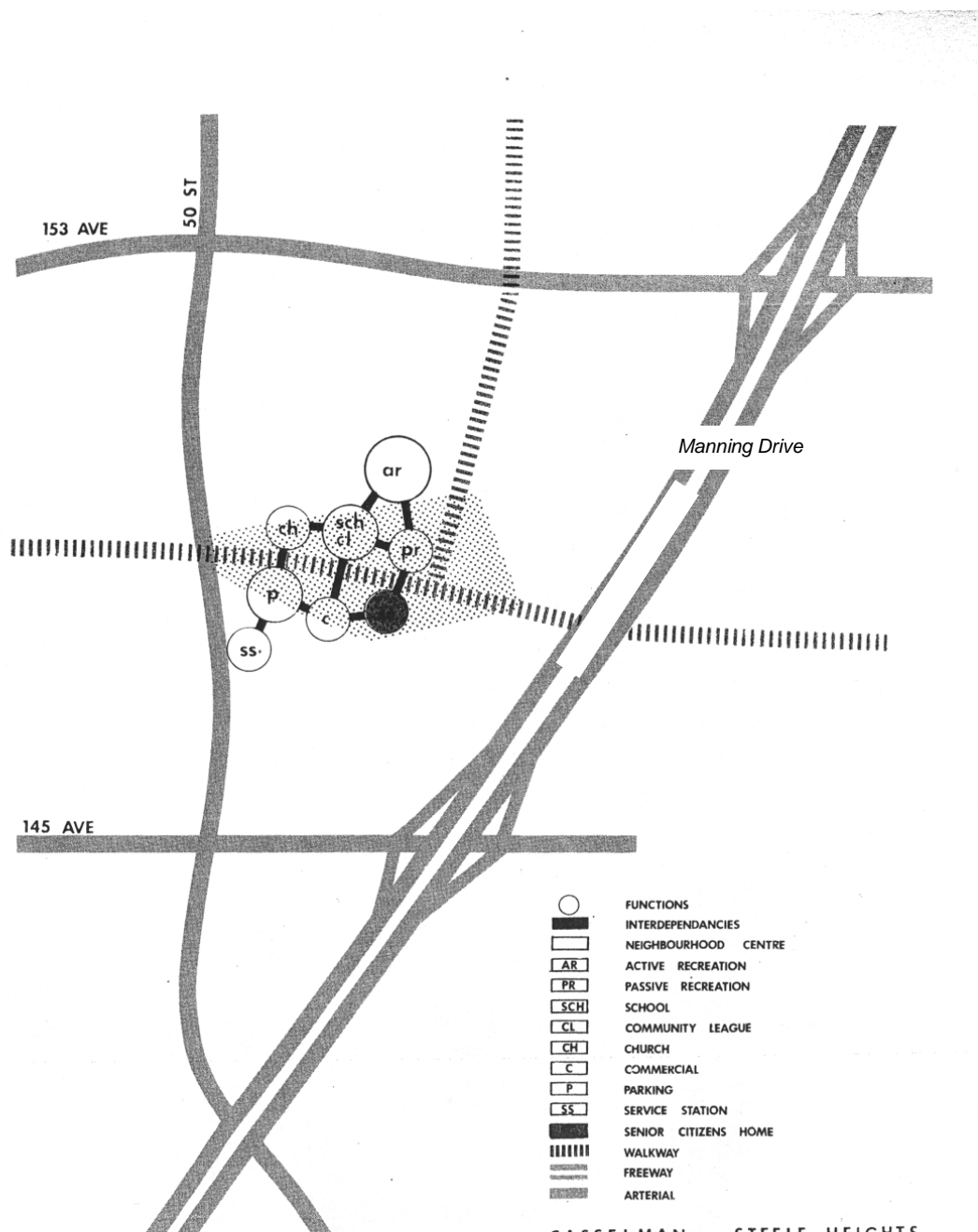
Amended by Editor

dwg 16

iv. Parks

Neighborhood parks in this outline plan are located in conjunction with one or more schools. The sites indicated are generally central to the neighborhood. In the detailed neighborhood design stage, design studies should be undertaken in order to develop solutions which would intensify the park to housing relationship.

As the development of high densities has been closely related to walkways or park sites, the visual integration of private open space with public should be aimed for.



CASSELMAN - STEELE HEIGHTS
SCHEMATIC ILLUSTRATION OF
LAND USE RELATIONSHIPS

EDMONTON CITY PLANNING DEPARTMENT
1971



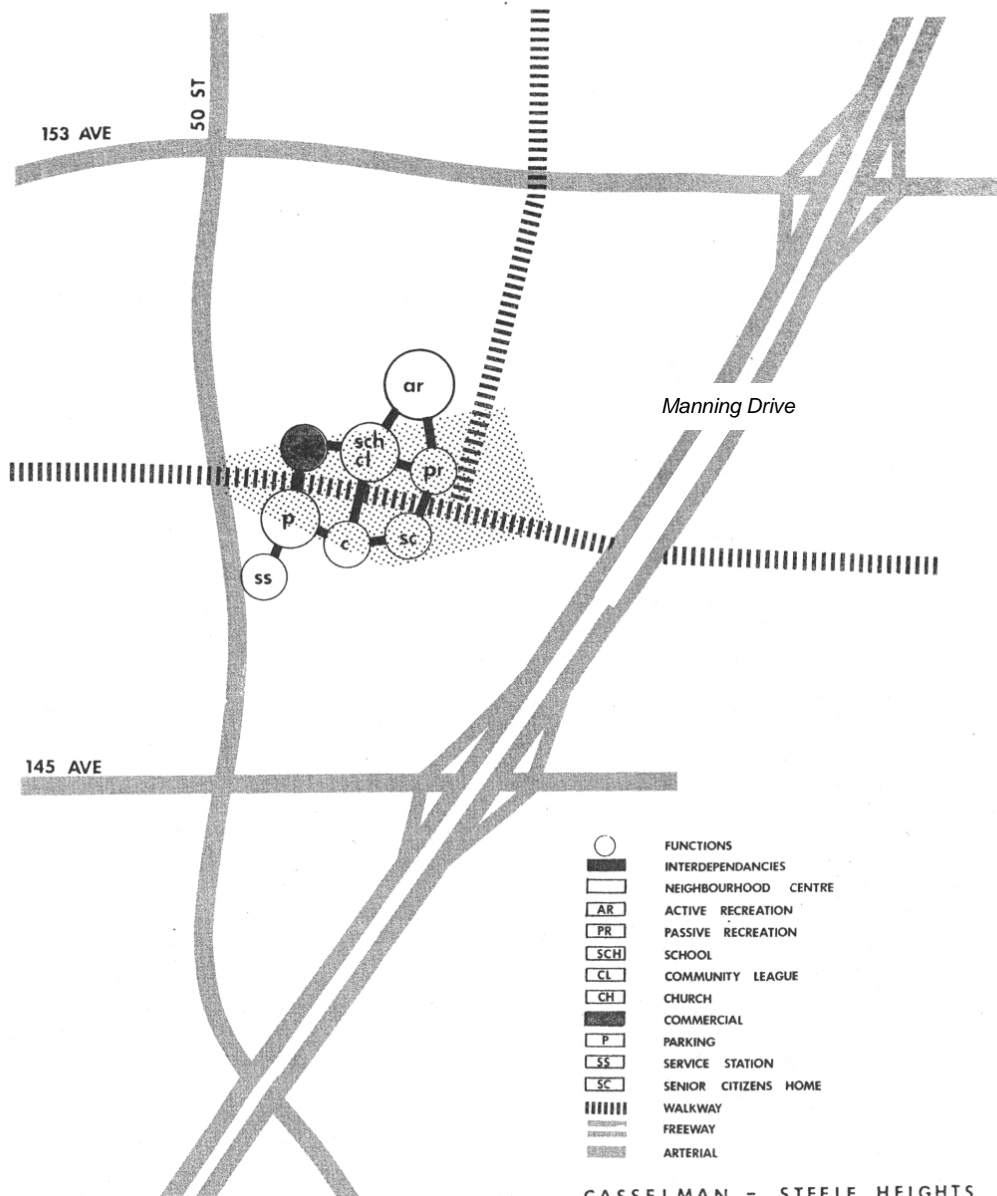
Amended by Editor

dwg 17

v. Senior Citizens and Nursing Homes

An appropriate number of sites for the above facilities are indicated in this Outline Plan. The locations are chosen according to the needs of the inhabitants of these homes. The following criteria were used in determining the preferred locations:

- that there has to be action and activity
- walking distance to the neighborhood facilities and also to the public transportation systems must be minimized.
- a location adjacent the public open space system allowing walks to be made without the necessity of crossing a heavily trafficked street.



- | | |
|-------|----------------------|
| ○ | FUNCTIONS |
| ● | INTERDEPENDANCIES |
| □ | NEIGHBOURHOOD CENTRE |
| AR | ACTIVE RECREATION |
| PR | PASSIVE RECREATION |
| SCH | SCHOOL |
| CL | COMMUNITY LEAGUE |
| CH | CHURCH |
| ■ | COMMERCIAL |
| P | PARKING |
| SS | SERVICE STATION |
| SC | SENIOR CITIZENS HOME |
| ---- | WALKWAY |
| ===== | FREEWAY |
| ===== | ARTERIAL |

CASSELMAN - STEELE HEIGHTS
SCHEMATIC ILLUSTRATION OF
LAND USE RELATIONSHIPS

EDMONTON CITY PLANNING DEPARTMENT
1971

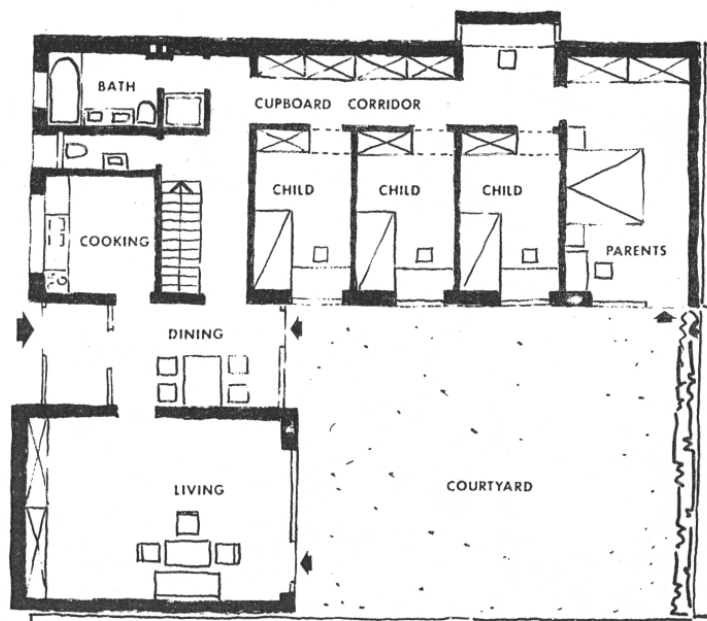
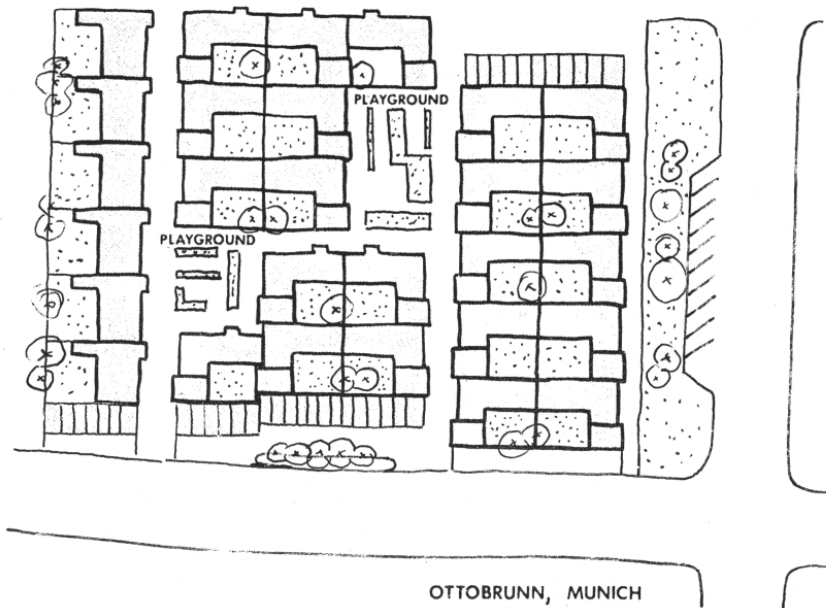


Amended by Editor

dwg 18

vi. Churches

A location for a church site is indicated within the neighborhood center of neighborhood 4. The church should be designed as an integral part of the neighborhood centre, with a central location to facilitate walking to church. Also, it should be located and designed in such a manner that the maximum use is made of existing parking facilities in the neighborhood center, discouraging parking on residential streets.



TYPICAL FLOOR PLAN

The single family houses on the above scheme are arranged in such a fashion as to allow maximum privacy in their court yard area.

While the dwellings have an average floor area of 111 - 121 m² (1200 - 1300 Sq. Ft.), the lot size is kept to only 242 m² (2600 Sq. ft)

Provision for garages has been made adjacent to the road serving the development and also allowance has been made for visitor parking on the road side parking bay. The area for circulation is remarkably low and allows an extremely efficient land use.

Amended by Editor

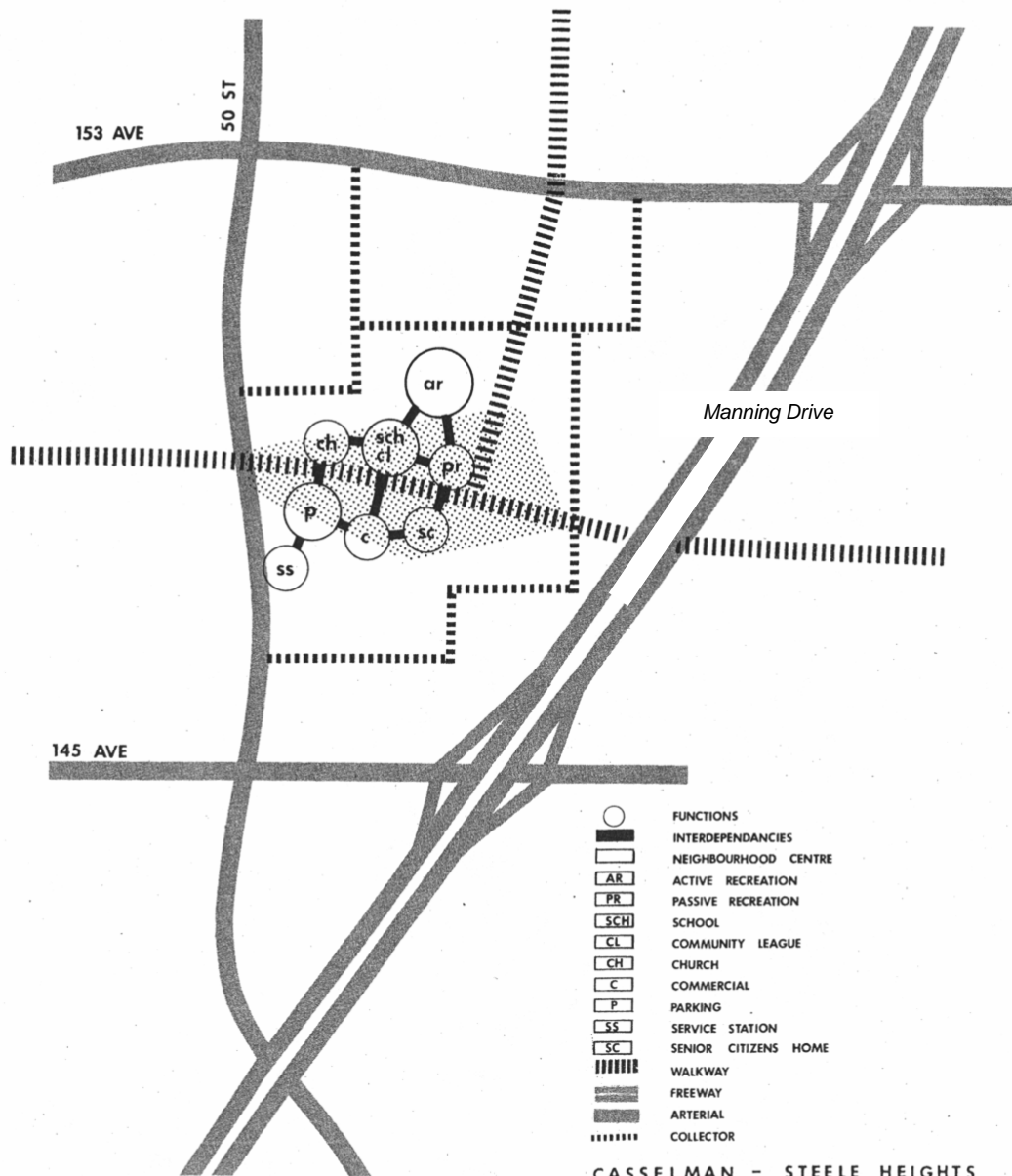
vii. Public Housing

At the Council meeting held on May 10th, 1971 the following resolution regarding public housing was made,

"that 5% of the population of future subdivision be made available for public housing in new areas".

The above resolution applies to the Casselman/Steele Heights Outline Plan area and arrangements regarding the availability of the necessary lands should be examined through *Asset Management and Public Works Department* prior to any approval of subdivision plans by the Municipal Planning Commission.

Amended by Editor



CASSELMAN - STEELE HEIGHTS
SCHEMATIC ILLUSTRATION OF
LAND USE RELATIONSHIPS

EDMONTON CITY PLANNING DEPARTMENT
1971



Amended by Editor

dwg 19

(B) Circulation Systems

- i vehicular circulation
- ii pedestrian circulation
- iii public transportation

i. Vehicular Circulation

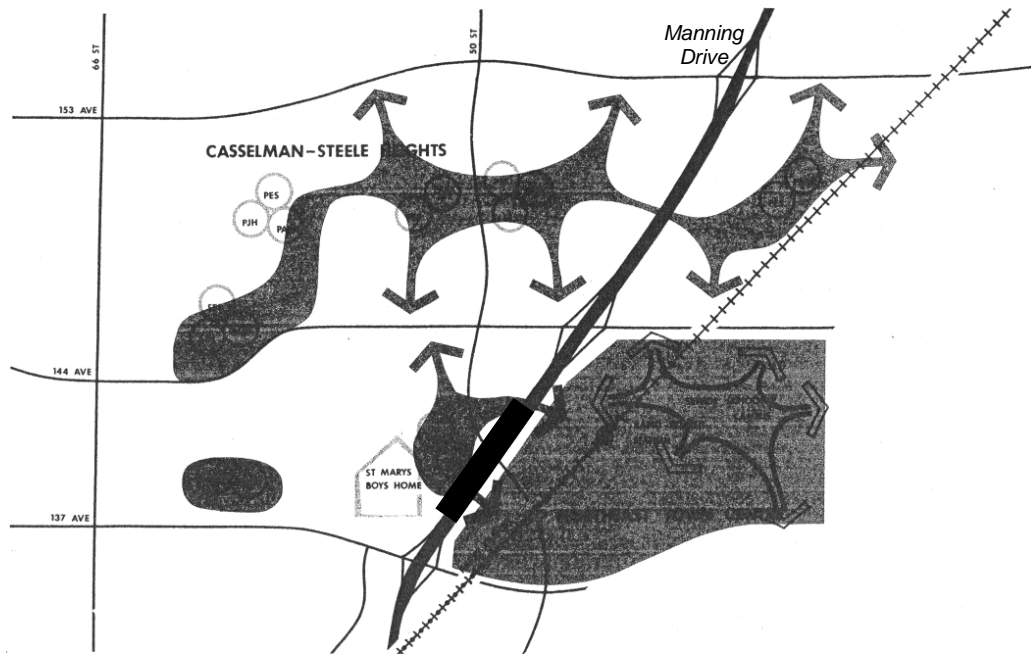
The form and design of all roads in this Outline Plan are dictated by their function and hierarchic status. (see dwg. No. 20)

The *Manning Drive* generally skirts neighborhoods with the exception of neighborhood 5, which is integrated within the Town Centre area and expected to be developed in a comprehensive manner. As *Manning Drive* must be insulated from residential areas, a carefully designed buffering system must be incorporated at the detailed design stage.

Amended by Editor

The major and minor arterials also skirt the neighborhoods and do not penetrate them. No houses should front onto any arterial roadways and the latter should be insulated by extensive buffer zones (bermed and planted).

Collector roadways should connect the residential areas with the major arterial system; collectors should not provide a direct route from one arterial to another. Whenever possible, residences should be sited so that they do not front onto collector roads. As the outline plan is intended to identify the general structure of the Casselman-Steele Heights areas only, the local roadways are not illustrated. However, the main criteria to be applied is that local residential roads should service only a limited number of dwelling units and should be dimensioned with regard to the human scale. The provision of sidewalks may not always be necessary — especially along local residential roads where adequate safety for pedestrians may be provided by other means. However, the elimination of sidewalks can only be determined in consultation with the City Departments concerned.

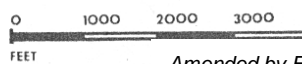


dwg 20

	WALKWAY SYSTEM
	PUBLIC ELEMENTARY SCHOOL
	SEPARATE ELEMENTARY SCHOOL
	PUBLIC JUNIOR HIGH SCHOOL
	SEPARATE JUNIOR HIGH SCHOOL

CASSELMAN - STEELE HEIGHTS PEDESTRIAN CIRCULATION SYSTEM

EDMONTON CITY PLANNING DEPARTMENT
1971



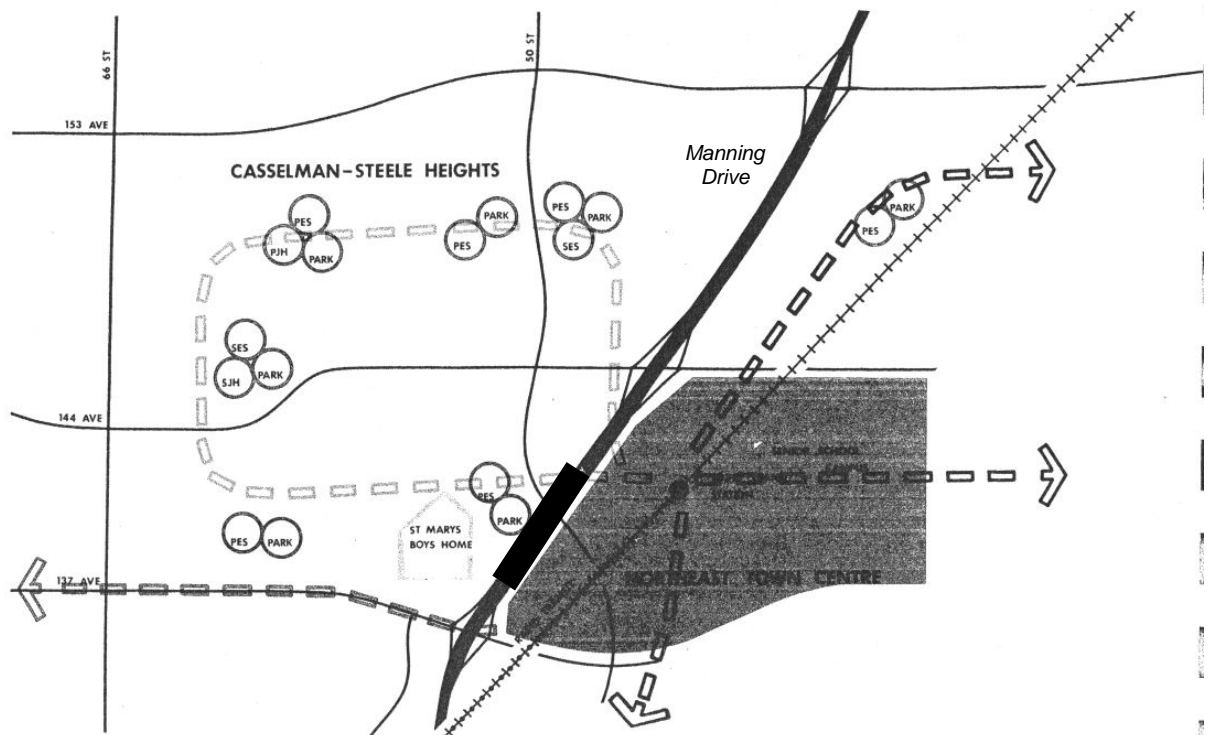
Amended by Editor

ii. Pedestrian Circulation

An extensive spinal walkway system forms one of the most dominant design features of this outline plan.

A spinal walkway system has been defined to be a walkway system consisting of predominantly major walkways which are directly connected to access walks and sidewalks. Sidewalks form an integral part of the total pedestrian circulation system.

The number of conflict points with the arterial roadway system should be kept to a minimum. It is also essential to minimize roadway-walkway crossings with the detailed design.



CASSELMAN - STEELE HEIGHTS PUBLIC TRANSPORTATION

EDMONTON CITY PLANNING DEPARTMENT
1971



dwg 21

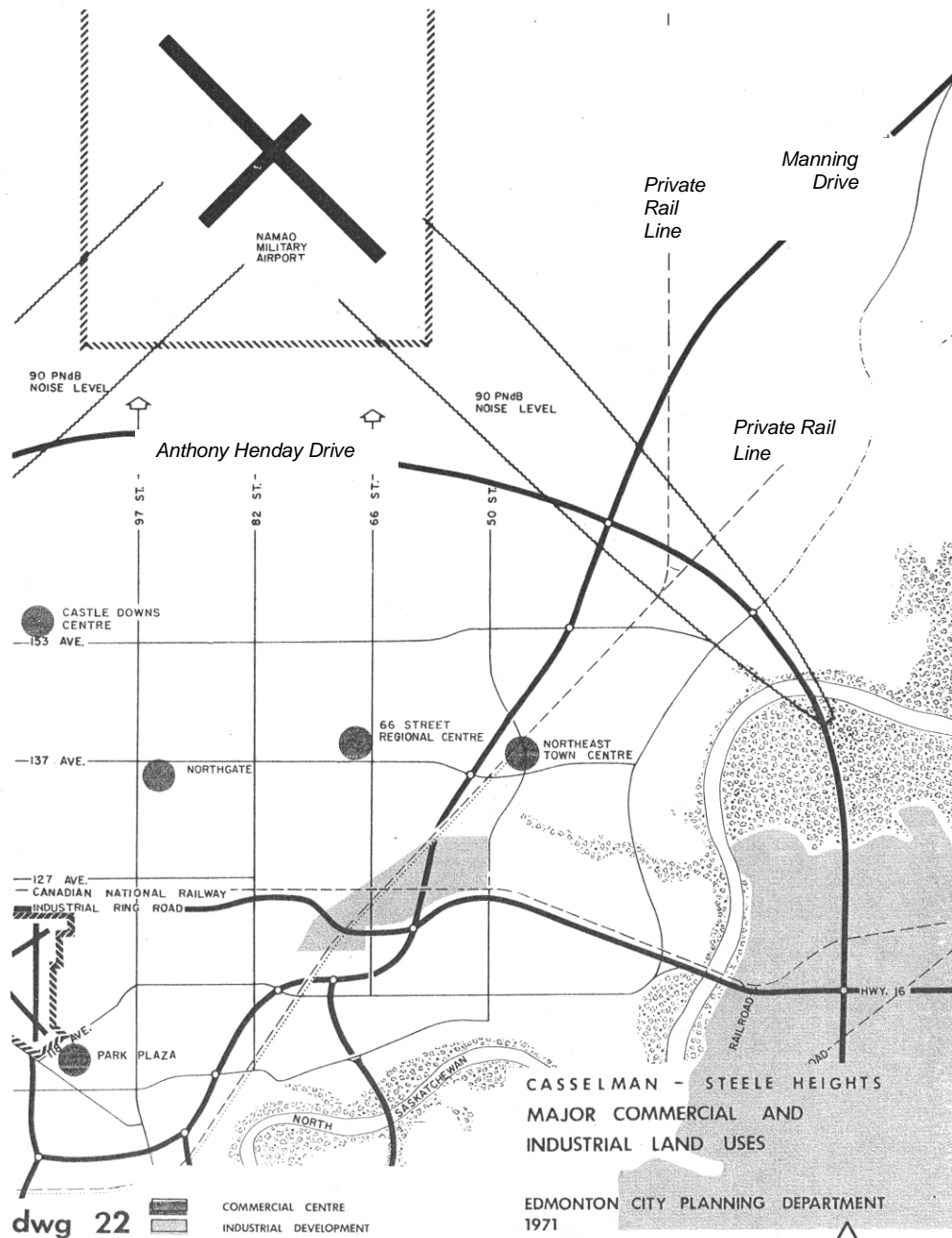
- BUS ROUTE 1
- BUS ROUTE 2
- BUS ROUTE 3
- BUS ROUTE 4
- PUBLIC ELEMENTARY SCHOOL
- SEPARATE ELEMENTARY SCHOOL
- PUBLIC JUNIOR HIGH SCHOOL
- SEPARATE JUNIOR HIGH SCHOOL

iii. Public Transportation

Since the optimum location of pedestrian oriented facilities is along the major walkway spine, bus routes should be established to serve these concentrations – the bus being essentially an extension of pedestrian movement. This arrangement will in turn ensure a high degree of service as the walkway provides the shortest and most convenient pedestrian route between community facilities, higher intensity uses and the transport stops.

The above locational criteria would indicate that the bus route should ideally follow the walkway spine. However the implications of such a system have not been fully explored at this time and pending completion of such a study, detail subdivision designs should seek to fulfill the requirements by more conventional means.

* Busy Feasibility Study, City Planning Department

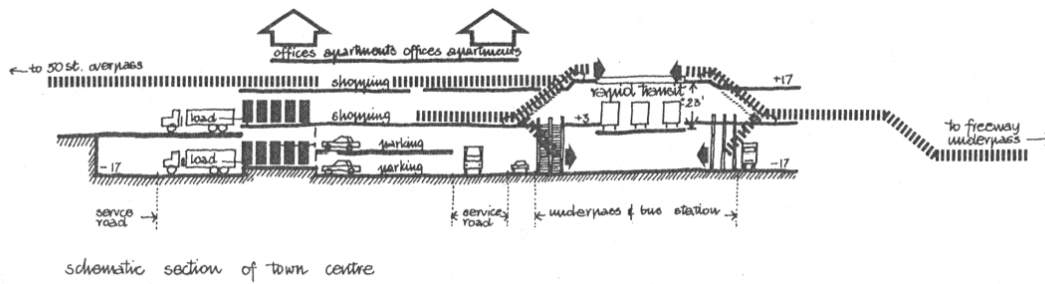


Amended by Editor

(C) Employment Facilities

Each residential district should provide a significant element of employment opportunities which in the North East Development area will occur in the Town Centre (137th Avenue and 50th Street), the local centres, the Kennedale Industrial area, industrial areas south of the *private rail line* and especially designated industrial or commercial areas.

Amended by Editor



4. North East Town Centre

The proposed North East Town Centre is located partially in the Casselman-Steele Heights Outline Plan area and partially in the Clareview Outline Plan area. While it is proposed that the specific responsibility for the design concept be shared by the owners predominantly located in the Clareview Outline Plan area, its relevance to the Casselman-Steele Heights area requires an examination of its composition and function in this report.

An outline plan area of the scale of the North East Development Area can be compared with a satellite town and is a large urban cell which should contain, in addition to residences and to some extent employment facilities, all the community facilities that people need in their daily lives such as:

- Branch of city administration
- City police
- Fire department
- Telephone exchange
- Local welfare office
- Post office
- Hospital and health clinic
- Art centre & Gallery → amateur theatre
- Movie theatre
- Church and other institutional facilities held by charity organizations
- Entertainment facilities
- Major vocational and academic schools
- Major recreational facilities
- Town sport facilities
- Regional shopping facilities
- Banks
- Offices
- Non-noxious industries
- Rapid transit
- Feeder bus terminal

A rapid transit system should connect such a satellite centre with the city's central business district and provide access to those facilities which can only be located in the city centre – such as major hospitals, museums, theatres, City Hall, etc. Within the satellite centre a concentration of all buildings for public requirements will assist in increasing human contact.

An urban centre should contain all functions which cannot be fulfilled on the neighborhood level. The commercial aspect of such a town centre is mostly assured by private initiative; however the social cultural and recreational functions are primarily a community and municipal responsibility and the major educational institutional facilities will be important “anchors”.

The design of the North East Town Centre is as much a creative and architectural task as a purely planning one, after the general land uses and interdependencies in the Town Centre area are identified.

The location of this Town Centre is such that it is largely identical with the transportation centre for the entire North East Development area. The Town Centre includes the focus of the local feeder bus system; the terminal for rapid transit or equivalent mass transportation system (express buses); bus stop for regional bus services; major

pedestrian center, possible bus depot for city buses which could be integrated within overall parking facilities.

The attributes of an urban center are primarily action and attraction. Action would be ensured by the location of the maximum number of people in and around the Town Centre area.

This would be achieved by:

- i the location of major population generators such rapid transit station, commercial complex, senior schools, health clinic, hospital, city administration, library, etc., close together so that walking distances are minimized and the concentration of people is maximized.
- ii including a significant number of residences in the Town Centre, located as close as possible to the core, in the immediate vicinity of the commercial complex and the rapid transit station. A constant movement of a large number of persons over most of the day is then assured in and around the rapid transit station. The rapid transit station is located in the centre of the development and must be accessible from all directions. All other facilities are orientated towards

The rapid transit station is — an integral part, both functionally and physically, of the Town Centre unit and must be designed accordingly.

Attraction and interaction in the Town Centre is ensured by a large heterogeneous group of people which as a group itself attracts other persons; by an aesthetically good design which is very often the particular advantage of such a comprehensive development; and by the provision of competitive shopping facilities in close relationship with each other together with a communication center, cultural and institutional facilities — all in easy reach, eliminating extensive traveling time and within minimum walking distance of the public transportation facilities.

People are attracted by good architectural design, but this in itself is not enough, an extensive circulation system — exclusive for pedestrians — with well considered landscaping — would add greatly to the general convenience of the centre and would enhance urban life by providing the opportunity to walk for pleasure as well as convenience.

5. PRELIMINARY STATISTICS

Table Amended by Editor

a) Summary of Statistics

Casselman/Steele Heights Outline

Plan Area	446.14 Hectares (1102.45 Acres)
Developed Portion	165.32 Hectares (408.53 Acres)
Undeveloped Portion	258.96 Hectares (693.92 Acres)
Area for <i>Manning Drive</i>	51.01 Hectares (126.04 Acres)
Area for institutional purposes	7.84 Hectares (19.38 Acres)
Gross Area to be developed	221.97 Hectares (548.50 Acres)
Net Residential Area (including 2.02 Hectares [5.0 Acres] from Town Centre)	136.57 Hectares (337.49 Acres)
Circulation in area to be developed	48.82 Hectares (120.63 Acres)
Parks and Schools in area to be developed	27.11 Hectares (67.00 Acres)
Total Population	25802 Persons
Population in developed area	7912 Persons
Population in area to be developed	17890 Persons
Gross Density for total Outline Plan area	23.39 Persons/Gross Acre
Gross Density for area to be developed	32.63 Persons/Gross Acre

b) Statistics on Neighborhood Basis

Table Amended by Editor

Neighborhood	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6
Gross area developed	<i>79.07 ha</i> (195.40 Ac.)	<i>86.25 ha</i> (213.13 Ac.)	—	—	—	—
Gross area to be developed	—	—	<i>79.32 ha</i> (196.00 Ac.)	<i>65.83 ha</i> (162.67 Ac.)	<i>20.76 ha</i> (51.30 Ac.)	<i>56.06 ha</i> (138.53 Ac.)
Population (developed)	4758 Prsns.	3154 Prsns.	—	—	—	—
Population (proposed)	—	—	5671 Prsns.	4635 Prsns.	3465 Prsns.	4794 Prsns.
Circulation	—	—	<i>20.62 ha</i> (50.96 Ac.)	<i>14.48 ha</i> (35.78 Ac.)	<i>1.38 ha</i> (3.42 Ac.)	<i>12.33 ha</i> (30.47 Ac.)
School and Park	—	—	<i>5.67 ha</i> (14.00 Ac.)	<i>9.11 ha</i> (22.50 Ac.)	<i>5.67 ha</i> (14.00 Ac.)	<i>6.68 ha</i> (16.50 Ac.)
Commercial	—	—	<i>1.21 ha</i> (3.00 Ac.)	<i>1.21 ha</i> (3.00 Ac.)	—	<i>1.21 ha</i> (3.00 Ac.)
Miscellaneous	—	—	19.38 (add. to school campus) 9.5 net ac. from T.C.			
Net Residential	—	—	108.66	101.39	43.38	88.56
Public Elementary	Combined with No. 5	Combined with No. 3	2 — 16 Classes <i>3.64 hectares</i> (9.0 acres)	16 classes <i>3.64 hectares</i> (9.0 acres)	1 — 14 Class 1 — 16 Class <i>3.64 hectares</i> (9.0 acres)	16 Classes <i>3.64 hectares</i> (9 acres)
Separate Elementary	Attend No. 2	14 Classes	Attend No. 4	19 Classes <i>2.43 hectares</i> (6.0 acres)	Attend No. 4	Attend Clairview
Public Junior	Attend No. 2	35 Classes	Attend No. 2	Attend No. 2	Attend No. 2	Attend Clairview
Separate Junior	Attend No. 2	14 Classes	Attend No. 2	Attend No. 2	Attend No. 2	Attend Clairview

c) POPULATION DENSITY BY ZONING CATEGORY

Population	Average Dwelling Units Per Net Acre	Average Persons Per Dwelling Unit	Average Population Per Net Acre
R-1			27.0
R-2			49.2
R-2A	6.5	4.15	69.7
R-3	12.0	4.10	68.5
R-3A	17.0	4.10	150.0
P-3 row	25.0	2.74	81.6
P-3 apt.	57.8	2.59	80.0
R-4	17.0	4.80	82.4
R-5 W U	25.0	3.20	149.1
R-5 H R	40.0	2.06	134.6
R-6	70.0	2.13	308.2
	62.3	2.16	
	172.2	1.79	

d) SCHOOL GENERATION FIGURES BY ZONING CATEGORY

Zone	Persons Per Dwelling Unit				Adult	Total Persons Per D. U.
	Pre School	Elementary	Junior High	Senior High		
R-1	.52	.70	.34	.29	2.30	4.15
R-2	.95	.71	.29	.17	1.98	4.10
R-2A	.95	.71	.29	.17	1.98	4.10
R-3	.45	.29	.13	.06	1.81	2.74
R-3A	.294	.247	.118	.097	1.84	2.59
P-3 row	.75	1.36	.60	.43	1.66	4.80
P-3 apt.	.45	.56	.30	.20	1.69	3.20
R-4	.19	.06	.02	.02	1.77	2.06
R-5 W U	.15	.03	.01	.01	1.93	2.13
R-5 H R	.10	.05	.05	.11	1.85	2.16
R-6	.04	.02	.01	.01	1.71	1.79
Mobile Homes ('70 census)	.52	.32	.07	.07	1.96	3.02

To determine Public School generation figures a factor of 0.7 may be applied and for School figures a factor of 0.3 may be applied.

The above figures are subject to revision after the 1971 Federal Census.

W U = Walk-up units

H R = High Rise

Note: Above tables not updated from imperial to metric