



EDMONTON'S URBAN NEIGHBOURHOOD EVOLUTION

EVOLVING INFILL



Acknowledgements

EDMONTON'S URBAN NEIGHBOURHOOD EVOLUTION

June, 2018

We respectfully acknowledge that we are located on Treaty 6 territory, a traditional gathering place for diverse Indigenous peoples including the Cree, Blackfoot, Metis, Nakota Sioux, Dene, Inuit, and many others whose histories, languages, and cultures continue to influence our vibrant community.

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FOREWORD

Infill is not new to Edmonton. Our urban history has been an ongoing adjustment and renewal of housing types and ideas about neighbourhoods. Like other Canadian prairie cities, Edmonton was urbanized in the twentieth century's age of the automobile – an era of big ideas and technologies that dramatically changed the shape of cities and neighbourhoods. Urbanization in this era solved some issues while also creating significant challenges.

This study supports the conversation about our neighbourhoods and their evolution as it pertains to infill and urban planning in general. A historical perspective has not been an explicit element of this discussion to date, although the past is always practically and implicitly in play. Shirley Lowe, Edmonton Historian Laureate and an advocate for livable Edmonton neighbourhoods, draws on this work with a wide range of ideas, events, people, trends and causes that make up the heritage and legacy of Edmonton's historic approach to neighbourhood planning and housing citizens.

Knowledge of the ideas, practices and responses of the past can shine a light on the origins of the way we currently build and plan, either legitimizing or providing a critique of current approaches. Equally, the past can be surprising and unique, providing new insights and ideas about our urban development. In either case, the past adds to the present conversation leading to a more livable and prosperous future for Edmontonians.

–David Ridley, Executive Director, Edmonton Heritage Council



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Evolving Infill: Edmonton's Urban, Neighbourhood Evolution

This Executive Summary represents a condensed version of Evolving Infill: Edmonton's Urban Planning, Neighbourhood and Housing Evolution to provide readers with a high-level summary of the report as well as its key conclusions.

Three other documents complement Evolving Infill: Edmonton's Urban Planning, Neighbourhood and Housing Evolution, and they are:

- Evolving Infill: What We Heard: Stakeholder Engagement Results
- Evolving Infill: Municipal Tools Review
- Evolving Infill: Market Housing and Affordability Study

PURPOSE

In mid-2017 the City of Edmonton commissioned the study of how Edmonton's neighbourhoods have evolved over time. In partnership with the Edmonton Heritage Council, former City of Edmonton historian laureate Shirley Lowe provides a historic overview of Edmonton's development through six eras.

While the City of Edmonton is creating its next Evolving Infill implementation plan, the purpose of this document is to take a larger view of Edmonton's infill story and provide understanding of the economic, social and cultural issues that have shaped housing in Edmonton. With this story, we are better able to understand why we have the housing we do in our city.

**WITH THIS STORY,
WE ARE BETTER ABLE
TO UNDERSTAND WHY
WE HAVE THE HOUSING
WE DO IN OUR CITY.**

SIX CULTURAL INFLUENCES

Six phenomena have shaped how Edmonton has evolved over time:

The moral imperative of home ownership. The concept of home ownership is strongly embedded in our culture. In the settlement years, the promise of property ownership was significant, bringing social status to those who owned homes. Renters were viewed as transient and irresponsible, with low moral values. Until the mid-1900s, only property-owning Edmontonians determined matters of financial policy and spending in plebiscites and referendums.

Historical lack of affordable housing. From its beginnings, Edmonton has struggled with successfully housing lower income and disadvantaged citizens, particularly in boom periods. The first building code appeared in 1912. During recessions and wars, materials and financing was scarce. In boom times, mid and upper income earners were targeted in housing developments. There was no social housing built in Edmonton until the 1960s – and this housing was financed primarily with public funding.

An oasis: the suburban home. The peace and tranquility of a suburban home has been a selling feature of new home developments for decades. City plans, bylaws and zoning have worked to protect the status of single-family homes in suburbs. Single-family homes were the desired housing form in early Edmonton, and post Second World War housing developments took that to a new level. The suburbs became bedroom communities, with separated land uses promising quiet, privacy, and safety.

The car city. With the separation of commercial, institutional and light industrial from residential communities, residents could no longer walk or in many cases, take transit to work or shopping. The car became necessary, as did its support systems – garages, parking lots, large roads and freeway systems. Big box stores and arterial commercial strips continued the need for a car. In residential developments, the curvilinear designs both serve the car and prevent shortcutting while reducing walkability.

Planning and politics. Cities are in a constant struggle to balance the needs for development with the greater good of the city. Like other cities in Canada, laissez-faire governments were the norm. Edmonton had its first zoning bylaw in 1933 and its first municipal plan in 1963. In the 1950s, Edmonton hired its first city planner. Over the decades, the roles of public and private sector in land development have continued to shift and adjust.

Booms and busts. From its inception, Edmonton has been subjected to international and national influences, such as the Hudson's Bay Company, railways, two world wars and oil booms. Economic booms and busts involved cycles of housing shortages and over-supply. For example, in 1920, the City owned 70,000 lots because of tax defaults and in the 1970s, a housing boom was in full swing with high oil prices and baby boomers buying their first homes.



SIX ERAS

Evolving Infill: Edmonton's Urban Planning, Neighbourhood and Housing Evolution identifies six eras that characterize Edmonton's development story to date. Drawing on key cultural, social and economic factors, the report presents each era with its major influences, economic factors, housing style and development, as well as the politics and planning that were part of the times. Together, these show many changes over the years in the city's development, even as cycles and issues repeat themselves. These economic, social and cultural issues have shaped, and continue to shape, the city of Edmonton. The six eras are outlined below.

Pre-settlement. Pre-settlement housing forms in the Edmonton region are perhaps our only examples of vernacular architecture: structures based on local needs and Indigenous traditions, constructed by the skills of local builders using available construction materials. The primary forms of housing are those of Indigenous people—the Plains Cree, for example, built tipis with a three-pole frame, and the Blackfoot used four poles. Early European influence increased the size of tipis. After 1778, approximately one hundred fur trading posts were built in Alberta, and all used wood construction materials. In the 1850s, about 130 people lived inside the palisades of Fort Edmonton. There were no wooden buildings outside the Fort at the time. In addition, both Lac St. Anne and Lac la Biche were the sites of French speaking Metis settlements as early as 1840. By 1870, missionaries had supported Metis settlements at Whitefish Lake, Pigeon Lake, St. Albert, Victoria, and Dunvegan.

Settlement (1881–1913). The opportunity to own property in Edmonton was an influencer for people to come to the city, but what brought thousands of settlers to Edmonton was the railway. The Hudson's Bay Company and the Canadian Pacific Railway set

patterns for early neighbourhood development in Edmonton. During this period Edmonton went from a rural frontier settlement to a sophisticated city, the capital of the new province of Alberta. This era built the foundations of the city and it experienced both its biggest boom times as well as economic collapse.

War and Recession (1914–1945). The real estate collapse at the end of the settlement era set the stage for thirty years of marginal growth and the deterioration of existing housing stock. The First World War, the Flood of 1915, and a devastating flu epidemic depressed an already floundering economy. Lack of materials and a decreasing population ensured that no new housing was built. The 1920s saw a mild recovery, but the entire continent of North America sunk into a depression in the 1930s. During the Second World War, the arrival of the American military and its supporting civilians brought dollars, American culture, and a severe housing shortage to Edmonton. This era introduced government interventions to the housing market.

Post War Boom (1945–1963). For the first time in thirty years, Edmonton was experiencing a time of renewal and major growth. Financial support for returning veterans, the Leduc #1 oil discovery, and cheap land were ingredients for an economic and baby boom. Styles of homes and apartments changed. Edmonton hired its first planner to create and lead a planning department. New suburbs were designed, no longer using a grid block pattern, and single use residential neighbourhoods and tract housing were introduced. The last streetcar was gone in 1951, and the automobile became the primary mode of transportation in the rapidly developing suburbs. Edmonton built its first mall in this era.

Big Plan Era (1963–1981). Wholesale change was the order of the day in the Big Plan era. For the first time since the settlement era, Edmonton saw itself



in a strong economic position and was determined to become a “cosmopolitan” city. It was out with the old and in with the new. Edmonton produced its first municipal plan, calling for urban redevelopment and the protection of suburbs as sanctuaries. Subsequent plans outlined directions for urban renewal and suburban growth. Residential high rises began to appear in central Edmonton. A major freeway system was planned and partially built, but abandoned due to costs and heavy pressure from the community. Edmonton became the first North American city, under a million people, with a Light Rail System. International politics created an oil boom and baby boomers created a housing boom. The ensuing affordable housing crisis was, for the first time, met with investments in public social housing. The oil sands came online. In a big change, developers took on the full cycle of development, from land consolidations to housing sales. The City and the province worked together to assemble land for Mill Woods, a large new suburban district.

Recession and Revitalization (1981–1998). This era is marked with the aftermath of the oil and subsequent real estate crash. It was once more a time when uncontrolled speculation and foreign investment inflated land and housing costs. Provincial cuts to services and the resulting job losses in the public sector affected Edmonton's economy. Housing starts ground to halt, and real estate was devalued, with many homeowners walking away from mortgages. Although some single-family homes were built in neighbourhoods that had been subdivided in the 1970s, the residential market did not see a recovery until oil prices began to recover at the end of the century. This was a time when the City created new program areas to deal with heritage sites, urban design, and the revitalization of downtown and other traditional commercial centres. Old Strathcona became the first successful revitalization. Environmental considerations were introduced into planning. District planning saw the

development of several Area Redevelopment Plans. The City promised ongoing consultation with community and developers..

Growing Out and Up (1998–Present). This is an era of extremes, from the boom times at the turn of the century with a large population growth, to development in central communities and the new suburbs, to the 2014 recession. New developments grew the city up and out. High-rise construction increased in core communities, and was approved in some suburban communities. New suburbs were dense, but surrounded by commercial developments designed for car traffic. Light Rail Transit expansions, planning the Blatchford community, a downtown arena, and a focus on downtown revitalization were all features of this era. Affordable housing continues to be a challenge.

NEXT STEPS

The results of this document will be used to inform actions to address the issues identified in *What We Heard: Phase 2 Stakeholder Engagement Results*, the *Municipal Tools Review* and the *Market Housing and Affordability Study*. The Edmonton story told here will inform the choices Edmontonians make as infill, and our neighbourhoods, continue to evolve.





1. INTRODUCTION

EDMONTON'S URBAN PLANNING, NEIGHBOURHOOD AND HOUSING EVOLUTION

This report is a historic overview of Edmonton's development through six eras: Pre-settlement, Settlement ((1881-1913); War and Recession (1914-1945); Post War Boom (1945-1963); Big Plan (1963-1981); Recession and Revitalization (1981--1998); and Growing Up and Out (1998-Present). It is intended to be a short look at events and results that bring us to the present day. Many books, articles, and papers have been written about different aspects of Edmonton's development, and many of those are referenced for this report.

Following on the key cultural, social and economic factors, the report presents each era with its major influences, economic factors, housing style and development, as well as the politics and planning that were part of the times. Together, these show the many changes over the years in the way the city has developed, even as cycles and issues repeat themselves. These economic, social and cultural issues have shaped housing in Edmonton, and help us understand why we have the housing we do in our city.

THE MORAL IMPERATIVE OF HOME OWNERSHIP

Strongly embedded in our culture is the notion of home ownership. In the settlement years, the promise of property ownership was a significant one. Social status, character, and even morality were associated with the ownership of a home. Homeowners were stable, responsible people with a commitment to the community. Renters were transient, irresponsible, and held low moral values. Until 1920, voters in federal, provincial and municipal elections were required to own property. Although the federal government eliminated

the property clause, propertied Edmontonians exclusively determined matters of financial policy and spending in plebiscites and referendums into the middle of the twentieth century. The prejudice against residents who did not own property was seen in some community responses to rental developments and the lack of notice to non-propertied neighbours of proposed developments.

HISTORICAL LACK OF AFFORDABLE HOUSING

From its beginnings, Edmonton had a problem successfully housing its lower income and disadvantaged citizens. The consistent commitment of all levels of government to the "market" in hopes of appropriate housing has not produced adequate affordable housing for the working poor, limited income seniors, or the chronically homeless. This has reached crisis points during every boom period. In the settlement era, municipal governments did not interfere with development, except to determine lot sizes, heights and setbacks. The first building code did not appear until 1912. Low-income earners lived in substandard housing or created "shanty towns" in various areas of the city. During subsequent recessions and wars, materials and financing were scarce. In boom times, mid and upper income earners were targeted in housing developments. The federal government financed some housing for military and veterans after the Second World War, but social housing in Edmonton was not built until the 1960s. Housing for low-income earners, seniors, and other disadvantaged groups was built mostly with public funding

AN OASIS: THE SUBURBAN HOME

The peace and tranquility of a suburban home has been a selling feature of new home developments for decades. City plans, bylaws and zoning have worked



to protect single-family homes in suburbs. Single-family homes were the desired housing form in early Edmonton. Although the older neighbourhoods had a variety of housing, including apartments, semi-detached and row housing, the family home provided status. Post Second World War housing developments took that to a new level. The suburbs became bedroom communities. Separated land uses promised quiet, privacy, and safety.

THE CAR CITY

With the separation of commercial, institutional and light industrial from residential communities, residents could no longer walk or in many cases, take transit to work or shopping. The car became necessary, as did its support systems – garages, parking lots, large roads and freeway systems. Big box stores and arterial commercial strips continued the need for a car. In residential developments, the curvilinear designs both serve the car and prevent shortcutting while reducing walkability.

PLANNING AND POLITICS

Cities are in a constant struggle to balance the need for development with the greater good of the city. Early town and city councils believed that good quality development and an adequate supply of housing could be delivered exclusively by an unfettered market. The rights of property owners, coupled with faith in the personal responsibility and upstanding moral values of those who owned property, were important in the decisions and attitudes of the time. These opinions were not exclusive to Edmonton or Western Canada. Laissez-faire governments were the norm in eastern Canada and throughout North America. The Province of Alberta created its first planning act in 1913 to control booming development and speculation. The city

continued development on an ad hoc basis until 1929. Even in 1929, the volunteer planning commission had no authority and was often dismissed. An attempt was made to create a city plan in 1912 but without resources, it became impossible, and there was no further attempt until the 1930s. That again, was unsuccessful and Edmonton saw its first municipal plan in 1963. Edmonton produced its first zoning bylaw in 1933.

Professional civic planning appeared in the 1950s with the hiring of Noel Dant, Edmonton's first city planner. He was hired to create and lead a planning department for the city. At the time, the car was beginning to impinge on neighbourhoods that developed in a grid pattern. Dant designed the modified grid and applied it to new developments such as Parkallen, North Glenora, and others. Prior to 1960, builders produced homes for specific clients or on speculation. Their biggest problem was financing to complete these projects. In the late 1950s, large-scale developers took on all aspects of development, from land assembly and neighbourhood design to house construction and sales.

With the 1963 Municipal Plan came the sharp division between core and suburban communities. Single-family residential areas were protected. Density and redevelopment was for central neighbourhoods. The Urban Renewal Concept Report (1967) defined urban renewal as "demolition of old neighbourhoods for new buildings and uses". It was the era of the Metropolitan Edmonton Transportation Study (METS), which recommended a freeway system that would pave over neighbourhoods, the river valley, and ravines. The intention of METS was to facilitate car travel for suburbanites travelling to the centre of the city. An organized citizen resistance that included residents, planners, academics and heritage preservationists

worked to defeat this plan. Results from the lobby were Edmonton's Light Rail Transit, the River Valley Bylaw and the revitalization of Old Strathcona. However, it was too late for the homes on the north side that were deemed to be a blight, and much of the Boyle Street neighbourhood was demolished in anticipation of the freeway and downtown development. Later municipal plans also supported central redevelopment and suburban growth.

In 1973, an amendment to the National Housing Act provided the City with an opportunity to improve housing and living conditions in deteriorating neighbourhoods through the Neighbourhood Improvement Program (NIP). In conjunction with the Residential Rehabilitation Assistance Program (RRAP), it provided loans and grants to property owners who agreed to rent controls. Edmonton City Council approved five communities for the program.

The 1981 city plan committed to district planning and a special relationship with the development industry. Area Redevelopment Plans were a tool to revitalize older districts and communities. They served the vital purpose of creating regulations to support the vision and policies cited in the plan. Public planning of communities returned with Mill Woods and then again, in the 1990s with district planning.

In the 1990s, several planning programs were developed: Urban Design, Heritage, Business Revitalization Zones, Area Redevelopment Plans, and Streetscapes. Downtown saw incentives for residential development and the suburbs saw the development of big box centres. With the new century looming ahead, transit-oriented development, infill, the arena project, and Blatchford development, along with new greenfield developments, have presented a different set of

challenges and solutions for Edmonton.

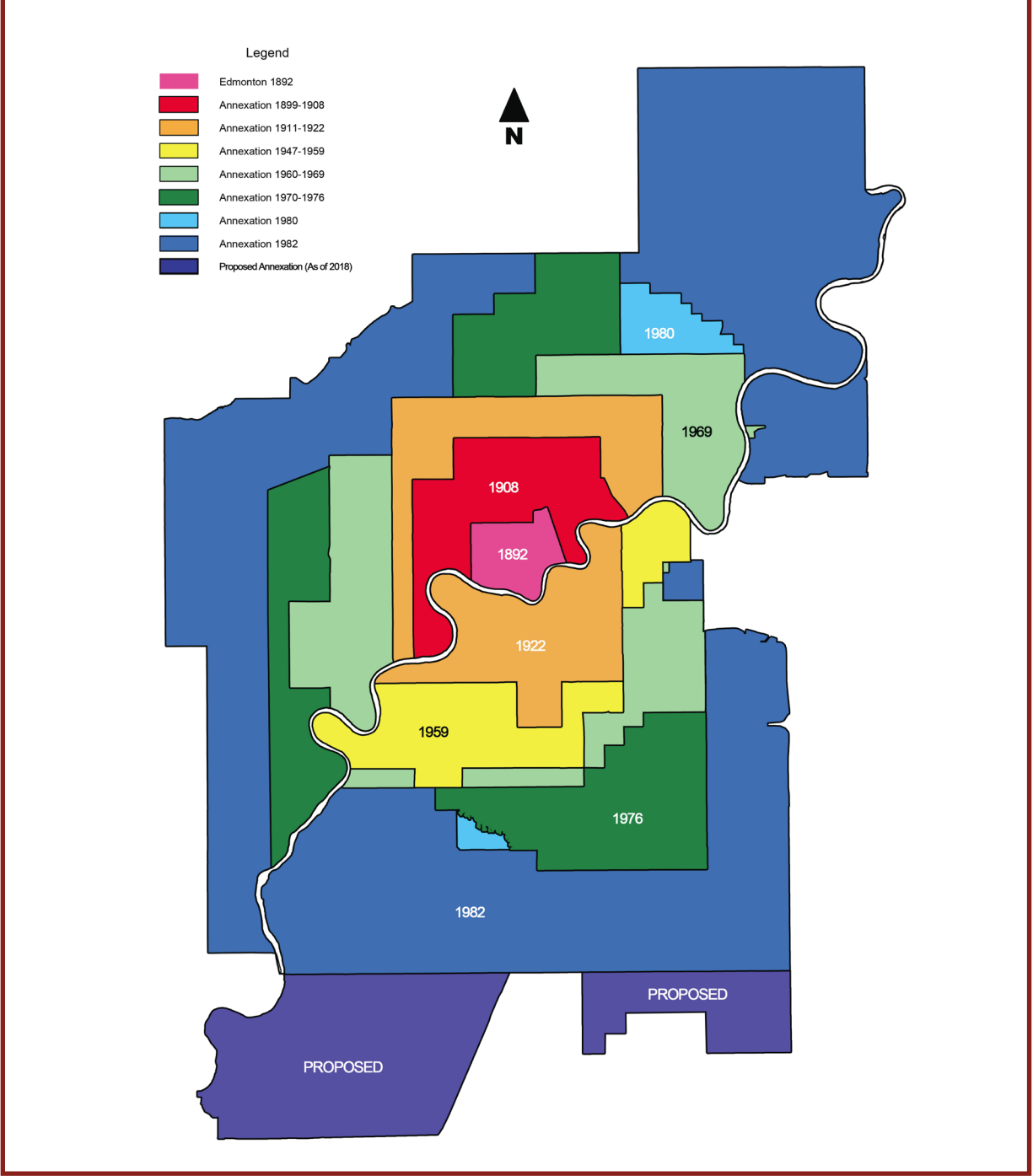
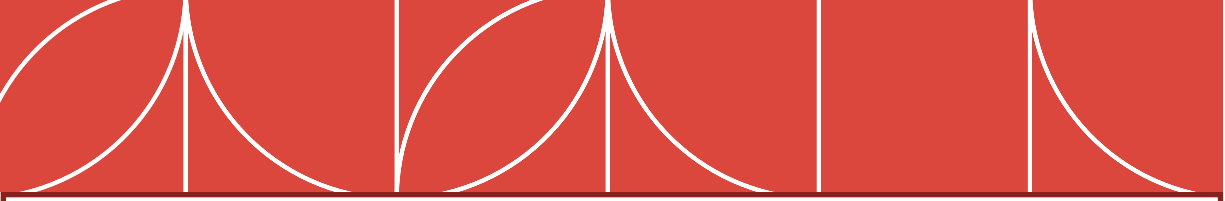
BOOMS AND BUSTS

From its inception, Edmonton has been subjected to the vagaries of international and national influences. When the Hudson's Bay Company (HBC) chose its reserve land (101 Street to 121 Street, from the river to 118 Avenue) in Edmonton, it created Jasper Avenue and subdivided the property around the Avenue. In 1881, the lots went on sale. In anticipation of the railway, the HBC raised the prices and sold much of the allocated property. The Canadian Pacific Railway (CPR) chose a southern route and Edmonton suffered its first real estate crash in 1882.

Trains were essential to the development of the Canadian West, and Edmonton was 10 years behind Winnipeg as a train terminal. The first train finally arrived from Calgary in 1891, but the CPR refused to cross the river. The Edmonton settlement chose to stay on the north side, and the railway created a rival settlement that was to become the City of Strathcona. Federal government connections bought Edmonton a bridge in 1900, and the Edmonton Yukon and Pacific Railway crossed over it in 1902. Eventually, the Canadian Northern Railway (1905) and the Grand Trunk Pacific Railway (1908) arrived on the north side. This was the beginning of one of Edmonton's greatest land booms. Rampant speculation by national and international interests inflated property values. That all came to a spectacular end in 1913 with the slowdown of immigration and lack of outside investments. The First World War began in 1914, and by 1920, the City had become the owner of 70,000 lots due to tax defaults.

A short building boom from 1926 to 1930 resulted in some infill of settlement neighbourhoods, but the real estate market remained flat until after the Second





World War. The demand for housing was extreme during the war and was exacerbated by the arrival of American military and civilians but very little new homes were built due to tight financing and lack of materials.

The post war boom created a huge demand for housing. Soldiers were home, and oil had been discovered at the Leduc #1 site. A flurry of homes were built throughout the late 1940s, 1950s and 1960s. These were new suburbs and housing for the Baby Boom era. By 1970, two events had accelerated this boom. Firstly, the Arab world was retaliating with high oil pricing against the United States and any western country that supported Israel and secondly, the baby boomers were purchasing their first homes. As a result of high oil pricing by OPEC and the construction of more housing, the economy boomed. To mitigate the inflation and rampant speculation, the Bank of Canada kept raising rates. By the early 1980s, interest rates were over 20%. In 1982, the economy collapsed. It was an international financial crisis intensified by monetary policies and the increased debt loads of public and private interests. In Edmonton, many people lost their homes, walking away from their mortgages. In 1986, there was another collapse, and the shrinking economy left a stagnant housing market that did not recover until the late 1990s and early 2000s.

The oil boom of 2003 again raised housing prices and created housing shortages. In 2008, the mortgage crisis in most of the western world depressed the economy. In Edmonton, the housing prices were affected. The worst was yet to come with the oil glut and the low oil pricing that began to make its mark in 2014.



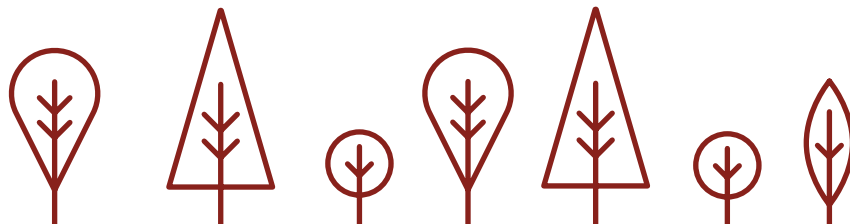


2. PRE-SETTLEMENT



Housing in eras before the use of modern building technologies reflected not only cultural and political imperatives but also the availability and quality of materials. Shelter evolved and adapted over the centuries.

Pre-settlement housing forms in the Edmonton region are perhaps our only examples of vernacular architecture: structures based on local needs and Indigenous traditions, constructed by the skills of local builders using available construction materials. In "Homes of Alberta", Donald Wetherall and Irene Kmet provide a synopsis of Indigenous, fur trade, and Metis shelters. Their research is used to summarize shelter and housing in this era.



INDIGENOUS HOUSING

In a nomadic society, housing was designed to provide shelter from the weather, using whatever resources were available. Housing needed to be portable, and easily assembled and disassembled. "Plains Indian tipis were constructed of buffalo hide which was stretched around a conical framework of up to eighteen long poles. These poles rested on a basic framework of either three or four poles." There was a fireplace in the center, and there were flaps near the top of the tipi to ventilate the structure. Sometimes, a hide wall was placed inside the tipi near the entrance. Poplar was often used on the plains, and lodge pole pine was common near the foothills and mountains.

The Plains Cree, who had reached Edmonton by the nineteenth century, built their tipis with a three-pole frame and the Blackfoot used four poles. The early European influence increased the size of tipis from one buffalo hide (40–50 pounds) – a maximum that a dog travois could carry – to six or eight skins with the use of a horse. This size could house six to eight people. During this time, the wealth generated by the fur trade increased the size of tipis, now averaging twelve skins and housing up to ten people.

In both the Cree and Blackfoot societies, women owned the tipis. They gathered and prepared the poles, then tanned and sewed the hides. Permission from the women was required to paint the hides. This process repeated itself every two years.

In 1850, Methodist missionaries at Whitefish Lake built the Cree chief a house. By 1884, several other members of his band were living in houses. The missionaries and Indian agents saw this as a way of shifting economics to agriculture and property ownership. Northern tribes continued to use tipis well into the twentieth century,

but the loss of buffalo herds in the south forced a transition from traditional housing.

FUR TRADE HOUSING

After 1778, approximately one hundred fur trading posts were built in Alberta. All used wood. Three main methods of construction dominated:

- 1. Vertical Log/Stockade:** Vertical Log/Stockade: This quick construction method was comprised of upright poles set side by side in a trench. This type of unstable construction was used primarily for temporary buildings. The erratic nature of the fur trade and the competition between the Hudson Bay Company (HBC) and the Northwest Company (NWCo) required quick moves, and this type of construction allowed for easy setup and teardown. In Edmonton, Fort Edmonton (HBC) took over Fort Augustus (NWCo) in the 1821 merger.
- 2. Post on Sill:** "Upright tenoned posts were fitted into a mortised sill. These upright posts were spaced every two to twelve feet along the sill and were continually grooved on two sides." Logs were squared and a mortise and tenon method was used to build walls. It was thought this method came west from the St. Lawrence Valley with the Northwest Company. The HBC at Fort Edmonton used this method to construct large buildings, including the "Big House" and a 10,000–square foot, three and one half storey administration building. The Catholic Church built early buildings in St. Albert using this method, but it was cold and better methods and materials were being imported from Europe by the 1870s.
- 3. Post on Ground:** Similar to post on sill construction, post on ground uprights were placed on the ground rather than on a sill.

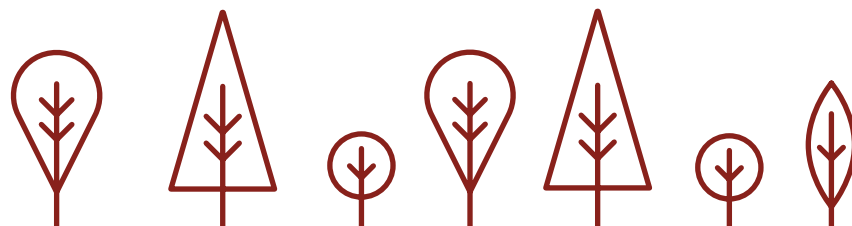


METIS HOUSING

Before the arrival of the railways, Metis were the owners and operators of the Red River Cart business. In the spring, furs were taken to Fort Gary (Winnipeg), and carts were loaded with supplies for the return trip. Adventurers and settlers accompanied the carts West.


In the 1850s, about 130 people lived inside the palisades of Fort Edmonton. There were no wooden buildings outside the Fort at the time. However, both Lac St. Anne and Lac la Biche were the sites of French speaking Metis settlements as early as 1840. By 1870, missionaries had supported Metis settlements at Whitefish Lake, Pigeon Lake, St. Albert, Victoria, and Dunvegan. These settlements were the base for people who travelled using tipis in the summer, living in wooden houses in the winter. Fort Victoria was an example of this transitional culture – Metis wintered in log houses surrounded by the tipis of the Cree.

Single storey Metis homes were built with horizontal spruce logs interlocked at the corners. These logs were either round or squared and joined with a dovetail or round notch. One door and two windows were standard for these homes. The roof on these structures was covered with spruce bark, and the inside of the bark was exposed to the elements. There was a thin layer of white mud plaster applied to the outside. Similar methods of construction were used in the Red River settlement, which is assumed as the origin of this type of construction. With no stove or furniture and only a corner fireplace, the homes were cold in the winter. Metis workers were hired to build log houses between 1885 and 1900.





3. THE GREAT TRANSFORMATION



Socially and politically, by the 1850's, historians have referred to The Great Transformation marking the decline of the fur trade in the region (Fort Edmonton having been the northwest continental hub of this industry). In the following 20 years, this would lead to the signing of Treaty 6 in 1876 and the adherence to this the treaty at Fort Edmonton in 1877.

At this time, the largest population and polity of the region is that of the Indigenous people who traditionally used the territory. The transformation could also be described as the tragedy of the common where competition for declining resources (e.g. the decimation of bison herds essential to subsistence) leads to further depletion and catastrophic consequences for Indigenous bands and their subsistence.

The signing of Treaty 6 signifies many things—but is not, in popular understanding, an accord transferring or surrendering of land by Indigenous peoples to the Crown. In terms of Edmonton's urban development, the treaty process creates and accelerates the conditions for the idea of land boundaries and private land. From a non-Indigenous perspective the region and land becomes a commodity for speculation, sale, development and promotion for the idea of city exerting regional influence, long before the demographic reality would support the idea of private land ownership, or the idea of single lot home ownership.

Although there is settlement outside the walls of Fort Edmonton well before treaty, Methodist missionary and clergy, George McDougall was one of the first to define a claim to private property and a hypothetical border before the formal and legal survey of land that would create the grid system. McDougall, along with Richard Hardisty (his son in law), Kenneth Macdonald and his brother in law, William Rowland, begin to lay out the elongated farm lots extending from the river, based on the seigneurial system used in Quebec.

For Indigenous people, the establishment and assignment of reserves is a form of enclosure and clearance of the land for settlement and commodification of land. In Edmonton, the experience of the Papaschase Band and what is regarded as the illegal surrender of their Edmonton reserve and forced transfer to other bands is significant in terms of this "enclosure" of land and removing it from common use.

The idea of a regional city required marketing and promotion to both create and service demand (i.e. migration, immigration to the region). This sets the stage for the rise of several key factors and observations of this report: the moral imperative of home (and property) ownership, general struggle to create affordable housing, and to some degree the dispersed city—the HBC Reserve lands were a factor in triggering early-dispersed settlement. The planning and political life of what would become Edmonton is shaped, as it was elsewhere in western Canada, by a promotional and speculative spirit that is set into motion before settlement takes place. The region is a late settlement area, and the last major western Canadian settlement to connect with rail service.



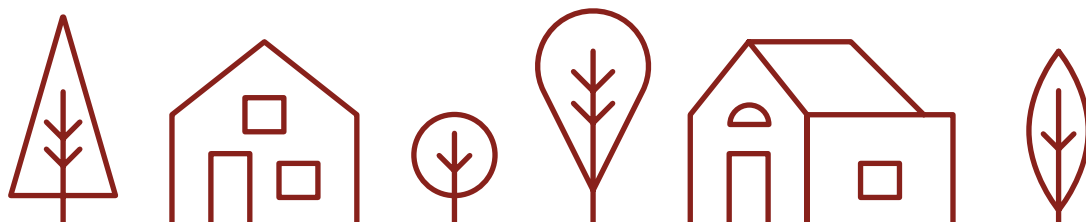
4. SETTLEMENT: 1881 – 1913

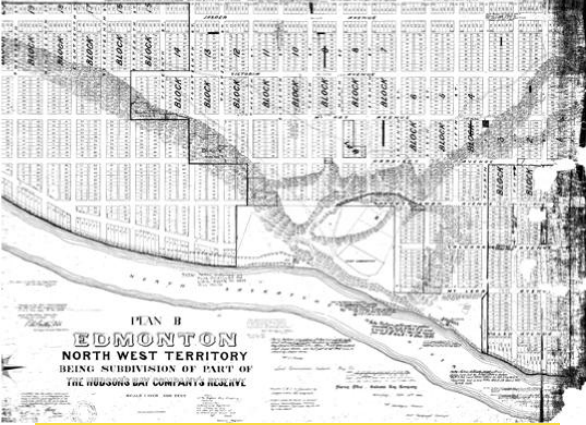


“Ownership of a house provided more than personal security; as a symbol of independence, economic success, and social integration, it sustained deeply held personal and collective ambitions.”

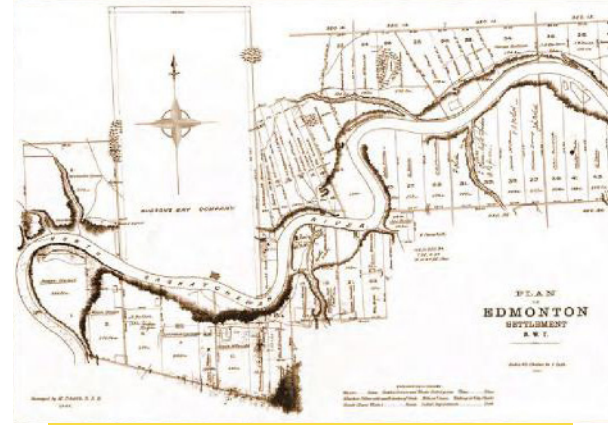
-Donald G. Wetherell, Irene R.A. Kmet; Homes in Alberta Building Trends and Design

The opportunity to own property in Edmonton was an influencer for people to come to the city, but what brought thousands of settlers to Edmonton was the railway. The Hudson's Bay Company and the Canadian Pacific Railway are who set patterns for the early neighbourhood development in Edmonton. Edmonton went from a rural frontier settlement to a sophisticated city, the capital of the new province of Alberta. This era built the foundations of the city, and during this time Edmonton experienced both its biggest boom times as well as economic collapse.





Hudson's Bay First Subdivision 1881
City of Edmonton Archives EAM-227



Hudson's Bay First Subdivision 1881
City of Edmonton Archives EAM-227

4.1 MAJOR INFLUENCES

A) HUDSON'S BAY RESERVE:

The survey of the Hudson's Bay Company Reserve and its subsequent series of subdivisions set the foundation for development in Edmonton. The Reserve consisted of 3,000 acres around and to the north of its final fort on the ledge below the current site of the Alberta Legislature Building. The Reserve, measured in modern terms, took in the land from the edge of the North Saskatchewan River to 118 Avenue and from the west side of 101 Street to the east side of 121 Street.

1881 SUBDIVISION: EDMONTON'S FIRST BOOM AND BUST

In anticipation of the arrival of the Canadian Pacific Railway, the Hudson's Bay Company (HBC) subdivided and offered the southern third of its property for sale. Divided into blocks, the land set the grid as the base for development in early Edmonton. Settlers claimed river lots on both sides of the Reserve, as well as south of the river. River lots ran perpendicular to the river's edge, which would cause problems aligning with the

HBC grid in the future. Jasper Avenue, named after fur trader Jasper Hawes, was dug out as the main street. Sales were brisk along Jasper Avenue and 109 Street. The HBC stopped the sale at 400 lots because the head office believed that the prices were too low. They advertised in eastern Canada and Britain, successfully bringing up the prices. When the anticipated railway failed to come through Edmonton, the settlement suffered its first real estate setback.

EARLY SETTLEMENT:

After the Hudson Bay Company claimed its Reserve, employees of the company and missionaries were some of the first to claim river lots. Malcolm Groat and John Norris took up farming on the west side of the Reserve. The missionary, George McDougall, claimed land on the East.

River lots ran perpendicular to the river. Later, this would cause problems connecting to the HBC grid.



B) RAILWAYS

Railways were the single largest contributing factor to the rapid settlement and growth of the prairies and their cities. When British Columbia negotiated its terms for confederation, it included a transcontinental wagon trail. Instead, the government of John A. McDonald proposed a railway line. All the railway companies that settled the West required enormous federal and local government investments but it is difficult to imagine settlement without railways.

“In 1870, no urban centres existed on the Prairies. By 1911, thirteen cities with populations over 5,000 had been established.” Canadian Museum of Immigration at Pier 21

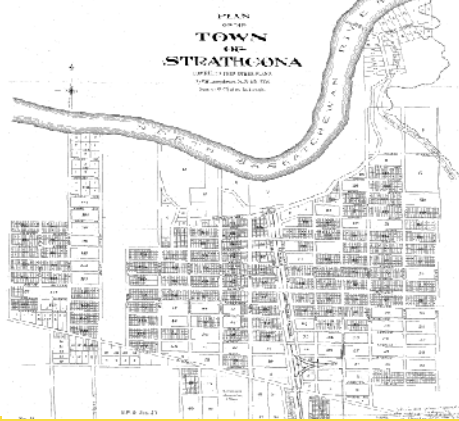
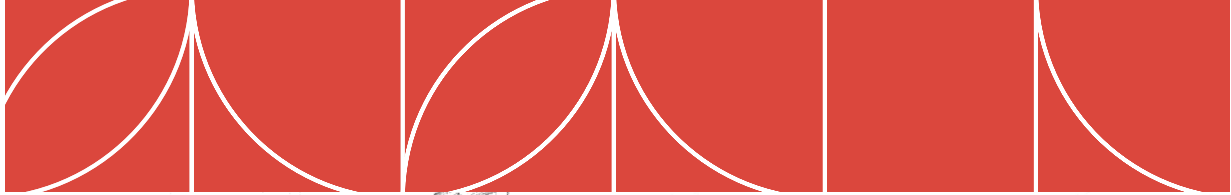
The Dominion Lands Act (1872) was intended to bring settlers to the western prairies. It offered a grant of 65 hectares of free land to anyone 21 years of age or older who paid a \$10 registration fee, built a habitable residence, planted 30 acres, and lived on the land six consecutive months for three years. The offer, in the early years, was not very successful in attracting settlers, especially immigrants. The prairies were remote and difficult to access. Sir Clifford Sifton, Minister of the Interior from 1873 to 1905, heavily promoted settlement through intensive advertising and international immigration agencies. He, and his successor, Frank Oliver worked with the railways to bring settlers from Europe, Eastern Canada and the United States.

SETTLEMENT DELAYED

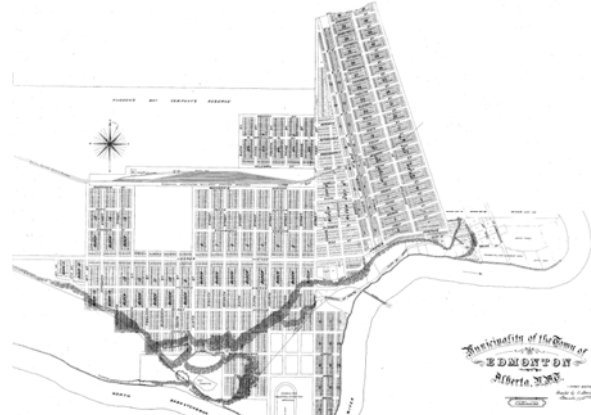
The Fort Edmonton to Fort Gary Trail (Winnipeg) was the main highway for the fur trade, and it was anticipated that the rail line connecting British Columbia would take the same route. A deal was made in Ottawa with the investors in the Canadian Pacific Railway (CPR) Company to build this railway. The CPR surveyors came to the Edmonton area, but ultimately a decision was made for a southern route.

After several years of delay, the government of John A. McDonald was able to get the CPR train as far as Winnipeg in 1881 and Calgary in 1883. Edmonton was the last major prairie city to receive rail service, impacting settlement and population.

In 1892, the Town of Edmonton was incorporated with a population of 700 while Calgary had achieved more than 3,000 people by 1888.



City of Edmonton Archives EAM-2411905



Edmonton in 1903, showing the bridge and EY&PR line to the station in Rosssdale. The land for the CNoR is shown on 104 Avenue. City of Edmonton Archives EAM-52

THE BIRTH OF STRATHCONA:

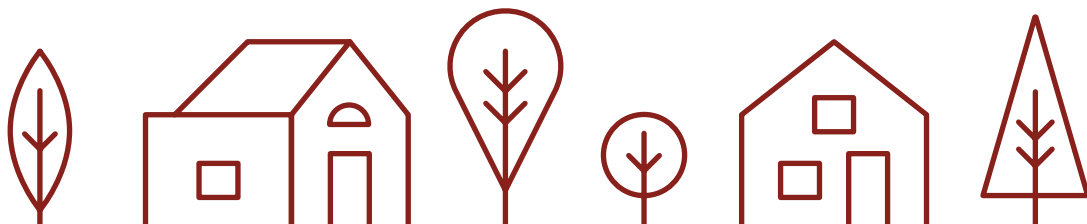
CALGARY AND EDMONTON RAILWAY: 1891

In 1890, the Calgary and Edmonton Railway was formed, chartered by the federal government to build and operate a rail line between Calgary and Edmonton. In exchange for building the line, the company received 6,000 acres of land for every mile of track it built. Land purchases were negotiated with owners of the river lots prior to the arrival of the train in to the Edmonton area, resulting in a 925-acre land parcel on the south side of the river. The railway line was leased to the CPR soon after completion. The CPR built a train station and a hotel at its south side terminus. It became obvious when the train arrived at the south bank of North Saskatchewan River that the C&E Railway had no intention of bridging the river. The Edmonton residents refused to move across the river and the new south side settlement grew independently.

THE FIRST BRIDGE (1900) AND THE FIRST TRAIN (1902) INTO EDMONTON:

EDMONTON YUKON AND PACIFIC RAILWAY

John Walter’s ferry was kept busy bringing settlers and homesteaders over the river to register at the Land Titles office. While many moved on to homesteads after purchasing equipment and supplies in Edmonton and Strathcona, a growing number of people were choosing to set up residence in the towns. The Town of Edmonton successfully petitioned the federal government for a train bridge. With some additional local investment, the Low Level Bridge was completed in 1900 and opened exclusively to pedestrians and wagons until 1902 when the Edmonton, Yukon & Pacific Railway crossed the river.



EDMONTON'S TRANSCONTINENTAL RAILWAYS: DEVELOPMENT OF TWO VILLAGES

CANADIAN NORTHERN RAILWAY 1905

In 1904, shortly after it became a city, Edmonton donated the land from 101 Street to 116 Street, between 104 and 105 Avenues to the Canadian Northern Railway (CNoR) on the condition that the railway build a division point at that location. The first passenger train arrived on November 24, 1905. The CNoR aggressively marketed its services. "At one time, all the laneways between 101 Street and 109 Street had spurs as far south as the lane running parallel to the north side of Jasper Avenue". The industrial area south of 105 Avenue well serviced. Edmonton's warehouse district was a direct result of the rail services.

Completed in February 1906, the first train station was built on the northwest corner of 101 Street and 104 Avenue. In 1909, when the Grand Trunk Pacific Railway completed its loop to downtown, this became a shared station.

This 1913 photo shows the freight sheds to the west, an elevator, and the steam train. Hotels would use horse drawn vehicles to pick up passengers at the depot.

GRAND TRUNK PACIFIC RAILWAY: 1908

By the late 1890s, the CPR had a successful monopoly of rail service to the west. The governments of Manitoba and Canada had concerns and felt that imposing regulations was not the answer. Instead, they approached the Grand Trunk Railway, a successful British-owned rail business in Ontario, to build a line to the Pacific coast. In return, the government would provide substantial help to the GTR in eastern Canada. The Grand Trunk Pacific Railway (GTPR) was chartered in October of 1903. There was a big concern with the competition from the CNoR, as the two lines were running parallel to each other, but there was no discouraging the CNoR and work proceeded.



2. First Train Station in Edmonton, built in 1906

VILLAGE OF NORTH EDMONTON (FORT ROAD): 1910

In Edmonton, the GTPR built the bridge at Cloverbar to cross the river and built a trestle over the CNoR line near 66th Street and Fort Road. The railway blocked traffic on Fort Road until 1910 when the federal government forced the railway to build the small overpass over Fort Road. The convergence of the CNoR and GTPR at Fort Road created the perfect conditions for a meat packing industry to grow. The railways provided the access that farmers needed to get their cattle to market. The packing plants had access to markets. Swifts opened its meat packing plant in 1908 followed by Burns and Canada Packers. Stockyards and support industries grew alongside. A settlement developed and incorporated as a village in 1910, and was amalgamated by the City of Edmonton in 1917.

VILLAGE OF WEST EDMONTON (CALDER): 1909

As a result of the rail yards, the Village of West Edmonton was incorporated in 1909 and subdivided for sale. It became the neighbourhood of Calder when the village amalgamated with Edmonton in 1912. The Calder yards were a distance from central Edmonton. Needing a central location, the GTPR ran a double loop line paralleling the CNoR mainline to the southeast and into the CNoR yards. The westward loop was built from the west end of the CNoR yards northwards along 121st Street back to the GTPR yards. The greenspace along 121st Street that was once the railway right of way.

THIS RAILWAY BUILT THE HIGH LEVEL BRIDGE

CANADIAN PACIFIC RAILWAY CROSSES THE RIVER: 1913

When the CPR realized the CNR was arriving on the Edmonton side of the river, the CPR made plans to ensure its own competitive edge. A bridge that would span the river from the top of the south bank to the top of the north bank was planned, and construction began on the High Level Bridge in 1910. Running rights were negotiated with the EY&PR for north side freight access. On the north side, the company purchased 6.6 acres from the HBC. This included land between Jasper Avenue and 104 Avenue, from 109 Street to 111 Street to build their freight yards in 1906. In 1913, a new station was built on the corner of 109 Street and Jasper Avenue. The CPR built overpasses at 99 Avenue, 100 Avenue and across Jasper Avenue. Passenger service from the new station began on September 2, 1913 and ended in October of 1972

EDMONTON TRAINS

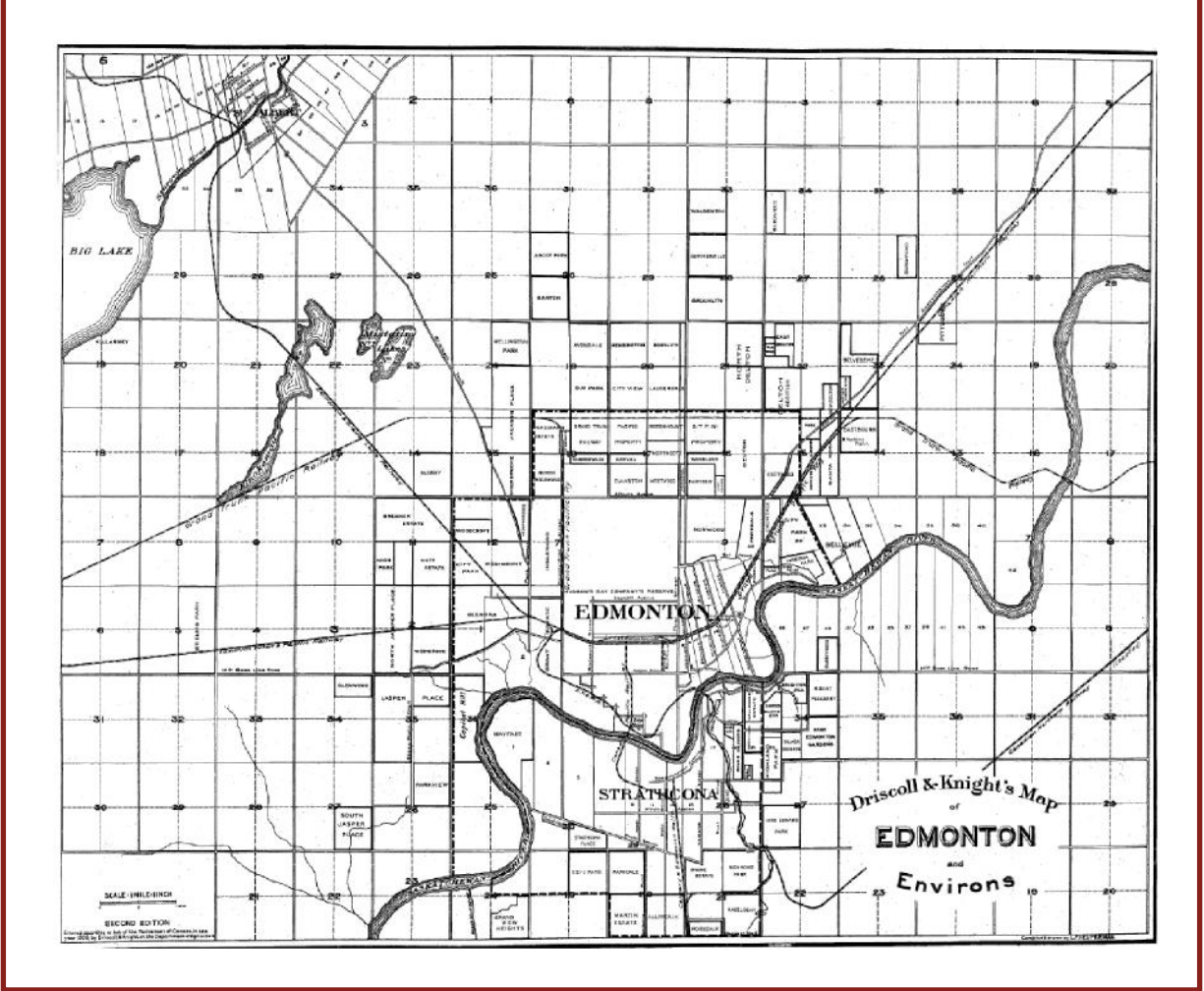
Although Edmonton had a slow start as a railway destination, it eventually rivalled Winnipeg for the number of railways that came to and through the city. There have been 15 rail companies providing service to Edmonton since 1891, although 14 of these were and are part of the current Canadian Pacific and Canadian National Railways.



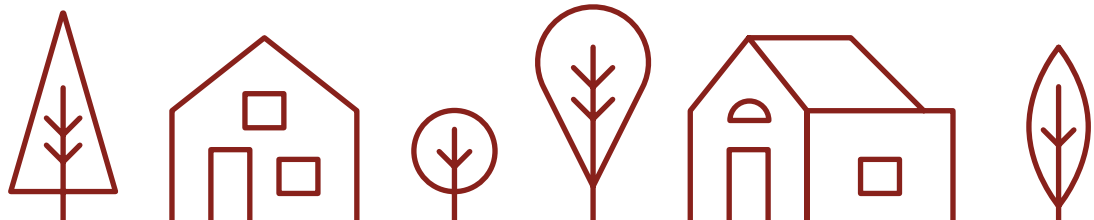
3. City of Edmonton Archives
EA_88-28 10327-118 Street, 1931

4. City of Edmonton Archives
EA-64-125 Tannis Apartments
113 Street/104 Avenue 1958

5. Valleyview Manor 12207
Jasper Avenue
built in 1961, James Dow,
City of Edmonton
Sustainable Development



This 1909 map shows the subdivision of river lots and the railway lines throughout Edmonton. City of Edmonton Archives EAM-45



C) MIGRATION AND IMMIGRATION

Opportunities bringing settlers to the West included property ownership and the potential to improve social and economic status. Home ownership defined social status, and categorized you as a stable, engaged, and morally superior person. The call to settle the west went out to homesteaders, but was also answered by people who preferred urban areas and who saw the opportunity in selling supplies, construction, mining, as well as a myriad of other services. Opportunities offered to immigrants depended on their ethnicity – Eastern and Southern Europeans were barely tolerated. Chinese, Indigenous and Black Canadians suffered overt discrimination.

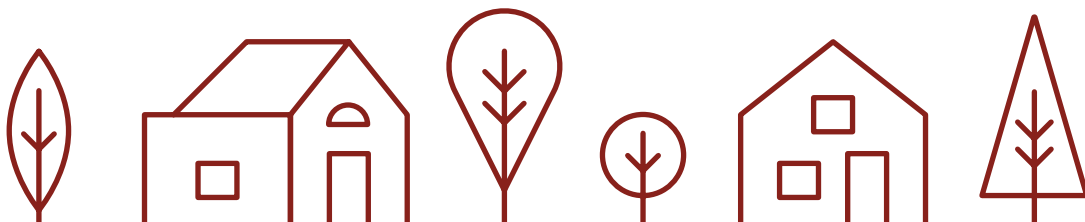
YOUNG MALES

A notable population was that of unencumbered young men who came west, unmarried men without family connections or support, arriving without arranged employment or housing. They provided labour for the construction boom and resource industries.

SURRENDER OF INDIAN RESERVES AT EDMONTON

Chief Papaschase and his brothers, along with their families, had lived near and worked for Fort Edmonton since 1855. In 1877, the Papaschase signed Treaty 6 that eventually gave them a Reserve from what is now 51st Avenue to 30th Avenue SW and 119th Street to 17th Street. Edmonton business people saw the Reserve as an obstacle to the development of the town, and

petitioned the federal government to surrender the land for development. In June 1885, the Half Breed Scrip Commission came to Edmonton, offering scrip to the Papaschase members, promising that it could be exchanged for land. What was not clear was that the scrip included the surrender of treaty rights, and by 1889 the Papaschase Reserve was dissolved. A similar fate awaited the Michel Band in northwest Edmonton. A series of deals between 1903 and 1914 saw substantial parcels of land surrendered to the interests of developers.



4.2 ECONOMY

The Edmonton area has been a centre of trade for thousands of years. It was a meeting ground for many Indigenous peoples. The fur trade made special efforts to align themselves with traditional meeting places and trade routes. The early European activities were furs, agriculture, coal and gold. Fort Edmonton and its nearby rival, Fort Augustus, traded in furs but also had their own food production. Fort Edmonton was part of the coal mining activity that took place in central Edmonton.

COAL

Until 1923, when the City of Edmonton changed to natural gas, mining the region's rich coal seams was a successful industry. Drift mines lined the banks on both sides of the river. The flood of 1899 shut down many mines and moved William Humberstone's business east of town.

GOLD

Gold dredging on the North Saskatchewan was a lucrative early industry. When gold was discovered in the Yukon, merchants in Edmonton cashed in on what was an almost impossible route to the Klondike. Although hundreds tried, it proved to be a defeating experience for most adventurers.

AGRICULTURE

The train connections from Edmonton to rural areas throughout central and northern Alberta created and supported a distribution industry that serviced large areas of the province. Edmonton was a farming area, gifted with some of the most fertile land in the country. Livestock and meatpacking proved to be a major economic driver in early Edmonton.

REAL ESTATE AND CONSTRUCTION

The building frenzy of the Settlement era employed thousands of men. Buildings, bridges, roads and utilities were constructed in a short time period. Lumber mills, brickyards, iron works and suppliers lined the river valley and streets of Edmonton, Strathcona, and the region. Many others made fortunes selling the land in anticipation of more construction.

4.3 BUILDING THE CITY

Once it was established that the Canadian Pacific Railway would take a southern route, land sales in Edmonton softened. The railways created a much larger building and land sales boom than the 1882 Hudson's Bay Reserve sales. Edmonton had incorporated as a town in 1892 with a population of 700 people. By the time it became a city in 1904, there were 24,900 residents. People were building homes and businesses but land speculation was becoming an industry. In 1906, the choice of Edmonton as the capital of the newly minted Province of Alberta (1905) further fueled the real estate industry.

FOREIGN INVESTMENT

News stories in London captured significant foreign investment. At the turn of the century, capital for housing was raised locally as well as from eastern Canada and foreign lenders. This left the economy open to economic events in other parts of the world. This would play a major role, not only in rising land prices but also in the eventual collapse of the market.

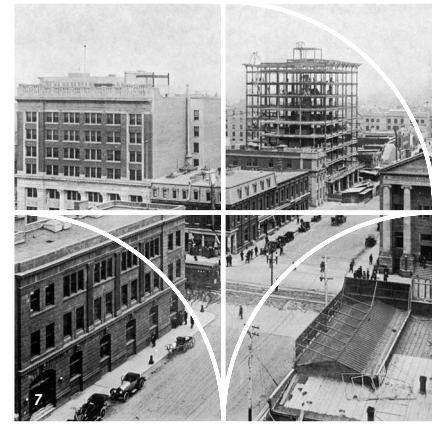
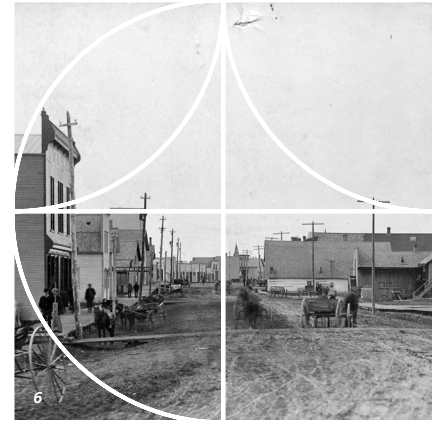
CONSTRUCTION, CONSTRUCTION, CONSTRUCTION

As residents were building homes and businesses, the City of Edmonton was building its infrastructure. Sewers, roads, streetlights and water mains supported the new subdivisions. Police and fire services were introduced. The Edmonton Electric Lighting and Power Plant (1891) was damaged by the floods of 1899 and 1900. A better location and more investment were needed to keep the lights on. The City of Edmonton purchased its first utility in 1902 – Edmonton Light and Power.

Between 1910 and 1912, Edmonton saw many of its wooden commercial, industrial and institutional structures replaced with brick and stone. Edmonton was seeing its first high rise, the eleven storey McLeod Building.

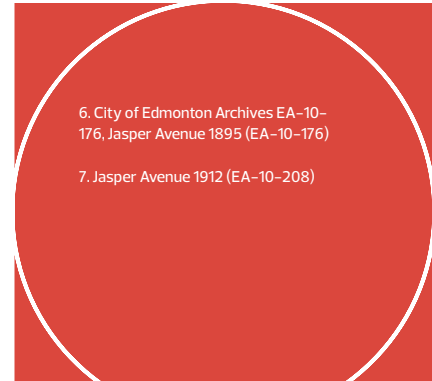
STREETCAR SERVICE OPENS ACCESS TO SUBURBS

Streetcar service enabled suburban development. Before 1908, most people built homes and businesses within walking distance of the other. With the advent of the streetcar, the city could push further north and west. The city centre was now accessible from Crestwood to Calder, and streetcars travelled over the bridges connecting Edmonton to Strathcona.



6. City of Edmonton Archives EA-10-176, Jasper Avenue 1895 (EA-10-176)

7. Jasper Avenue 1912 (EA-10-208)





FINANCING YOUR HOME

Land speculation and the increasing cost of housing limited the number of people who could afford to buy serviced lots to build a decent home. Financing played a major part in excluding homebuyers from the market. Many labourers and low-income workers could not qualify for a mortgage and therefore could not build a home. "Before 1914, mortgage interest rates varied from 5 to 8% per year." The loans were not blended which meant borrowers paid interest for the term of the loan and then, usually after 5 years, paid off the principal. Trust companies would offer these "Term Loans" for 40 to 50 % of the total value of the house.

SUB-STANDARD HOUSING

Shantytowns were appearing as early as the 1890s. They continued throughout the settlement period and well beyond. Housing for immigrants and low wage workers was almost non-existent in the boom times. Social housing was a concept that would not meet approval until the 1960s. Shacks without running water, electricity or indoor plumbing housed bachelors and families – mostly located around industries such as mining, lumber mills, railways and manufacturing, these homes were a fire and health hazard. Property owners, in some instances, were known to build cheap housing on their properties and charge high rents. There was little control of what could be built in any neighbourhood. Calls for better building regulations were heard in 1904, but while bylaws limiting height, determining setbacks and lot sizes were enforced, construction standards were lax and councils often exempted particular builders.

In Riverdale, the Dutch Settlement, also known as "Dogpatch", housed families from the late 1800s to the 1980s. The homes were without services from the time they were built until the J.B. Little Brickyard was sold for development.

TENTING

The housing boom of 1905 created severe housing shortages. It was estimated that in 1906, one thousand people would be living in tents while their houses were being constructed and that many would winter in their tent. In 1912, there were 2,500 people reported to be living in tents.

8. September 29, 1909 Edmonton Bulletin

9. The Grierson Hill dump was home for low wage and itinerant workers as early as 1895.
City of Edmonton Archives EA-88-201

10. City of Edmonton Archives EA_10-566

HOUSING AND STREETS

Materials used during this era were primarily wood and brick. Wood used for lumber before 1941 would have been old growth – a stronger, more fibrous wood. Bricks were local, or in many cases, from the Medicine Hat area. Commercial buildings, such as the Gibson Block, often had double brick walls.

THE LAST HUDSON'S BAY RESERVE SALE

In 1912, at the height of the housing boom, the Hudson's Bay Company decided to sell its undeveloped land, north of 108th Avenue, from 101 Street to 121 Street. All the lots were quickly snapped up. Five hundred and forty-five people in Edmonton bought 1,431 lots and paid \$3,683,000, while buyers from England paid \$660,000 for 112 lots.

The HBC land was subdivided for infill. Portage (Kingsway) Avenue was paved in anticipation of the streetcar and housing development.



11. Example of corner lot build.
Working class, Glenbow Archives
NA-1328-2569

12. Middle Class homes construction
1912, Glenbow Archives NA-1328-
63774

13. Westminster Apartments:
114 Street /100 Avenue, Glenbow
Archives NC-6-816

4.4 POLITICS AND PLANNING

SINGLE TAX SYSTEM 1904–1918

Edmonton became a city in 1904 and shortly after that, created a Single Tax System, where raw and serviced land was taxed at the same rate. Improvements on the land were not penalized, intended to encourage additional housing of better quality. It may have worked but in 1904, the City refused to enact and enforce a building code.

NO. 417 A BYLAW TO REGULATE THE CONSTRUCTION, ALTERATION, REPAIR, REMOVAL AND THE INSPECTION OF BUILDINGS AND TO PREVENT ACCIDENTS BY FIRE WITHIN THE CITY OF EDMONTON.

This was the first bylaw to deal with safe construction in Edmonton.

REJECTION OF A RESPONSIBLE AUTHORITY

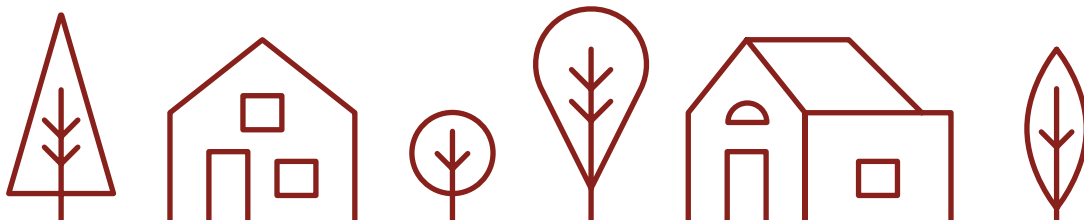
In 1913, the Province of Alberta created its first Planning Act, intended to control booming development. The Act provided for preparation and implementation of town planning programs by a "responsible authority" that could be a Town or City Council, or a body constituted for that purpose. The City of Edmonton chose to ignore the legislation and continued to develop on an ad hoc basis until 1929.

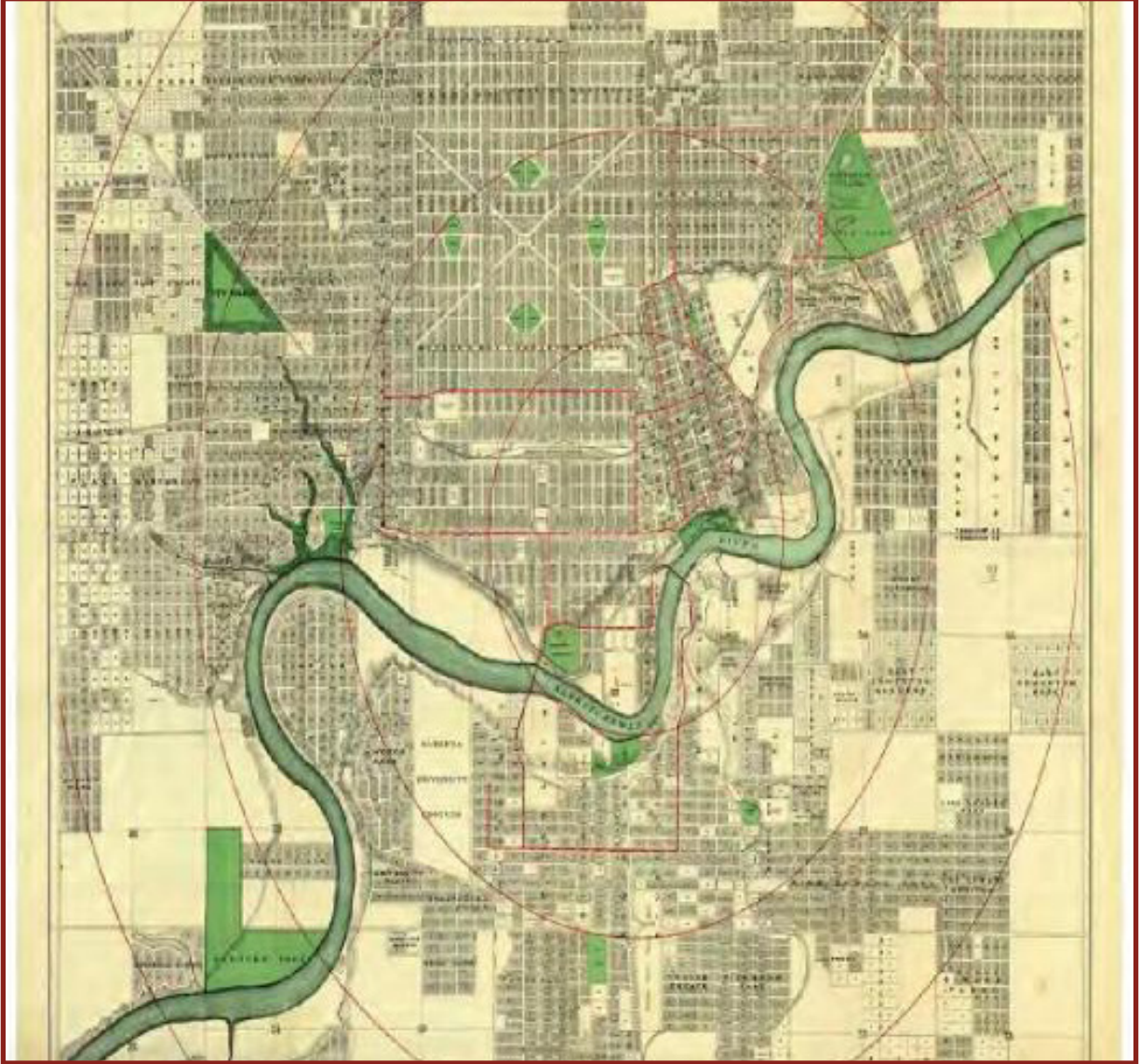
THE AMALGAMATION OF EDMONTON, STRATHCONA AND THE VILLAGE OF NORTH EDMONTON: 1912

Building infrastructure and operating costs were prohibitive for all three municipalities during the boom. It was believed that working together rather than competing would lower costs.

A REPORT ON CITY PLANNING FOR THE CITY OF EDMONTON, ALBERTA: MORELL & NICHOLS, 1912

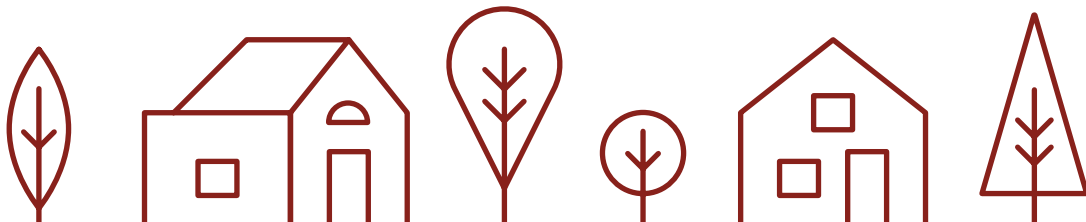
Edmonton did not have a Planning Department in 1912 when the first attempt at a city plan was made. The Edmonton Parks Commission and the city architect oversaw planning efforts. Unable to create a plan internally, the City hired Morell & Nicholls, landscape architects from Minneapolis. The report promoted the City Beautiful movement, but also involved itself in governance, planning, parks, and even a zone system. Boosterism was at its peak on the prairies, inflating real estate and creating buzz across Alberta. The "Civic Centre Plan" was designed to impress all who stepped off the train platform at the north end of the civic centre. This plan was not approved by City Council and there were no further attempts at a city plan until the 1930s. 1904 to 1914 saw 274 new subdivisions. Most would never be built.





City of Edmonton Archives Subdivision Map EAM-78

Note: This map shows the design for the HBC Reserve land north of 108 Avenue. The X represents the diagonal streets that are imposed on the grid. It is typical of the City Beautiful design movement. The road that points northwest was Portage Avenue, renamed Kingsway in 1939. It was paved by the HBC in anticipation of the streetcar and infill housing.





**5. WAR AND
RECESSION: 1913
– 1945**



The real estate collapse at the end of Settlement era set the stage for thirty years of marginal growth and the deterioration of the existing housing stock. The First World War, the 1915 flood, and a devastating flu epidemic depressed an already floundering economy. Lack of materials and a decreasing population ensured that no new housing was built. The 1920s saw a mild recovery but the continent sunk into a depression in the 1930s. During the Second World War, the arrival of the American military and its supporting civilians brought dollars, American culture, and a severe housing shortage to Edmonton. This era introduced government interventions to the housing market.



5.1 MAJOR INFLUENCES

A) THE CRASH

As early as 1911, investors in Ontario were questioning the viability of the prairie economy and the land values in Edmonton. The land speculation industry depended heavily on eastern Canadian and foreign investment. Toward the end of 1913, as Europe prepared for war, the British investment in Canada declined. Wheat prices were low and freight rates had increased. The market had been severely inflated and collapsed without the continuing population growth and investments. The price of land declined dramatically. Edmonton was left with an abundance of vacant properties, both raw and serviced, that could not be sold. Many of the planned subdivisions were never developed, while others were partially developed. Central communities had an abundance of development.

B) FIRST WORLD WAR: 1914–1918

Canada was part of the British Commonwealth and joined in the war effort with Britain. Resources for development of the prairies were redirected to the war effort. At first, farmers were kept busy providing food for Europe but the 1917 conscription sent many to the front lines of the war, and Edmonton lost population as a result. The population of Edmonton dropped from a high of 72,516 in 1914 to a low of 51,000 in 1917. There was a small post war population recovery in 1919 to a total of 60,000.

C) 1915 FLOOD

Having survived the floods of 1899 and 1900, the river valley industries continued to grow, invigorated by the boom times. John Walter, Edmonton's first millionaire,

lost his lumber mill business in the 1915 flood. Almost 800 families lost their homes, and many businesses were damaged. Although the lumber mills in the valley did not return, some brickyards resumed business after the flood. Two major floods (1899 and 1915), a recession, and the convenience of shipping freight by train discouraged further industry in the river valley.

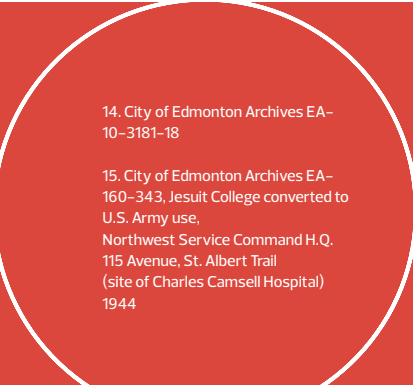
D) TAX DEFAULTS

Between 1918 and 1920, the City of Edmonton took 70,000 lots in tax arrears. Much of this land was from the 1912 sale of the Hudson's Bay Reserve. In 1929, the Hudson's Bay Company approached the City of Edmonton for a lease to run a golf course on the undeveloped lots. The City agreed to provide water and the HBC built the course. The land that now straddles 111th Avenue remained a golf course until 1951 when Edmonton required land for its next housing boom.

E) POST WORLD WAR ONE IMMIGRATION

By 1919, many of the displaced people from war-torn Europe began to arrive in Canada. Again, most of these immigrants were European and settled in with the pre-war arrivals. Ukrainians coming to Edmonton settled in the Boyle Street and Beverly areas. Germans created communities on the north side in the Boyle Street area and in the Strathcona area, mostly in Ritchie. Italians began a bloc settlement along 95th Street. The French were in the Grandin area and in Strathcona, as well as St. Albert and several rural communities. Dutch immigrants settled in the Church Street area and many joined Dutch compatriots in Beverly. The influx of immigrants was modest and did not fuel a recovery





14. City of Edmonton Archives EA-10-3181-18

15. City of Edmonton Archives EA-160-343, Jesuit College converted to U.S. Army use, Northwest Service Command H.Q. 115 Avenue, St. Albert Trail (site of Charles Camsell Hospital) 1944

F) CANADA'S FIRST "PUBLIC AIR HARBOUR"

In 1924, Edmonton City Council approved a portion of the Hagman farm for the city's first airfield. In June of 1926, the federal government granted a license for Canada's First Air Harbour. The field was named after Ken Blatchford, a former mayor of Edmonton. In 1927, the field opened and went on to become an important centre of aviation in Canada. The title of "Gateway to the North" was a direct result of the industry that was part of this field.

G) DEPRESSION AND DROUGHT

Drought was primarily a southern Alberta experience, devastating the farms south of the parkland. The resulting low grain prices, along with the stock market crash created business bankruptcies and homes were repossessed. Caves along the riverbank housed many homeless. The late 1930s brought some relief as Edmonton started to develop its airport and construction was being realized downtown. Two new schools were opened in 1940 - Westglen High School and Glenora.

H) SECOND WORLD WAR AND THE AMERICAN INVASION

The Second World War spurred industries in Edmonton. Great Western Garment and Aircraft Repair Ltd. were involved in production for the war effort. When the Japanese bombed the Americans in December of 1941, everything changed for Edmonton. It became the staging area for three major projects: the Alaska Highway, the Canol Pipeline taking fuel from Norman Wells to Alaska, and the Northwest Staging Route plan of 10 all-weather airports. Over 10,000 American soldiers and 38,000 American civilians travelled to or resided in Edmonton until the end of the war.

5.2 ECONOMY

This era has extreme economic highs and lows. The First World War did not bring a recovery to Edmonton. A short building boom in the 1920s lifted the economy, but an international Depression affected Edmonton as well. Wartime industries, Blatchford Field, and the arrival of the Americans created an economic boom. Employment was high because a large portion of the labour force was at the front. Women, who had not been employed for wages in any great numbers, were now income earners. The Americans brought dollars spent on housing, supplies, and entertainment. After the war, much of their building equipment was left behind. Scavenging building machinery gave a few Canadian entrepreneurs a head start in the contracting business after the war.

5.3 HOUSING

RECOVERY: MID TO LATE 1920S INFILL

The world economy and Edmonton had a short burst of optimism in the mid-20s. Although there were thousands of lots still to fill, the construction of houses in some residential areas began the first phase of infill in Edmonton. The architectural styles of the 1920s and 1930s were distinctly different from the American Four Square style of the pre-war era. The craftsman style was simpler and more modest. The use of different materials in construction also identifies this era. Clinker brick was a popular exterior cladding, as was stucco. California bungalows were also a popular infill style.

RENTAL MARKET

Credit was tight during the wars and during the depression. From 1921 to 1944, 50% of housing was rentals.

WAR TIME HOUSING CRISIS

This era suffered from two main housing issues. One was the large number of substandard housing built during the settlement boom. The other was the extreme shortage of available housing. This was evident when it became necessary to house the workers for the war industries. It truly became a housing crisis when the Americans arrived. Houses were split into multiple suites, people were sleeping in the hallways of buildings, and some families moved to smaller towns outside Edmonton. A threat to return military families to the U.S. because Edmonton had inadequate accommodation was soothed by the Chamber of Commerce.

WARTIME HOUSING LIMITED

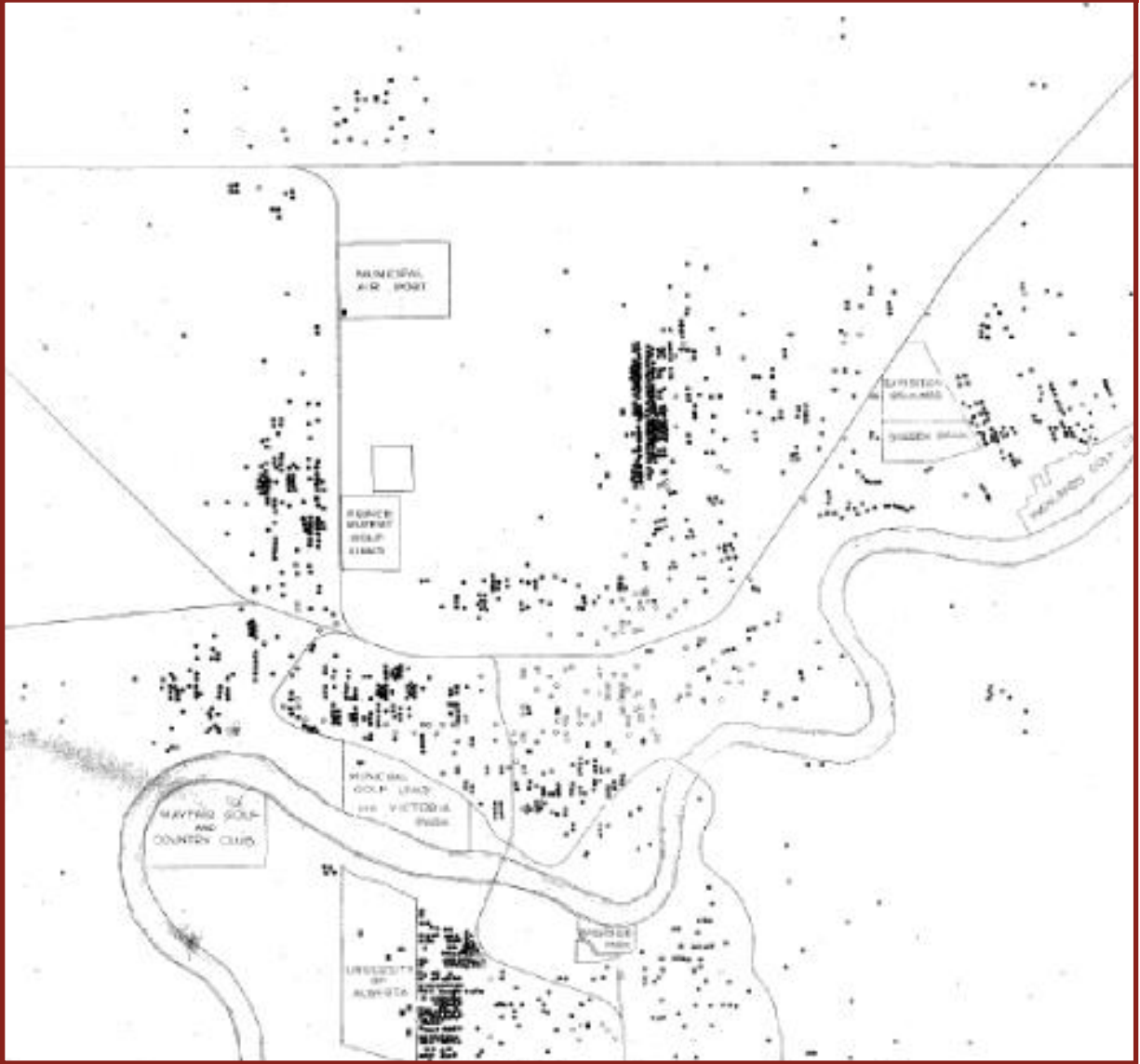
The housing situation became so dire that the federal government established a Crown corporation to build 45,930 housing units across the country. There were 438 built in Edmonton during the war, south of the municipal airport. Funds were also available to upgrade and repair existing housing. Many cities had inadequate and sub-standard housing stock because of poor regulations and deferred maintenance during the depression. Edmonton was among the worst. The arrival of the American military exacerbated an ongoing housing issue.



16. Glenbow Archives ND-3-2254, Clinker Brick House 1924, Infill housing in the 1920s was smaller and used available materials.

17. Ready to assemble houses were introduced. Glenbow Archives ND-3-687 Hudson's Bay Home 1920

18. Existing 1920s Infill (Garneau) Ester Malzahn, 2017. Stucco and steep peaked roofs are indicative of the 1920s. These are found throughout Garneau and Westmount.



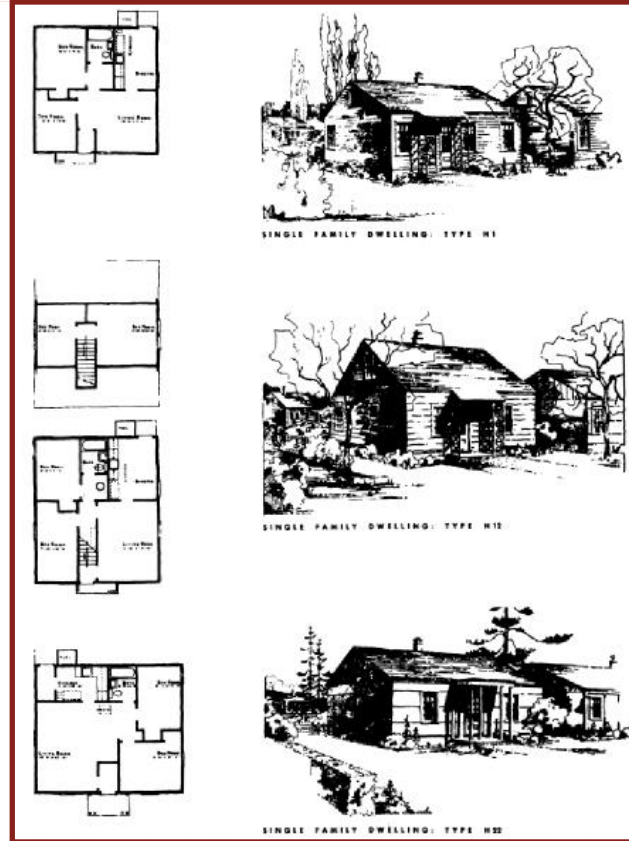
City of Edmonton Archives EAM-152
Note the location of the Prince Rupert
Golf Course

Note: The above map details the location of new buildings constructed in Edmonton from 1926 to 1929. Significant infill was built in Garneau and in the Norwood, Spruce Avenue, and Alberta Avenue areas..

Most of the wartime homes built across Canada were mounted on posts or blocks. Due to the climate, homes in Edmonton required a basement.

In Wartime Housing Limited, 1941 – 1947: Canadian Housing Policy at the Crossroads by Jill Wade, the prefabricated housing is described.

“Confronted with this requirement for a temporary structure, with a shortage of building materials, and with the need for speed and economy, WHL employed an inventive semi-prefabricated or “demountable” technique³⁶ adapted from a method worked out three years previously by National Housing Administration Director F. W. Nicolls. Instead of using a fully prefabricated approach in which fabrication and complete or partial assembly occur in a factory, WHL workmen made standardized plywood floor, wall, roof, partition, and ceiling panels in a shop at the project location and erected and finished the house on site with remarkable rapidity.”



Housing Conditions in Selected Larger Canadian Cities, 1941 (By Percentage)

Selected larger cities (1)	Doubled-up households (2)	Overcrowded households (3)	Substandard dwellings (4)	Owner-occupied dwellings (5)
Halifax	17.2 (9.2)	26.1	43	36.5 (35.2)
Montreal	7.5 (6.4)	24.4	27	11.5 (14.9)
Toronto	19.1 (8.4)	12.4	29	43.8 (46.5)
Hamilton	12.4 (7.8)	10.7	28	44.0 (48.0)
Winnipeg	15.1 (7.3)	19.0	36	43.9 (47.0)
Regina	10.0 (4.5)	24.0	43	38.7 (50.3)
Calgary	12.1 (5.2)	18.5	38	44.6 (51.7)
Edmonton	7.6 (4.3)	22.2	46	46.3 (53.0)
Vancouver	8.5 (5.1)	13.2	27	50.1 (51.0)
Victoria	10.5 (4.9)	11.1	26	45.8 (46.8)

SOURCES: Canada, Department of Munitions and Supply, "Preliminary Report on the Housing Situation in Canada and Suggestions for its Improvement," prepared by Lesslie R. Thomson, Ottawa, 22 October 1942, 56B, Table 5; Canada, Dominion Bureau of Statistics, *Eighth Census of Canada, 1941*: Vol. IX, *Housing* (Ottawa: King's Printer, 1949), 182, Table 36; and Canada, Advisory Committee on Reconstruction, Subcommittee on Housing and Community Planning [chaired by C.A. Curtis], *Final Report of the Subcommittee, March 24 1944* (Ottawa: King's Printer, 1946), 105, Table 24, and 244, Table 57. 1931 percentages are in parentheses.

5.4 POLITICS AND PLANNING

1918–1920 – CITY OF EDMONTON IMPLEMENTS AN INCOME TAX:

The losses in income due to the Single Tax and the subsequent recession and war led to a shortage of municipal funds. The timing of the income tax proved unsuccessful and the tax was repealed in 1920.

1929 – TOWN PLANNING ACT, PROVINCE OF ALBERTA:

The act allowed municipalities to create planning commissions.

1930 – TOWN PLANNING COMMISSION, EDMONTON:

A Town Planning Commission was created to advise City Council with planning the development of the city. The Commission oversaw the drafting of two documents: Interim Report on a Major Street Plan (1930), and Edmonton's first Zoning Bylaw. These documents were intended to be part of the Comprehensive Plan, a document that was never completed. Neither of the Commission's documents were effective. The Commission had limited power as an advisory committee and was composed of volunteers with little planning knowledge. The city's single town planner was employed only to draft planning documents for the Town Planning Commission.

INTERIM REPORT ON A MAJOR STREET PLAN:

The Booster movement was over and this document highlighted the newest trend in planning, City Scientific. This planning movement "emphasized planning based upon scientific analysis of data". It included the use of demographics and other measurements to ensure functional operations of the city, and was the first recommended move away from the grid plan.

1933 – EDMONTON'S FIRST ZONING BYLAW:

The attempt at a Comprehensive Plan was not completed and the Zoning Bylaw became the only instrument for controlling growth in the city. It was a more specific and sophisticated tool than previous planning documents. It detailed the permitted uses in eleven lettered districts.

1938 – SUNSET COTTAGES:

A joint City of Edmonton and Lion's Club project to provide housing for indigent seniors, couples only. The City supplied land and applied for a federal grant. The Lion's Club raised funds for construction and furnishings. Couples with two pensions were charged \$15 per month. A couple with one pension lived rent free.

1935–1938 – DOMINION HOUSING ACT (1935) FOLLOWED BY THE NATIONAL HOUSING ACT (1938):

These acts were inoperative in Alberta due to the Social Credit Government's Debt Adjustment Act, forbidding the collection of debt from farmers and home owners without consent from the Alberta Debt Adjustment Board.

1941 – RENT CONTROLS:

Instituted by the federal government in late 1940, rent controls were implemented in Edmonton to prevent gouging during the housing crisis.

1942 – VETERANS LAND ACT:

See next section. This act provided for returning veterans.



**6. POST WAR
BOOM: 1945 –
1963**



For the first time in thirty years, Edmonton was experiencing a time of renewal and major growth. Financial support for returning veterans, the Leduc #1 oil discovery and cheap land were ingredients for an economic and baby boom. Styles of homes and apartments changed. Edmonton hired its first planner to create and head a planning department. New suburbs were designed, no longer using a grid block pattern. Single use residential neighbourhoods and tract housing were introduced. The last streetcar was gone in 1951 and the automobile became the primary mode of transportation in the rapidly developing suburbs. Edmonton's first mall was built.



6.1 MAJOR INFLUENCES

A) RETURN OF THE VETERANS

A FINANCIAL HEAD START

Veterans received immediate benefits after discharge. These benefits were designed to help give returning soldiers and their families a stable financial basis on which to build their lives.

GOING BACK TO WORK

By law, no one was to lose his or her job as a result of having served in the Armed Forces. However, many Veterans did not have jobs before the war or found that the jobs they were returning to were no longer suitable. The government put many programs in place to help Veterans find work. The *Veterans' Land Act* helped Veterans buy land for their homes or businesses. Approximately 33,000 Veterans obtained land for farming through this program. The Department of Veterans Affairs provided vocational training for approximately 80,000 Veterans and helped rehabilitate those who had been wounded. With financial aid from the *Veterans Rehabilitation Act*, 54,000 Veterans went to university, crowding many educational institutions, which were not prepared for the influx of students. Many returning soldiers were in a hurry to finish their educations, so universities accelerated their academic programs to help them graduate faster. Those who did not want land or training could obtain a "re-establishment credit" to renovate their homes, buy furniture or start a business. Under the *Veterans Business and Professional Loans Act*, the government granted 6,902 Veteran loans totaling \$11 million dollars. For those who had trouble finding work, the

government provided financial assistance through the *War Veterans Allowance Program*. Initial benefits were \$13 a week for married Veterans and \$9 for unmarried Veterans. The total cost for the program from 1941-51 was approximately \$51 million.

B) LEDUC # 1: 1947

The discovery of oil on the doorstep of the City of Edmonton established the oil industry in the Edmonton region.

C) BABY BOOM

The returning veterans and the discovery of oil ensured a demand for housing and amenities. People were anxious to return to a normal life and to start families. A household of five or more people was common at this time.

D) END OF THE STREETCAR AND A SHIFT TO THE CAR

The last streetcar in Edmonton stopped running in 1951. The Postwar era began its love affair with the car. Aging streetcar stock needed replacement or retirement. Edmonton's streetcars were replaced with trolley and diesel buses but in reality, the big replacement was the car.

E) EDMONTON'S FIRST TOWN PLANNER

In 1949, the City of Edmonton hired Noel Dant to establish and head its first Planning Department.



6.2 HOUSING

HOUSING CRISIS LINGERS: CHMC

The wartime housing programs alleviated the housing crisis to some extent but with the return of veterans, there was intense pressure to provide adequate housing. Uncomfortable with public sector housing, the federal government replaced Wartime Housing Limited with the Canadian Housing and Mortgage Corporation to encourage home ownership with easy, low cost mortgages.

NATIONAL HOUSING ACT

Alberta joined the national program in 1945, but the provincial government was committed to limited government involvement in housing and believed the free market would solve the housing issues. A belief that urban dwellers would return to rural Alberta exacerbated the housing crisis in Alberta cities.

The lack of housing after the war had become a serious problem, "because it had been so long ignored: it has been considered an unpleasant task and left in the vain hope it would somehow disappear..." Expectations were different after the war. Housing was "the focus for a reunited family, a family that would find contentment and purpose through its material possession."

Even with the Veterans Land Act, the demand for housing could not be met in 1945. Wartime Housing Limited built almost 1,700 houses for veterans between 1946 and 1948. These homes were built as suburban developments. Ritchie is one example of that type of housing. Municipalities provided serviced lots and received a grant in lieu of taxes from WHL, and could later purchase the houses for \$1,000.



19



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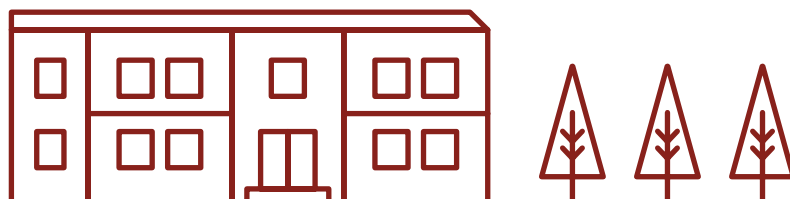


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19. City of Edmonton Archives EA-64-64, Apartments at 99 Street/92 Avenue 1951

20. City of Edmonton Archives EA-600-624 Highlands Courts under construction 1947

21. Glenora Patio Homes built in 1952, Ester Malzahn, 2017



INFILL AND EXPANSION

Although the 1920s saw infill on some of the lots subdivided during the settlement boom, the 1940s and 1950s filled in the empty lots and added subdivisions. Westmount saw both infill and expansion north and west. The older subdivisions of Highlands, Belvedere, Balwin, Glenora and others who saw some development before 1918 were now completed. A popular housing design was the International style, a simple unadorned building with a concrete foundation, finished with a scored stucco.

TRACT HOUSING

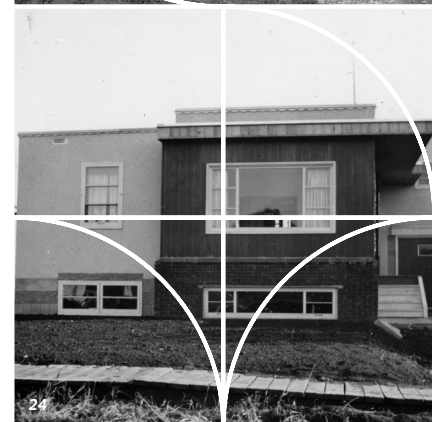
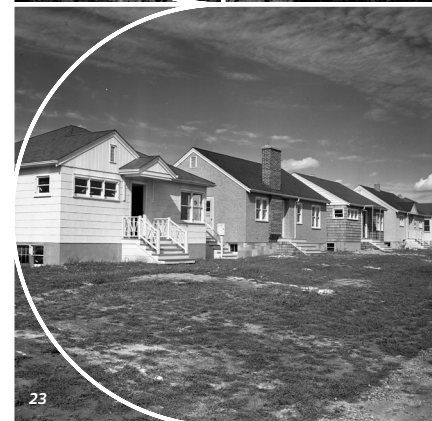
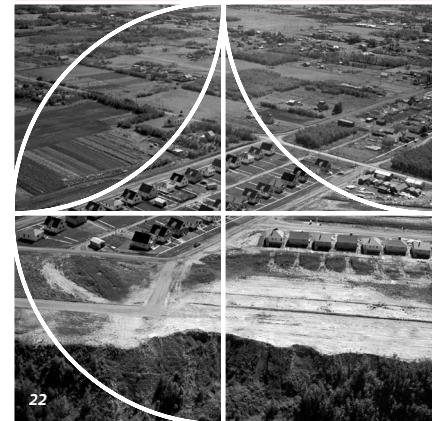
For the first time, large subdivisions were built on speculation. Housing styles varied very little and, in some cases, it was up to the buyer to finish.

MID RISE APARTMENTS AND ROW HOUSING

The 1950s saw the development of large apartment complexes. Unlike the apartment buildings in the early 1900s that were built for the wealthy, the Baywood (originally Bel Air) and Strathearn apartments were aimed at the working class. Bel Air Apartments were part of the Noel Dant-driven Master Plan that included Westmount Mall.

Patio homes were built in North Glenora and Dovercourt, near the municipal airport. These were ground level family housing built to mitigate the high cost of infill development during a boom time

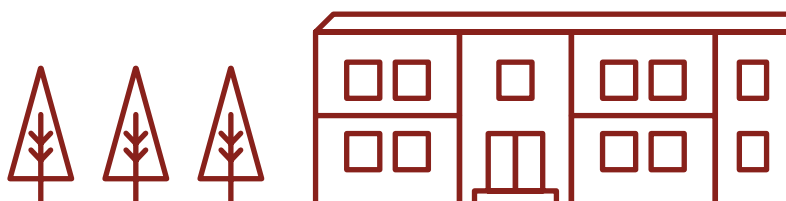
Note: These are examples of post war housing styles and different neighbourhood patterns. Large low-rise apartment complexes, patio homes, tract housing, curvilinear road patterns and the International architectural style were reflective of this era.



22. City of Edmonton Archives
EA-600-371b Connor's Heights
1947, aerial

23. City of Edmonton Archives
EA-600-185a Connor's Heights
Homes 1947

24. City of Edmonton Archives EA-
64-91, Housing Style 1950



6.3 ECONOMY

REAL ESTATE AND CONSTRUCTION

The new families in Edmonton required homes, and housing in the new suburbs sold quickly. Men returning from overseas with resources to purchase land and the high employment rate drove the new home industry.

WAR TECHNOLOGY ADAPTED TO PEACE TIME BUSINESS

From radar at airports to television and its many production and maintenance trades, new technologies made Edmonton a very different place.

OIL AND LEDUC #1

The discovery of oil on the outskirts of the city changed the economic future of Edmonton.

1947 TO THE 1960S:

Alberta experienced the highest economic growth rates in Canada. By 1960, agriculture was surpassed by mining, oil, gas and manufacturing.

6.4 POLITICS AND PLANNING

PLANNED CITIES AND OUTLIERS

The Royal Commission on Metropolitan Development of Calgary and Edmonton (McNally Commission):

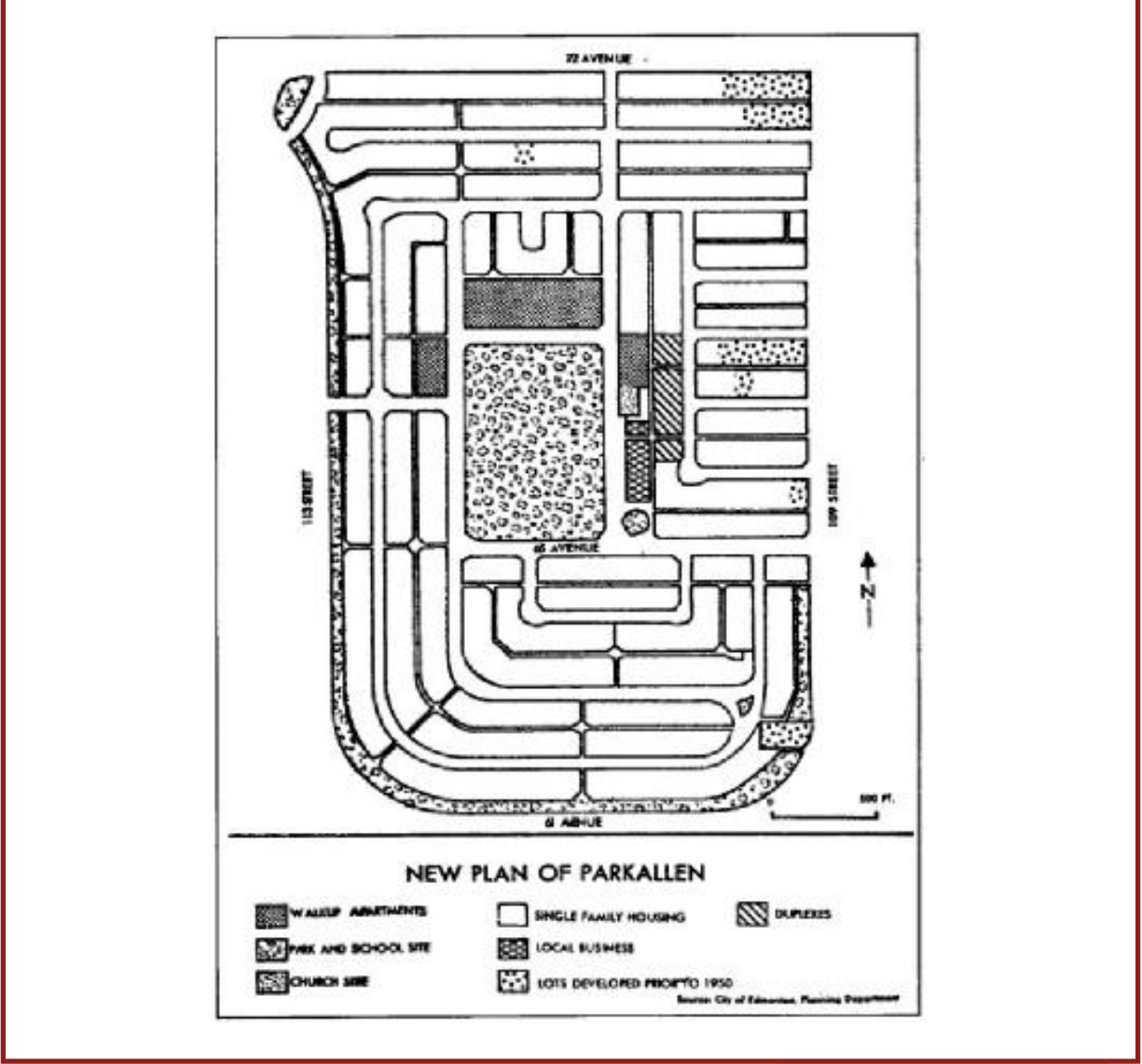
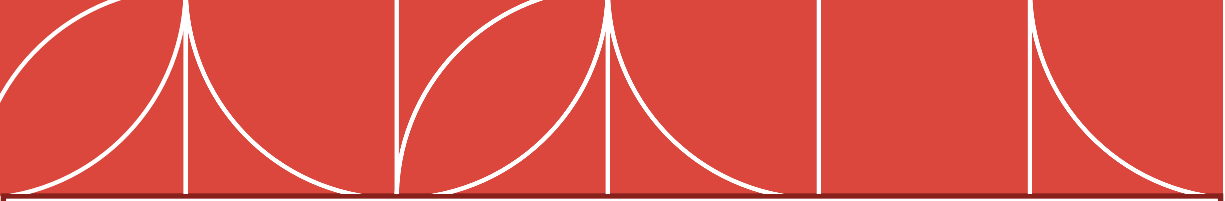
The two larger cities in Alberta did not follow Red Deer's land banking concept that virtually eliminated land speculation, provided amenities and a cost-efficient approach to land development. By contrast, both Calgary and Edmonton used annexation to control fragmented development outside of their boundaries. Edmonton had a bigger challenge absorbing surrounding areas due to a number of more independent, wealthy and politically powerful outliers. The villages of North Edmonton and West Edmonton had been annexed in 1912 and 1917, respectively. The towns of Beverly and West Jasper Place were amalgamated in 1961 and 1964. Although the Commission recommended absorbing the larger region under the control of Edmonton, the previously mentioned political power of these outliers precluded provincial approval.

PLANNING NEW NEIGHBOURHOODS

The first planned neighbourhood in Alberta was Parkallen. Noel Dant, the city planner, introduced the modified grid to Edmonton in 1951. The gridiron pattern of blocks had fallen into disfavour. It was thought to provide a monotonous and unattractive environment that was unsafe, primarily because of shortcutting by the now ubiquitous automobile. The perfect neighbourhood would have a modified grid and accommodate 15,000 people, a residential area of mixed density, no through traffic, park space, central services and a school.

Developers liked the planned neighbourhood because density per acre could be increased, and the single-family home was protected. The National Housing Act favoured the planned neighbourhoods by allowing loans to be amortized over a 30-year period for owned homes, and 25 years for rentals. Homes in unplanned areas carried a 20-year mortgage.






Parkallen Plan

“Through the 1950s, Dant's formula was repeated in more than 40 inner-ring suburbs that were built just outside the city's rectilinear core... Sherbrooke was cited by the American Society of Planning Officials as a model of good subdivision design. Planners across Canada began looking at Edmonton's strategies and trying to emulate their success.”





7. BIG PLAN ERA: 1963 – 1981



Wholesale change was the order of the day. For the first time since the Settlement era, Edmonton saw itself in a strong economic position and was determined to become a “cosmopolitan” city. It was out with the old and in with the new. Edmonton produced its first municipal plan, calling for urban redevelopment and the protection of suburbs as sanctuaries. Subsequent plans outlined directions for urban renewal and suburban growth. Residential high rises began to appear in central Edmonton. A major freeway system was planned and partially built, but abandoned due to costs and heavy pressure from the community. Edmonton became the first North American city, under a million people, with a Light Rail System. International politics created an oil boom, and baby boomers created a housing boom. The ensuing affordable housing crisis was, for the first time, met with investments in public social housing. The Oil Sands came online. In a big change, developers took on the full cycle of development, from land consolidations to housing sales. The city and the province worked together to assemble land for Mill Woods, a large new suburban district.



7.1 MAJOR INFLUENCES

DETERIORATING CENTRAL COMMERCIAL AND RESIDENTIAL AREAS

The building stock of the settlement boom had been neglected through the two wars and the Depression. There was a North American trend, particularly in the large American cities, toward de-slumming by demolishing and rebuilding downtowns while supporting suburban growth with large freeways to the centre of the city.

LIGHT RAIL TRANSIT

Edmonton's multiple railway rights of way presented the opportunity to relieve traffic congestion and to extend development further from the centre through the development of a light rail transit system.

PUBLIC ADVOCACY

The big plans came up against organized public dissent from core communities. Candidates for change organized around the 1977 and 1980 municipal elections. The Urban Reform Group Edmonton elected candidates from the older communities and were able to influence a change in the direction of some land use planning.

REFUGEES: VIETNAMESE BOAT PEOPLE

In 1979, 210 Vietnamese refugees arrived in Edmonton, joining the eighteen refugees already in residence. In 1983, Edmonton was the staging area for 25,000 more refugees who were processed in a week, then sent to other cities. Alberta received 5,000 refugees and 1,000 people stayed in Edmonton. This was the single largest non-European immigration to date.

7.2 ECONOMY

OIL SANDS

Great Canadian Oil (Suncor) began production in 1967. Syncrude shipped its first barrel in 1978.

OIL BOOM: 1967 TO 1969

The oil boom was a result of the international oil crisis brought on by the Arab embargo of the United States and western supporters of Israel during the Yom Kippur war.



7.3 HOUSING

ROW HOUSING

Monotonous and inconvenient, row housing was not a popular housing form in Alberta before the 1960s. Although Settlement era examples exist and have existed in neighbourhoods such as Oliver, new neighbourhoods were not to see row housing until the mid-1970s. Mobile Homes

MOBILE HOMES

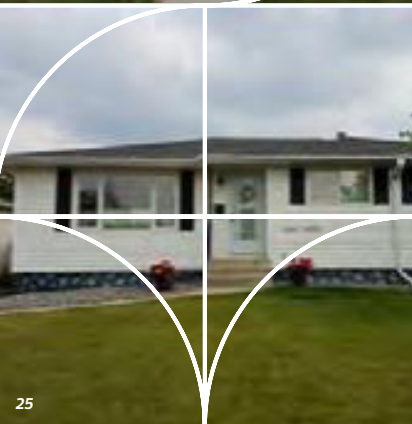
Mobile homes in Alberta were popular as temporary homes but gained permanent housing status when they grew from 10 to 12 feet in width and began to vary in length. The real breakthrough came with the local manufacturing in Fort McLeod and Wetaskiwin. These manufacturers built for the climate and offered an improved design, known as the "double-wide". The issue then became creating enough trailer parks to accommodate the demand. Edmonton was somewhat hostile to trailer parks and, regulated for health standards, trailer parks were restricted to highway commercial districts. Trailers were difficult to finance and interest rates were high.

BIG DEVELOPERS AND BUILDERS

Prior to the 1960s, builders produced homes for specific clients or on speculation. Their biggest issue was a lack of financial backing or credit to purchase materials and to complete their projects. In the late 1950s, a number of large-scale developers began to take on all aspects of development from land assembly to house construction and sales. Consortiums, such as Carma, began in Calgary and moved into the Edmonton market. Between 1961 and 1972, the residential construction made up one-half of the total construction in the province. It is important to note that the neighbourhoods built in the 1950s and later were large green field developments.

DRAMATIC PRICE INCREASE

From 1971 to 1975, housing prices in Edmonton rose 87%.



25. Single family homes in Delwood built in the 1960s, Ester Malzahn 2017

FINANCING

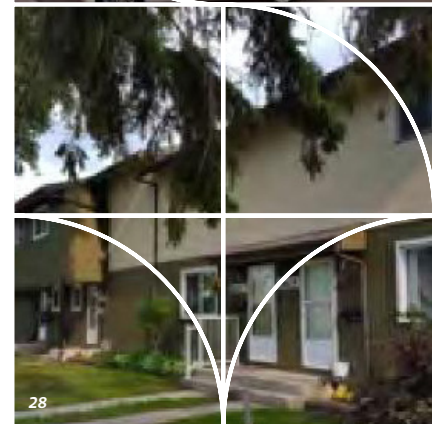
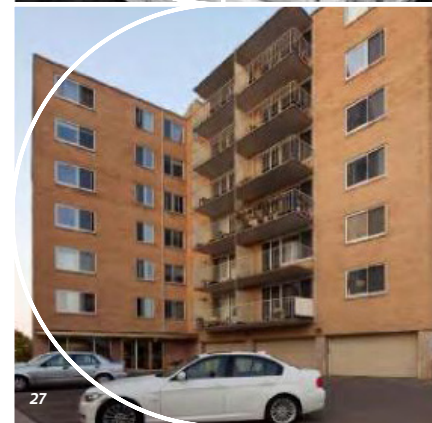
The amendments to NHA in the 1950s and 1960s changed the orientation of the mortgage loans toward middle class and upper middle-class homebuyers. Single-family detached housing was core to the policy. The belief in 1968 was that middle-income buyers moving to the suburbs would leave a stock of older, smaller, less expensive housing in older neighbourhoods for lower income purchasers. In 1971, 60% of homes in Alberta were mortgaged – the highest percentage in Canada. The baby boomer demand for housing fueled development of suburban neighbourhoods, as well as new construction projects in the downtown and adjacent communities. This drastically raised the price of housing and contributed to rising inflation. To counter inflation, the central bank increased national borrowing rates. By 1980, mortgage rates had reached over 20%.

AFFORDABLE HOUSING CONTINUING CRISIS

Throughout the 1940s and 1950s, the provincial government thwarted the federal programs directed at low-income buyers. A program that would deliver social housing with a federal investment of 75% and a 25% investment by the province was transferred onto municipalities by the province. The money for affordable housing would then come out of the provincial grants already designated for the municipality. Little social housing was built. Fringe communities, particularly Beverly and Jasper Place, offered to house those with lower incomes. In 1965, the provincial government made a significant change toward housing the working poor with the establishment of the Alberta Housing Committee. This became a crown corporation – the Alberta Housing and Urban Renewal Corporation – in 1967. Its mandate was low-income housing from the perspectives of public housing, senior housing and co-operatives. Between 1970 and 1975, approximately 1,500 public housing units were built in Edmonton.

MILL WOODS

Land costs were a determining factor in housing costs. The province began a land-banking project in 1968. Mill Woods was built on land that had been assembled and sold to the City at cost or below market rate. In 1970, the City of Edmonton started the design process, and construction began in 1972. The land and housing prices were so attractive that a land rush started. People camped overnight to get a chance to buy in to the community. By 1978, the population was approaching 10,000 residents and adequate services were becoming a concern.



26. Mill Woods Salvador Housing
Co-op construction 1977

27. Valleyview Manor 12207 Jasper
Avenue built in 1961, James Dow,
City of Edmonton Sustainable
Development

28. Abbotsfield Townhouse built in
the 1970, Ester Malzahn, 2017

7.4 POLITICS AND PLANNING

EDMONTON'S FIRST GENERAL PLAN: 1963

SUBURBAN VS URBAN

The General Plan in 1963 was a plan that distinctly separated urban from suburban. Suburban zoning was "Low Density Residential Zone #1", that "was intended to accommodate single family detached dwellings and future residential districts". Permitted uses were houses, churches, schools and community services. Corner stores were occasionally permitted in a higher density area. Commercial uses were purged from the centre of new neighbourhoods. Suburbs were to be the peaceful places away from the hectic urban city.

REBUILDING OF THE INNER CITY

Under the General Plan, the city core should no longer have single-family detached homes; but should instead function as a business centre while apartment buildings would house people who worked in the area. City living meant the replacement of older residential neighbourhoods with higher density buildings and permitted uses that included "cultural institutions, restaurants, and limited convenience retail services."

LARGE ROADS ERA

Urban Renewal also included making the urban core accessible to suburbanites. This plan included roadways that would make that possible. Inner city freeways were being built in cities across the continent and the General Plan called for such a system in Edmonton. Primary Access and Distributor Routes along with Local Service Streets would produce an inner freeway system that would run through core neighbourhoods, ensuring car traffic would easily arrive at office and shopping in the central area. Crosstown Bypass Routes, large expressways that would carry high capacities, would ring the core.

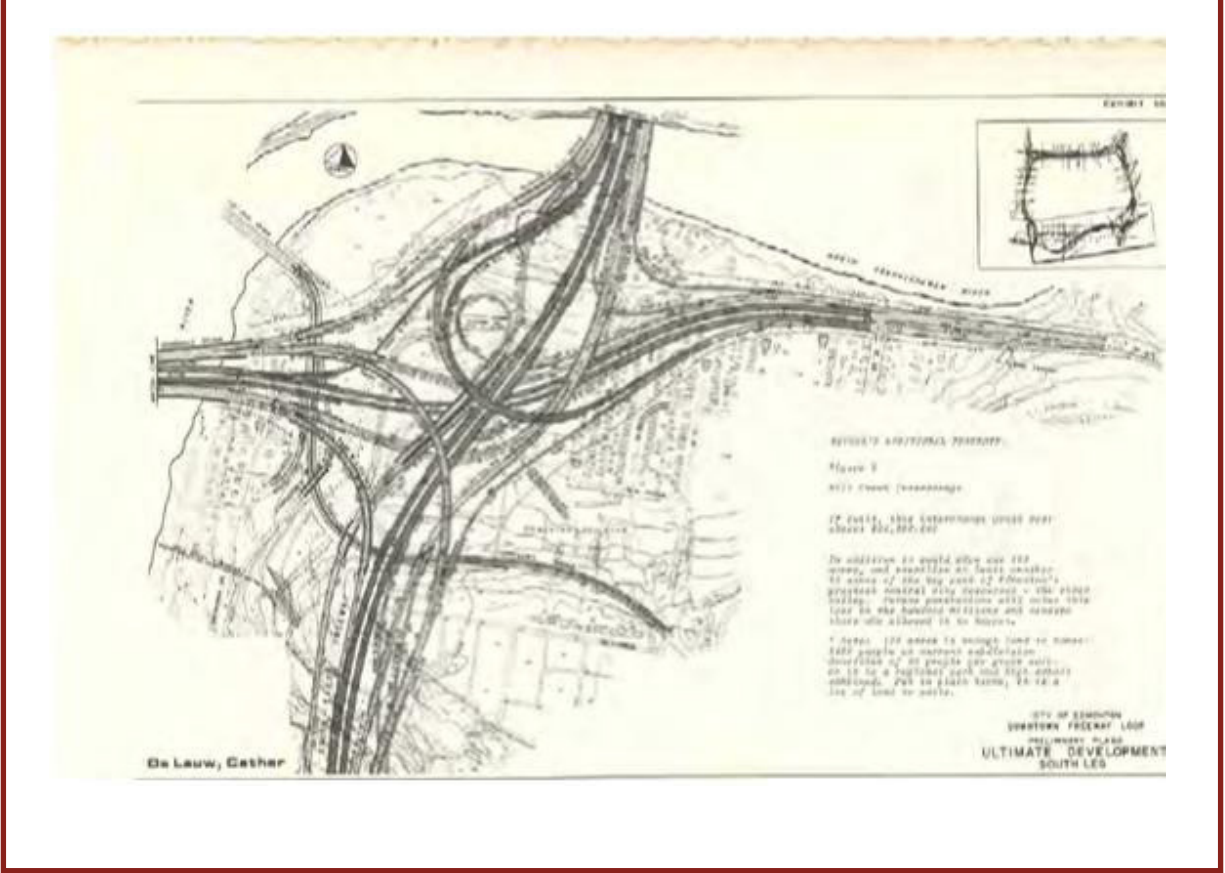
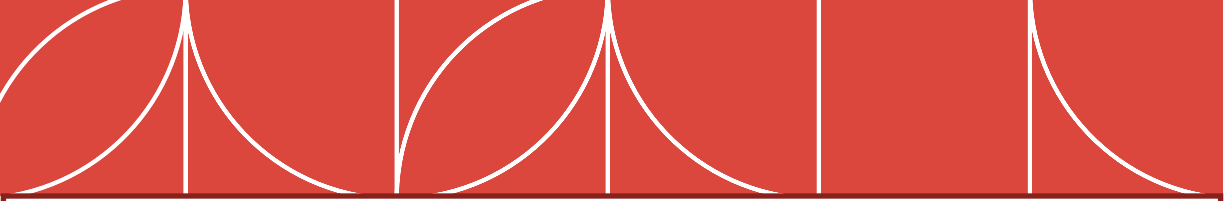
METROPOLITAN EDMONTON TRANSPORTATION STUDY (METS) PLAN

In the late 1950s and early 1960s, there was conflict between the city's transit and highways operations. Don MacDonald, who oversaw transit operations, had a plan for mass transit using existing railway lines. There was growing support for large inner city freeways in administration and city council.

As a young planner, Gregory L. Thompson (Department of Urban and Regional Planning, Florida State University) worked for the City of Edmonton and wrote about his experience. "...during the 1961-63 period the city initiated the Metropolitan Edmonton Transportation Study (METS) and hired the Chicago-based consultancy of Barton-Aschmann Associates to carry it out. The firm developed a plan for a region-wide freeway system designed to accommodate short-distance urban travel, following the American approach to urban transportation. Their proposal included a freeway ring around the downtown, passing through parks in the river valley, through historic river valley communities, and through warehouse areas north of the downtown. Long radial freeways would connect to the ring. Some of the radials followed wooded ravines that descended from the plain to the river valley floor, and others passed through apartment and residential districts. George Barton, a principal of the firm, told Edmonton leaders in a seminar on the METS plan, that the transit system had no future other than carrying those with no choice, except perhaps for operation of freeway express buses. He did not elaborate how express buses using the freeways could accommodate significant demand.

While Council tabled the Bechtel rail transit study, it allowed the Engineering Department to proceed with roadway plans in accordance to the METS plan. The

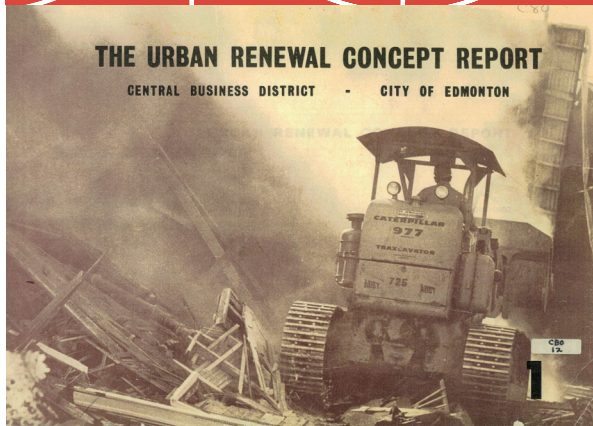




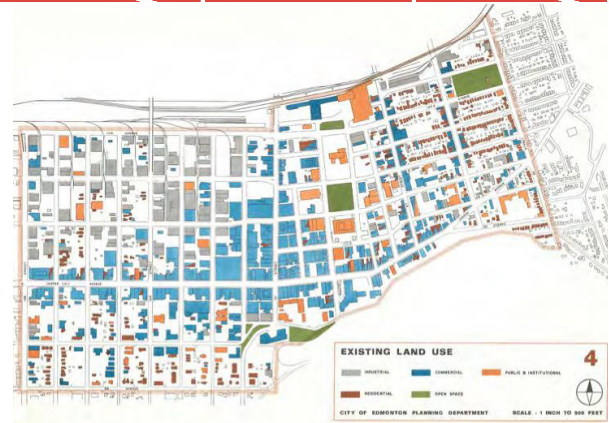
Metropolitan Edmonton Transportation Study (METS) Plan

city's land use planning department also prepared a city plan indicating that most future development would occur in the Northeast and Southwest and would be supported by freeways in the METS plan."





The Urban Renewal Concept Report 1967



Land Use Mapping of Central Area in Urban Renewal Concept Report

THE URBAN RENEWAL CONCEPT REPORT 1967

The Urban Renewal Concept Report 1967 primarily focused on the downtown, it also defined urban renewal as demolition of old neighbourhoods for new buildings and uses.

Appropriately, the Urban Renewal Concept Plan became known as the “Bulldozer”. Its mandate was to revitalize the eastern portion of the central business district that had been identified as substandard and blighted.

The low rents, marginal businesses, substandard living conditions, and concentration of elderly persons of low income were areas in need of redevelopment. This redevelopment meant removal. It was an area planned for the proposed east leg of the freeway, and everything and everyone had to go.

City Council was advised, “...the displaced residents and business concerns will undoubtedly suffer hardships”. It was also recognized that urban renewal projects could not be put into effect without creating problems of an individual nature. Not only was the blighted, low rent

area of Edmonton to go, but so was the old downtown. The renewal of the centre was to be treated as a greenfield development. Demolishing and rebuilding core communities was an idea that had its roots in many American cities. “De-slumming” was causing displacement and loss of heritage areas.

RAPID TRANSIT

In 1968, John Bakker, a University of Alberta transportation engineering professor and a cohort of Don MacDonald, took advantage of the stall in work on the METS plan to put together an analysis report of rail transit. Despite resistance from freeway advocates in the administration, the report found its way to the City Commissioner. In the end, the METS and the rapid transit plans were fused. Council unanimously accepted the Rapid Transit Proposal on March 25, 1968. The original proposal was for heavy rail but a light rail system was found in Frankfurt, Germany, and construction on the first line in Edmonton began in 1974.



CITY TRANSPORTATION ACT: APRIL 15, 1970

The provincial act required each city in Alberta to "prepare a comprehensive transportation study report, for the development of an integrated transportation system designed to service the needs of the entire city." The act also required each city to adopt a bylaw "designating and establishing the transportation system in accordance with that transportation system study report." Upon adoption, the city transportation bylaw would go to the provincial Minister of Highways and Transport for approval. At that point, the city could submit individual roadway projects contained in the bylaw to the Ministry of Highways and Transport for provincial cost-sharing. Up to this point, there had not been public consultation regarding the METS plan. City employees drafted up a bylaw that would identify incremental improvements to the roadways, eventually adding up to a freeway system. This made the city eligible for \$4.5 million dollars from the province. On the third reading of the bylaw, City Council listened to over three hours of citizen concern with the costs of the project, and subsequently tabled it.

CITIZEN ADVOCACY: EDMONTON'S JANE JACOBS MOMENT

In many cities, resistance to freeways mounted. Jane Jacobs was an American journalist who worked to stop the expressway through lower Manhattan that threatened several iconic neighbourhoods. The large inner city freeways were taking hold in cities across North America and communities were resisting. In Edmonton, Gerry Wright and Betty Hewes alerted a group of citizens to the devastation that would result from the freeway proposal and organized them into a practicum study at the University of Alberta. The

group worked in two streams: the renewal of old neighbourhoods and an alternative transportation strategy. A document entitled *The Immorality of the Car* concerned itself with the costs of the automobile and how the METS plan would bankrupt the city.

From this action came:

- The first Light Rail line in a North American city with a population less than 1 million.
- The revitalization of Old Strathcona, a community that would have been bulldozed for the freeway.
- The River Valley Bylaw that saved the ravines and river valley parks.

NEIGHBOURHOOD IMPROVEMENT PROGRAM AND RESIDENTIAL REHABILITATION ASSISTANCE PROGRAM

The Neighbourhood Improvement Program (NIP) was initiated in 1973 through amendments to the National Housing Act. The NIP program provided the City of Edmonton with the following:

- An opportunity to forestall the premature deterioration of older neighbourhoods;
- Land use planning, but also the capital expenditures necessary to reinforce the stability of neighbourhoods;
- Benefits to the City at large, through the construction of social housing and the maintenance and rehabilitation of the existing housing stock;
- The opportunity for a planning process which provided for participation by citizens; and
- A socially oriented program within the physical planning framework.



The Federal Government made money available for the NIP through the Central Mortgage and Housing Corporation (CMHC) to encourage the improvement of housing and living conditions in deteriorated neighbourhoods. The intent was not to encourage large-scale redevelopment; rather, to conserve and protect older neighbourhoods while rehabilitating as much housing as possible.

Three avenues of funding were available which permitted improvement and rehabilitation programs related to:

PARKS AND RECREATION FACILITIES, HOUSING, COMMERCIAL DEVELOPMENT, UTILITIES AND MUNICIPAL SERVICES

CMHC contributed 50 per cent of the cost of some neighbourhood activities, and 25 per cent of the cost of others. All costs associated with the NIP program not borne by CMHC were produced by the province through the Alberta Housing Corporation (AHC) and by the municipality. In conjunction with the NIP program, the Residential Rehabilitation Assistance program (RRAP) had been created to provide loans and grants to individual homeowners and to property owners who agreed to rent controls. These loans and grants could be used by a homeowner to rehabilitate his house to a minimum level of health and safety. In the City of Edmonton, this minimum level of health and safety was defined by the Minimum Property Standards Bylaw, 4087 (September 1, 1974). CMHC required a municipality to enforce a minimum occupancy and maintenance standard in its NIP areas. The NIP program was divided into three stages for administrative purposes:

NEIGHBOURHOOD SELECTION, NEIGHBOURHOOD PLANNING, AND PLAN IMPLEMENTATION

An annual agreement between the province and the federal government specified the amount of funds allocated to each NIP project. Municipalities were advanced funds as each stage of the project was completed and approved. Consequently, the NIP program would be conducted within a limited period of time and within the limits of predetermined resources.

THE FIVE APPROVED COMMUNITIES IMPROVED WITHIN THE TIME FRAME

1. Alberta Avenue
2. Calder
3. Eastwood
4. Norwood
5. Ritchie

MALLS

With the advent of single use residential neighbourhoods where residents had less access to shops without driving a car, malls began to draw business from the main streets and the downtown, which had previously met shopping needs. Cars increased mobility but had a serious drawback – they required a place to park. What better way to entice shoppers from street level shopping than to take care of the two biggest issues of the main streets, parking and weather.

The first shopping mall in Edmonton opened in 1955. Westmount was an “outdoor” mall initially but had the big open, hard to miss parking field that made it easy to drive, park and shop. Westmount proved to be such a success that more malls with parking fields opened over the next two decades. Bonnie Doon was built in 1958, followed by Northgate in 1963. Capilano,





Westmount Shopping Centre, Edmonton, Alta., ca. 1955
Canada Science and Technology Museum CN003477

Meadowlark, and Southgate covered three corners of Edmonton in 1967, and Kingsway came on in the mid-1970s. The innovative West Edmonton Mall opened in 1981.

COMMUNITY LEAGUES

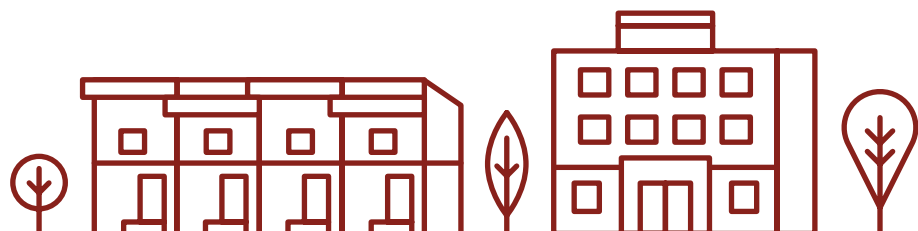
The community league movement was unique to Edmonton when the first league formed in 1917. Today, that league is known as Crestwood. The era was one that had seen major development, land speculation, and a city left with few resources. Community members saw the need for a unified voice, a balanced perspective at city hall and a non-political or religious, inclusive volunteer community group that could bring together their skills to improve the community. By 1920, there were nine leagues.

The early leagues formed to bring a collective voice to city council, to identify issues and to lobby for infrastructure improvements, recreational programs and venues, and to organize social and sporting programs. To amplify the voice of the community, the leagues formed a centralized organization to

support and represent the nine leagues. The Edmonton Federation of Community Leagues was founded on January 24, 1921.

Over the years, with support from the City of Edmonton, community leagues developed everything from the city's first kindergarten program to city wide sporting programs and events.

In the late 1970s, the city had 118 community leagues who were increasingly involved in the proactive planning of development and city growth. In February of 1980, the City of Edmonton officially recognized the Edmonton Federation of Community Leagues and its members as partners of local government.





CITY POLICY

POLICY NUMBER: C110

REFERENCE:

Council Minutes 1980 02 12 pg. 253

ADOPTED BY:

City Council

SUPERSEDES:

NEW

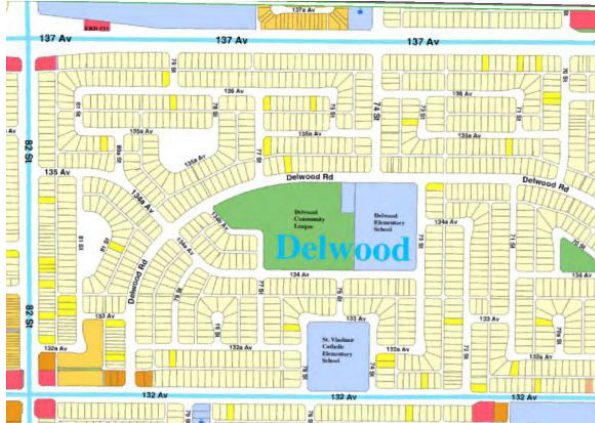
TITLE: City/Community Leagues Relations

Policy Statement:

1. Each community leagues is a desirable vehicle for the provision of certain services which are of benefit to the residents of the neighbourhood and the City.
2. The Community League is a useful mechanism for debate of area concerns and presentation of views and recommendations to Council.
3. Participation in Community League activity is a desirable element in a democracy which seeks to place decision making for appropriate activities at the neighbourhood level.
4. The Community League Structure educate and trains citizens in Governance and provides opportunities for citizens to volunteer their efforts to the Community.
5. The Edmonton Federation of Community Leagues is the Representative and Co-ordinating body of Edmonton's Community Leagues.

City/Community Leagues Relations Policy





Delwood Neighbourhood Profile, 2014 Existing Land Use, City of Edmonton



Dunluce Neighbourhood Profile, 2014 Existing Land Use, City of Edmonton

TYPICAL NEIGHBOURHOOD PATTERNS: 1960S AND 1970S

The pattern of neighbourhoods changed drastically from the grid patterns of prior to World War II and differed from those of the 1950s where select commercial uses were encouraged. The curvilinear pattern created a better flow for cars internally and protected from shortcutting, but reduced walkability. Two examples from Edmonton's 2011 Neighbourhood Profiles are:

1960S: DELWOOD

"The design of Delwood is typical of 1960s subdivision design. Interior streets follow a modified grid pattern oriented around small pocket parks and a larger park/school site along Delwood Road. The schools are centrally located, and commercial land uses are situated at the corners of the neighbourhood. The neighbourhood includes a variety of housing types, including single and semi-detached homes, row housing and low rise apartments.

1970S: DUNLUCE

"During the oil-driven economic boom of the 1970s, Edmonton expanded its boundaries to accommodate anticipated population growth. In 1971, the City of Edmonton annexed the entire Castle Downs and Lake District area. The Dunluce neighbourhood is one of several within the Castle Downs Outline Plan.

The Neighbourhood Outline Plan for Dunluce was approved in 1974, and the majority of residential construction was completed by the 1980s. Dunluce is separated from its neighbours by four major roadways: 153rd and 167th Avenues, 127th Street, and Castle Downs Road. The roadways provide quick access for residents to other areas of the city. The Castle Downs Recreation Centre is a large complex located in the southeast corner of the neighbourhood, and there is a community league located in the centre of the neighbourhood. There is also a mobile home park at 153rd Avenue and 127th Street. A dry pond is located between 121st Street and Dunluce Road."





**8. RECESSION AND
REVITALIZATION:
1981 – 1998**



This era is marked with the aftermath of the oil boom and subsequent real estate crash. It was once more a time when uncontrolled speculation and foreign investment inflated land and housing costs. Provincial cuts to services and the resulting job losses in the public sector affected Edmonton's economy. Housing starts ground to halt. Real estate was devalued and many homeowners walked away from mortgages. Although some single-family homes were built in neighbourhoods that had been subdivided in the 1970s, the residential market did not see a recovery until oil prices began to recover at the end of the century. This was a time when the City created new program areas to deal with heritage sites, urban design, the revitalization of downtown and other traditional commercial centres. Old Strathcona became the first successful revitalization. The environment was introduced into planning. District planning saw the development of several Area Redevelopment Plans. The City promised ongoing consultation with community and developers.



8.1 MAJOR INFLUENCES

THE CRASHES: 1982 AND 1986: AN OIL BOOM UNCHECKED

An oil boom, unchecked speculation, inflation and high interest rates set the scene. In August of 1981, the Bank of Canada interest rates hit a high of 21%. This increased the debt load of private and public interests and the economies around the world collapsed. Inflated oil prices suffered a correction. The international financial collapse was blamed on the contractionary monetary policy that was used to slow inflation and growth.

PROVINCIAL AUSTERITY AND JOBS CUTS

Edmonton suffered disproportionately when the provincial government reduced its programs and work force. Services were moved to other areas of the province, towers in downtown Edmonton were emptied, and thousands of skilled workers and professionals left the province.

LAND VALUES COLLAPSE

As in the 1913 market crash, undeveloped land lost value and large developers began to sell off assets at reduced rates. People unable to make mortgage payments had their homes repossessed. For others, credit was once again tight and homes were hard to sell.

DOWNTOWN REAL ESTATE COLLAPSE

The downtown real estate market had overheated during the boom. Office towers replaced many of the previous uses. A new city hall replaced the 1955 edition. Insurance companies, banking institutions, international and national investors put money into real estate downtown. Office towers replaced heritage buildings and residential communities. The loss of residential uses caused stagnation and loss of land values for almost 30 years.



8.2 HOUSING

In Alberta, speculative investments in real estate exacerbated the lack of demand for multiple housing units. Housing prices fell an average of 20% by 1985. This impacted jobs in construction and related industries. In 1994, the average resale home went from \$91,405 to \$74,175. By 1994, the housing prices had reached a recovery level of \$112,501. Government downsizing in 1995 pushed that down to \$110,577.

INFILL OF 1970S SUBDIVISIONS (NEIGHBOURHOOD PROFILES, CITY OF EDMONTON 2011)

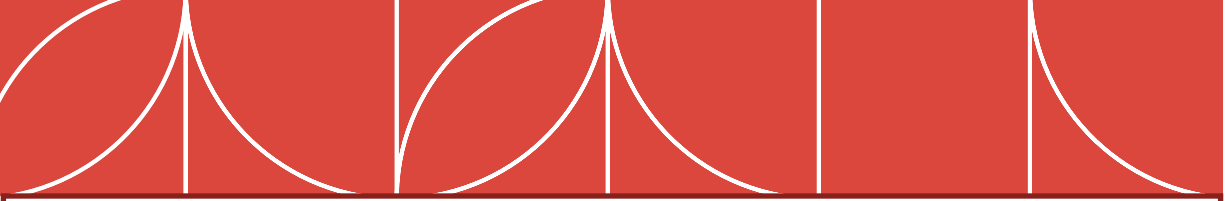
The 1980s were predominately infill of 1970s subdivisions. Density planned for some residential communities was scaled back to single-family housing to reflect a severely decreased demand for multiple housing units. Bisset is an example of one such neighbourhood.

BISSET

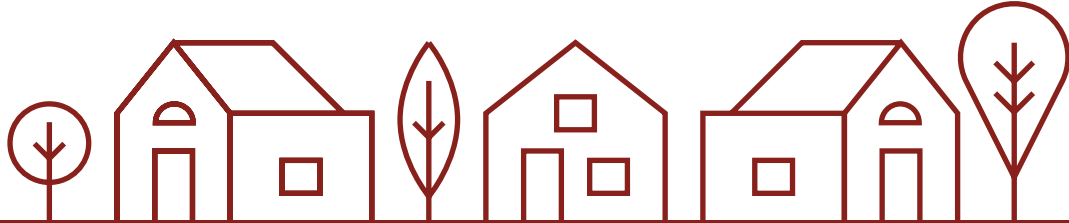
"Bisset is one of 26 neighbourhoods in Mill Woods. The Government of Alberta assembled the Mill Woods land bank in 1970. Mill Woods was named for Mill Creek, which crossed it and the groves of Parkland forest trees that stood there.

In early plans, Bisset was first intended to be an area of considerable high-density development, but as the neighbourhood developed some areas were "down zoned" and re-subdivided for low-density single-detached homes. Most residential development in Bisset occurred during the 1980s. Bisset belongs to the Ridgewood Community League that was founded on June 2, 1982. Bisset is located between 23rd Avenue and 34th Avenue, and 34th Street and Mill Woods Road East. Another collector road and bus route, 26th Avenue, bisects it. The design objective for the neighbourhood was to provide for an efficient flow of traffic to and from the neighbourhood while minimizing traffic impacts on interior residential streets. Interior streets follow curvilinear and cul de-sac patterns. A number of strategically placed pathways and the open space of a pipeline right-of-way promote pedestrian and bicycle travel within the neighbourhood."





Bisset Neighbourhood Profile, 2011 Existing Land Use, City of Edmonton



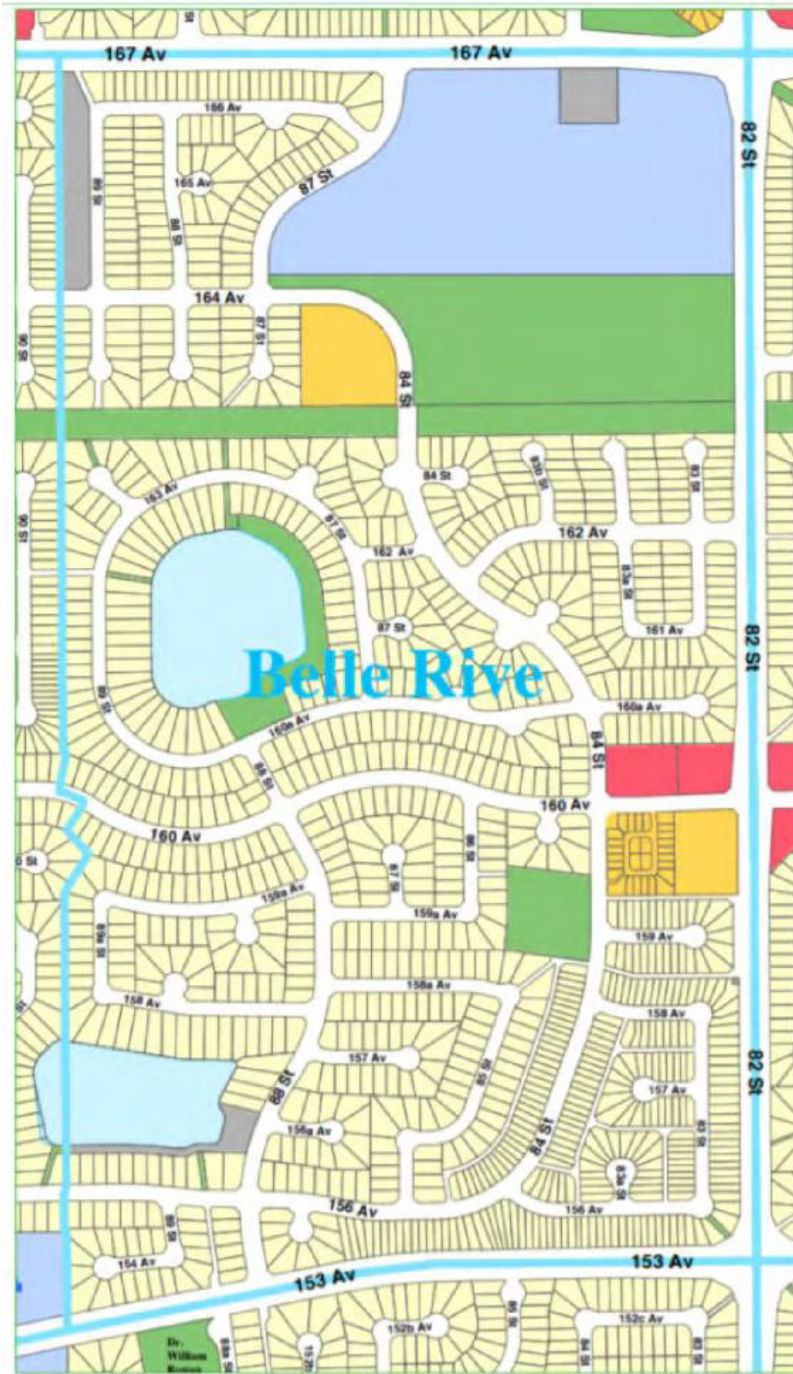
BELLE RIVE (NEIGHBOURHOOD PROFILES, CITY OF EDMONTON 2011)

"The area that became the Belle Rive neighbourhood was annexed by the City in 1969, as part of the Lakes district with development beginning in the 1980's. The neighbourhood is bounded by 153rd Avenue on the south, 82nd Street on the east, 167th Avenue on the north and approximately 91st Street on the west. A power transmission line right-of-way traverses the north portion of the neighbourhood. An artificial lake is in the southwestern portion of the neighbourhood. The design concept for the neighbourhood was established to create a balanced, cohesive environment. The roadway network for Belle Rive was designed to minimize the number of crossings, and includes six entrance points to the neighbourhood. The design provides a functional hierarchical roadway network to distribute traffic within the neighbourhood while discouraging non-residents of the neighbourhood from using the roads."

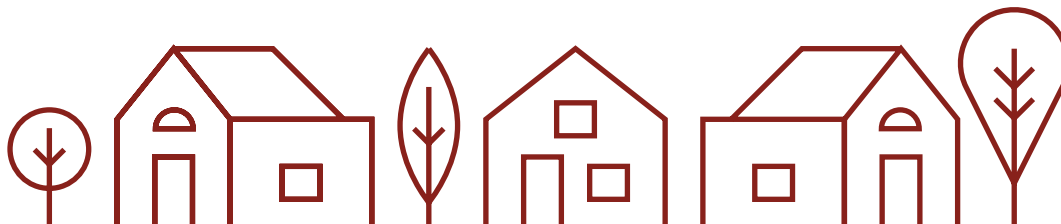
LITTLE DEVELOPMENT IN THE EARLY 1990S

Most new development in the 1990s was infill within the earlier subdivisions. By the late 1990s, the Alberta economy was beginning to recover and the housing market began a revival.





Belle Rive Neighbourhood Profile, 2011 Existing Land Use, City of Edmonton



8.3 POLITICS AND PLANNING

GENERAL MUNICIPAL PLAN: 1981

These 18 principles outlined the direction the City of Edmonton would take in planning developments and its relationships with communities and developers – several of these related to infill, neighbourhood development and housing:

1. Accommodating whatever growth is attracted to the city;
2. Annexation of land to ensure an adequate supply;
3. Reorganization of municipal government;
4. Promotion of growth in industries for stability and diversity;
5. Increasing compactness;
6. Priority given to existing developed areas for accommodating growth and improving services;
7. A viable strong downtown;
8. Office decentralization;
9. Staging considerations for new growth areas;
10. Promotion of energy efficient design;
11. Emphasis on public transit;
12. A downtown parking policy;
13. Priority upon improving the environment;
14. Natural area sensitivity;
15. A district planning system;
16. A formal citizen participation structure;
17. A development industry liaison; and
18. Increased flexibility for the development industry and opportunities for competition in the land development process (flexible land control and consideration given to non-contiguous development).

NEW MUNICIPAL PROGRAMS:

- Business Revitalization Zones: a municipal lobby of the province produced legislation creating business revitalization zones. Modelled on the Ontario Business Improvement Areas legislation, the city was able to collect a levy from businesses in the “zone” on behalf of a BRZ organization that would work on the renew of a business district. The first such zone was Downtown in 1985. Twelve more followed.
- Urban Design Program
- Heritage Planning
- Environmental Planning
- Community Planning: Area Redevelopment Plans

NEW DEVELOPMENT:

- Big Box Stores
- Expansion of West Edmonton Mall
- Old Strathcona Revitalization: an old inner city area that was almost lost to the freeway plans was the focus for revitalization. The Old Strathcona Foundation was funded at \$100,000 per year for ten years to plan and implement initiatives. This was Edmonton's first successful community revitalization.

CITY 97

The City 97 plan called for the reorganization of municipal departments and the elimination of several departments. Many city employee positions were eliminated.



**9. GROWING OUT
AND UP: 1999 –
PRESENT**



This era is one of extremes, from the boom times at the turn of the century with a large population growth, development in central communities and the new suburbs to the 2014 recession. New developments grew the city up and out. High-rise construction increased in core communities and was approved in some suburban communities. New suburbs were dense but surrounded by commercial developments that were designed for car traffic. Light Rail Transit expansions, planning the Blatchford community, a downtown arena and a focus on downtown revitalization were all features of this era. Affordable housing continues to be a challenge.

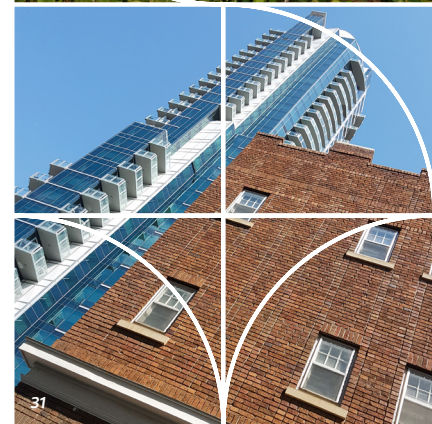


9.1 MAJOR INFLUENCES

- **The Oil Boom:** the boom brought Alberta out of a long recession and inspired another building boom.
- **2008 Economic Downturn:** this brought on a small correction in the housing market.
- **2014 to Present Recession:** rental and new home sales have slowed.
- **Downtown Office Over Supply:** a current challenge being addressed.

9.2 HOUSING

- **Housing Shortage:** the loss of skilled labour during the recession created a slow start but by 2003, the city was experiencing a population boom and a housing crisis.
- **Suburban Development:** recovered and unlike previous green field developments, many new neighbourhoods were densely built with large multiple housing projects.
- **Downtown Development:** in the late 1990s, the City made a \$3.1 million-dollar investment to bring back residential development to downtown. The program offered developers \$4,500 for each new residential unit built in the downtown. Streetscape improvements on 104 Street, and later on Jasper Avenue, improved esthetics. The arena project and increasing investments in new builds and renovations improved downtown.
- **Central High Density Development:** the turn of the century saw a rapid increase in the number of high-density developments in core and mature communities.
- **Blatchford:** the airport closed and a plan for an environmental community was developed.
- **Central and Mature Neighbourhoods:** were experiencing major changes as a result of City policies such as Transportation Oriented Development (TOD), densification, and financial support for increased residential in the downtown. Demand by young millennials and aging boomers drove the high-density market. The property values in core areas increased as a result and many heritage areas were redeveloped.



29. Single Family Housing in Canossa built 2000-2006, Ester Malzahn 2017

30. Goodridge Corners waiting for development, Ester Malzahn 2017

31. Oliver High Rise, Ester Malzahn 2017





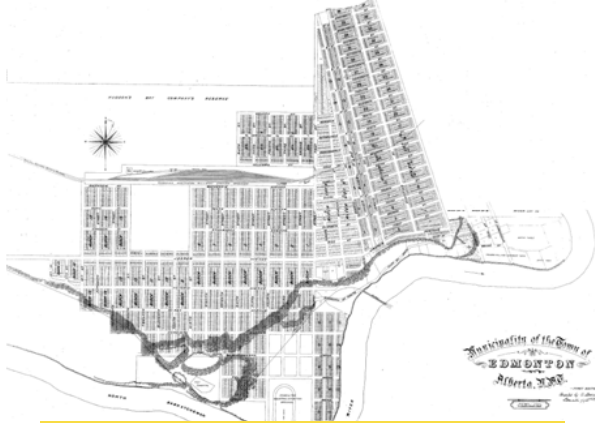
10. NEIGHBOURHOOD PROFILES



10.1 OLIVER NEIGHBOURHOOD PROFILE

The neighbourhood now known as Oliver was Edmonton's West End until the mid-1950s when it was official-ly named after Frank Oliver, a politician and newspaperman who had an immense influence on settlement policies. While he promoted Edmonton and its growth, he led and supported actions that resulted in hardships and the loss of land for Indigenous people. Frank Oliver was never a resident of the neighbourhood and it is thought that the public school named after him influenced the naming of the district. The neighbourhood has gone through radical changes and this profile will look at two eras: pre-1970 and post 1970.





Edmonton City Archives EAM-52



Edmonton City Archives EA 13-13: Mission Block with the first Catholic school in Edmonton

PRE-1970S

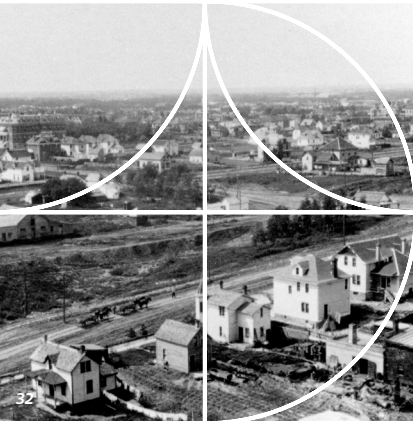
The boundaries of the district changed as the city expanded west. Until 1904, the city limits went to 21st Street (now 121st Street), the western boundary of the Hudson's Bay Reserve. It was the Hudson's Bay that subdivided the eastern portion of the district (109th Street to 118th Street) in 1881. The western portion of the neighbourhood was originally River Lot #2, the homestead of Malcolm Groat.

THE SETTLEMENT ERA: THE FRENCH DISTRICT

Although many of the downtown lots were sold and developed, the first permanent development began with the 1883 purchase of the "Mission Block" by the Missionary Oblates of Mary Immaculate at 111th Street to 110th Street, 99th Avenue to 100th Avenue. On this site, the Oblates built the third and fourth version of St. Joachim's Church, a seminary, the first Catholic school in Edmonton and established the Edmonton Separate School Board.

In 1895, upon request from Edmonton doctors, the Grey Nuns opened the first hospital in the city, the Edmonton General, on the block northwest of the Mission Block. That was followed by the 1900 arrival of the Sisters of the Misericord who opened their hospital on 111th Street at 98th Avenue. With the institutions in place, a strong French community grew around them.





32. Edmonton City Archives EA-246-69 West End 1912: Looking northwest from east of 109 Street

33. Glenbow Archives NC-6-816 Westminster Apartments, 1912

34. Shirley Lowe: Gallagher House with backyard property, 2017

DEVELOPMENT

Most of the community was developed before the First World War. The French sector was the earliest development, followed by the Groat land west of 121th Street and the industrial land south of 104th Avenue and west 109th Street. The Hudson's Bay Company did not sell land west of 117th Street and north of Jasper Avenue until the big land sale of 1912.

HOUSING

The "West End" had a diversity of housing, ranging from

- Apartment buildings such as the Lemarchand Mansion (1912), Dewas Court (1913), Westminster Apartments (1913), Annamoe Mansion (1914), Leemington Mansions (1918). These were marketed to the middle and upper income earners. Boarding houses remained on the east side of 109th Street.
- Single family houses: American four square, California bungalows, Craftsman
- Semi-detached
- Row housing: South of Jasper Avenue, a row housing project on 99th Avenue and 113th Street (demolished) was a middle class development with larger units. Several smaller attached units were built north of Jasper Avenue. These were primarily working class houses.
- Some houses had smaller homes on the back of the lot. Examples of that were on 110th Street, 111th Street between 98th and 100th Avenues. The photo of the Gallagher house has a brick building at the rear of its property. That building is a replacement of a house that was demolished. This may be the last example of back lane housing in Oliver.

The community was supported by industrial and commercial businesses, two hospitals, two public schools: Oliver School (1910) and Grandin School (1914); two private and boarding schools: Llanarthany and Westward Ho!; five churches, skating and tennis club, a curling club, a badminton club. A streetcar ran down Jasper Avenue to Crestwood and corner stores, service businesses and cafes operated on Jasper Avenue and 124th Street. Most shopping and entertainment, however, was sourced in nearby downtown Edmonton.



POST FIRST WORLD WAR – 1945 HOUSING

Very little housing was built in this era. Infill was predominately single-family housing in the late 1920s and early 1930s. The housing crisis during the depression and the “American Invasion” in 1942 turned many of the larger homes into boarding houses or multiple suites. Toward the end of the Second World War, apartment buildings were replacing some of the land left vacant by business collapses, as well as a few lots that were undeveloped. An example is the apartment complex on 100th Avenue and 110th Street, the former site of Ramsey Greenhouses.

POST SECOND WORLD WAR TO 1970

Families and children were continuing to put pressure on the schools in Edmonton. A 12-room addition to Oliver School was approved in 1928 and the Separate School Board built St. John School in 1939.

The baby boom and post war immigration filled the homes in the west end of the city. Walk-up apartments were built closer to 104th Avenue, a previously undesirable location for residential. Some older homes were replaced by walk-up apartments in the interior of the community. In 1961, the first high rise was constructed on Jasper Avenue. Toward the end of the 1960s, high rises were replacing heritage homes throughout the community.

DEMOGRAPHICS: 1961

Total Population: 7,760 people. See EAM-176

School age children: Although the City of Edmonton did not prepare a neighbourhood analysis with the 1961 census, the number of students attending grades one to nine can be extrapolated by adding up the capacities of each of the three schools.

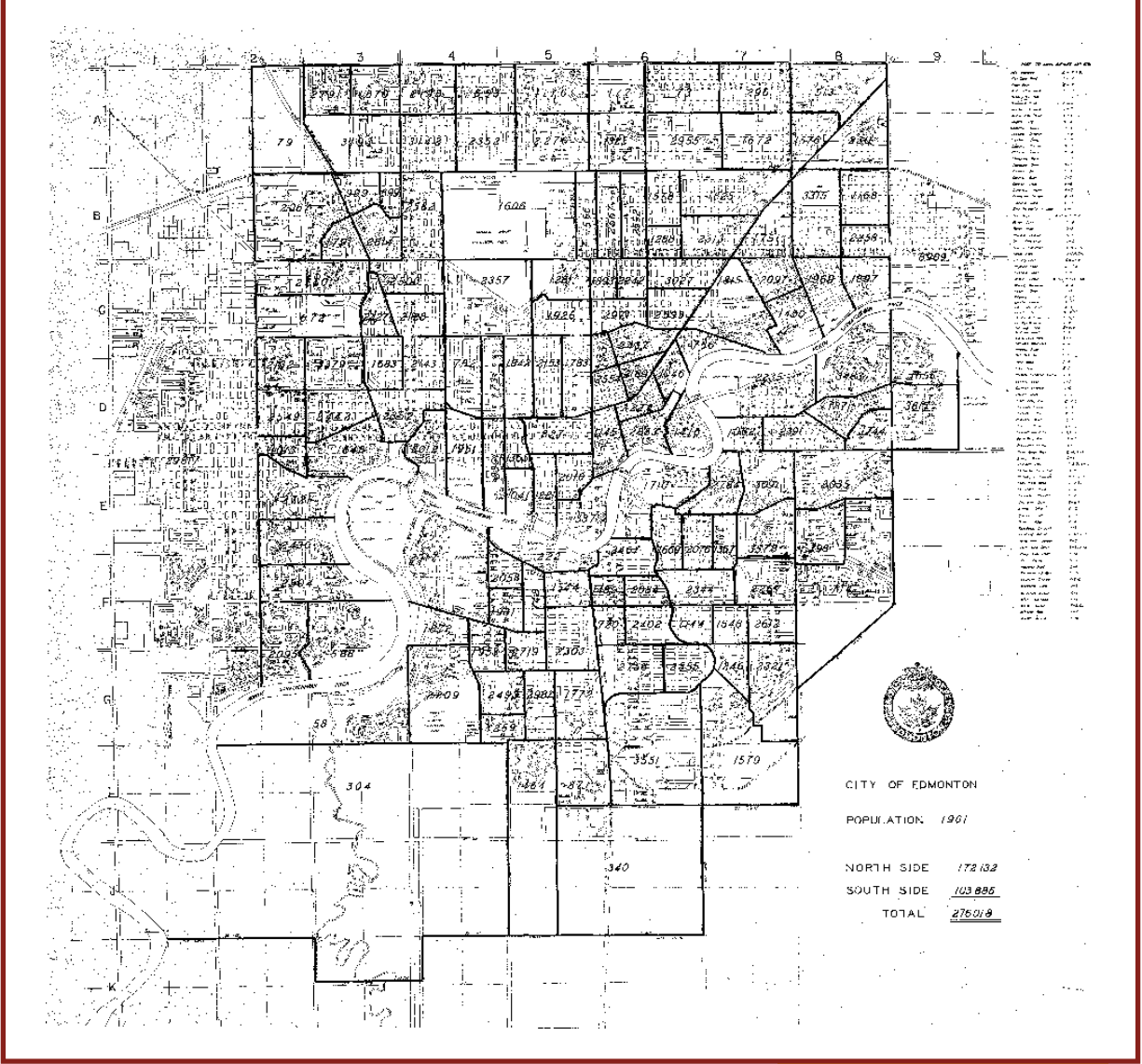
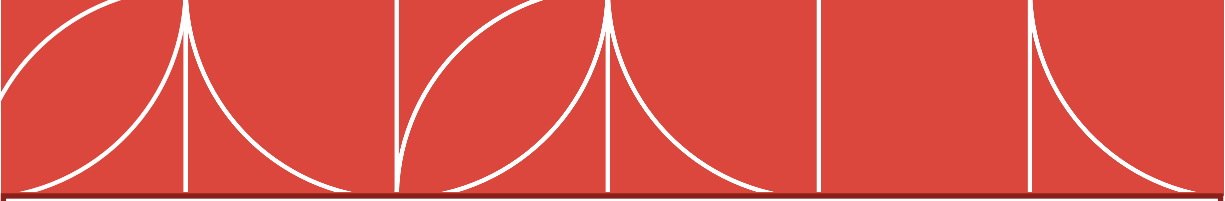
By this time, Oliver School, Grandin School and St. John had expanded to accommodate the baby boom. The demographics for pre-school children and high school students are missing from these totals. It is important to note that there were no open school boundaries at this time.

▪ Oliver School:	640
▪ Grandin School:	575
▪ St. John School:	200
▪ Total:	1,415 (grades 1-9)

1970 TO PRESENT

The oil boom in the 1970s created a real estate boom that saw the replacement of neighbourhoods with a lower density and mixed housing by ones with high-density developments. The City of Edmonton supported the high-rise development and in its first analysis (1987) of the federal census, it described Oliver as “...an attractive area for one and two adult households”.





City of Edmonton Archives EAM-176



Age Profiles

Ages	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70+
1981	440	568	4653	2925	1631	1457	1591	1925
	(2.9%)	(3.7%)	(30.6%)	(19.3%)	(10.7%)	(9.6%)	(10.5%)	(12.7%)
City	85,064	73,803	134,861	103,128	61,282	50,427	37,613	30,071
	(14.8%)	(12.8%)	(23.4%)	(17.9%)	(10.6%)	(8.8%)	(6.5%)	(5.2%)
2011	435	415	5,055	3,145	1,970	2,205	1,780	2,500
	(2%)	(2%)	(29%)	(18%)	(11%)	(13%)	(10%)	(14%)
City	97,464	89,342	146,196	121,830	113,708	113,708	32,488	32,488
	12%	11%	18%	15%	14%	14%	8%	8%

Household Size in Oliver

Type	1981 Total Households	% of Total Neighbourhood Households	2011 Total Households	% of Total Neighbourhood Households	2011 City Wide %
	10,629		11,595		
One Person	6,803	64%	7,421	64%	29%
Two Person	3,082	29%	3,595	31%	33%
All Others	638	6%	580	5%	38%

Note: There was no comparison done by the City of Edmonton for a city wide comparison in 1981.

Period of Construction (2011)

Note: 1981 Analysis was not comparable

Year of Construction	Units	% of Total	City %
1960 or Before	1,235	1%	18%
1961-1980	6,145	53%	35%
1981-1990	1,915	17%	15%
1991-2000	1,030	9%	11%
2001-2005	700	6%	11%
2006-2011	525	5%	10%

Comparison of the census statistics from 1981 and 2011

Note: The above is a comparison of the census statistics from 1981 and 2011. The neighbourhood profiles based on the 2016 federal census are not yet available.





35. Ester Malzahn, Oliver High
Rises 201

TYPES OF HOUSING (2011)

Single detached, semi-detached and row housing make up 68% of Edmonton's housing. In Oliver, they are 1%. Apartments over five storeys are 8% of the city total and 66% of the housing total in Oliver. Apartments less than 5 stories are 32% of Oliver housing and 23% of the city's total.

OBSERVATIONS:

- While the population has doubled (1981) and almost tripled (2011) since 1961, the number of families with children has dropped dramatically in Oliver. As a percentage of the total, children have fallen from approximately 18–20% to 4% (2011). Meanwhile, the ages 0–19 population citywide was 23% in 2011.
- Since 1981, the 20–39 age group has consistently been 50% of the population in Oliver, followed by a 50+ year old population of 32–35%. Today, 64% of households are singles. Only 6% house more than two people. As planned in 1981, the neighbourhood will be "...an attractive area for one or two adult households".
- The pre-1960 units are 1% of the total. There are few of the Settlement era homes left in the neighbourhood.



10.2 BEVERLY NEIGHBOURHOOD PROFILE

Beverly serves as one example of five incorporated municipalities that established themselves on the borders of Edmonton and were eventually amalgamated. Edmonton absorbed another city (Strathcona), two towns (Beverly and Jasper Place), as well as two villages (North Edmonton aka Fort Road and West Edmonton aka Calder). Each had an industry that created the settlement. Beverly grew around the coalmines that established themselves in the area. Beverly's location outside of Edmonton, along with its few amenities, offered affordable housing for low-income workers during the boom times, away from Edmonton's high property values. Beverly incorporated as a village in 1913. Its population and land requirements grew over the year and in 1914, the province granted Beverly status as a town and an additional land from adjacent river lots.

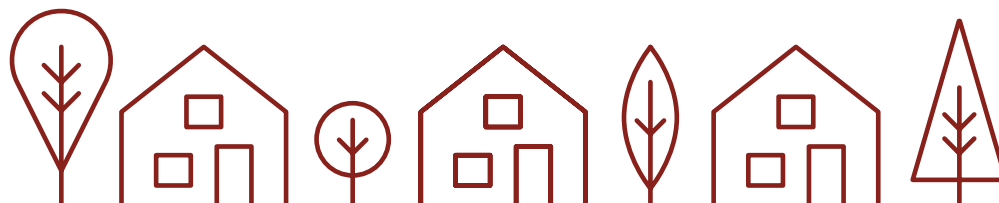
The growth of Beverly stagnated during the First World War. Post war, the depression and the installation of natural gas spelled disaster for Beverly. The City of Edmonton, as well as many residences and commercial buildings in Edmonton were heated with gas by the late 1920s. The demand for coal dropped drastically. A large percentage of the town's population was on relief and debt was mounting.

In a desperate effort to create revenue and jobs, the town entered into deal that would create a new mine operation, financed by loans from the province, a private investor and pay vouchers to employees. Beverly Limited started operations in 1931 and declared bankruptcy in 1933. An acrimonious deal was

made with the private investor and the Beverly Coal Mine limped along until 1951 when it, the last of the Beverly coalmines, closed down. The earlier mines, Humberstone (1900–1938) and Bush Davidson (1917–1944), competed in a shrinking market until they, too, ceased operations.

By 1936, the town had defaulted on its debentures to the province and had no way of increasing revenue. The Board of Utilities took over the town funds and the province prepared to take control. A protest by the town council bought time but in February of 1937 the province took over management of the town. It would run the operations of Beverly until June of 1948.

The end of the Second World War produced a new set of issues for Beverly. The economic boom created a demand for affordable family housing that spilled into Beverly. Employment opportunities existed in the packing plants to the north and when Beverly Bridge opened to car traffic in 1953, jobs in the industrial area became accessible. Edmontonians found that they were able to buy a home for less money in Beverly. A building boom resulted, putting pressure on the town's ability to provide services.



As early as 1957, Beverly was petitioning Edmonton for amalgamation. The McNally Commission had included Beverly in its amalgamation recommendations. The Edmonton House Builders' Association supported the amalgamation and called for further annexation of undeveloped land to the north and the east in order to increase the availability of land for single-family housing. After some consideration, Edmonton City Council approved support for the annexations of Beverly and sections of land approved by the District Planning Commission. On December 30, 1961, the City of Edmonton annexed 7,000 acres, including the Town of Beverly.

POPULATION: TOWN OF BEVERLY

- **1910:** 300
- **1913:** 400
- **1914:** 1,200
- **1915:** 1,000
- **1921:** 1,039
- **1931:** 1,111
- **1941:** 981
- **1946:** 1,171
- **1951:** 2,159
- **1953:** 2,938
- **1956:** 4,602
- **1958:** 8,200
- **1961:** 9,041

THE NEIGHBOURHOODS

Beverly is comprised of five neighbourhoods; Beacon Heights, Beverly Heights, Bergman, Abbotsfield, and Rundle Heights. The boundaries of the area are 50th Street to the west, the Yellowhead Trail to the north and the river valley to the south and to the east.

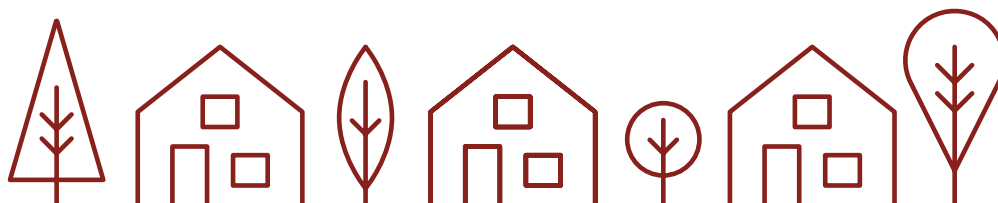
BEVERLY HEIGHTS

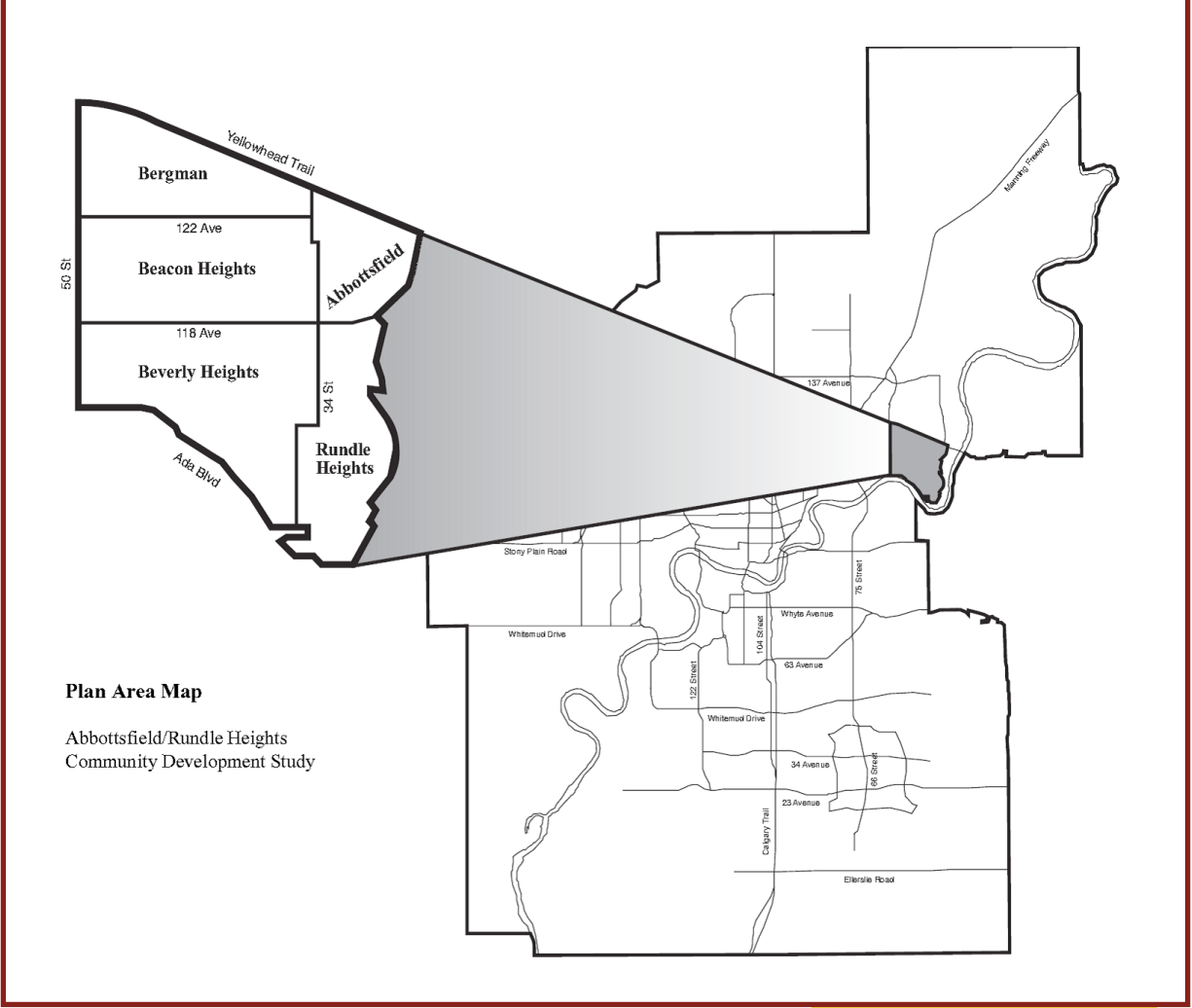
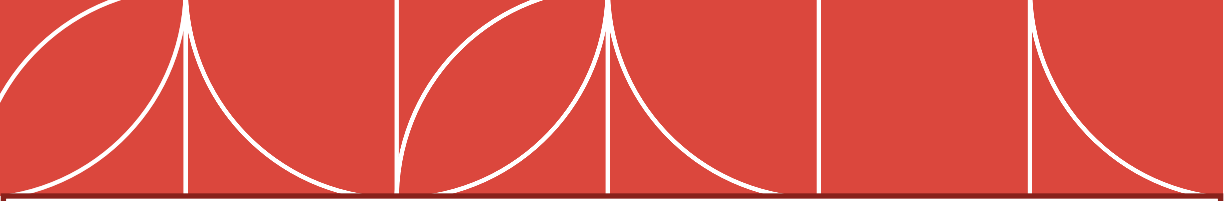
The boundaries are 50th Street to the west, 34th Street to the east, 118th Avenue on the north end and the river valley to the south. This neighbourhood was part of the original settlement. Houses prior to the Second World War were primarily small, uninsulated bungalows without services. The Bush (Davidson) Mine and gravel pits were on the south east side and a market garden operated at the south end. The neighbourhood saw its greatest development from the mid-1940s to the late 1960s.

The blocks are in a grid with lots facing the avenues. To prevent short cutting, the avenues are two blocks long, limiting access to the community. Residences are mostly single-family homes, the two and three-bedroom bungalow styles of post war Edmonton. Low-rise apartments line the perimeter along 118th Avenue. In recent years, some older stock has been replaced or upgraded. The Beverly School and Alberta's oldest cenotaph were built on the north end of the community.

BEACON HEIGHTS

The boundaries are 50th Street on the west, 34th Street to the east, 118th Avenue on the south and 122nd Avenue to the north. This neighbourhood was part of the early settlement and the location of the Beverly Coal Mine. The blocks in a traditional grid. Unlike Beverly Heights, the lots face the streets, and there is an intersection at the end of every street. Although some older stock is left, most of the housing stock was built from the mid-1940s to the late 1960s. The Beverly Coal Mine closed in 1951, opening up opportunities for infill development. Single-family housing is dominant with low-rise apartments on 118th Avenue. The block on 118th Avenue, between 38th and 39th streets was the site of town halls, police and fire services. Early shopkeepers lived in the apartments above the businesses on 118th Avenue.





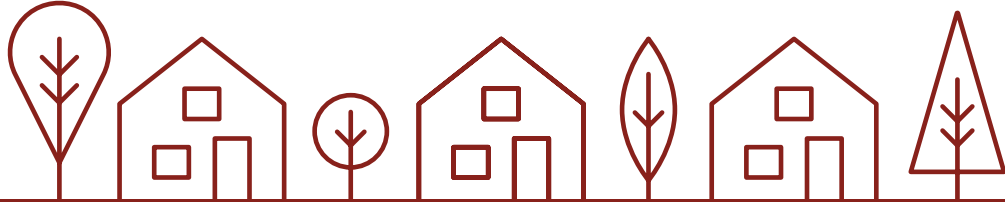
Plan Area Map
 Abbotsfield/Rundle Heights
 Community Development Study

Neighbourhoods within Beverly

BERGMAN

The boundaries are 50th Street to the west, 122nd Avenue to the south, 34th Street at the east and the Yellowhead Trail on the north. The south end of Bergman was part of the Town of Beverly and saw development as early as 1912. Municipal services extended to the area in 1974 when a major replot

subdivided the area for infill. Almost half of the homes in Bergman were built in the 1980s. The area is primarily single family or semi-detached residential. A much-resisted multi-family Habitat for Humanity project added density to the community in the 2010.



ABBOTSFIELD

The boundaries are 34th Street to the west, the Yellowhead Trail to the north and east and 118th Avenue to the south. This area was part of the 1961 annexation but was considered too close to the Beverly Landfill for development. When the landfill closed in 1972 and was redesigned as Rundle Park, the area was subdivided for development. This neighbourhood was the first neighbourhood in Edmonton that had no single-family housing. Residential housing, intended as affordable rentals, was built as low-rise apartments and row housing.

RUNDLE HEIGHTS

The boundaries are 118th Avenue on the north, 34th Street to the west, and the river valley to the east and south. This land was annexed to Edmonton at the same time as amalgamation. Development of small-scale row housing and apartment buildings occurred on the northwest portion, south of 118th Avenue and west to 34th Street. Before amalgamation and for ten years after, the Beverly Landfill was located on the east end and in the river valley. When the landfill closed in 1972, single-family homes were developed to the south of the multi-family housing. The neighbourhood has two different characters. The north end was developed with multi-family housing, including Edmonton social housing. The south end is single family residential.

COMMUNITY CRISIS AND THE ABBOTSFIELD RUNDLE HEIGHTS COMMUNITY DEVELOPMENT PLAN

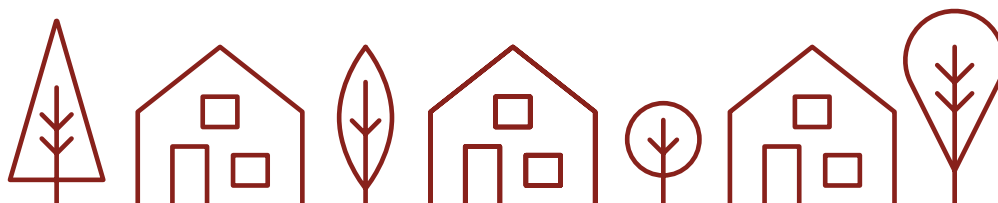
Problems with planning in Abbotsfield and issues surrounding Park Valley Village, a multi-family project in Rundle Heights, precipitated a mayoral inquiry in June of 1994. The response to this inquiry in November of 1994 recommended a short-term strategy to resolve the issues at Park Valley Village and a long-term strategy to deal with the well-being of the community.

A subsequent report to Executive Committee on March 29, 1995 outlined the findings of a task force chaired by the Commissioner of Housing and presented a Terms of Reference for the preparation of an Abbotsfield Rundle Heights Study. The motion was approved to prepare a study of action and results rather than one focused on land use. It ruled out an Area Redevelopment Plan but supported a Community Development Plan.

It was resolved that the plan was to be community-driven. As a result, a Community Coordinator was hired and funded by the Planning and Development Department. A comprehensive community process began.

The primary issues were a result of the concentration of poverty in the multi-family developments east of 34th Street. The housing was built during the 1970s boom as affordable rental homes for low-income families and individuals. Built with good intentions, the concentration and its resulting social issues overwhelmed the community. Added to these issues was the 1982 economic crash and subsequent recession. The buildings began to deteriorate from lack of maintenance due to changing ownership. Park Valley Village was only the worst of a larger problem.

A large representation of the community came together to work on solutions and a vision for the future. An important roadblock that had to be overcome was the fear and hostility felt by the original Beverly community. After the plan was completed and approved by City Council, a Community Development Office was given three years of implementation funding. A partnership formed with the newly incorporated Beverly Business Revitalization Zone (BRZ) and work on the plan began. After the implementation funding ended, the BRZ had the only source of funding and community development work was less coordinated.



*Current Planning Branch
Sustainable Development
City of Edmonton*

The Abbottsfield/Rundle Heights Community Development Plan (CDP) was approved by City Council by Resolution on October 21, 1996. In June 2013, this document was consolidated by virtue of the incorporation of the following Resolutions:

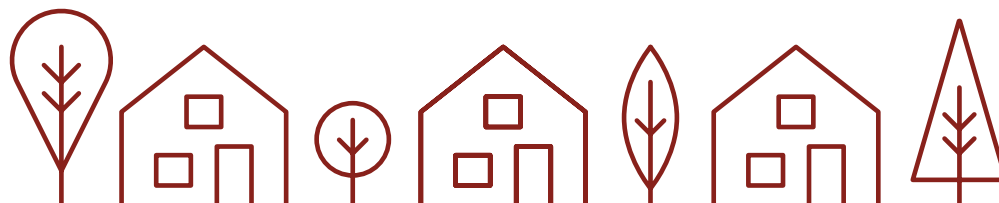
October 21, 1996	Approved by Resolution of Council (to adopt the Abbottsfield/Rundle Heights CDP)
February 27, 2012	Approved by Resolution of Council (to amend the map on page 19 by changing a land use designation from Urban Service District to Public Parks uses)
February 4, 2013	Approved by Resolution of Council (to amend the map on page 27 by changing a land use designation from Low Rise Apartment to Neighbourhood Convenience Commercial uses)
June 17, 2013	Approved by Resolution of Council (to amend the map on page 25 and text on page 51/52 to allow for Low Rise Apartment senior's housing)

Abbottsfield/Rundle Heights Community Development Plan Approval

NEIGHBOURHOOD CONSTRUCTION: UNITS BY NEIGHBOURHOOD

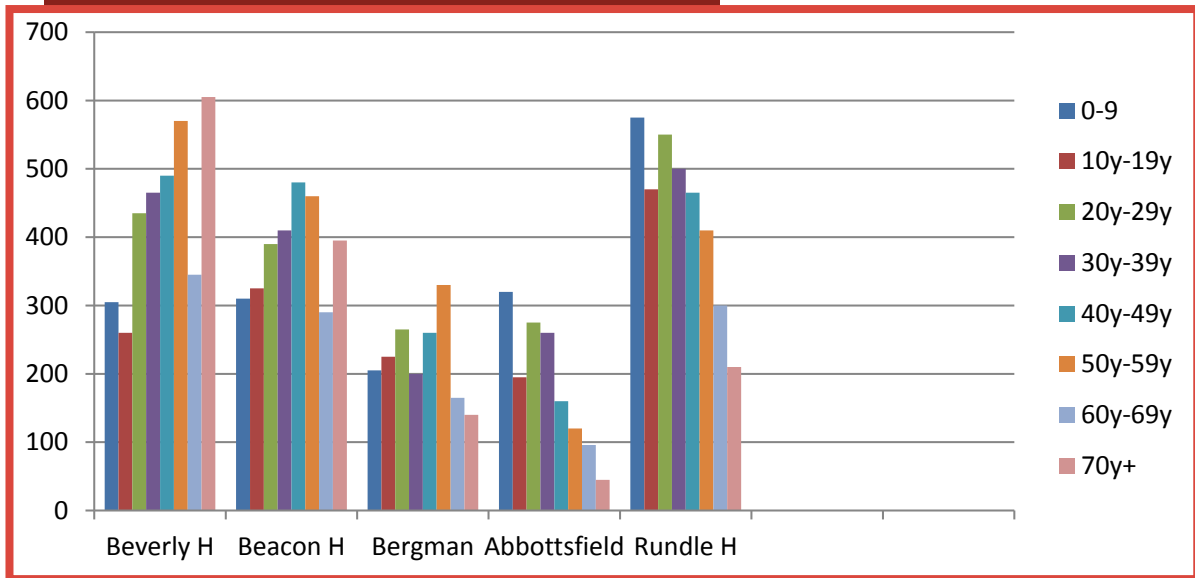
	1960 or Before	1961-1980	1981-1990	1991-2000	2001-2005	2006-2011	Total
Beverly Heights	725	655	155	60	0	0	1596
Beacon Heights	755	410	55	0	0	0	1220
Bergman	125	235	230	50	0	0	640
Abbottsfield	35	480	40	0	0	0	555
Rundle Heights	130	990	125	45	20	20	1330
Total	1770	2770	605	155	20	20	5341

Neighbourhood Profiles from 2011 Federal Census

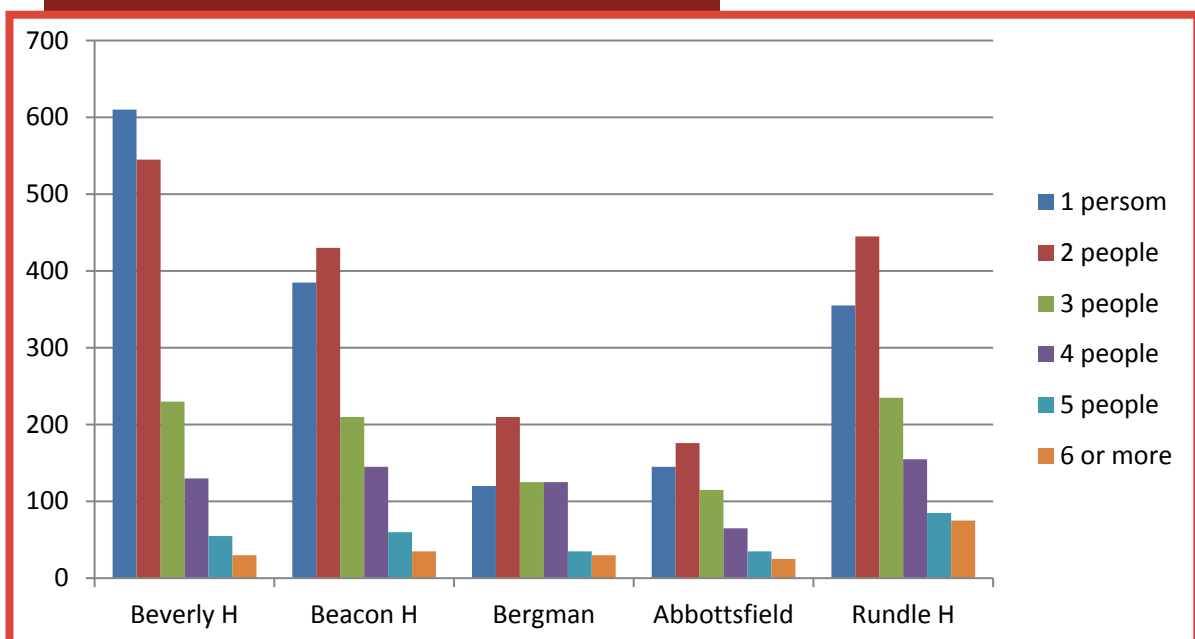


DEMOGRAPHICS

Ages: By Neighbourhood



Household Size: By Neighbourhood



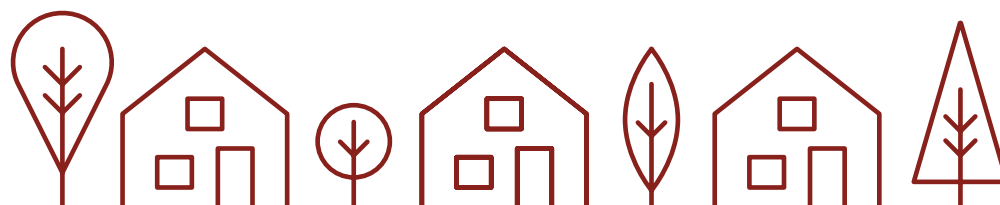
POPULATION TOTALS: 13,265

- **Beverly Heights:** 3,475
- **Beacon Heights:** 3,050
- **Bergman:** 1,790
- **Abbottsfield:** 1,470
- **Rundle Heights:** 3,480

HOUSEHOLD INCOME: 2010

	Beverly H	Beacon H	Bergman	Abbottsfield	Rundle H	City of Edmonton
Median Household	\$54,098	\$60,184	\$71,879	\$41,371	\$52,058	\$72,248
Average Household	\$68,749	\$70,575	\$79,699	\$51,501	\$66,114	\$90,340

- Beverly Heights has 32% of households that make more than \$100,000 and 24% that make less than \$30,000.
- Beacon Heights has 50% of its households making \$60,000 or more and 10% that make less than \$20,000.
- Bergman has no households making less than \$20,000 per year and 32% making \$100,000 or more. 50% of households make \$60,000 or more.
- Abbottsfield has 38% of households that make less than \$30,000.
- Rundle Heights households have 29% that make less than \$30,000 and 24% that make more than \$100,000. Rundle Heights averages do not reflect the difference in income between the residents of the single-family homes at the south end and the income of the residents in the rentals and social housing units.



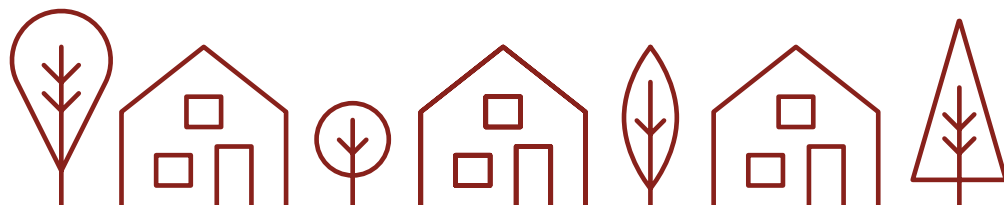
ETHNIC ORIGIN

Beverly was settled by immigrants who came to work in the mines and to farm in the area. The earliest people came from northern and eastern Europe. Jacob Prins purchased the Humberstone property, and farmed the area that is now Rundle Heights and Rundle Park. He encouraged a number of Dutch settlers to come to Beverly, from the early 1930s until he died in 1963. As a result, Beverly has a sizeable Dutch population. Many Ukrainians settled in Beverly after the First World War. People of British origin have always been a large percentage of the population. Today, the area is even more diverse, housing increasing Indigenous and African populations.

The following is a representation of the most significant ethnic groups identified in the 2011 federal census:

	Beverly H	Beacon H	Bergman	Abbottsfield	Rundle H	City of Ed- monton
European	27%	20%	31%	15%	12%	15%
British Isles	28%	29%	25%	30%	29%	29%
N. American	14%	16%	14%	14%	21%	15%
French	11%	9%	5%	8%	8%	9%
Aboriginal	13%	13%	6%	18%	9%	5%
S. Asian	1%	3%	0	2%	15	6%
E. Asian	5%	4%	5%	3%	4%	12%
African	0	3%	11%	7%	12%	3%

2011 Federal Census



10.3MILL WOODS NEIGHBOURHOOD PROFILE

Note: Excerpted from *Mill Woods Living Heritage Project*

Project Principals: Catherine Cole, Catherine C. Cole & Associates and Don Bouzek, Ground Zero Productions

WHY MILL WOODS? (WWW.MILLWOODSHISTORY.ORG).

To most Edmontonians Mill Woods is considered a new suburb. Yet, the Mill Woods concept is now 45 years old and the community – if it were a city – would be the third largest in Alberta. Mill Woods is unique. Based on a city-planned and funded land assembly, it was designed and built to provide quality, affordable homes to offset the inflationary impact of the second oil boom. Mill Woods was Edmonton's first socially planned community, built on land owned by the city and developed to enhance a sense of community. The planning documents are quite visionary in tone.

The scale of the Mill Woods plan, with a town centre and eight surrounding communities each divided into multiple neighbourhoods, and the decision to take the street design 'off the grid' into crescents and connecting circular roads made the development unique. There are significant differences between communities, ranging from the initial development in Richfield to later construction in Jackson Heights. The design for mixed housing has created an urban landscape where single-family homes rub shoulders with high-rise apartments and condo complexes sit across a park from co-operatives.

The area is home to Aboriginal people, migrants from

other parts of Canada, and immigrants from places as diverse as South Asia, East Africa, the Philippines, the Caribbean, and Latin America. Diverse cultural communities embrace the Sikh parade, Caribbean 'Mas Camps' and Spanish language community dances, and celebrate their adopted home on Canada Day.

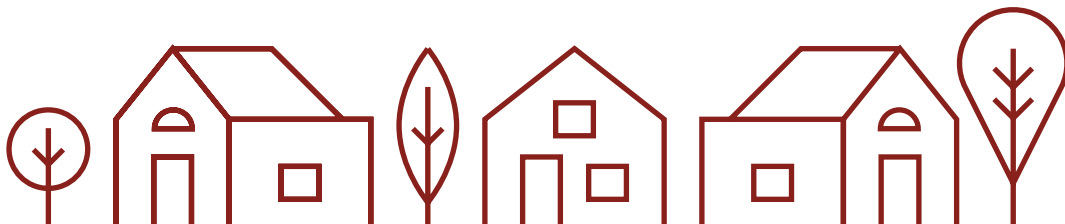
Our long-term goal is to improve understanding of and among diverse cultures in Mill Woods and between residents of Mill Woods and those in other parts of the city leading up to the 50th anniversary of the land bank in 2019. The series of events which created this diversity is extremely complex. The establishment of the Papaschase Indian Reserve, transfer of land to the federal government for settlement, creation of the land bank and original town plan, and concurrent social housing programs tell one narrative. As changes in Canadian immigration policy and events in faraway places led to people immigrating to Mill Woods from around the world, the story became multiple stories.

PAPASCHASE FIRST NATIONS RESERVE

<http://www.millwoodshistory.org/papaschase-first-nations-reserve.html>

Between 1876 and 1878 federal commissioners came west to negotiate and settle Treaty 6 an agreement through which the First Nations in central Saskatchewan and Alberta ceded title to their lands to the Dominion of Canada for Her Majesty the Queen and Her successors.

In 1877 they negotiated with Papaschase, Chief of the band living in and around Fort Edmonton in the area



now known as Rossdale Flats. Settlers moving into the area did not want to live close to a reserve and with the influence of newspaperman and politician Frank Oliver were able to move the band south to an area that encompasses what has become Mill Woods. The 40-square-mile Papaschase Reserve was surveyed between 1880 and 1884.

According to current Chief Calvin Bruneau, over the next five years some band members died of starvation because of the depletion of the buffalo, some took Métis scrip not realizing they were giving up their rights as Indians, and some joined the Enoch band west of the Fort. People were forcibly removed from the reserve and by 1889 the band was disbursed. The government wanted to open up settlement but first had to get the Papaschase to surrender their land. They needed a majority of voting members, men over the age of 21, to vote in favour of surrender. They only got three signatures, did not call the required second meeting to obtain a majority, and did not compensate

Papaschase adequately for the land taken. Bruneau tells a story of desperation, deception and dispersal, the details of which remain in dispute. Ironically, many place names in Mill Woods acknowledge the Papaschase legacy – the word Tipaskin is Cree for reserve – and in 1980, Menisa residents (Menisa is Cree meaning berries) offered to plant trees and raise funds for a barbecue and park dedicated to Chief Papaschase – but the project was not approved.

MILL WOODS LAND BANK AND DESIGN CONCEPT

<http://www.millwoodshistory.org/mill-woods-land-bank-and-design-concept.html>

After the Papaschase dispersed, the area was sold for \$3/acre to European immigrants who farmed there until the Province began to secretly assemble a land bank in 1969. The province bought 68% of the nine-square mile parcel of land before the project was publicly announced; the City bought the land from the province over time. In 1970 the City annexed the portions of Mill Woods that were in the County of Strathcona and changed the zoning from low-density agricultural land to general urban use. Once the announcement was made the City continued to negotiate with non-consenting landowners and developers bought up portions of the parcel.

The planning team began work in April and completed the plan within a year. The concept required approval from three levels of government. When the plan was announced, it was hailed by the Edmonton Journal as "one of the most comprehensive town planning designs in modern history." Bounded by 91st and 34th Streets and 51st and 15th Avenues, Mill Woods was conceived of as a 'city within a city'. Unlike the American 'satellite' town or the British 'new town', the Mill Woods concept directed planned growth within an integral part of the city. At the time, Mayor Dent was quoted as saying that "the Mill Woods development will be among the most attractive ever designed and built" and that he hoped mistakes committed in previous 'instant cities' would be avoided. The 6,000-acre site would be developed over 20 years, throughout the 1970s and 80s. The City's intention was to allow orderly growth at controlled prices that would prevent exploitation and urban sprawl, an experiment in 'future urban living'. The Mill Woods concept was to:



Encourage a composite and compatible population of a wide range of racial origins, income characteristics and personal backgrounds; stress social values and concerns and encourage citizen participation in evaluation and modification; improve the quality of life through environment; foster social interaction, and meet needs of minority groups.

MILL WOODS DEVELOPMENT

<http://www.millwoodshistory.org/mill-woods-development.html>

In 1971, the price of an un-serviced 50-foot lot in Mill Woods was \$2,200, significantly less than other areas under development at the time such as Dickinsfield (\$3,800-\$4,500), Thornclyff (\$5,000-\$5,500) and Duggan (\$6,000). Approximately 1,000 people applied for the right to purchase one of the first 194 lots and the city drew names. The intention was to take the income from land sales and buy more land elsewhere but the city did not acquire any additional land because there was no guarantee it would be able to annex other outlying areas. Land banking was effectively obsolete.

The Alberta Housing Corporation collaborated with the Canada Mortgage and Housing Corporation to subsidize interest rates for low-income homebuyers. In the early years, there were numerous challenges with infrastructure: the sewage system, roads and the lack of mail delivery, public transit, schools, and recreation facilities.

The development of Mill Woods proceeded much faster than expected and by 1976 there was only a ten-year supply of land remaining – rather than the 20 years anticipated – and the city began to revise its servicing standards, reducing sidewalks on both sides of the street, curbs, and so on. Beginning in 1973, a number of housing co-ops were built in the area. The Keegano

Housing Co-op was developed in 1976 with residents from every occupation and age group; the Salvador Housing Co-op built in 1976 was comprised primarily of Chilean refugees. In 1978, 70% of the population of Mill Woods was under 30, compared to city's average of 26% under 30. As in other neighbourhoods with a younger than average demographic, concerns about juvenile vandalism and amenities for young people began to be raised. In the late 1970s, the population of Mill Woods reached 30,000 residents.

MILL WOODS CULTURAL DIVERSITY

<http://www.millwoodshistory.org/cultural-diversity.html>

Initially, Mill Woods lots were being sold primarily to young families from Edmonton and migrant workers from Eastern Canada who relocated to Edmonton for work. Edmonton's economy boomed in the 1970s and the city's population grew from 429,750 to 521,000.

The cultural diversity of the neighbourhood developed due to a combination of changes in Canadian immigration policy and events in distant corners of the world. In 1967, Canada had adopted a merit-based system for determining immigration. This led to increasing numbers of immigrants from all over the world coming to Canada to take advantage of the economic opportunities and freedoms here, or to escape events in other countries that dictated where these immigrants originated. These included the 1972 expulsion of Ugandans of Indian origin, the 1973 coup in Chile, the emigration of Sikhs from Punjab, and of other South Asians from Pakistan in the early 1970s, and the arrival of ethnic Chinese 'boat people' from Vietnam in 1979-1980. This influx of immigrants combined to shape the neighbourhood of Mill Woods.

Some landed in Mill Woods because of the affordable



housing available; others followed friends and fellow citizens. By 1989, the population of Mill Woods was 30% people from visible minorities and was referred to as a 'cultural rainbow' or 'global village'. Mill Woods now has a population that if it were a city, would make it the third largest in Alberta.

When conducting the oral history interviews we asked people about the continuity of cultural traditions in Mill Woods, whether they taught their children to speak their mother tongue, whether they ate traditional foods, and maintained traditional activities. We asked about cultural diversity in the local schools and the strength of the Mill Woods soccer program and its relationship to culture and its ability to facilitate integration. We also asked about the importance of celebrations in the home and in the community of Mill Woods, and the participation of Mill Woods residents in larger festivals in Edmonton, events such as the Canada Day, Cariwest, the Sikh parade and Diwali.

MILL WOODS TIMELINE

<http://www.millwoodshistory.org/mill-woods-timeline.html>





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